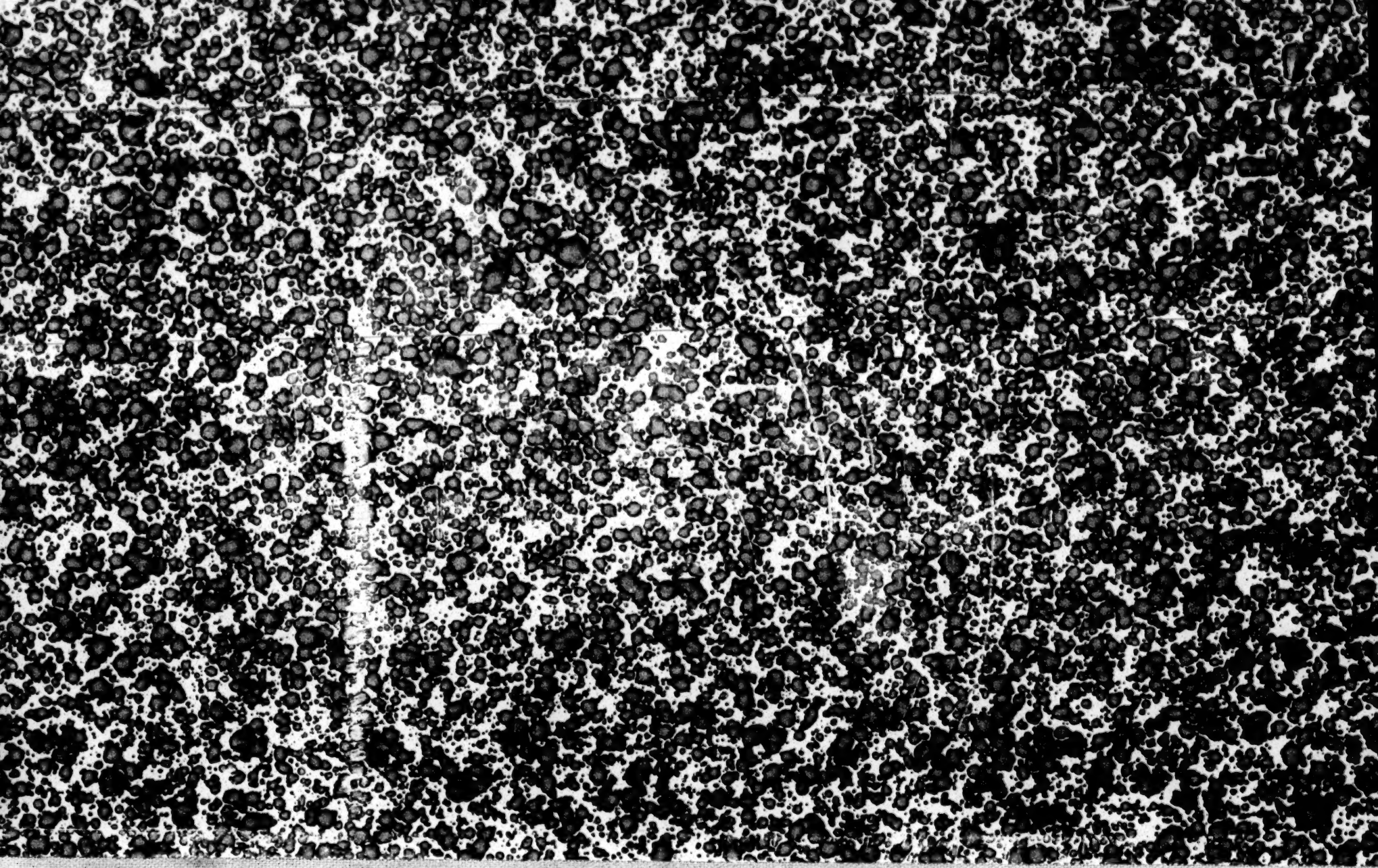
AMERICAN RAILROAD JOURNAL

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V.44, 1871



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American Railroad Journal.

New York Saturday, January 7, 1871.

The Progress of Railway Construction in Arkansas.

Mr. D. B. SICKELS, Financial Agent of Arkansas, having recently returned from a visit to that State, furnishes us with the following interesting information respecting the progress of railway construction there:

The several lines of railway now in course of construction in the State of Arkansas are being pushed ahead with extraordinary vigor. The Memphis and Little Rock Railroad, which when completed will be 130 miles in length, has remained in an unfinished condition for several years; but a new contract having been recently made with parties possessing abundant means, its completion by the 15th of February is now regarded as absolutely certain. Over six hundred men are at work on the unfinished portion of the route between Brinkley and the White River, and all the iron necessary for the seven and a half miles (all that remains to connect the two divisions,) has just been landed at Hopefield, opposite to Memphis. The completion of the road will be an occassion of great rejoicing to the citizens of Little Rock, as it will practically open that long "pent up Utica," to eastern trade and reliable communication with important towns on the Mississippi.

The Little Rock and Ft. Smith Railroad, running up the Arkansas Valley from Huntersville to Lewisburgh, is in an encouraging state of progress. Over ninety miles have been graded and made ready for the ties, and the track is being laid as rapidly as the iron is furnished. Fifty miles of track have been laid and trains are now running regularly to and from Lewisburg. The fifty miles beyond that place will be completed by the first day of May next if the material is promptly supplied. The road is in splendid condition and the management of the work of construction could scarcely be improved. The State authorities are much gratified with the condition and progress of the road, and all the requirements of the law have been faithfully complied with. An inspection of the work has recently been made by a distinguished civil engineer, and he pronounced it superior to that of any recently constructed road in the Southwest.

The company has recently been re-organized, and the Boston interest has secured the absolute control of the old corporation together with all its right, franchises, &c., &c. At a meeting of the Board of Directors held in Little Rock a few weeks ago, Mr. John C. Pratt was unanimously elected President of the company, and Mr. Edward Adams Treasurer.

When completed the financial condition of the company will be as follows, viz:

150 miles railway valued at	$3,500,000
1,000,000 acres of land valued at	5,000,000
1,500,000 State bonds valued at	1,500,000
Total	$10,000,000

The Little Rock, Pine Bluff and New Orleans Railroad was commenced last July, and up to the present advices sixty-five miles of road-bed had been graded, bridged and made ready for the ties. Eighteen miles of track have already been laid and sufficient iron has been purchased and shipped to New Orleans to complete the road to Pine Bluff. It is expected that the trains will be running from Chicora on the Mississippi to Pine Bluff on the Arkansas by the first of March, if the materials are furnished as rapidly as promised.

When completed this will be one of the most valuable and best paying roads in the State, as it will receive all the freights now conveyed by boats on the lower Arkansas river, and a large local business besides.

The Mississippi, Ouachita and Red River road extending from Eunice on the Mississippi to a point near Fulton, a distance of 150 miles, is also being rapidly pushed ahead by the contractors. About seventy miles of road have been graded and sixteen miles of track laid, and trains are now running to a point within three miles of Monticello. The iron for seventy miles of the road has been purchased, and is now arriving at New Orleans for transhipment up the river. This road traverses the centre of the State and will drain the richest counties in that section. The financial condition of the road is excellent, and its resources available for construction are very large, having large land grants, State aid and County subscriptions. It will probably be completed in eighteen months. The entire amount of its debt when finished will not exceed $20,000 per mile.

The Cairo and Fulton Railroad, which will run from some point on the boundary line between the States of Missouri and Arkansas, not yet fixed, to Fulton on the Red River, running in a Northeasterly and Southwesterly direction across the State for a distance of 300 miles.

Twenty miles of track have recently been laid north of Little Rock, and work is now being done on the next twenty mile section. The grading is of a very light character, consisting of embankments of 2 or 3 feet in height, and the masonry consists of only a few stone culverts. The sections of work beyond the 40 mile point is of a somewhat different character but not materially more expensive.

The company has an enormous land grant from Congress, amounting to 6,400 acres per mile, and extending 20 miles on either side of the road. The lands are among the best in the State, and worth from $5 to $10 per acre.

The company does not intend to avail itself of the provisions of the Act of July, 1868, granting aid to railways; but will rely solely upon the

proceeds of the sales of its Land Bonds, and its shares for its construction and equipment as per contract with the Boston capitalists.

The road when completed will be the most important trunk line in the State and cannot fail eventually to become as valuable as the Illinois Central Railway.

On the Use of Cast Iron in Bridge Construction.

EDITOR AMERICAN RAILROAD JOURNAL:

DEAR SIR:—The correctness of my views as to the dangerous use of cast iron in bridge construction has been confirmed in a striking manner by the breaking down of the cast iron draw over Newark Bay, on the Central Railroad of New Jersey on the 15th of December last.

This draw was of massive proportions, and strong—for cast iron. Yet it has been broken once or twice before by shocks from the spars of passing vessels, and has now been destroyed by a locomotive running off the track while coming upon it.

It may be said that no form of bridge construction, whether of wrought or cast iron could withstand the momentum of a locomotive coming at full speed. This may be true, and yet prudent persons always like to diminish risks as much as possible. A well designed bridge truss of wrought iron, from its elasticity and toughness would recover from a blow which would shiver like glass, a rigid and brittle post of cast iron. This needs no demonstration; and no rhetoric on the part of those engineers who are wedded to the use of cast iron can remove from the minds of the public the feeling of insecurity which one such disaster as this produces.

But instead of dwelling upon such evident truths, I wish to call the attention of Railway men to the insecure mode of fastening pivot draw-bridges which comes from the use of wedges. It is impossible to thrust wedges under the ends of a draw with force enough to raise its ends. Unless both ends are raised, by some means, so as to relieve the upper chord of tension over the center pier, and break the continuity of spans, the effect of a loaded train coming upon one span will be to raise the opposite end of the draw clear of its bearings, and derange any ordinary system of fastenings. There being nothing to secure the tracks in line, an accident is sure to happen sooner or later.

This raising of the opposite end takes place with the Keystone Co's draws at Kansas City and at Newark, and was probably the primary cause of the engine leaving the track and destroying Lowthorp's draw on the Central New Jersey railroad.

The Keystone Co., taught by experience, are about placing hydraulic jacks to raise the ends of the Kansas City draw, and also the draw which they are building at Keokuk.

But there is a still better plan which has been in successful operation for the last two years in the 360 ft. iron draw at Quincy, Ill., built under my superintendence as Chief Engineer. At the Quincy draw there is a three-fold security against any derangement in the gauge, level or line of rails, at that critical point where the fixed and movable tracks join.

First, There are pairs of cams under each end of the draw which raise the ends about an inch, and hold it in place by the gravity of 75 tons on each end, equal to 150 tons in all. This entirely prevents any motion being transmitted from one span to the other.

Second, The vertical shaft which drives the screw that works the cams, is a round bar 2¾ in. diam., which when the draw shuts, descends into an iron box in the masonry pier, and forms a rock that can yield to no blow. As the box is conical, this motion centres the bridge so as to bring the tracks exactly in line.

Third, The rails on the draw-bridge instead of ending with the draw, project about six inches upon the fixed pier, and are received in heavy chairs which prevent any side or vertical motion, and do away entirely with that unpleasant jar generally felt when coming upon draw-bridges.

This makes it necessary to have an arrangement for raising the track at each end of the draw before opening it. It is accomplished by very simple machinery, and the whole is worked by the engine which gives motion to the draw.

The same arrangement, with some improved details, will be adopted in the new iron draw, now building by my firm, Clarke, Reeves & Co., for the Hudson River Bridge Co. at Albany.

As this is a matter which involves the safety of the numberless passengers who are daily crossing draw-bridges, I have taken the liberty to write somewhat at length and in detail, at the risk of being found tedious.

Your obedient servant, T. C. CLARKE.

Philadelphia, Dec. 27, 1870.

The National Railway.

The National Railway, the new air-line road between Philadelphia and New York, appears to be a determined fact. The contract for the construction of the entire line of road has been awarded to Messrs. James Moore, Sidney Dillon & Co., the well-known constructors of the Union Pacific Railroad, and the work is to be immediately commenced and vigorously prosecuted. The contractors are men of high responsibility and great energy and experience, and there can be no doubt that they will drive their contract upon the same principle of rapid construction that worked so well on their great trans-continental enterprise.

Nearly the entire right of way for four tracks, from Philadelphia to Newark, has been already secured, and measures are in progress for securing the remainder of the distance.

The Nrtional Railway Company has kept its counsels very closely, and the announcement that the contract for constructing the road is actually awarded and is to be immediately executed will take the public by surprise. The Company has taken the building of the Cambria Iron Company, in Fourth street, below Walnut street, where its offices will be opened on the 1st of January.

The following is a correct list of the present management of the National Railway Company: President, Henry Lewis; Vice President, Henry M. Hamilton; Secretary, Robert R. Corson; Treasurer, Jacob Riegel; Directors, Charles Gibbons, Charles Smith, Matthew Baird, Robert Cabeen, Coffin Colket, Charles M. Dupuy, Samuel K. Wilson, Trenton; A. S. Livingston, Trenton; I. B. Culver, Jersey City; A. B. Clark, New York. —*Phila. Bulletin, Dec. 24.*

☞ The Western and Atlantic Railroad has been leased for twenty years, at a monthly rental of $25,000 to a company comprising twenty-three prominent railroad managers, representing fifteen millions of capital. They give as security other railroads, the aggregate capital of which exceeds twenty millions. Hon. Joseph E. Brown has been elected President of the new company.

Railroads in the United States.

There is no central bureau in the United States having cognizance of the great railroad interests of the country. Only a few of the larger States demand any returns from the companies owning works, and these are neither uniform nor as full and definite as they might be. In this respect the United States stands alone, every other country of the world demanding complete historical and statistical details of works projected, in progress, or in operation at annual periods. It would be well for the companies and the public that this defect in our system (or want of system) should be remedied by the establishment of a central office the duty of which should be the collection, arrangement and elaboration of all returns which a stringent law might call for.

The want of such a central point of information makes it a very difficult matter for a single individual (notwithstanding he may have accumulations of material covering the whole period of American railroad history) to bring together the details of the hundreds of railroads now existing, or even to state their length and cost. Our annual attempts to do the latter have been more or less imperfect, and we have always told our readers that our summaries are only approximate. With the rapid increase of companies and enterprises the difficulty here complained of is increased; and so our tables become less and less reliable. We have done our best in the matter, however, and have come as near the truth as our means would allow of.

With these few remarks we introduce our annual statements: *first*, in the aggregates of States and Territories, and *second*, in detail or by separate works.

The following tabulation shows the distribution of mileage and cost of railroads in the several States and Territories:

States and Territories.	—Length in Miles.— Total.	Open.	Cost of road & equipment.
Maine.....	972.01	810.31	$26,241,901
New Hamp....	987.29	734.75	23,647,935
Vermont.....	658.41	618.41	32,488,594
Massachusetts.	1,739.02	1,478.47	77,496,880
Rhode Island..	135.80	135.80	4,805,996
Connecticut ..	977.87	728.75	34,976,684
	5,470.40	4,506.49	$199,658,090
New York....	5,453.74	3,892.88	$234,049,545
New Jersey...	1,241.80	1,091.80	74,525,196
Pennsylvania..	6,312.96	5,056.06	296,739,087
Delaware & E. Maryland ..	588.64	390.14	10,059,092
Maryl'd (west)	840.34	495.49	34,723,367
West Virginia..	711.75	374.75	30,493,789
	15,078.73	11,300.62	$680,589,976
Virginia.....	2,253.31	1,465.96	$53,386,858
North Carolina	1,574.17	1,178.17	32,164,298
South Carolina	1,438 17	1,138 67	32,863,588
Georgia.....	2,313.70	1,932.70	44,322,919
Florida.....	607.20	440.20	11,781,919
	8,186.55	6,155.70	$174,519,582
Alabama.....	2,120.00	1,396.00	$46,598,605
Mississippi....	1,117.80	977.80	33,208,839
Louisiana	944.50	478.50	19,528,798
Texas.....	4,071.50	665.50	22,050,000
Arkansas.....	1,054.00	286.00	8,798,000
Tennessee	2,016.08	1,490.08	51,528,745
Kentucky.....	1,375.41	907.37	35,649,699
	12,699.29	6,201.25	$217,848,686

Ohio.....	4,800.97	3,688.09	$192,588,214
Michigan.....	2,992.36	1,783.36	75,817,748
Indiana	4,865.20	2,277.60	135,957,186
Illinois.....	8,813.35	5,428.10	237,553,000
Wisconsin	3,142.20	1,476.20	59,832,881
	24,614.08	15,547.35	$701,700,029
Missouri.....	4,573.42	2,140.13	$106,663,464
Kansas	3,698.00	1,501.00	56,723,700
Colorado	1,268.00	868.00	17,400,000
Iowa	4,472.25	2,550.25	111,978,000
Nebraska	1,205.00	588.00	39,300,000
Wyoming Ter.	492.00	492.00	46,700,000
Minnesota....	2,654.00	972.00	34,720,000
Dakota Ter...	700.00	.....	800,000
Montana and Idaho Ters..	600.00	.....	.....
	19,662.67	8,611.38	$413,785,164
California	3,293.60	996.60	$70,624,582
Nevada.....	1,493.00	593.00	60,000,000
Utah Ter.....	404.00	364.00	49,000,000
Oregon	2,648.50	159.50	6,100,000
Washington T..	420.00	.....	.....
	8,259.10	2,113.10	$185,724,582

RECAPITULATION.

N. E. States..	5,470.40	4,506.09	$199,658,090
Middle States.	15,078.78	11,300.62	680,589,976
S. E. States..	8,186.55	6,155.70	174,519,582
Gulf & S. W. States	12,699.29	6,201.25	217,348,686
Interior, E. of Mississippi.	24,614.08	15,547.35	701,700,029
Interior, W. of Mississippi.	19,662.67	8,611.38	413,785,164
Pacific States	8,259.10	2,113.10	185,724,582
Grand Total.	93,970.82	54,435.49	$2,573,526,109

In the following table is shown the increased mileage and cost of railroads in the several sections during the year 1870:

	—Miles of Road— Projected.	Opened.	Cost of Road & equipment.
North East....	594.04	231.73	$9,853,292
Middle East...	531.54	509.53	21,971,451
South East....	486.69	318.22	10,519,325
Gulf & S. West.	2,125.36	907.22	36,879,602
Inter'r E.Mis.	3,409.71	1,449.05	58,401,588
Inter'r W.Mis.	6,421.10	1,781.05	66,416,600
Pacific	2,087.00	428.00	25,874,582
Total inc...	15,605.44	5,574.80	$224,916,390

Though this increase is less than in 1869 by 1,018.57 miles the results of the year, considering the draw-backs in consequence of the Franco Russian war, are eminently satisfactory, being an increase in mileage of 11.41 per cent, and in cost of 9.58 per cent. The average cost per mile of new road is $40,345. This is by no means an extravagant estimate, and is probably as nearly correct as can be ascertained. The largest increase has been in the States of Illinois, Iowa, Missouri and Kansas, where railroad construction has been stimulated to the utmost by town and county subscriptions in the form of bonds. In Alabama and Georgia the companies building railroads have been encouraged by State subsidies. The same encouragement has been granted in North Carolina, but in that State with little advantage. And yet with all the rapid development, especially in the great interior States, we are somewhat disappointed in the results exhibited in our survey. So much work had been planned, commenced and carried on, that a larger increase of mileage might reasonably have been anticipated. The difficulties in Europe, however, breaking out suddenly in the middle of the year, closed foreign markets against American bonds, and made it impossible for companies in general to negotiate their paper or to carry forward intended or progressing works. Had peace been maintained we doubt not but that at least 10,000 miles of road would have been the compliment of the year 1870. The average cost of railroads in the United States, including the great overland lines which cost more than $100,000 per mile or about 10 per cent. of the total cost of railroads is $47,277 per mile. But few of the great trunk roads have cost less than $80,000 to $100,000 per mile; while in the South the cost of railroad building, notably in the Atlantic States, has not exceeded $20,000 to $25,000 per mile.

The progress of railroad construction in the United States since 1827, in which year the Granite Railroad at Quincy, Mass., was inaugurated to the present time is shown in the following table:

Year.	Miles open.	Yearly Increase.	Year.	Miles open.	Yearly Increase.
1827..	3		1849....	6,350	668
1828..	8		1850....	7,476	1,125
1829..	28	25	1851....	8,589	1,114
1830..	41	13	1852....	11,027	2,438
1831..	54	13	1853....	13,497	2,470
1832..	131	77	1854....	15,672	2,175
1833..	576	445	1855....	17,398	1,726
1834..	762	186	1856....	19,251	1,853
1835..	918	156	1857....	22,625	3,374
1836..	1,102	184	1858....	25,090	2,465
1837..	1,431	329	1859....	26,755	1,665
1838..	1,843	412	1860....	28,771	2,016
1839..	2,220	477	1861....	30,593	1,822
1840..	2,797	577	1862....	31,769	1,176
1841..	3,319	522	1863....	32,471	702
1842..	3,877	558	1864....	33,860	1,389
1843..	4,174	297	1865....	34,442	582
1844..	4,311	137	1866....	35,351	909
1845..	4,522	211	1867....	36,896	1,545
1846..	4,870	348	1868....	38,822	1,926
1847..	5,336	466	1869....	42,272	3,450
1848..	5,682	346	1870....	48,860	6,588
1871			**54,435,**	increase	5,574.

These figures show a very rapid progress. Since 1860 one-half of the present total has been constructed, and this total is equal to all the railroads of all other parts of the world in the aggregate. It is longer than the circumference of this earth. It is true that most of the railroads in Europe are furnished with two or more tracks, while in this country not more than 25 per cent. of the lines are so furnished. But in most instances these additional tracks are not required and hence we find them only on the great trunk lines, such as the Erie, New York Central and Pennsylvania, and their immediate connections East and West. This however necessitates a larger measure of turnouts, sidings, &c., which may be reckoned at 10 per cent. of the total length. Thus in estimating the total equivalent single track in use we must add 35 per cent., which makes an aggregate of 73,487 miles, and to this sum must be added about 5,000 miles of city passenger railroads, one-half of which are double-tracked; and together these aggregate a length of more than 80,000 miles of equivalent single track.

With regard to the future of railroads. With the abundance of money now in the country and its aggregation in comparatively few hands a great deal can be economically accomplished. In addition to this favorable position, peace once re-established and confidence restored, the surplus accumulations of Europe will again be at our service. The means are thus assured, and with the wonted energy of our countrymen the objective will also be attained. Looking to what is now on hand and to that suspended from circumstances of but a temporary nature, we are assured that most of the great works, projected or in progress, will be carried to completion. With moderately favoring conditions, indeed, we may without accounting ourselves prophetic, calculate that by the close of another year our completed railroads will have an extension of at least 60,000 miles. The country is now awake to the value of the railroad as the true developer of industrial progress and wealth, and hence we may expect a cumulative rate of increase in these modern highways to national development. "Progress," as we said in our last year's summary, "leads but to new demands and new enterprises." This sentiment is of universal application.

Debt and Resources of Arkansas.

The State of Arkansas, as will be seen by the notice issued by Hon. HENRY PAGE, State Treasurer, which appears in our columns, will pay with her usual promptness the semi-annual interest due on her six per cent. Funded Debt Bonds on and after January 1st, 1871, at the Union Trust Company in this city. The total amount of the State Debt, including the bonds recently issued in aid of railroads recently constructed, will not exceed five millions of dollars. The amount of taxes collected annually, according to the Treasurer's report, is above one million, and the taxable value of property will exceed this year $110,000,000. With such abundant resources and the rapid increase of her population and the development of her railroad and other material interests, there should not be any question as to her ability to pay her debts.

☞ A contract has been concluded between Mr. A. T. Stewart and the Flushing and North Side R. R. Co. for the construction of the railroad between New York and Hempstead Plains. The route selected commences at or near the Main-street depot, Flushing, running easterly until it strikes the western limits of Mr. Stewart's Hempstead purchase, near Hyde Park, from thence running through the Plains to the eastern limits near Farmingdale. The road will be commenced immediately, and is to be completed by the 4th day of July next. The road will be built, equipped and operated by the Flushing and North Side R. R. Co.

☞ The total number of vessels arriving at Philadelphia in 1870 was 86,315, of which 881 were foreign and 85,434 coastwise. In 1869 the total number was 41,179, of which 946 were foreign and 40,233 coastwise. The class of vessels arriving during 1870 were as follows: Foreign ships, 57; barks, 289; brigs, 305; schooners, 260, and steamers, 20. Coastwise: Ships, 4; barks, 22; brigs, 96; schooners, 7,936; sloops, 5,588; steamers, 3,854; barges, 7,809; boats, 10,623.

☞ The exports of petroleum from Philadelphia to foreign ports in 1870 amounted to 48,955,626 gallons, against 33,022,011 gallons in 1869—an increase of 15,928,615 gallons.

☞ Mr. W. S. Wilson, of Philadelphia, has been appointed Purchasing Agent of the Philadelphia and Reading R. R. Co.

☞ H. J. Kimball has been elected President of the Brunswick and Albany Railroad.

List of Railroad Purchasing Agents.

Alabama and Chattanooga	G. W. Tallant,	Chattan'ga,Tenn.
Albany and Susquehanna	D. W. C. Ramsey,	Albany, N. Y.
Alexandria, Loudoun and Hampshire	Lewis McKenzie,	Alexandria, Va.
Androscoggin	Oliver Moses,	Bath, Me.
Atlantic and North Carolina	E. R. Stanley,	Newbern, N. C.
Avon, Geneseo and Mt. Morris	G. W. Phelps,	Mt. Morris, N. Y.
Baltimore and Ohio	Jno. Oliver,	Baltimore, Md.
Baltimore and Potomac	Wm. Worrell,	Baltimore, Md.
Baton Rouge, Gros Tete & Opelousas	D. C. Montan,	Baton Rouge,La.
Blossburg and Corning	R. J. Burnham,	Corning, N. Y.
Boston, Clinton and Fitchburg	H. A. Blood,	Fitchburg, Mass.
Boston, Concord and Montreal	Lyon & Vose,	Boston, Mass.
Boston and Maine	Alfred Perkins,	Boston, Mass.
Buffalo, Corry and Pittsburg	N. M. Whiteside,	Mayville, N. Y.
Burlington and Missouri River	J. W. Ames,	Burlington,Iowa.
Calais and Baring	E. M. Sawyer,	Calais, Me.
California and Oregon	J. R. Watson,	Sacramento, Cal.
California Pacific	C. A. Haskin,	Vallejo, Cal.
Camden & Amboy R. R. & Transp. Co.	A. H. VanCleve,	Bordentown,N.J.
Cape Cod	E. N. Winslow,	Wareham, Mass.
Catawissa	George Webb,	Williamsport,Pa.
Central Pacific (Cal.)	J. R. Watson,	Sacramento, Cal.
Chesapeake and Ohio	J. A. Netherland,	Richmond, Va.
Cheshire	H. H. Stone,	Keene, N. H.
Chicago and Alton	A. V. Hartwell,	Chicago, Ill.
Chicago, Burlington and Quincy	H. J. Higgins,	Chicago, Ill.
Chicago, Cincinnati and Louisville	C. W. Bradley,	La Porte, Ind.
Chicago and Northwestern	H. Bausher, Jr.,	Chicago, Ill.
Chicago, Rock Island and Pacific	Allen Manvell,	Chicago, Ill.
Chicago and Southwestern	C. F. Burnes,	St. Louis, Mo.
Cincinnati, Hamilton and Dayton	P. Hickey,	Cincinnati, O.
Cincinnati, Richmond and Chicago	P. Hickey,	Cincinnati, O.
Cincinnati, Sandusky and Cleveland	A. J. Morrison,	Sandusky, O.
Cincinnati and Zanesville	E. Gest,	Cincinnati, O.
Cleveland and Pittsburg	Wm. Mullins,	Pittsburg, Pa.
Clinton and Port Hudson	G. A. Nenfus,	Clinton, La.
Columbus and Hocking Valley	J. W. Doherty,	Columbus, O.
Concord	J. R. Kendrick,	Concord, N. H.
Concord and Portsmouth	J. R. Kendrick,	Concord, N. H.
Connecticut and Passumpsic Rivers	A. H. Perry,	Lyndonville, Vt.
Connecticut River	J. Mulligan,	Springfield,Mass.
Danbury and Norwalk	Jno. W. Bacon,	Danbury, Conn.
Danville, Hazleton and Wilkesbarre	S. P. Case,	Danville, Pa.
Dayton and Union	S. R. Stimson,	Dayton, O.
Detroit and Milwaukee	R. C. Faulconer,	Detroit, Mich.
Delaware and Hudson Canal	G. L. Haight,	New York.
Delaware, Lackawanna and Western	G. W. B. Cushing,	Scranton, Pa.
Denver Pacific	C. W. Fisher,	Denver, Col.
Des Moines Valley	George E.Kilbourne,	Keokuk, Iowa.
Eastern	K. B. Newell,	Boston, Mass.
East Tennessee, Virginia and Georgia	R. C. Jackson,	Knoxville, Tenn.
Edgefield and Kentucky	R. A. Bacon,	Nashville, Tenn.
Erie Railway	G. C. Hall,	New York.
Erie and Pittsburg	J. A. Tracy,	Erie, Pa.
European and North American (N.B.)	Samuel Watson,	St. John, N. B.
European and North American (Me.)	J. M. Lunt,	Bangor, Me.
Evansville, Henderson and Nashville	Alex. Sinclair,	Hopkinsville,Ky.
Fitchburg	Jno. Adams,	Boston, Mass.
Flint and Perre Marquette	G. C. Kimball,	E.Saginaw,Mich.
Georgia	John Vaughan,	Augusta, Ga.
Grand Trunk (Ca.)	Jno. Taylor,	Montreal, Ca.
Great Western (Ca.)	James Howard,	Hamilton, Ca.
Greenwich and Johnsonville	Wm. M. Holmes,	Greenwich, N.Y.
Hannibal and Naples	A. J. Stillwell,	Hannibal, Mo.
Hannibal and St. Joseph	G. H. Nettleton,	Hannibal, Mo.
Hanover Branch	H. A. Young,	Hanover, Pa.
Harlem Extension	R. C. Moore,	New York.
Hastings and Dakota	E. B. Allen,	Hastings, Minn.
Houston and Texas Central	D. H. Paige,	New York.
Hudson River	C. V. DeForest,	New York.
Illinois Central	S. Hoyt,	Chicago, Ill.
Indianapolis and St. Louis	J. W. Morse,	St. Louis, Mo.
Indianapolis, Cincinnati and Lafayette	N. H. McLean,	Cincinnati, O.
Jackson, Lansing and Saginaw	A. Watson,	Jackson, Mich.
Jeffersonville, Madison and Indianap	R. J. Elvin,	Jeffersonv. Ind.
Junction (Cin. and Ind.)	J. Walters,	Cincinnati, O.
Kansas Pacific	T. F. Oakes,	St. Louis, Mo.
Kentucky Central	G. H. Pendleton,	Covington, Ky.
Kings Mountain	R. S. Moore,	Yorkville, S. C.
Lackawanna and Bloomsburg	G. W. B. Cushing,	Scranton, Pa.
Lake Shore and Michigan Southern	S. G. Remington,	Cleveland, O.
Lake Superior and Mississippi	Frank Bishop.	St. Paul, Minn.
Leavenworth and Des Moines	C. F. Burnes,	St. Louis, Mo.
Leavenworth, Lawrence and Galveston	W. C. Ramson,	Lawrence, Ka.
Lehigh and Susquehanna	W. B. Whitney,	Philadelphia, Pa.
Lehigh Valley	L. Chamberlain,	Philadelphia, Pa.
Lexington and Big Sandy	J. G. Peebles,	Ashland, Ky.
Little Miami, Columbus and Xenia	James Lamb,	Cincinnati, O.
Long Island	O. Charlick,	Hunters Pt.,
Louisville and Nashville	Thatcher Perkins,	Louisville, Ky.
Louisville, New Albany and Chicago	J. R. Parker,	New Albany,Ind.
Lowell and Lawrence	F. H. Nourse,	Lowell, Mass.
Machiasport	Daniel Hammond,	Boston, Mass.
Macon and Western	James McAlpine,	Macon, Ga.
Maine Central	Edwin Noyes,	Waterville, Me.
Manchester and Lawrence	Jas. R. Kendrick,	Concord, N.H.
Marietta and Cincinnati	Sam'l L. Campbell,	Cincinnati, O.
Memphis and Charleston	T. W. Robertson,	Memphis, Tenn.
Michigan Central	Jno. Newell,	Detroit, Mich.
Middleburg and Schoharie	E. H. Dunham,	Middleb'gh, N.Y.
Midland (Ca.)	A. T. Williams,	Port Hope, Ca.
Milwaukee and St. Paul	Robert Wason Jr.,	Milwaukee, Wis.
Mineral Point	G. W. Cobb,	Mineral Pt. Wis.
Mississippi Central	E. D. Frost,	Water Val., Miss.
Missouri Valley	A. McDonald,	St. Joseph, Mo.
Mobile and Ohio	C. E. Rushing,	Mobile, Ala.
Mobile and Montgomery	G. Jordan,	Montgom'ry,Ala.
Montgomery and Eufaula	B. Dunham,	Montgom'ry,Ala.
Montgomery and West Point	J. T. Todd,	Montgom'ry,Ala.
Nashville and Chattanooga	J. W. Thomas,	Nashville, Tenn.
Nashville and Decatur	J. L. Miller,	Nashville, Tenn.
Naugatuck	G. W. Beach,	Bridgep'rt,Conn.
Nesquehoning Valley	E. M. Cook,	Philadelphia,Pa.
New Bedford and Taunton	Warner Ladd,	N.Bedford,Mass.
New Haven and Northampton	C. N. Yeamans,	N. Haven, Conn.
New Orleans, Jackson & Gt. Northern	A. Wang,	New Orleans,La.
New York Central	Milton H. St John,	Albany, N. Y.
New York and Harlem	R. C. Moore,	New York.
New York and New Haven	R. N. Dowd,	N. Haven, Conn.
New York, Providence and Boston	A. S. Matthews,	Stoningt'n,Conn.
Norfolk and Petersburg	Joseph P. Minitree,	Petersburg, Va.
North Missouri	D. R. Bates,	St. Louis, Mo.
Norwich and Worcester	P. St. M. Andrews,	Norwich, Conn.
Ogdensburg and Lake Champlain	Thos. Upham,	Boston, Mass.
Ohio and Mississippi	F. Beschoumann,	Cincinnati, O.
Oil Creek and Allegheny River	John Pitcairn Jr.,	Corry, Pa.
Old Colony and Newport	W. H. Bullock,	Boston, Mass.
Orange and Newark	J. W. Poineir,	Newark, N. J.
Pacific (E. D.)	J. H. Wyeth,	St. Louis, Mo.
Pennsylvania	Enoch Lewis,	Philadelphia,Pa.
Peoria, Pekin and Jacksonville	James F. Kelsey,	Havanna, Ill.
Petersburg	Jno. E. Wells,	Petersburg, Va.
Philadelphia and Baltimore Central	Henry Wood,	Philadelphia,Pa.
Philadelphia and Reading	W. S. Wilson,	Philadelphia,Pa.
Pittsburg, Cincinnati and St. Louis	G. D. Whitcomb,	Pittsburg, Pa.
Pittsburg and Connellsville	J. C. Cox,	Pittsburg, Pa.
Pittsburg, Ft. Wayne and Chicago	Wm. Mullins,	Pittsburg, Pa.
Portsmouth and Oxford Central	D.A.VanValkenb'rg,	Canton, Me.
Portland, Saco and Portsmouth	Wm. D. Hilton,	Providence, R.I.
Providence, Warren and Bristol	L. M. E. Stone,	Providence, R.I.
Providence and Worcester	W. D. Hilton,	Providence, R.I.
Reading and Columbia	J. W. Jones,	Philadelphia,Pa.
Richmond, Fredericksb'g & Potomac	T. L. Courtney,	Richmond, Va.
Rockford, Rock Island and St. Louis	Henry Roberts,	Chicago, Ill.
St. Louis and Iron Mountain	E. B. Cordell,	St. Louis, Mo.
St. Louis, Macon and Omaha	P. M. Wright,	Macon, Mo.
St. Paul and Sioux City	J. F. Lincoln,	St. Paul, Minn.
Salem and Lowell	F. H. Nourse,	Lowell, Mass.
San Francisco and San Jose	R. B. Bishop,	San Francisco,C.
Selma and Meridan	Chas. B. Wallace,	Selma, Ala.
Selma, Rome and Dalton	W. J. Farrell,	Patona, Ala.
Sheboygan and Fond du Lac	S. M. Barrett,	Sheboygan, Wis.
South Pacific	Rodney McLaughlin,	St. Louis, Mo.
South Side (Va.)	I. P. Minitree,	Petersburg, Va.
Southern Minnesota	J. H. Gardner,	La Crosse, Wis.
South Western (Ga.)	W. S. Brantley,	Macon, Ga.
Springfield, Illinois and South Eastern	E. C. Davis,	Cincinnati, O.
Sussex	T. Case,	Newton, N. J.
Sycamore and Cortland	Norman Beckley,	Sycamore, Ill.
Syracuse, Binghamton and New York	G. W. B. Cushing,	New York.
Taunton Branch	A. E. Swasey,	Taunton, Mass.
Terre Haute and Indianapolis	Chas. R. Peddle,	TerreHaute,Ind.
Tioga	L. H. Shattuck,	Blossburg, Pa.
Toledo, Peoria and Warsaw	J. A. Winner,	Peoria, Ill.
Toledo, Wabash and Western	I. N. Nessle,	Toledo, O.
Union Pacific	J. R. Nicholls,	Omaha, Neb.
Virginia and Tennessee	J. Clark,	Lynchburg, Va.
Western and Atlantic	E. F. Blodgett,	Atlanta, Ga.
Western North Carolina	S. McD. Tate,	Morganton, N.C.
Western Pacific (Cal.)	J. R. Watson,	Sacramento,Cal.
Western Union	Robert Wason Jr.,	Milwaukee, Wis.
Wilmington, Columbia and Augusta	J. C. Winder,	Wilmington,N.C.
Wilmington and Weldon	W. G. McRea,	Wilmington,N.C.
Worcester and Nashua	C, S, Turner,	Worcester,Mass.

Railroads of the United States.

A Tabular Statement showing the Length and Cost of each Work at the close of the financial year ending nearest to January 1, 1871.

(Not including City Passenger Railroads.)

State of Maine.

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
1. Androscoggin	26.50	26 50	$560,000
Lewiston Branch	5.00	5.00	
2. Androscoggin Valley (project	....	....	.....
3. Atlantic and St. Lawrence (N. H. & Vt.)	79.00	79.00	3,311,414
Branch	1.50	1.50	
4. Bangor, Oldtown and Milford	13.00	13.00	332,447
5. Bangor and Piscataquis	40.00	40.00	1,200,000
6. Belfast and Moosehead Lake	34.50	34.50	1,350 000
7. Boston and Maine (N. H. & Mass.)	2.50	2.50	72,103
8 Calais and Baring	6.00	6 00	226,160
Branches	5.50	5.50	
9. European and North American	100.00	69.00	2,719,000
Orono Branch	6.00	6.00	
10. Houston Branch	6.00	6.00	150,000
11. Knox and Lincoln	46.50	14.00	622,000
12. Leeds and Farmington	36.50	36.50	915,000
13. Lewy's Island	16.50	16.50	385,000
14. Machiasport	7.50	7.50	120,000
15. Maine Central	137.81	137.81	4,322,714
16. Newport and Dexter	16.00	16.00	450,000
17. Portland and Kennebec	63.00	63.00	3,000,000
Bath Branch	9.50	9 50	
18. Portland and Ogdensburg	48.00	28.00	1,000,000
19. Portland and Oxford Central	28 00	28.00	600,000
20. Portland and Rochester	52.00	52.00	1,800,000
21. Portland and Rutland (N. H.)	48.00	....	.....
22. Portland, Saco and Portsmouth	53.50	52.50	1,686,063
23. Portsmouth, Great Falls and Conway (N. H.)	3.50	3.50	70,000
24. Somerset	34.00	13.00	250,000
25. Somerset and Kennebec	37.00	37.00	800,000
Total	972.01	810.31	$26,241,901

State of New Hampshire.

1. Ashuelot	23.76	23.76	$506,000
2. Atlantic and St. Lawrence (Maine & Vt.)	54.00	54.00	2,223,817
3. Boston, Concord and Montreal	93.54	93.54	2,850,000
4. Boston and Maine (Mass. & Maine.)	35.00	35.00	2,492,301
Great Falls Branch	2.75	2.75	
5. Cheshire (Mass.)	49.92	49.92	2,506,352
6. Concord	34.53	34.53	1,500,000
Hooksett Branch	7.00	7.00	
7. Concord and Claremont	27.16	27.16	698,258
8. Contoocook River	14.64	14.64	257 000
9. Dover and Winnepiseogee	28.50	28.50	480,000
10. Eastern	16.55	16.55	525,505
11. Fitchburg (Mason Branch, Mass.)	9.50	9.50	95,000
12. Franklin and Portland (project)	22.00	....	.....
13. Manchester and Keene (project)	38.00	....	3,800
14. Manchester and Lawrence	23.28	23 28	1,000,000
15. Manchester and North Weare	19.43	19.43	600,000
16. Monadnock (project)	20.00	....	.....
17. Mount Washington	2.75	2.75	100 000
18. Nashua and Lowell (Mass.)	5.33	5.33	306,507
19. Nashua and Rochester (project)	33.00	.....	.....
20. New Hampshire Central (project)	70.00	....	.....
21. Northern New Hampshire	69.16	69.16	3,068,400
Bristol Branch	13.41	13.41	
22. Portland and Ogdensburg	48.00	28.00	840,000
23. Portsmouth and Concord	59.00	59.00	350,000
24. Portsmouth and Dover (project)	13.00	....	.....
25. Portsmouth, Great Falls and Conway (Me.)	22.50	22.50	300,000
26. Sugar River Valley	21.00	....	.....
27. Sullivan	24.70	24.70	1,622,250
28. Suncook Valley	22.82	17.50	400,000
29. White Mountains	49.00	30.78	450,000
30. Wilton	15.43	15.43	233,000
31. Worcester and Nashua (Mass.)	6.63	6.63	239,545
Total	987.29	734.75	$23,647,935

State of Vermont.

1. Atlantic and St. Lawrence (Me. & N. H.)	16.00	16.00	$647,892
2. Connecticut and Passumpsic Rivers	110.30	110.30	2,082,177
3. Grand Trunk of Canada	16.50	16.50	1,000,000
4. Harlem Extension (New York)	64.50	64.50	4,655,000
State Line Branch	2.00	2.00	
5. Lamoille Valley Junction (project)	.....	.....	.....
6. Missisquoi and Clyde River (project)	.....	.....	.....
7. Montpelier and Wells River	40.00	.....	.....
8. Northern Vermont & L. Champlain	.....	.....	.....
9. Portland and Ogdensburg (project)	.....	.....	.....
10. Rensselaer and Saratoga (New York)	35.00	35.00	1,250,000
Rutland Branch	7.00	7.00	
11. Rutland	119.60	119.60	6,500,000
12. Southern Vermont	8.00	8.00	200,000
13. Vermont and Canada	47.00	47.00	$2,500,000
Burlington Branch	8.50	8.50	
St. Armand Branch	17.00	17.00	
14. Vermont Central	117.00	117.00	10,500,000
Montpelier Branch	2.00	2.00	
15. Vermont and Massachusetts (Mass.)	10.32	10.32	511,639
16. Vermont Valley	23.69	23.69	1,221,886
17. Woodstock	14.00	14.00	420 000
Total	658.41	618.41	$32,486,594

State of Massachusetts.

1. Berkshire	21.14	21.14	$500,000
2. Boston and Albany (New York)	162.55	162.55	16,638,033
Hudson Branch (New York)	....	....	
Brookline Branch	1.55	1.55	
Newton Lower Falls Branch	1.25	1.25	
Saxonville Branch	3.87	3.87	
Milford Branch	11.97	11.97	
Framingham Branch	2.06	2.06	
Millbury Branch	3.07	3.07	
Grand Junction R. R.	8.55	8.55	
3. Boston, Barre and Gardner	25.00	....	250,000
4. Boston, Clinton and Fitchburg	41.06	41.06	1,348,268
Marlboro' Branch	1.81	1.81	
5. Boston, Hartford and Erie (R. I. & Conn.)	107.50	97.50	9,750,000
6. Boston and Lowell	26.75	26 75	2,653,300
Woburn Branch	1.88	1.88	
7. Boston and Maine (N. H. & Me.)	36.75	36.75	2,548,007
Medford Branch	2.00	2.00	
Methuen Branch (leased to M. & Law.)	3.75	3.75	
8. Boston and Providence (R. I.)	40.50	40.50	2,642,327
Branches	7.66	7.66	
9. Cape Cod	64.81	64.81	1,401,333
Wareham Branch	1.04	1.04	
10. Cheshire (N. H.)	10 73	10.73	501,176
11. Connecticut River	50.00	50.00	2,043,922
Chicopee Branch	3.35	3.35	
12. Danvers	9.20	9.20	244,456
13. Dorchester and Milton	3.26	3.26	136,373
14. Duxbury and Cohasset	26.00	....	.....
15. Eastern	44.10	44.10	6,582 176
Marblehead Branch	3.50	3.50	
Gloucester Branch	16.56	16.56	
Salisbury Branch	3.41	3.41	
Saugus Branch	10.10	10.10	
Lawrence Branch	19.87	19.87	
16. Easton Branch	3.78	3.78	56,144
17. Fall River, Warren and Providence (R. I.)	3.66	3.66	209,026
18. Fitchburg	51.00	51 00	3,445,000
Watertown Branch	7.85	7.85	
Sterling Branch	9.00	9 00	
Marlboro' Branch	3.90	3.90	
Mason Branch	12.50	12.50	
19. Fitchburg and Worcester	13.90	13.90	333,884
20. Framingham and Lowell	21.00	....	21,000
21. Hanover Branch	7.88	7.88	201,040
22. Hartford and New Haven (Conn.)	5.87	5.87	265,018
23. Horn Pond Branch	0.66	0.66	15,248
24. Lexington and Arlington	6.63	6.63	263,708
25. Lowell and Lawrence	12.35	12.35	363,158
26. Mansfield and Framingham	22.50	22.50	600,000
27. Massachusetts Central	100.00	....	100 000
28. Middleboro' and Taunton	8.54	8.54	152,839
29. Milford and Woonsocket	3.88	3.88	116,179
30. Nashua and Lowell (N. H.)	9.24	9.24	471,199
31. New Bedford and Taunton	20.13	20.13	500,000
Harbor Branch	1.46	1.46	
Fairhaven Branch	15.11	15.11	234,660
32. Newburyport	14.58	14.58	597,386
Danvers and Georgetown Line	12.39	12.39	
33. New Haven and Northampton (Ct.)	32.44	32.44	1,104,837
34. New London Northern (Ct.)	43.75	43.75	653,851
35. Norwich and Worcester (Ct)	17.40	17.40	673,245
36. Old Colony and Newport (R. I.)	114 25	114.25	7,051,190
Branches	12.17	12.17	
37. Pittsfield and North Adams	18.65	18.65	443,678
38. Providence and Worcester (R. I)	25.51	25.51	1,213,988
Branch	1.00	1.00	
39. Salem and Lowell	16.88	16.88	470,558
40. South Reading	8.15	8 15	299,468
Branch	0.22	0.22	
41. South Shore	11.50	11 50	501,593
42. Stockbridge and Pittsfield	21.93	21.93	448,700
43. Stoneham	2 38	2.38	87,992
44. Stony Brook	11.16	11.16	267,384
45. Stoughton Branch	4.04	4.04	113,441
46. Taunton Branch	11.10	11.10	250,003
Taunton River Branch	0.68	0.68	
47. Troy and Greenfield (tunnel)	42 55	37.50	3,750,000
48. Vermont and Massachusetts (Vt.)	59.00	59 00	2,954,304
Greenfield Branch	8.00	8 00	
Turner's Falls Branch (project)	5.50	.....	121,823
49. Ware River	46.00	16.00	300,000

Corporate Titles of Companies.	Length in Miles—Total.	Completed.	Cost of Road and Equipm't.
50. West Stockbridge	2.75	2.75	$39,600
51. Williamsburg and North Adams	38.00	.....	38,000
52. Worcester and Nashua (N. H.)	39.60	39.60	1,418,355
Total	1,739.02	1,478.47	$77,496,830
State of Rhode Island.			
1. Boston and Providence (Mass.)	11.00	11.00	$717,673
2. Fall River, Warren and Bristol (Mass.)	2.13	2.13	121,063
3. Hartford, Providence and Fishkill (Ct.)	26.42	26.42	934,617
4. New York, Providence and Boston (Ct.)	45.00	45.00	1,849,310
5. Old Colony and Newport (Mass.)	16.25	16.25	808,820
6. Providence, Warren and Bristol	13.60	13.60	484,729
7. Providence and Worcester (Mass.)	17.90	17.90	819,784
8. Westerly (Quarry)	3.50	3.50	70,000
Total	135.80	135.80	$4,805,996
State of Connecticut.			
1. Althol and Enfield	10.00	....	$100,000
2. Boston, Hartford and Erie (Mass.)	26.00	26.00	2,600,000
3. Connecticut Valley (in progress)	44.00	.....	440,000
4. Connecticut Western (in progress)	65.87	.....	658,700
5. Danbury and Norwalk	23.80	23.80	574,705
6. Erie and New England (N. Y.) (project)	23.00	.....	23,000
7. Fairhaven and Westville	6.00	6.00	150,000
8. Hartford and New Haven (Mass.)	56.00	56.00	
Hartford Branch	0.87	0.87	3,142,267
New Britain and Middletown	2.50	2.50	
Middletown Branch	10.00	10.00	
9. Hartford, Providence & Fishkill (R. I.)	133.50	113.50	5,675,010
10. Hartford and Wethersfield	9.00	9.00	210,000
11. Housatonic	74.00	74.00	2,105,558
12. Naugatuck	57.00	57.00	1,964,906
13. New Canaan	8.00	8.00	242,340
14. New Haven and Derby	13.33	13.33	1,000,000
15. New Haven, Middletown and Williamantic	52.00	22.00	2,957,380
Norwich Branch	22.00	.....	
16. New Haven and Northampton (Mass.)	51.44	51.44	2,284,739
New Hartford Branch	14.90	14.90	
Tariffville Branch	1.25	1.25	
17. New London Northern (Mass.)	56.25	56.25	832,173
18. New York, Housatonic and Northern	39.75	5.00	248,917
19. New York and New Haven (N. Y.)	48.11	48.11	6,022,419
Branch connection at New Haven	3.00	3.00	
20. New York, Providence and Boston (R. I.)	17.00	17.00	762,991
21. Norwich and Worcester (Mass.)	42.00	42.00	1,940,449
Allyn's Point Extension	7.00	7.00	
22. Rockville	4.80	4.80	171,858
23. Shore Line (N. Hav. and N. Lond.)	50.00	50.00	749,422
24. South Manchester	6.00	6.00	100,000
Total	977.87	728.75	$32,976,834
State of New York.			
1. Adirondac	182.00	37.00	$2,567,663
2. Albany and Susquehanna	142.00	142.00	7,185,162
3. Albany, Sharon and Cherry Valley	49.50	15.00	300,000
4. Atlantic and Great Western (Penn. & Ohio)	49.14	49.14	7,127,918
5. Avon, Geneseo and Mount Morris	15.50	15.50	217,344
6. Black River and St. Lawrence	38.00	1.75	57,910
7. Black River and Woodhull	14.00	10.50	250,000
8. Blossburg and Corning	15.64	15.64	582,346
9. Boston and Albany (Mass.)	38.10	38 10	2,411,056
Hudson City Branch	17.33	17.33	203,036
10. Boston, Hartford and Erie (Mass. & Ct.)	42.00	.....	2,000,000
11. Buffalo, Bradford and Pittsburg (Pa.)	9.00	9.00	1,000,000
12. Buffalo, Corry and Pittsburg (Pa.)	36.70	36.70	1,219,720
13. Buffalo and Erie (consolidated into Lake Shore and Michigan Southern)			
14. Buffalo, New York and Erie	142.00	142.00	3,330,000
15. Buffalo and Southern (Pa.)	90.00	.....	90,000
16. Buffalo and Washington (Pa.)	85.00	50.00	1,250,000
17. Cayuga and Susquehanna	34.61	34.61	589,110
18. Cazenovia and Canastota	14.75	14.75	300,000
19. Chemung (3 rails)	17.36	17.36	400,000
20. Clove Branch	4.25	4.25	150,000
21. Cooperstown and Susq. Valley R. R.	16.00	16.00	365,129
Branch	1.00	1.00	
22. Dunkirk, Warren and Pittsburg	41.00	.....	407,000
23. Dutchess and Columbia Counties	58.00	43.00	1,700,000
Branch to Hillsdale	17.00	.....	.....
24. Elmira, Jefferson and Canandaigua	46.64	46.64	500,000
25. Elmira and Williamsport (Pa.)	9.00	9.00	305,198
24. Erie Railway (Pa.)	403.75	403.75	
Union (Ramapo)	0.25	0.25	
Newburg Branch	19.00	19.00	60,000,000
Buffalo Branch	60.00	60.00	
Suspension Bridge Extension	23.00	23.00	
27. Erie and Genesee Valley (project)	25.00	.....	9,191
28. Erie and New England (Conn.)	37.00	.....	370,000
29. Far Rockaway Branch	6.00	6.00	75,000
30. Flushing and North Side	11.00	11.00	399,235
31. Fonda, Johnstown and Gloversville	10.00	10.00	279,938

Corporate Titles of Companies.	Length in Miles—Total.	Completed.	Cost of Road and Equipm't.
32. Glen's Falls	5.76	5.76	$225,000
33. Goshen and Deckertown	14.77	14.77	360,000
34. Greenwich and Johnsonville	14.00	14.00	280,000
35. Harlem Extension (Vt.)	46.00	46.00	2,000,000
36. Hicksville and Cold Spring	4.00	4.00	45,262
37. Hudson and Boston (owned by B. & A. Co.)			
38. Hudson River (consolidated in New York Central and Hudson River)			
39. Ithaca and Courtland (project)	22.00	.....	26,700
40. Ithaca and Towanda (project)	35.00	.....	35,000
41. Keeseville and Montreal (project)	6.00	.....	6,000
42. Lake Champlain and Moriah	7.00	7.00	210 809
43. Lake Ontario Shore (projected)	142 80	.....	148,800
Rochester Branch	6.00	.....	
44. Lake Shore & Michigan Southern (Pa., O., Ind., Mich. & Ill.)	68.34	68.34	6,834,000
45. Lebanon Springs (consolidated in Harlem Extension.)			
46. Long Island	94.00	94.00	
Jamaica to East New York	6.50	6.50	
Hempstead Branch	2.50	2.50	5,500,000
Glen Cove, Roslyn and Mineola	6.50	6.50	
Northport Branch	4.50	4 50	
Sag Harbor Branch	23.00	23.00	
47. Middleburg and Schoharie	3.75	3.75	91,900
48. Middletown, Unionville and Water Gap	13.00	13.00	349,361
49. Montgomery and Erie	10.26	10.26	288,565
50. Monticello and Port Jervis	23.75	23.75	500,000
51. Montreal and Plattsburg	23.00	23 00	1,000,000
52. Newburg and New York	12.50	12.50	500,000
53. Newburg and Wallkill Valley (progress)	15.00	.....	15,000
54. New York and Albany (project)	150.00	.....	150,000
55. New York Central and Hudson River	297.75	297.75	
Troy and Schenectady	21.00	21.00	
Schenectady and Athens	37.87	37.87	
Syracuse, Auburn and Rochester	104.00	104.00	
Batavia and Attica	11.00	11.00	60,000,000
Rochester and Suspension Br.	74.75	74.75	
Lockport and Tonawanda	12.25	12.25	
Rochester and Charlotte	6.88	6.88	
Buffalo and Lewiston	28.25	28.25	
Hudson River (Albany and N. Y.)	144.00	144.00	
56. New York and Flushing (consolidated in Flushing and North Side.)			
57. New York and Harlem	130.75	130.75	13,092,500
Port Morris Branch	2.12	2.12	
58. New York, Housatonic & Northern (Conn.)	39.75	.....	39,750
59. New York and New Haven (Conn.)	14.14	14.14	1,901,719
60. New York and Oswego Midland	240.00	200.00	
New Berlin Branch	22.00	22.00	6,000,000
Auburn Branch	75.00	.....	
Delhi Branch	16.00	.....	
61. Niagara Bridge and Canandalgua	98.46	98.46	1,000,000
Tonawanda Branch	1.63	1.63	
62. Northern Air Line (project)	33.60	.....	33,600
63. North Shore (L. I.)	8.00	6.25	300,549
64. North Side (L. I.)	20.00	.....	20,000
65. Ogdensburg and Lake Champlain	118.00	118.00	5,371,900
Branches	4.00	4.00	
66. Oswego and Rome	28.58	28.58	925,999
67. Oswego and Syracuse (3 rails)	36.29	36.29	1,445,987
68. Plattsburg and Montreal (M. & P.)	.....	.....	.....
69. Rensselaer and Saratoga	25.22	25.22	
Saratoga and Schenectady	21.00	21.00	
Albany and Vermont	12.00	12.00	6,122,711
Saratoga and Whitehall and branch	47.52	47,52	
Rutland and Whitehall & branch (in Vt.)	.....	.....	
Troy, Salem and Rutland (Vt.)	27.00	27.00	
70. Rensselaerville and Berne (project)	17.00	.....	17,000
71. Rochester and Genesee Valley	18.45	18.45	671,303
72. Rome, Watertown and Ogdensburg	141.11	141.11	4,389,292
Potsdam Branch	24.28	24.28	
Cape Vincent Branch	24.24	24.24	
Morristown to Philadelphia (progress)	.....	.....	.....
73. Rondout and Oswego	85.00	12.00	693,320
74. Schenectady and Utica (project)	78.00	.....	11,600
75. Schuylerville and Upper Hudson (project)	16.00	.....	16,000
76. Schoharie Valley	4.37	4.37	84,143
77. Seneca Lake Branch	2.10	.....	1,000
78. Skaneateles	5.00	5.00	121,255
79. Silver Lake (project)	6.00	.....	1,830
80. Southern Central	99.50	70.00	2,500,000
81. Sodus Point and Southern	35.00	.....	35,298
82. Southfield Branch	1.00	1.00	15,291
83. South Side (L. I.)	57.00	57.00	2,500,000
Branch	5.00	5.00	
84. Spuyten Duyval and Port Morris (project)	16.00	.....	16,000
85. Staten Island	13.00	13.00	359,579
86. Sterling Mountain	7.60	7.60	502 468
87. Syracuse, Binghamton and N. Y.	81.00	81.00	3,550,905
88. Syracuse Northern (project)	43.00	.....	43,000
89. Troy and Bennington	5.38	5.38	236,953
90. Troy and Boston	34.91	34.91	2,296,743
91. Troy and Greenbush	6.00	6.00	294,908

Corporate Titles of Companies.	Length of Miles. Total.	Completed.	Cost of Road and Equipm't.
92. Troy Union and Depot	2.14	2.14	$762,238
93. Utica and Black River	86.25	44.64	1,531,858
Trenton Falls Branch	2.14	2.14	
94. Utica, Chenango and Susquehanna Valley	82.00	56.00	1,586,222
95. Valley (Goshen to Vernon)	11.40	11.40	300,000
96. Wallkill Valley	20.00	20.00	500,000
97. Warwick Valley	10.16	10.16	199,168
98. Waverly and State Line	0.25	0.25	24,974
99. West Shore Hudson River (project)	93.00	.....	1,000,000
100. Whitehall and Plattsburg	71.00	20.00	414,129
	5,453.74	3,892.38	$234,049,545
STATE OF NEW JERSEY.			
1. Belvidere Delaware	67.00	67.00	$3,546,852
2. Camden and Amboy	61.28	61.28	12,361,557
Trenton Branch	6.19	6.19	
Trenton and Dean's Pond	17.00	17.00	
New Brunswick Line	26.11	26.11	
3. Camden and Atlantic	60.23	60.23	2,093,159
4. Camden and Burlington County	23.02	23.02	712,362
Burlington County	7.13	7.13	
5. Cape May and Millville	41.35	41.35	809,380
6. Central of New Jersey	74.00	74.00	10,871,242
Extra (wide) Track	57.00	57.00	
7. Deckertown and State Line	12.00	12.00	200,000
8. Flemington	12.00	12.00	375,000
9. Freehold and Farmingdale	8.00	8.00	160,000
10. Freehold and Jamesburg Agricultural	17.00	17.00	330,192
11. Freehold and Squankum (projected)	.....	.....	.....
12. Hackensack and New York	4.88	4.88	191,246
13. Hackensack Extension	14.00	14.00	280,000
14. Hibernia Mine	5.00	5.00	133,000
15. Jersey City and Bergen Point	6.00	6.00	475,658
16. Lodi Branch (Hackensack)	0.78	0.78	20,000
17. Long Branch and Sea Shore	19.50	10.00	223,440
18. Long Dock and Tunnel (Erie)	2.88	2.88	2,880,000
19. Midland and Port Jervis (progress)	.....	.....	.....
20. Millstone and New Brunswick	6.63	6.63	113,404
21. Montclair (progress)	47.00	.....	1,000,000
22. Morris and Essex	84.00	84.00	10,759,062
Boonton Cut-Off	25.00	25.00	
23. Newark and Bloomfield	6.00	6.00	103,850
24. Newark and New York	8.00	8.00	2,342,306
25. New Jersey	33.86	33.86	8,312,165
26. New Jersey Southern	77.75	77.75	4,500,000
Long Branch Branch	5.00	5.00	
Tom's River Branch	3.50	3.50	
27. New Jersey West Line (progress)	66.00	30.00	1,200,000
28. Northern New Jersey (Erie)	21.25	21.25	527,452
29. Ogden Mine	10.00	10.00	450,000
30. Orange and Newark	9.00	9.00	800,000
31. Paterson and Hudson (Erie)	14.50	14.50	630,000
32. Paterson and Newark (Erie)	12.00	12.00	1,000,000
33. Paterson and Ramapo (Erie)	15.12	15.12	350,000
34. Pemberton and Hightstown	22.00	22.00	538,692
35. Pemberton and Manchester	18.00	18.00	360,000
36. Pequest and Wallkill	45.00	.....	45,000
37. Perth Amboy and Woodbridge	6.50	6.50	214,381
38. Rocky Hill	3.60	3.60	45,006
39. Salem	16.58	16.58	278,328
40. South Branch	16.00	16.00	439,694
41. Sussex	36.00	24.00	459,644
42. Swedesboro'	8.25	8.25	280,734
43. Vincentown	4.50	4.50	45,257
44. Warren	18.25	18.25	2,059,050
45. West Jersey	37.36	37.36	2,007,783
Millville and Glassboro	22.30	22.30	
Total	1,241.30	1,091.80	$74,525,196
STATE OF PENNSYLVANIA.			
1. Allegheny Valley	222.92	132.00	$9,311,592
2. Atlantic & Great Western (part in N.Y. & O.)	92.16	92.16	17,277,918
Oil City Branch	33.20	33.20	
3. Bald Eagle Creek	51.19	51.19	1,050,000
Bellefonte Branch	2.00	2.00	
4. Barclay Coal	16.00	16.00	1,134,000
5. Bedford and Bridgeport (project)	27.50	.....	2,750
6. Bellefonte and Snow Shoe	21.00	21.00	442,059
Branch	1.50	1.50	
7. Buffalo, Bradford and Pittsburg (N.Y.)	18.00	18.00	1,986,570
8. Buffalo, Corry and Pittsburg (N.Y.)	6.50	6.50	218,473
9. Buffalo and Erie (consol. in L. S. & M. So.)	.....	.....	.....
10. Buffalo and Southern (N.Y.)	35.00	.....	.....
11. Buffalo and Washington (N. Y.)	25.00	.....	.....
12. Bloss	4.00	4.00	120,000
13. Catasauqua and Fogelsville	36.00	20.00	738,854
Farmington Branch	4.00	4.00	
14. Catawissa	65.00	65.00	3,826,500
Summit Branch	2.50	2.50	
15. Chartiers Valley (progress)	26.00	11.00	1,250,000
16. Chenango and Allegheny Valley (progress)	90.00	.....	900,000
17. Chester Creek	7.25	7.25	344,500
18. Chester Valley	21.50	21.50	$1,371,900
19. Chestnut Hill	4.13	4.13	120,650
20. Cleveland and Pittsburg (O.)	15.00	15.00	904,830
21. Cleveland, Painesville and Ashtabula (consol. in L. & M. S.)	.....	.....	.....
22. Colebrookdale	18.80	18.80	546,095
23. Columbia and Port Deposit (Md.)	28.31	0.33	220,000
24. Connecting (Phila.)	6.78	6.78	2,278,300
25. Connellsville and Southern (project)	.....	.....	.....
26. Cumberland Valley (Md.)	68.00	68.00	1,492,205
27. Danville, Hazleton and Wilkesbarre	57.00	29.00	1,200,000
Black Creek Branch	22.00	.....	
28. Delaware and Hudson Canal Co's. R. R.	32.00	32.00	2,938,802
29. Delaware, Lackawanna and Western	113.00	113.00	14,500,000
Keyser's Valley Branch	2.80	2.80	
30. East Brandywine and Waynesburg	17.50	17.50	264,800
31. East Mahanoy	7.54	7.54	391,604
32. East Pennsylvania	36.00	36.00	1,472,599
33. Ebensburg and Cresson	11.00	11.00	122,000
34. Elmira and Williamsport (N. Y.)	70.00	70.00	2,351,300
35. Enterprise	6.50	6.50	339,816
Branches	4.90	4.90	
36. Erie Railway (N. Y.)	42.50	42.50	5,000,000
37. Erie and Pittsburg	83.69	83.69	3,680,125
Erie Harbor Branch	3.16	3.16	
38. Fayette County	12.66	12.66	130,000
39. Gettysburg	17.12	17.12	313,000
40. Hanover Branch	12.20	12.20	257,891
41. Harrisburg and Lancaster	36.00	36.00	1,882,550
Columbia Branch	18.00	18.00	
42. Hempfield (W. Va.)	61.00	23.00	1,691,538
43. Huntingdon and Broad Top Mountain	44.00	44.00	2,202,147
Shoup's River Branch	9.25	9.25	
Six Mile Run Branch	4.50	4.50	
Sandy Run Branch	1.00	1.00	
44. Ironton	11.00	11.00	268,000
45. Jamestown and Franklin	43.25	43.25	1,765,245
Stonesboro' Branch	1.50	1.50	
46. Junction (Phila.)	4.62	4.62	898,324
47 Lackawanna and Bloomsburg	80.00	80.00	3,870,000
Pittston Branch	2.00	2.00	
48. Lake Shore and Michigan Southern (O., Mich., Ind. and Ill.)	44.03	44.03	2,325,576
49. Lawrence (part in Ohio)	8.10	8.10	308,122
50. Lehigh and Lackawanna	36.00	15.00	750,000
51. Lehigh and Susquehanna	105.00	105.00	13,919,762
Nanticoke Branch	20.25	20.25	
Nescopec Branch	9.00	9.00	
Coplay Branch	1.00	1.00	
Back Track	13.00	13.00	
Mine Roads	41.00	41.00	
52. Lehigh Valley	101.00	101.00	17,987,653
Black Creek and Mt. Carmel	42.62	42.62	
Penn Haven and Audenried	17.56	17.56	
Penn Haven to Hazleton	14.70	14.70	
Branches to same	6.51	6.51	
Hazleton to Milnesville	8.93	8.93	
Branches to same	8.13	8.13	
53. Little Saw Mill Run	3.00	3.00	91,011
54. Littlestown	7.25	7.25	76,000
55. Little Schuylkill	28.25	28.25	1,466,283
Branches (Panther and Wabash)	3.00	3.00	
56. Lorberry Creek	5.50	5.50	82,050
Panther Head Branch	1.00	1.00	
57. Locust Gap	4.88	4.88	100,000
58. Lykens Valley	21.00	21.00	996,902
Summit Branch	0.50	0.50	
59. McCauley Mountain	5.25	5.25	160,500
60. Mahanoy and Broad Mountain	12.74	12.74	2,272,345
Mt. Carmel Extension	4.28	4.28	
Shenandoah Branch	4.70	4.70	
Mahanoy City Branch	5.96	5.96	
Raven Run Branch	1.65	1.65	
Ashland Extension	1.35	1.35	
Locust Gap Extension	3.54	3.54	
Coal Ridge Branch	3.20	3.20	
Waste House Run Branch	1.97	1.97	
61. Mahanoy Valley	6.85	6.85	130,085
62. Mifflin and Centre Counties	12.50	12.50	253,406
63. Mill Creek and Mine Hill	3.78	3.78	323,375
Extension and Branches	8.20	8.20	
64. Mine Hill and Schuylkill Haven	52.80	52.80	3,814,957
Extension and Branches	87.20	87.20	
65. Monongahela Valley (project)	90.00	.....	90,000
66. Mount Carbon	6.26	6.26	203,260
Branches	6.80	6.80	
67. Mount Carbon and Port Carbon	4.76	4.76	282,815
Branches	9.26	9.26	
68. Middle Creek (progress)	50.00	.....	130,311
69. Nesquehoning Valley	13.00	13.00	439,234
Branches	4.50	4.50	
70. Newcastle and Beaver Valley	14.92	14.92	424,468
71. Newry Branch	1.01	1.01	30,000
72. Northern Central (Md.)	102.00	102.00	10,099,326

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
73. North Lebanon	7.72	7.72	$378,880
74. North Pennsylvania	55.60	55.60	
Doylestown Branch	10.30	10.30	7,025,093
Shimersville Branch	1.80	1.80	
75. Oil Creek and Allegheny River	95.00	95.00	
Cherry Run Branch	3.50	3.50	7,660,390
76. Oil Creek and Pithole	7.00	7.00	675,000
77. Pennsylvania	300.90	300.90	
Holidaysburg Branch	7.60	7.60	
Indiana Branch	19.00	19.00	
Steubenville Extension	1.20	1.20	32,392,667
Delaware Extension	5.50	5.50	
Tyrone Branch	3.10	3.10	
78. Pennsylvania and New York Canal R.R.	105.00	105.00	3,640,079
79. Pennsylvania Cannel Coal	12.00	12.00	400,000
80. Pennsylvania Coal	47.00	47.00	
Back Track	47.00	47.00	2,000,000
Lackawaxen Branch (Erie)	15.87	15.87	
81. Perkiomen	36.50	36.50	518,739
82. Philadelphia and Baltimore Central (Md.)	36.00	36.00	1,108,152
83. Phila., Germantown and Norristown	17.08	17.08	1,454,872
Germantown Branch	3.14	3.14	
84. Philadelphia and Erie	287.60	287.60	19,396,792
Lewisburg Branch	2.00	2.00	
85. Philadelphia and New Hope	37.50	.....	37,500
86. Philadelphia and Reading	93.00	93.00	
Richmond Branch	6.00	6.00	
N. Liberties and Penn Twsh Br.	1.40	1.40	
Union Branch	3.40	3.40	
Good Spring Branch	20.50	20.50	29,815,567
West Reading Branch	1.70	1.70	
Lebanon and Pine Grove R. R.	16.70	16.70	
Lebanon Valley R. R.	54.00	54.00	
87. Philadelphia and Trenton	26.50	26.50	1,436,338
88. Phila., Wilmington and Balt. (Del. & Md.)	18.37	18.37	1,952,903
89. Pine Grove and Lebanon	6.80	6.80	157.803
90. Pittsburg, Cincinnati & St. Louis(W.Va. & O.)	34.00	34.00	2,699,498
91. Pittsburg and Connellsville (Md.)	141.00	60.00	3,090,992
92. Pittsb'g, Ft. Wayne & Chicago (O.Ind. & Ills.)	49.00	49 00	2,560,054
93. Plymouth, (P. G. & N. R. R.)	6.00	6.00	200,000
94. Port Clinton and Topton (progress)	.....	.....	.....
95. Port Kennedy	1.20	1.20	50,000
96. Reading and Columbia	40.00	40.00	
Lancaster Branch	8.00	8.00	2,146,147
97. Schuylkill and Susquehanna	54.00	54.00	
Branch	1.00	1.00	1,300,702
98. Schuylkill Valley	11.00	11.00	
Branches	20.65	20.65	576,841
99. Shamokin Valley and Pottsville	28.00	28.00	
Branches	6.00	6.00	1,569,450
100. Shamokin and Treverton	6.80	6.80	
Carbon Run Branch	2.80	2.80	195,869
101. South Mountain Iron	17.12	17.12	340,525
102. Southern Pennsylvania (project)	209.00	.....	209,000
103. Southwark (P. W. & B. R. R.)	2.12	2.12	58,468
104. Strasburg	4.28	4.28	100,000
105. Swatara (Cold Spring)	6.00	6.00	120,000
106. Sullivan and Erie	29.00	10.00	600,000
107 Summit Branch (Lykens Valley)	.....	.....	.....
108. Tioga	36.60	36.60	1,173,945
109. Tyrone and Clearfield	37.50	37.50	
Moshannan Branch	3.00	3.00	
Madera Branch	1.50	1.50	
Phillipsburg Branch	2.50	2.50	914,009
Decatur Branch	1.00	1.00	
110. Union Canal Co's Railroad	3.50	3.50	
Branches	2.50	2.50	130,000
111. Union Coal Company's Railroad	19.00	19.00	500,000
112. Warren and Pine Grove (progress)	11.00	.....	110,000
113. Westchester	9.00	9.00	202,886
114. Westchester and Philadelphia	26.50	26.50	1,618,300
115. Western Pennsylvania	36.10	36.10	
Allegheny Extension	27.60	27.60	3,179,441
Freeport to Butler	21.00	.....	
116. Wilmington and Reading (Del.)	51.69	51.69	1,500,000
117. Wrightsville, York and Gettysburg	13.00	13.00	393,534
118. Wyoming Gravity (project)	24.00	.....	24,000
119. Zerbe Valley	15.10	15.10	1,000,000
Sundry coal and other roads not specifically accounted for estimated at	1000.00	700.00	14,000,000
Total	6,312.96	5,056.06	$296,739,037

State of Delaware and Eastern Maryland.

1. Baltimore and Eastern Shore (project)	66.50	.....	86,650
2. Delaware (Del.)	84 50	84.50	
Branches (other)	28.00	28.00	1,826,018
3. Delaware and Pennsylvania (project)	.....	.....	.....
4. Dorchester and Delaware (Del. & Md.)	33.50	33.50	670,000
5. Eastern Shore (Md.)	38.50	38.50	850,000
6. Junction and Breakwater (Del.)	40.00	40.00	1,000,000
7. Kent County (Del. & Md)	28.00	28 00	
Chestertown Branch (Md.)	4.00	4.00	1,0 0,000
8. Maryland and Delaware (Del. & Md.)	54.00	54.00	1,200,000
9. Newcastle and Frenchtown (Del.)	6.00	6.00	$150,000
10. Newcastle and Wilmington (Del.)	5 50	5.50	150,000
11. Phila., Wilmington and Balt. (Pa. & Md.)	23.09	23.09	2,343,506
12. Pocomoke and Wicomico (Md.)	23.00	23.00	375,000
13. Queen Anne and Kent (Md.)	30.00	10.00	230,000
14. Queenstown and Harrington (D. & M.)	28.00	.....	28,000
15. Wilmington and Reading (Pa.)	12.05	12.05	201,918
16. Worcester (Md.)	14.00	.....	28,000
Total	518.64	390.14	$10,059,092

State of Maryland (Other than above.)

1. Annapolis and Elkridge	20.50	20.50	$445,000
2. Baltimore and Ohio (W. Va.)	139 00	139.00	
Branches and extensions	8.20	8.20	10,685,625
Washington Line	30.00	30.00	1,650,000
Metropolitan Branch	28.00	28.00	1,200,000
3. Baltimore and Pikesville (project)	9.50	.....	.....
4. Baltimore and Potomac (progress)	72 00	.....	
Washington Branch	15.75	.....	1,600,000
5. Baltimore and Swann Lake (project)	7.00	.....	7,000
6. Columbia and Port Deposit (Pa.)	10.87	4.77	84,633
7. Cumberland Coal and Iron and Branches	11.97	11.97	
Astor Mine Branch	2.23	2.23	1,000,000
8. Cumberland and Pennsylvania	34 00	34.00	
Branches &c.	19.00	19.00	3,300,000
9. Cumberland Valley (Pa.)	13.00	6.00	140,000
10. Emmittsburg (progress)	11.00	.....	11.000
11. Frederick & Pennsylvania Line(progress)	24.00	.....	240,000
12. Maryland Central (surveyed)	11.50	.....	.....
13. Mount Savage (iron)	4.00	4.00	120,000
14. Northern Central (Pa.)	36.00	36.00	
Canton Extension	4.00	4.00	3,456,394
15. Oakington Branch (P. W. & B.)	2.52	2.52	75,000
16. Philadelphia and Baltimore Central (Pa.)	10.00	10.00	307,824
17. Philadelphia, Wilm. and Balt. (Del. & Pa.)	54.49	54.49	
Port Deposit Branch	3.81	3.81	6,356,091
18. Pittsburg and Connellsville (Pa.)	8.00	.....	400,000
19. Southern Maryland (project)	78.00	.....	7,800
20. Union (project) Baltimore	4.50	.....	4,500
21. Washington County	24.00	24.00	600,000
22. Western Maryland	121.00	53.06	3,000,000
23. Worthington Valley	22.50	.....	22,500
Total	840.34	495.49	$34,723,367

State of West Virginia.

1. Baltimore and Ohio (Md.)	241.00	241.00	$18,537,102
2. Chesapeake and Ohio (Va.)	212.00	10.00	5,000,000
3. Hempfield (Pa.)	9.00	9.00	207,961
4. Iron Valley (B. & O. R.R.)	3.25	3.25	100,000
5. Parkersburg Branch (N. W. Va. R.R.)	103 50	103.50	6,000,000
6. Pittsburg, Cin. and St. Louis (Pa. & O.)	8 00	8.00	635,176
7. West Virginia Central (project)	135.00	.....	13,500
Total	711.75	374.75	$30,493,739

State of Virginia.

1. Alexandria and Fredericksburg (Potomac)	40.00	.....	$1,000,000
2. Alexandria and Georgetown (via Aqueduct)	4.00	.....	.....
3. Alexandria, Georgetown and Washington	7.00	7.00	250,000
4. Alexandria, Loudoun and Hampshire (name changed to Washington and Ohio)	.....	.....	.....
5. Atlantic, Mississippi and Ohio, viz:			
Norfolk and Petersburg	81 00	81.00	2,479,355
South Side	123.00	123.00	
City Point Branch	10.00	10.00	4,149,658
Virginia and Tennessee	204.24	204.24	
Salt Works Branch	9.42	9.42	
Other Branches	1.20	1.20	8,012,873
Virginia and Kentucky	95.00	.....	172,398
6. Blue Ridge (State Road)	16.81	16.81	1,674,723
7. Chesapeake and Ohio (Virginia Central)	347.00	212.63	7,000,000
8. Clover Hill	21.50	21.50	430 000
9. Fredericksburg and Gordonsville	62.00	.....	1,000,000
10. Georgetown and Leesburg (project)	.....	.....	.....
11. Lynchburg and Danville (project)	80.00	.....	200,000
12. Norfolk and Great Western (project)	100.00	.....	100,000
13. Norfolk and Petersburg (Atl., Miss. & O.)	.....	.....	.....
14. Orange, Alexandria and Manassas Gap, viz:			
Alexandria to Gordonsville	83.30	83.30	
Charlottesville to Lynchburg	59.50	59.50	
Manassas Junction to Harrisonburg	112.00	112.00	9,260,000
Warrenton Branch	8.90	8.90	
Front Royal Branch	1.00	1.00	
15. Petersburg (N. Car.)	52.50	52.50	
Gaston Branch (N. Car.)	12.30	12.30	1,248,130
16. Richmond and Danville (N. Car.)	135.50	135.50	
Midlothian Branch	1.14	1.14	6,677,950
Manchester Branch	1.56	1.56	
17. Richmond, Fredericksburg and Potomac	75.50	75.50	
Springfield Branch	3.50	3.50	2,298,349
Brook's Station to Quantico	10.00	.....	.....

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
18. Richmond and Petersburg	22.14	22.14	$978,212
Port Walthall Branch	2.75	2.75	
19. Richmond and York River	59.30	38.30	1,250,000
20. Roanoke Valley (N. Car.)	6.00	6.00	175,494
21. Saltville and Coal Mine (project)	17.00	.....	.....
22. Seaboard and Roanoke (N. Car.)	53.25	53.25	1,429,716
23. South Side (Atl., Miss. and Ohio)	.....	.....	.....
24. Virginia and Kentucky (Atl., Miss. & O.)	.....	.....	.....
25. Virginia and Tennessee (Atl., Miss. & O.)	.....	.....	.....
26. Virginia Valley (project)	113.00	.....	.....
27. Washington and Ohio (Alex., Loud. & Hamp.)	170.00	59.00	2,500,000
28. Winchester and Potomac (B. & Ohio)	32.00	32.00	600,000
29. Winchester and Strasburg	19.00	19.00	500,000
Total	2,253.31	1,465.96	$53,386,858

STATE OF NORTH CAROLINA.

1. Air Line, or Atlanta & Richmond (progress)	22.00	.....	$220,000
2. Atlantic and North Carolina	94.92	94.92	2,178,960
3. Charlotte, Columbia and Augusta (S. Car.)	6.00	6.00	145,296
4. Chatham	46.00	30.00	2,500,000
5. French Broad (progress)	80.00	30.00	1,000,000
6. North Carolina	223.00	223.00	4,948,746
7. Petersburg, (Va.)	8.50	8.50	326,407
Gaston Branch (Va.)	9.00	9.00	
8. Piedmont	48.50	48.50	2,000,000
9. Raleigh and Gaston	97.00	97.00	2,000,000
10. Richmond and Danville (Va)	5.00	5.00	251,050
11. Roanoke Valley, (Va.)	37.00	14.00	321,719
12. Seaboard and Roanoke (Va.)	26.75	26.75	579,211
13. Western (Coal)	43.00	43.00	1,213,429
14. Western North Carolina	142.00	142.00	3,500,000
Branches to Newton and Lime Bed	8.00	8.00	
Western Division	131.00	.....	2,500,000
15. Wilmington, Charlotte and Rutherford	123.00	123.00	3,600,000
Western Division	151.00	25.00	
16. Wilmington and Manchester (S. Car.)	63.50	63.50	1,522,712
17. Wilmington and Weldon	162.00	162.00	3,076,968
Tarboro' Branch	19.00	19.00	
18. Williamston and Tarboro' (progress)	28.00	.....	280,900
Total	1,574.17	1,178.17	$32,164,298

STATE OF SOUTH CAROLINA.

1. Air Line, or Atlanta & Richmond (progress)	160.00	.....	$1,600,000
2. Blue Ridge	53.50	43.00	4,000,000
Branch	1.50	1.50	
3. Charlotte, Columbia and Augusta (N. Car.)	188.60	188.60	4,576,779
4. Cheraw and Darlington	40.30	40.30	800,000
5. Cheraw and Salisbury (project)	63.00	.....	63,000
6. Columbia & Augusta (consol. in C. C. & A.)	.....	.....	.....
7. Greenville and Columbia	143.25	143.25	3,081,213
Abbeville Branch	11.50	11.50	
Anderson Branch	9.50	9.50	
8. King's Mountain	22.50	22.50	249,000
9. Laurens	32.00	32.00	640,000
10. North Eastern	102.00	102.00	2,148,130
11. Port Royal (progress)	110.00	46.00	1,250,000
12. Savannah and Charleston (Ga.)	88.52	88.52	1,897,672
13. South Carolina	137.00	137.00	8,920,601
Columbia Branch	68.00	68.00	
Camden Branch	38.00	38.00	
14. Spartanburg and Union	68.00	68.00	1,340,882
15. Wilmington and Manchester (N. Car.)	99.00	99.00	2,291,311
Total	1,438.17	1,138.67	$32,863,588

STATE OF GEORGIA.

1. Atlanta and West Point	86.74	86.74	$1,200,235
2. Atlantic and Gulf	237.00	237.00	5,380,963
Florida Branch (Fla.)	29.00	29.00	
3. Augusta and Savannah	53.00	53.00	1,032,200
4. Barnesville and Thomaston	16.00	16.00	200,000
5. Brunswick and Albany	235.00	60.00	1,200,000
6. Central of Georgia	192.00	192.00	4,703,877
7. East Tennessee, Virginia & Georgia (Tenn.)	14.08	14.08	352,729
8. Etowah	8.87	8.87	175,000
9. Georgia	171.00	171.00	4,156,000
Athens Branch	39.00	39.00	
Warrenton Branch	4.00	4.00	
Washington Branch	18.00	18.00	
10. Georgia Air Line (Atlanta and Richmond)	120.00	40.00	2,000,000
11. Macon and Augusta	62.00	57.00	2,500,000
12. Macon and Brunswick	185.00	185.00	4,500,000
Hawkinsville Branch	10.00	10.00	
13. Macon and Western	102.50	102.50	2,000,000
14. Milledgeville and Eatonton	38.31	38.31	766,200
15. North Eastern (Athens to Clayton)	88.00	.....	.....
16. Rome and Kingston	20.00	20.00	235,235
17. Savannah, Griffin & North Alabama (Ala.)	67.00	34.00	1,000,000
18. Savannah and Charleston (S. Car.)	15.00	15.00	382,907
19. Savannah, Skidaway and Seaboard (progress)	8.50	8.50	200,000
20. Selma, Rome and Dalton (Ala.)	55.00	55.00	2,000,000
21. South Georgia and Florida	57.00	57.00	1,250,000
22. Southwestern	143.00	143.00	$4,587,313
Fort Valley to Columbus	71.00	71.00	
Smithville to Albany	23.50	23.50	
Cuthbert to Fort Gaines	20.00	20.00	
23. Western and Atlantic (Tenn.)	124.20	124.20	4,500,000
Total	2,313.70	1,932.70	$44,322,919

STATE OF FLORIDA.

1. Atlantic and Gulf (Ga.)	20.00	20.00	$461,919
2. Florida (Fernandina to Cedar Keys)	154.00	154.00	3,000,000
3. Florida and Alabama	45.20	45.20	1,200 000
4. Florida, Atlantic and Gulf Central	60.00	60.00	2,000,000
5. Jackson, Pensacola and Mobile (progress)	248.00	25.00	6,000,000
6. Pensacola and Georgia (Tallahassee)	130.00	130.00	4,500,000
Monticello Branch	4.00	4.00	
Tallahassee Branch	21.00	21.00	
7. Perdido and Junction	6.00	6.00	120,000
Total	607.20	440.20	$11,781,919

STATE OF ALABAMA.

1. Alabama & Chattanooga (Miss.)	280.00	200.00	$3,000,000
2. Alabama and Florida Union (project)	.....	.....	.....
3. Marion and Cahawba	32.00	32.00	1,000,000
4. Memphis, Holly Springs and Selma (Miss.)	.....	.....	.....
5. Memphis and Charleston (Tenn. & Miss.)	146.80	146.80	4,584,371
Florence Branch	6.00	6.00	
Tuscumbia Branch	2.00	2.00	
6. Memphis and Savannah (project)	.....	.....	.....
7. Miss., Gainesville and Tuscaloosa (Miss.)	78.00	16.00	350,000
8. Mobile and Girard	228.00	83.50	1,729.402
9. Mobile and Montgomery	186.00	164.00	4,234 889
10. Mobile and Ohio (Miss., Tenn. and Ky.)	63.00	63.00	1,614,941
11. Montgomery and Eufala	80.00	40.00	1,198,930
12. Montgomery and West Point	88.50	88.50	2,906,870
Opelika Branch	28.40	28.40	
13. Nashville and Decatur (Tenn.)	26.00	26.00	823,074
14. Nashville and Chattanooga (Tenn.)	27 00	27.00	866,064
15. New Orleans, Mobile & Chattanooga (M. & L.)	30.00	30.00	1,200,000
16. North Western	11.50	11.50	250,000
17. Savannah, Griffin & North Alabama (Ga.)	46.00	.....	.....
18. Selma and Gulf	100.00	40.00	2,000,000
19. Selma and Meridian	81.30	81.30	2,163,564
20. Selma, Rome and Dalton (Ga.)	176.00	176.00	7,500,000
21. South Alabama (Columbia to Pollard)	120.00	.....	120,000
22. South and North Alabama	183.00	92.00	3,000,000
23. Tennessee and Coosa Rivers (project)	36.50	.....	36,500
24. Western (Montgomery to Selma)	44.00	44.00	2,000,000
25. Winchester and Huntsville (project)	20.00	.....	20,000
Total	2,120.00	1,396.00	$46,598,605

STATE OF MISSISSIPPI.

1. Alabama and Chattanooga	20.00	20.00	$800,000
Meridian to New Orleans (La.)	140.00	.....	1,400,000
2. Grand Gulf and Port Gibson	8.00	8.00	200,000
3. Memphis and Charleston (Tenn. & Ala.)	38.50	38.50	1,155,782
4. Memphis, Holly Springs & Selma (Ala.)	.....	.....	.....
5. Mississippi Central (Tenn.)	188.60	188.60	6,053,114
6. Mississippi and Tennessee (Tenn.)	89.20	89.20	1,924,163
7. Mississippi, Gainsville & Tuscaloosa (Ala.)	6.00	6.00	135,000
8. Mobile and Ohio (Ky., Tenn. & Ala.)	270.00	270.00	11,808,741
Columbus Branch	14.50	14.50	
9. N. Orleans, Jackson & Gt. Northern (La.)	117.00	117.00	4,631,245
10. New Orleans, Mobile & Chattanooga (A. & La.)	70.00	70.00	2,800,000
11. Raymond Branch	7.00	7.00	100,000
12. Vicksburg and Meridian	140.00	140.00	3,020,794
13. West Feliciana (La.)	9.00	9.00	180,000
Total	1,117.80	977.80	$33,208,839

STATE OF LOUISIANA.

1. Alabama and Chattanooga (Miss.)	60.00	.....	$600,000
2. Baton-Rouge, Gros-Tete and Opelousas	28.00	28.00	560,000
3. Berwick's Bay and Texas (project)	140.00	.....	140.000
4. Clinton and Port Hudson	22.00	22.00	450,000
5. Mexican Gulf	27.00	27.00	465,000
6. Milnburg and Lake Pontchartrain	6.00	6.00	220,000
7. New Orleans and Carrollton	6.50	6.50	456,000
Branches	9.00	9.00	
8. New Orleans, Jackson & Gt. Northern (Miss.)	89.00	89.00	3,522,798
9. N. O., Opelousas & Great Western (Morgan's)	80.20	80.20	6,250,000
Lapruche Branch	2.80	2.80	
10. N. O., Mobile and Chattanooga (Miss. & Ala.)	40.00	40.00	1,600,000
Louisiana Division	226.00	60.00	1,800,000
11. North Louisiana and Texas	190.00	90.00	2,700,000
12. West Feliciana (Miss.)	18.00	18.00	360,000
Total	944.50	478.50	$19,523,798

STATE OF TEXAS.

1. Buffalo Bayou, Brazos and Colorado	200.00	85.50	$2,500,000
2. Columbus and San Antonio (project)	100.00	.....	.....

Corporate Titles of Companies.	Length of Miles. Total.	Completed.	Cost of Road and Equipm't.
3. Eastern Texas	400.00	31.00	1,000,000
4. Galveston, Houston and Henderson	50.25	50.25	2,200,000
Connecting Branch at Houston	1.75	1.75	
5. Houston and New Orleans	108.00	108.00	3,500,000
6. Houston Tap and Brazoria	80.00	80.00	2,400,000
7. Houston and Texas Central	356.00	182.00	6,500,000
Austin Branch	110.00	32.00	
8. Indianola (progress)	16.00	.....	.....
9. Memphis, El Paso and Pacific (project)	800.00	.....	80,000
10. N. O., Mobile & Chattanooga (La. Miss. & Ala.)	109.00	.....	1,090,000
11. Sabine and Rio Grande (project)	800.00	.....	80,000
12. San Antonio and Mexican Gulf	135.00	28.00	500,000
13. Southern Pacific	800.00	56.00	2,000,000
14. Texas Transportation	5.50	5.50	200,000
Total	4,071.50	665.50	$22,050,000
State of Arkansas.			
1. Arkansas Midland (Helena to Little Rock)	98.00	.....	$98,000
2. Arkansas Western (Van Buren to Mo. Line)	102.00	.....	.....
3. Cairo and Fulton	301.00	20.00	600,000
4. Little Rock and Fort Smith	155.00	80.00	2,500,000
5. Little Rock, Pine Bluff and New Orleans	112.00	20.00	1,000,000
6. Memphis and Little Rock	131.00	131.00	4,000,000
7. Mississippi, Ouachita and Red River	155.00	20.00	600,000
Total	1,054.00	285.00	$8,798,000
State of Tennessee.			
1. Cincinnati, Cumberland Gap and Charleston	94.00	40.00	$1,500,000
2. East Tennessee, Virginia and Georgia (Ga.)	228.00	228.00	8,642,430
Chattanooga Branch	28.00	28.00	
3. East Tennessee and North Carolina (progress)	26.00	.....	400,000
4. Edgefield and Kentucky	48.00	48.00	1,394,053
5. Knoxville and Charleston	53.00	16.00	1,000,000
6. Knoxville and Kentucky	65.00	31.00	2,300,000
7. Louisville and Nashville (Ky.)	45.00	45.00	1,675,000
8. Memphis & Charleston (Miss. & Ala.)	86.56	86.56	3,076,800
Somerville Branch	16.00	16.00	
9. Memphis, Clarksville and Louisville	82.50	82.50	3,037,069
10. Memphis and Ohio	130.60	130.60	3,880,692
11. McMinnville and Manchester	34.20	34.20	825,000
12. Mineral Home	10.00	10.00	250,000
13. Mississippi Central (Miss.)	47.40	47.40	1,521,542
14. Mississippi River (Memphis to Cairo)	110.00	.....	1,000,000
Branch to Troy	6.00	.....	
15. Mississippi and Tennessee (Miss.)	10.00	10.00	272,866
16. Mobile and Ohio (Ky. Miss. & Ala.)	118.50	118.50	4,981,579
17. Nashville and Chattanooga (Ala.)	124.00	124.00	4,082,892
Shelbyville Branch	8.00	8.00	
Tracy City Branch	11.00	11.00	200,000
Jasper Branch	14.00	14.00	230,000
18. Nashville and Decatur (Ala.)	94.00	94.00	3,437,394
Mount Pleasant Branch	12.50	12.50	
19. Nashville and Northwestern (Ky.)	167.40	167.40	4,495 178
20. Rogersville and Jefferson	15.50	15.50	376,250
21. Southwestern (project)	182.00	.....	.....
22. Tennessee and Pacific (project)	177.00	30.00	1,200,000
23. Western and Atlantic (Ga.)	13.80	13.80	500,000
24. Winchester and Alabama	38.12	38.12	1,250 000
Total	2,016.08	1,490.08	$51,528,745
State of Kentucky.			
1. Breckenridge Coal	8.50	8.50	$370,000
2. Cincinnati Southern (project)	.....	.....	.....
3. Covington and Big Sandy (project)	120.00	.....	.....
4. Eastern Kentucky	12.00	12.00	350,000
Branch to Mines	5.50	5.50	
5. Elizabethtown and Paducah (project)	185.00	43.00	2,000,000
6. Evansville, Henderson and Nashville	110.00	110.00	4,000,000
7. Kentucky Central (Cov. and Lex.)	80.00	80.00	4,500,000
Maysville and Lexington	18.80	18.80	
8. Lexington and Big Sandy	12.00	12.00	350,000
Coalton Branch	0.75	0.75	
9. Lexington and Southern Kentucky	35.00	13.00	756,500
10. Louisville, Cincinnati and Lexington	93.50	93.50	2,186,910
Cincinnati Branch	77.60	77.60	4,633,441
11. Louisville, Harrodsburg and Virginia (project)	.....	.....	.....
12. Louisville and Nashville (Tenn.)	140.00	140.00	
Bardstown Branch	17.30	17.30	
Lebanon Branch	37.30	37.30	
Memphis Branch	46.00	46.00	13,859,794
Lebanon Branch Extension	135.00	62.16	
Richmond Branch	33.46	33.46	
13. Maysville and Lexington (north part)	70.20	.....	.....
14. Mississippi River (Tenn.)	41.00	.....	.....
15. Mobile and Ohio (Tenn., Miss. & Ala.)	20.50	20.50	850,893
16. Nashville and Northwestern (Tenn.)	7.50	7.50	210,911
17. Paducah and Gulf	63.50	63.50	1,472,250
18. Portland and Louisville	5.00	5.00	100,000
Total	1,375.41	907.37	$35,640,699

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
State of Ohio.			
1. Atlantic and Great Western (Penn. & N. Y.)	246.02	246.02	
Silver Creek Branch	4.98	4.98	$35,000,000
Cleveland Branch (wide track)	48.92	48.92	
2. Carrollton and Oneida	12.00	12.00	101,000
3. Central Ohio (Balt. & Ohio)	104.08	104.08	5,505,935
Newark to Columbus (½ of 33 m.)	16.50	16.50	
4. Cincinnati and Baltimore (M. & C. R. R.)	25.00	7.00	350,000
5. Cincinnati, Hamilton and Dayton	60.13	60.13	5,295,395
Atlantic and Great Western track	60.13	60.13	
6. Cincinnati and Indiana	20.50	20.50	2,500,000
Harrison Branch	6.70	6.70	
7. Cin. and Indianapolis Junction (Ind.)	20.00	20.00	967,344
8. Cincinnati, Richmond and Chicago (Ind.)	36.00	36.00	947,885
9. Cincinnati, Sandusky and Cleveland	155.00	155.00	5,700,000
Findlay Branch	16.00	16.00	
10. Cincinnati and Zanesville	162.83	132.13	2,969,361
11. Cleveland, Columbus, Cin. & Indianap's (Ind.)	256.98	256.98	9,371,777
Springfield Branch	49.89	49.89	
12. Cleveland and Pittsburg	101.00	101.00	
Tuscarawas Extension	32.00	32.00	
Hanover Branch	1.50	1.50	9,762,302
Beaver Extension (Pa.)	7.00	7.00	
Wheeling Extension	47.00	47.00	
13. Cleveland, Mount Vernon and Delaware	132 50	78.00	1,850,000
14. Col., Chicago & Indianapolis Central (Ill.)	117.40	117.40	7,465,129
Union City Branch	19.50	19.50	
15. Columbus and Hocking Valley	75.28	75.28	2,000,000
16. Columbus, Springfield and Cincinnati	20.00	20.00	346,000
17. Columbus and Xenia	54.69	54 69	1,840,633
18. Dayton and Michigan	141.37	141 37	6,471,899
19. Dayton and Union	31.81	31.81	599,684
20. Dayton and Western	36.00	36.00	1,087,779
21. Dayton, Xenia and Belpre (L. Miami)	15.26	15.26	415,000
22. Dayton and Cincinnati Short Line	60.00	.....	.....
23. Iron	24.00	13.00	327,796
24. Lake Erie and Louisville	175.00	37.00	905,910
25. Lake Shore & Mich. South. (N.Y., P. I.M.& Ill)	194.91	194.91	
Sandusky Branch	34.93	34.93	
Graytown Branch	8.93	8.93	20,919 530
Air Line (Ind.)	65.40	65.40	
Detroit Line (Mich.)	7.70	7.70	
26. Lawrence (Penn.)	9.30	9.30	329,599
27. Little Miami	84.19	84.19	4,518,308
28. Mahoning (Clev. & Mahoning)	67.81	67.81	3,320,326
Hubbard Branch	12.37	12.37	
29. Marietta and Cincinnati	190.80	190.80	
Hillsboro Branch	21.00	21.00	
Union Branch	9.00	9.00	19,655,014
Portsmouth Branch	56.00	56.00	
30. Newark, Somerset and Straitsville (progress)	42.00	.....	420,000
31. Niles and New Lisbon	53.00	13.00	300,000
32. Ohio and Mississippi (Ind. and Ill.)	19.53	19.53	1,676,720
33. Pittsburg, Cincinnati and St. Louis	117.40	117.40	
Cadiz Branch	7.50	7.50	12,474,260
Newark to Columbus (½ of 33 m.)	16.50	16.50	
34. Pittsburg, Ft. Wayne & Chicago (P., I. & I.)	251.30	251.30	12,892,964
35. Pittsb'g, Maysville & Cincinnati (suspended)	225.00	.....	1,000,000
36. Sandusky, Mansfield and Newark	116.25	116.25	3,212.565
37. Springfield, Mt. Vernon and Pittsburg	135.50	65.00	1,850,000
Clinton to Massillon	13.00	13.00	
38. Toledo, Wabash and Western (Ind & Ill.)	75.50	75.50	3,188,099
Roads not included above, being allowance for roads in progress or recently completed	600.00	200.00	5,000,000
Total	4,800.97	3,638.09	$192,538,214
State of Michigan.			
1. Bay City and East Saginaw (F. & P. M.)	13.00	13.00	$262,726
2. Bay de Noquet and Marquette	130.00	45.00	1,991,776
3. Canada and Chicago (project)	85.00	.....	.....
4. Chicago, Detroit and Canada Grand Junct'n.	59.00	59.00	2,500,000
5. Chicago and Michigan Lake Shore	96.00	96.00	2,500,000
Holland to Grand Rapids	26.00	.....	.....
6. Detroit, Adrian and Logansport (project)	91.00	.....	.....
7. Detroit, Howell and Lansing (progress)	84.50	.....	400,000
8. Detroit and Milwaukee (G. W. of Can.)	189.00	189.00	11,467,220
9. Flint and Pere Marquette	189.50	100.00	3,500,000
10. Fort Wayne, Jackson & Saginaw (Ind.)	45.00	45.00	1,350,000
11. Grand Rapids and Indiana (Ind.)	270.00	150.00	5,000,000
12. Grand Rapids and Lake Shore	100.00	30.00	750,000
13. Grand River Valley	94.00	94.00	3,000,000
14. Holly, Wayne and Monroe (progress)	64.00	.....	640,000
15. Ionia and Lansing	37.00	37.00	1,250,000
16. Kalamazoo, Allegan & Grand Rapids (L.Sh.)	58.00	58.00	1,600,000
17. Kalamazoo and South Haven	40.00	40.00	1,200,000
18. Jonesville, Marshall & Grand River (project)	105.00	.....	.....
19. Lake Shore & Mich. South. (N.Y.Pa.O.L. &I.)	115.06	115.06	
Adrian to Monroe	33.60	33.60	
Palmyra to Jackson	44.40	44.40	12,197,318
Constantine Branch	4.18	4.18	
Detroit, Monroe and Toledo (Ohio)	51.82	51.82	
20. Mansfield, Cold Water & Lake Mich. (project)	102.00	.....	.....
21. Marshall and Cold Water (project)	22.00	.....	.....

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
22. Michigan Air Line (Detroit to Jackson)	110.00	20.00	$500,000
Jackson to Niles (leased to M. Central)	100.00	100.00	3,500,000
23. Michigan Central (Ind. and Ill.)	221.00	221.00	12,656,679
24. Northern Central (Lansing to Ohio Line)	80.00	.....	400,000
25. Paw-Paw (P. P. to Lawler)	4.00	4.00	90,400
26. Peninsula (Chic. & N. W. R. R.)	67.90	67.90	4,881,629
Branches and Extensions	5.90	5.90	
27. Peninsular of Michigan	108.00	45.50	2,500,000
28. Port Huron and Chicago Air Line	112.50	30.00	1,000,000
29. St. Joseph Valley (L. Shore)	34.00	34.00	680,000
Total	2,992.36	1,733.36	$75,817,748

STATE OF INDIANA.

1. Chicago, Cincinnati and Louisville	73.00	73.00	$2,500,000
2. Chicago, Valparaiso and Southern (project)	23.00	.....	.....
3. Cincinnati & Indianapolis Junction (Ohio)	78.00	78.00	4,835,718
Louisville Branch (¼ of 25 miles)	12.50	12.50	
4. Cincinnati and Martinsville (J. C. & Laf.)	40.00	40.00	800,000
5. Cincinnati, Richmond and Chicago (Ohio)	6.00	6.00	133,474
6. Cleveland, Columbus, Cincinnati & Ind. (O.)	84.00	84.00	2,564,369
7. Columbus, Chicago & Indianapolis Cent. (O.)	211.50	211.50	
Indianapolis Line	72.50	72.50	25,358,322
Logansport and State Line	169.50	169.50	
Louisville Branch (¼ of 24 miles)	12.50	12.50	
8. Columbus and Shelbyville	24.00	24.00	480,000
Detroit, Eel River and Chicago (progress)	90.00	.....	900,000
9. Evansville and Crawfordsville	109.00	109.00	2,771,698
Rockville Extension	23.00	23.00	
10. Evansville and Indianapolis (project)	90.00	.....	.....
11. Evansville and Southern Illinois (progress)	32.00	.....	.....
12. Evansville, Terre Haute & Chicago (progress)	32.00	.....	320,000
13. Fort Wayne, Jackson and Saginaw (Mich.)	50.00	50.00	1,500,000
14. Fort Wayne, Muncie and Cincinnati	109.00	109.00	2,800,000
15. Fort Wayne and Pacific (project)	120.00	.....	.....
16. Grand Rapids and Indiana (Michigan)	50.00	50.00	1,500,000
17. Indiana and Illinois Central (Ill.) in progress	74.00	74.00	740,000
18. Indiana, North and South (project)	.....	.....	.....
19. Indianapolis, Bloomington & Western (Ill.)	78.00	78.00	2,750,000
20. Indianapolis, Cincinnati and Lafayette	159.50	159.50	8,000,000
21. Indianapolis, La Porte & Mich. City (progress)	13.60	.....	136,000
22. Indianapolis, Peru and Chicago	75.00	75.00	2,500,000
23. Indianapolis, Peru and Silver Lake (project)	26.00	.....	.....
24. Indianapolis and Vincennes	116.00	116.00	4,600,000
25. Jeffersonville, Madison and Indianapolis	108.00	108.00	
Madison Division	46.00	46.00	6,027,342
Jeffersonville-Madison Junction	6.00	6.00	
26. Joliet and Indiana (Ill.)	15.00	15.00	433,334
27. Knightstown and Shelbyville	27.00	27.00	540,000
28. Lafayette, Muncie and Bloomington (project)	115.00	.....	.....
29. Lake Shore & Mich. South. (N.Y.Pa.O.M.&Ill)	101.00	101.00	7,322,519
Goshen Air Line (Ohio)	66.70	66.70	
30. Louisville, New Albany and Chicago	289.00	289.00	10,000,000
31. Louisville, New Albany and St. Louis	109.00	10.00	300,000
32. Michigan Central, (Mich & Ill.)	51.00	51.00	2,920,770
33. New Albany and St. Louis Air-Line (project)	.....	.....	.....
34. Ohio and Mississippi (Ohio & Ill.)	173.00	173.00	16,000,000
Louisville Branch	53.00	53.00	
35. Peninsular (Mich.) in progress	82.00	.....	820,000
36. Pitts., Ft. Wayne and Chicago (Pa.,O. & Ill.)	151.00	151.00	8,719,551
37. Plymouth, Kankakee and Pacific (project)	65.00	.....	.....
38 Richmond and Miami (Dayton and Western)	6.00	6.00	78,571
39. Shelby and Rush	20.00	20.00	320,000
40. Terre Haute and Indianapolis	73.00	73.00	2,215,996
Coal Branches	11.00	11.00	
41. Toledo, Wabash and Western	166.90	166.90	7,219,522
42. Union Track (Indianapolis)	5.00	5.00	350,000
43. White Water Valley	72.00	72.00	2,500,000
Roads not accounted for, being roads in progress or lately completed	1000.00	200.00	5,000,000
Total	4,865.20	3,277.60	$135,957,186

STATE OF ILLINOIS.

1. American Central (C. B. & Q.)	180.00	50.75	$1,500,000
2. Belleville and Southern Illinois	56.00	56.00	2,000,000
3. Cairo, Mound City and Vincennes (progress)	150.00	.....	1,000,000
Paducah Branch (Raleigh to Liberty)	50.00	.....	
4. Carthage and Burlington (C. B. & Q.)	30.00	30.00	750,000
5. Clinton and Chicago Branch Junction	62.00	13.50	300,000
6. Chicago and Alton	243.00	243.00	11,587,040
7. Chicago, Blue Island & Indiana (Peninsular)	27.00	.....	.....
8. Chicago, Burlington and Quincy	165.00	165.00	
Galesburg to Burlington	42.00	42.00	
Galesburg to Quincy	100.00	100.00	
Galesburg to Peoria	53.00	53.00	20,945,562
Aurora to Turner	13.00	13.00	
Yates City to Lewiston	30.00	30.00	
9. Chicago and Northwestern (Wisc.)	74.00	74.00	
Freeport Line (Gal. & Chi.)	91.00	91.00	
Clinton Line	138.00	138.00	
Richmond Line	33.00	33.00	25,119,752
Madison Line (Wisc.)	19.60	19.60	
Rockford-Kenosha Line (Wisc.)	32.40	32.40	

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
10. Chicago, Donville and Vincennes	140.00	82.00	$3,500,000
11. Chicago and Milwaukee (Wisc.)	45.00	45.00	2,260,000
12. Chicago, Pekin and Southwestern	135.00	20.00	1,000,000
13. Chicago, Rock Island and Pacific (Iowa)	182.00	182.00	8,016,511
Port Byron Branch	11.00	11.00	
14. Chicago and Rock River (progress)	100.00	.....	100,000
15. Decatur and East St. Louis (F. W. & West'n)	106.00	106.00	3,500,000
16. Dixon, Peoria and Hannibal (C. B. & Q.)	94.00	94.00	2,500,000
17. Evansville, Carmi and Paducah (project)	56.00	.....	.....
18. Hannibal and Naples (F. W. & West'n	45.00	45.00	1,250,000
Pittsfield to Maysville	6.00	6.00	
19. Illinois Central	308.75	308.75	
Galena Branch	252.20	252.20	32,786,264
Chicago Branch	146.50	146.50	
20. Illinois Coal	4.00	4.00	100,000
21. Indiana and Illinois Cen. (Ind.) in progress	77.00	77.00	770,000
22. Indianapolis, Bloomington & Western (Ind.)	126.50	126.50	4,500,000
23. Joliet and Chicago (Chic. & Alton)	37.00	37.00	2,000,000
24. Joliet and Northern Indiana (Ind.)	30.00	30.00	866,668
25. Kankakee and Illinois River (project)	100.00	.....	.....
26. Lafayette, Bloomington and Mississippi	178.00	30.00	1,000,000
27. Michigan Central (Mich. & Ind.)	12.00	12.00	685,242
28. Mound City	3.50	3.50	100,000
29. Muscantine, Kewanne and Eastern (project)	200.00	.....	.....
30. Ohio and Mississippi (Ohio & Ind.)	148.00	148.00	12,619,249
31. Pana and Louisiana (project)	101.00	.....	.....
32. Pekin, Lincoln and Decatur (T. W. & W.)	66.00	21.00	1,000,000
33. Peoria, Atlanta and Decatur (progress)	70.00	.....	70,000
34. Peoria and Bureau Valley (C., R. I. & Pac.)	46.00	46.00	2,106,000
35. Peoria and Hannibal (C. B. & Q.)	80.00	30.00	750,000
36. Peoria, Pekin and Jacksonville	161.50	83.00	3,000,000
37. Peoria and Rock Island (incl. Coal Val. R.R.)	90.00	42.00	1,600,000
38. Peoria and Wenona (project)	50.00	.....	.....
39. Pitts., Ft. Wayne & Chicago (Pa., O. & Ind.)	18.00	18.00	991,712
40. Quincy and Carthage (progress)	50.00	.....	500,000
41. Rockford, Rock Island and St. Louis	350.00	300.00	
Branch to Cleveland and Perry's	30.00	30.00	12,500,000
Branch to East Burlington	40.00	40.00	
42. St. Louis, Alton and Terre Haute	175.00	175.00	
St. Louis Branch	20.00	20.00	11,940,000
Belleville Branch	14.80	14.80	
43. St. Louis, Jacksonville and Chicago	151.00	151.00	
Hopedale to Peoria	23.00	.....	5,000,000
44. St Louis and South Eastern	139.00	78.00	2,800,000
45. St. Louis, Vandalia & Terre Haute	158.00	158.00	6,000,000
46. Springfield and Illinois South Eastern	180.00	42.00	2,000,000
Springfield to Beardstown	45.00	.....	.....
47. Sycamore and Cortlandt	5.00	5.00	100,000
48. Toledo, Peoria and Warsaw	230.00	230.00	9,500,000
Burlington Branch	19.00	19.00	
49. Toledo, Wabash and Western (Ohio & Ind.)	212.40	212.40	
Naples Branch	4.00	4.00	12,500,000
Keokuk Branch	41.20	41.20	
50. Western Union (Wisc.)	112.00	112.00	4,500,000
Roads not included in above, being roads in progress and recently opened, and a large number of mineral roads	2000.00	600.00	20,000,000
Total	8,813.35	5,423.10	$227,553,000

STATE OF WISCONSIN.

1. Chicago and Milwaukee (Ill.)	40.00	40.00	$1,870,000
2. Chicago and Northwestern (Ill.)	174.20	174.20	
Madison Line	48.00	48.00	13,972,462
Kenosha Line	40.00	40.00	
3. Dubuque, Platteville and Monroe	56.50	21.00	500,000
4. Green Bay and Lake Pepin (progress)	170.00	.....	170,000
5. La Crosse, Trempeleau & Prescott (C.&N.W.)	27.00	27.00	1,000,000
6. Manitowoc and Mississippi	220.00	7.50	200,000
7. Milwaukee and Northern	96.00	20.00	600,000
8. Milwaukee and Rockford (project)	85.00	.....	.....
9. Milwaukee and St. Paul	196.00	196.00	
Portage Line	95.00	95.00	
Berlin, Omro and Winneconne Line	58.00	58.00	
Watertown and Madison Line	39.00	39.00	19,784,419
Prairie du Chien Division	193.00	193.00	
Monroe Branch	42.00	42.00	
10. Mineral Point	33.00	33.00	
Belmont Branch	10.00	10.00	1,200,000
11. Platteville and Calamine (progress)	32.00	.....	320,000
12. St. Croix and Lake Superior (project)	133.00	40.00	
Bayfield Branch	90.00	.....	1,200,000
13. Sheboygan and Fond du Lac	45.50	45.50	1,997,000
14. Western Union (Ill.)	66.00	66.00	2,500,000
15. West Wisconsin	153.00	130.00	4,550,000
Roads not included above, being roads projected in progress and recently opened	1000.00	150.00	5,000,000
Total	3,142.20	1,475.20	$59,333,881

STATE OF MINNESOTA.

1. Hastings and Dakota	200.00	30.00	$1,000,00
2. Lake Pepin and Dakota (project)	200.00	.....	.....
3. Lake Superior and Mississippi	154.00	154.00	
White Beaver to Stillwater	12.00	12.00	6,000,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
4. Milwaukee and St. Paul (Iowa)	131.00	131.00	5,000,000
Austin to Iowa Line	13.00	13.00	
5. Minnesota and North Western (project)	150.00	.....	.....
6. Northern Pacific (progress)	220.00	.....	220,000
7. St. Paul and Chicago (C. & N. W.)	101.00	55.00	2,000,000
8. St. Paul and Pacific (St. P. to Watab)	80.00	80.00	
Western Division (St. A. to Breckenridge)	206.00	143.00	8,000,000
Pembina Extension (project)	306.00	.....	
9. St. Paul and Sioux City (Minn. Valley)	300.00	100.00	3,000,000
10. Southern Minnesota	250.00	102.00	4,500,000
11. Superior and State Line (project)	160.00	.....	.....
12. Winona and St. Peter (C. & N. W.)	152.00	152.00	5,000,000
Total	2,654.00	972.00	$34,720,000
Territory of Dakota.			
1. Dakota and Northwestern (progress	300.00	.....	$300,000
2. Northern Pacific (project)	400.00	.....	.....
Total	700.000	.....	$300,000
Territories of Montana and Idaho.			
1. Northern Pacific (project)	600.00	.....	$.....
Total	600.00	.....	$.....
State of Missouri.			
1. Cairo & Fulton (St. L. & Iron Mt.)	76.79	37.00	$897,168
2. Chariton and Randolph (progress)	40.00	....	400,000
3. Cape Girardeau and State Line (project)	87.00	.....	.....
4. Chillicothe and Brunswick (progress)	36.50	.....	365,000
5. Chillicothe, Leon and Des Moines (progress)	62.00	.....	620,000
6. Hannibal and Central Missouri (progress)	70.00	.....	700,000
7. Hannibal and St. Joseph	207.00	207.00	
Quincy Branch and Bridge	15.00	15.00	20,000,000
Cameron and Kansas City Branch	53.00	53.00	
8. Iron Mountain and Helena (Ark.) project	.....	.....	.....
9. La Clede and Fort Scott (progress)	127.00	.....	127,000
Lebanon to St. Genevieve	150.00	.....	.....
10. Lexington and St. Louis (Lex. to Sadalia)	54.00	54.00	1,700,000
11. Louisiana and Missouri River (progress)	210.00	.....	210,000
Mexico to Jefferson City	47.00	.....	.....
12. Missouri and Mississippi (progress)	131.00	.....	262,000
13. Missouri Valley	130.00	130.00	4,500,000
14. North Missouri	238.25	233.25	
Western Extension	125.75	125.75	20,500,000
Columbia Branch	22.00	22.00	
15. Osage Valley and Southern Kansas	150.00	25.00	800 000
16. Pacific of Missouri	283.00	283.00	15,054,296
17. Quincy, Missouri and Pacific (progress)	230.00	.....	460,000
18. St. Joseph and Burlington (Iowa)	.....	.....	.....
19. St. Joseph and Council Bluffs (Iowa)	80.00	80.00	2,800,000
20. St. Louis, Council Bluffs and Omaha (project)	.....	.....	.....
21. St. Louis, Chilicothe and Omaha (project)	.....	.....	.....
22. St. Louis and Iron Mountain	195.00	195.00	
Pilot Knob Branch	11.00	11.00	12,000,000
Potosi Branch	4.00	4.00	
23. St. Louis and Keokuk (project	130.00	.....	130,000
24. St. Louis, Lawrence or Denver (project)	58.00	.....	58 000
25. St. Louis, Macon and Omaha (project)	90.00	.....	90,000
26. St. Louis and St. Joseph	72.25	72.25	3,000,000
27. St. Louis South Western (project)	.....	.....	.....
28. South Pacific (Atl. & Pac.)	290.50	190.50	10,000,000
29. Tebo and Neosho (Ark.)	102.38	102.38	5,000,000
Roads not included in above, being roads projected, in progress or recently completed, estimated at	1000.00	200.00	7,000,000
Total	4,573.42	2,140.13	$106,663,46
State of Kansas.			
1. Atchison, Topeka and Santa Fe	400.00	52.00	$2,500 000
2. Central Branch, Union Pacific	350.00	100.00	3,723,700
3. Kansas City and Emporia (project)	110.00	.....	.....
4. Kansas City and Santa Fe (project)	100.00	....	.....
5. Kansas City and Neosho Valley (project)	.....	.....	.....
6. Kansas Pacific (Colo.)	421.00	421.00	18,000,000
Leavenworth Branch	34.00	34.00	
7. Lawrence, Olathe and Kansas City	26.00	26.00	1,000,000
8. Leavenworth Atchison and Northwestern	27.00	27.00	1,000,000
9. Leavenworth Lawrence and Galveston	350.00	106.00	4,500,000
Branch to North Lawrence	1.00	1.00	
10. Leavenworth and Topeka (project)	37.00	.....	.....
11. Missouri River (Pac. of Mo.)	26.00	26.00	1,000,000
12. Missouri, Kansas and Texas	325.00	325.00	12,000,000
13. Missouri River, Fort Scott and Gulf	162.00	162.00	6,000,000
14. Pierce City and Fort Scott (project)	.....	.....	.....
15. St. Joseph and Denver City	261.00	111.00	3,500,000
16. St. Louis, Lawrence & Denver City (project)	58.00	.....	.....
Roads not included above, being roads projected, in progress and recently completed, estimated at	1000.00	100.00	3,500,000
Total	3,698.00	1,501.00	$56,723,700

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
State of Colorado.			
1. Colorado Central			$.....
2. Colorado and Oregon			.....
3. Denver and Boulder	no information		.....
4. Denver, Central City and Georgetown			.....
5. Denver and Golden City			.....
6. Denver Pacific	50.00	50.00	2,500,000
7. Kansas Pacific	218.00	218.00	10,900,000
Roads, including several of the above, of which little is known here, estimated	1000.00	100.00	4,000,000
Total	1,268.00	368.00	$17,400,000
State of Iowa.			
1. Burlington, Cedar Rapids & Minn.	270.00	100.00	$5,000,000
2. Burlington and Missouri River	279.14	279.14	12,500,000
Red Oak to Nebraska City	42.00	.....	
3. Burlington and Southwestern (Mo.)	40.00	40.00	1,500,000
4. Cedar Falls and Minnesota	81.00	81.00	3,500,000
5. Cedar Rapids and Missouri Riv. (C. & N. W.)	271.60	271.60	
Clinton Ia., to Lyons, Ia.	2.50	2.50	15,000,000
6. Central Railroad of Iowa	235.00	235.00	12,500,000
7. Chicago, Iowa and Nebraska (C. & N. W.)	81.30	81.30	
Bridge at Clinton	1.10	1.10	5,000,000
8. Chicago, Rock Island and Pacific	310.50	310.50	
Oskaloosa Branch	113.00	50.00	15,000,000
9. Davenport and St. Paul	40.00	40.00	
Branch to Wyoming	42.00	.....	1,000,000
10. Des Moines and McGregor (project)	.....	.....	.....
11. Des Moines Valley	162.50	162.50	
Extension to Fort Dodge	81.50	81.50	10,000,000
12. Dubuque Bellevue and Sabula (progress)	25.00	.....	350,000
13. Dubuque and Minnesota (progress	263.00	.....	263,000
14. Dubuque and Sioux City	143.50	143.50	5,500,000
15. Dubuque South Western	54.76	54.76	1,700,000
16. Iowa Falls and Sioux City	186.00	186.00	6,000,000
17. Iowa Northern Central (progress)	83.00	.....	830,000
18. Iowa South Western (project)	250.00	.....	.....
19. Keokuk and Minnesota (progress)	50.00	.....	500,000
20. Keokuk and St. Paul (C. B. & Q.)	42.75	42.72	1,250,000
21. McGregor and Missouri River	280.00	128.00	4,500,000
22. Midland	100.00	25.00	750,000
23. Milwaukee and St. Paul (Minn.)	84.60	84.60	
Dakota Branch	10.00	10.00	3,000,000
24. Muscatine, Oskaloosa & Council Bluffs (project)	270.00	.....	.....
25. Muscatine, Tipton and Anamosa (project)	50.00	.....	.....
26. Sabula, Ackley and Dakato (progress)	300.00	.....	300,000
27. St. Joseph and Council Bluffs (Mo.)	52.00	52.00	2,000,000
28. St. Joseph and Burlington (Mo.) project	.....	.....	.....
29. St. Louis, Council Bluffs and Omaha (project)	.....	.....	.....
30. St. Louis and Cedar Rapids (project)	.....	.....	.....
31. Sioux City and Columbus (project)	.....	.....	.....
32. Sioux City and Pacific (Nebr.)	80.00	80.00	
Missouri Valley Branch	6.50	6.50	3 600,000
33, Southern Iowa and Cedar Rapids (progress)	87.00	.....	435,000
Total	4,472.25	2,550.25	$111,978,000
State of Nebraska.			
1. Burlington and Missouri River	180.00	54.00	$1,500,000
2. Midland Pacific (progress)	171.00	20.00	1,000,000
3. Nemaha Valley and Loup Fort (project)	120.00	.....	.....
4. Omaha and Northwestern (progress)	175.00	10.00	400,000
5. Omaha and Southwestern (progress)	65.00	10.00	400,000
6. Sioux City and Pacific (Iowa)	21.00	21.00	1,000,000
7. Union Pacific (Wyom. & Utah)	473.00	473.00	35,000,000
Total	1,205.00	588.00	$39,300,000
Territory of Wyoming.			
1. Denver Pacific(Col.)	50.00	50.00	$2,500,000
2. Union Pacific (Nebr. & Utah)	442.00	442.00	44,200,000
Total	492.00	492.00	$46,700,000
State of California.			
1. Alameda (Central Pacific)	26.00	14.00	$500,000
2. California Central	21.80	21.80	1,000,000
3. California and Oregon (progressing)	274.00	132.00	6,500,000
4. California Pacific	60.00	60.00	
Marysville Branch	43.00	43.00	6,000,000
Calestoga Branch	38.00	38.00	
5. Central Pacific (Nev. & Utah)	138.00	138.00	27,000,000
6. Feather River and Beckwith Pass (project)	100.00	.....	.....
7. Los Angeles and San Pedro	21.00	21.00	1,000,000
8. Napa Valley (Napa to Sta. Rosa.)	40.00	40.00	1,600,000
9. North Beach and Mission	3.50	3.50	200,000
10. Northern California	26.00	26.00	1,300,000
11. Omnibus (San Francisco)	3.80	3.80	200,000
12. Placerville and Sacramento	37.00	26.00	1,046,600
13. Sacramento Valley	22.50	22.50	1,727,982
14. San Francisco and Humboldt's Bay (project)	210.00	.....	.....
15. San Francisco and Oakland (Cen. Pacific)	4.00	4.00	100,000
16. San Francisco and San Jose	50.00	50.00	2,500,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
17. San Francisco and Washoe (project)	92.00	.....	.....
18. San Joaquin Valley (Central Pacific)	480.00	40.00	1,600,000
19. San Rafael and San Quenton (progressing)	.....	.....	.....
20. Sonoma and Russian River Valley (project)	100.00	.....	.....
21. South San Francisco	4.00	4.00	100,000
22. Southern Pacific	600.00	30.00	2,000,000
23. Stockton and Copperopolis	35.00	35.00	2,000,000
24. Stockton and Tulare Valley (project)	200.00	.....	.....
25. Western Pacific (Cen. Pacific)	120.00	120.00	8,000,000
26. Yuba Valley	24.00	24.00	1,200,000
Roads not included above, being roads projected, in progress or recently opened—estim'ed	500.00	100.00	5,000,000
Total	3,293.60	996.60	$70,624,582
State of Nevada.			
1. Central Pacific (Cal. & Utah)	493.00	493.00	$55,000,000
Roads not included above, being roads projected, in progress or recently opened—estimated	1000.00	100.00	5,000,000
Total	1,439.00	593.00	$60,000,000
Territory of Utah.			
1. Central Pacific (Cal. & Nev.)	111.00	111.00	$17,000,000
2. Salt Lake and Columbia River (Idaho)	40.00	.....	.....
3. Union Pacific (Neb. & Dak.)	193.00	193.00	28,000,000
4. Utah Central	60.00	60.00	4,000,000
Total	404.00	364.00	$49,000,000
State of Oregon.			
1. Cascades Transit	6.00	6.00	$200,000
2. Dalles and Deschutes	13.50	13.50	500,000
3. Oregon and California	260.00	40.00	1,600,000
4. Oregon Central, East side (project)	.....	.....	.....
5. Oregon Central, West side (project)	.....	.....	.....
6. St. Helen's and Hillsboro' (project)	60.00	.....	.....
7. Salem and McMinnville (project)	49.00	.....	.....
8. Salt Lake and Columbia River (project)	260.00	.....	.....
Roads projected, in progress or recently completed	2000.00	100.00	,4000,000
Total	2,648.50	149.50	$6,100,000
Territory of Washington.			
1. Northern Pacific (project)	300.00	.....	$.....
Seattle Branch (project)	120.00	.....	.....
Total	420.00	.....	$.....

Indebtedness of Southern Railroads.

From the report of the Quartermaster General for the past year a few facts of interest regarding the indebtedness of Southern railroad companies to the government may be taken. On the opening of the last fiscal year, July 1, 1869, there was due the United States from railroad companies which purchased railway material and rolling stock under the provisions of Executive orders of August and October, 1865, $4,704,650 72. During that fiscal year, ending June 30, 1870, interest accrued and expenses incurred in prosecution of suits amount to $307,692 41. Payments have been made of $365,820 45; leaving unpaid June 30, 1870, $4,646,522 68, which reduces the debt during the year $58,128 04. In addition to the amount received accounts were under examination amounting to $26,175 74, exclusive of a doubtful account of the Mobile and Ohio Railroad Company, amounting to $52,266 06, which, when finally adjusted, will further reduce the debt.

Two companies, the New Orleans, Opelousas and Great Western, and the Western North Carolina, discharged their indebtedness during the year. Other companies have materially reduced their indebtedness, and to such an extent as to justify the belief that they will entirely discharge it during the fiscal year ending the 30th of June next.

The Quartermaster General gives a detailed account of the present position of suits pending against receivers and railroad companies, and sums up the exact state of indebtedness of all the companies to the government in the following carefully prepared statement:

Alexandria, Loudoun and Hampshire—Balance principal unpaid July 1, 1870, $16,597 21; total principal, interest, and expenses unpaid July 1, 1870, $16,763 17; terms of payment: due June 30, 1868; $5000 payable monthly in money.

Atlantic and North Carolina—Balance principal unpaid July 1, 1870, $4,667 84; total principal, interest, and expenses unpaid July 1, 1870, $4,695,85; terms of payment: due November 24, 1869; transportation accounts on file sufficient to liquidate the debt.

Alabama and Florida—Balance principal unpaid July 1, 1870, $12,182 12; total principal, interest, and expenses unpaid July 1, 1870, $12,182 12; transportation and postal service applied to liquidation of debt.

Alabama and Chattanooga—Balance principal unpaid July 1, 1870, $19,499 08; total principal, interest, and expenses unpaid July 1, 1870, $19,499 08; terms of payment: $2,000 payable monthly in money; company to be credited postal and transportation service.

East Tennessee and Georgia—Balance principal unpaid July 1, 1870, $350,447 58; total principal, interest, and expenses unpaid July 1, 1870, $371,740 21; terms of payment: interest payable monthly in money; company to be credited postal and transportation service; suit pending.

East Tennessee and Virginia—Balance principal unpaid July 1, 1870, $249,228 81; total principal, interest and expenses unpaid July 1, 1870, $256,497 44; terms of payment: due January 4, 1870; suit pending.

Edgefield and Kentucky—Balance principal unpaid July 1, 1870, $114,772 86; total principal, interest, and expenses unpaid July 1, 1870, $152,502 02; terms of payment: due October 31, 1869; suit pending.

Indianola—Balance principal unpaid July 1, 1870, $15,000 00; total principal, interest, and expenses unpaid July 1, 1870, $15,000 00. Terms of payment: Payable in transportation service.

Knoxville and Kentucky—Balance principal unpaid July 1, 1870, $9,644,89; total principal, interest and expenses unpaid July, 1, 1870, $9,806 57. Terms of payment: Due August 20, 1869.

McMinnville and Manchester—Balance principal unpaid July 1, 1870, $46,508 54; total principal, interest and expenses unpaid July 1, 1870, $62,342 66. Terms of payment: Due July 1, 1869; suit pending.

Mississippi, Gainesville and Tuscaloosa—Balance principal unpaid July 1, 1870, $33 476 39; total principal, interest and expenses unpaid July 1, 1870, $37,406 75. Terms of payment: Due August 31, 1869.

Macon and Brunswick—Balance principal unpaid July 1, 1870, $3,855,21; total principal, interest and expenses unpaid July 1, 1870, $3,960 06. Terms of payment: Due February 21, 1869.

Mobile and Ohio—Balance principal unpaid July 1, 1870, $74,269 05; total principal, interest and expenses unpaid July 1, 1870, $76,244 60. Terms of payment: Interest and $3,000 payable monthly in money; company to be credited postal and transportation service.

Mississippi and Tennessee—Balance principal unpaid July 1, 1870, $29,128 18; total principal, interest and expenses unpaid July 1, 1870, $29,826 20. Terms of payment: Payment of installments in money suspended until November 1, 1870; letter of Secretary of War, June 22, 1870.

Memphis, Clarksville and Louisville—Balance principal unpaid July 1, 1870, $336,982 36; total principal, interest and expenses unpaid July 1, 1870, $420,599 33. Terms of payment: Due October 31, 1869; suit pending.

Memphis and Ohio—Balance principal unpaid July 1, 1870, $12,610 02; total principal, interest and expenses unpaid July 1, 1870, $12,723 55. Terms of payment: Due February 25, 1869.

Memphis and Little Rock—Balance principal unpaid July 1, 1870, $81,851 96; total principal, interest and expenses unpaid July 1, 1870, $81,840,07. Terms of payment: Interest and $1,000 payable monthly in money; company to be credited postal and transportation service.

Nashville and Chattanooga—Balance principal unpaid July 1, 1870, $1,474,206 55; total principal, interest and expenses unpaid July 1, 1870, $1,764,171 45. Terms of payment: Net earnings payable monthly; suit pending.

Nashville and Northwestern—Balance principal unpaid July 1, 1870, $521,192 58; total principal, interest and expenses unpaid July 1, 1870, $663,698 06. Terms of payment: Due November 30, 1868; suit pending.

Nashville and Decatur—Balance principal unpaid July 1, 1870, $280,820,10; total principal, interest and expenses unpaid July 1, 1870, $300,840 85; terms of payment: interest and installments payable monthly.

New Orleans and Ohio—Balance principal unpaid July 1, 1870, $27,961,19; total principal, interest and expenses unpaid July 1, 1870, $32,996 13; terms of payment: due; suit pending.

Pacific Railroad of Missouri—Balance principal unpaid July 1, 1870, $20,774 20; total principal, interest and expenses unpaid July 1, 1870, $20,774 20; terms of payment: payable in transportation service; one-half to be applied.

Southwest Branch Pacific Railroad of Missouri—Balance principal unpaid July 1, 1870, $57,115 24: total principal, interest and expenses unpaid July 1, 1870, $57,115 24.

Selma and Meridan—Balance principal unpaid July 1, 1870, $23,758 48; total principal, interest and expenses unpaid July 1, 1870, $24,081 60; terms of payment: interest and $500 payable monthly in money; company to be credited postal and transportation service.

Selma, Rome and Dalton—Balance principal unpaid July 1, 1870, $147,156 33; total principal, interest and expenses unpaid July 1, 1870, $149,089 93; terms of payment: due March 31, 1870.

San Antonio and Mexican Gulf—Balance principal unpaid July 1, 1870, $47,110 68; total principal, interest and expenses unpaid July 1, 1870, $50,504 43; terms of payment: to be paid by Messrs. Morgan and McComb in installments of $5,500, commencing July 1, 1870.

Washington, Alexandria and Georgetown—Balance principal unpaid July 1, 1870, $217 61; total principal, interest and expenses unpaid July 1, 1870, $217 61; terms of payment: payable in transportation service.

Grand total—Balance principal unpaid July 1, 1870, $4,010,388 01. Principal, interest and expenses unpaid July 1, 1870, $4,646,522 68.

The following named companies have discharged their entire indebtedness to the government: Richmond, Fredericksburg and Potomac, Georgia Railroad and Banking Company, Southwestern, Macon and Western, South Carolina, Muscogee, Petersburg, Memphis and Charleston, Mobile and Great Northern, New Orleans, Jackson and Great Northern, Mississippi Central, Virginia and Tennessee, Montgomery and West Point, Virginia Central, Rome, Western and Atlantic, Orange and Alexandria, Manassas Gap, Wilmington and Weldon, Alabama and Florida, New Orleans, Opelousas and Great Western, Norfolk and Petersburg, Vicksburg and Meridan,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,282,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,650,000	A. & O	Oct. '70 5
Baltimore City Passenger....	870,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	998,250	----------	----------
Berkshire*.....100	600,000	J.A J&O	Jan.'71 1½
Bloomsburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	455,400	----------	----------
Do, do. pref..100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	1,891,500	J. & J.	Dec. '70 4
Boston and Maine.....100	4 076,974	J. & J.	Dec. '70 5
Boston and Providence ...100	5,500,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Dec.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '70 3
Brooklyn City & Newt'n.100	598,800	----------	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*.100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	6,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 60	721,926	J. & J.	D.,'70 $2½
Cape May and Millvi le* . 50	447,000	J. & D.	Dec. '70 3
Catawissa.....50	1,150,000	----------	----------
Catawissa, pref.....50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July '70 4
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov '70 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey 100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,800,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	979,000	----------	Oct. '69 2½
Chemung*.....100	380,000	J.A J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Dec. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 4
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'70 5
" " pref.100	18,159,097	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger....	----------	J'n &J'ly	Jan.'68 2
" Street.....	----------	J. & J.	Jan.'69 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. & J.	July '70 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Aug '70 3½
Cleveland & Mahoning*... 50	2,064,400	M. & N	Nov '70 3½
Cleveland and Pittsburg... 50	5,958,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen.100	10,460,900	----------	----------
Columbus and Xenia*.....50	1,786,200	M.J.S.D.	Dec. '70 2
Concord.....100	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn 100	500,000	----------	----------
Conn. & Passum'p. Rivers.100	139,00-	----------	----------
Do. do. pref.100	1,822,100	F. & A.	Dec. '70 3
Connecticut River.....100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley.....50	1,216,900	A. & O.	Apl. '70 4
Danbury and Norwalk 100	400,000	----------	----------
Dayton and Michigan*.....100	2,390,645	----------	----------
Delaware*.....50	894,260	J. & J.	July '70 3
Del., Lackaw. & Western. 50	12,386,020	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,620,200	----------	----------
Detroit & Milwaukee.....100	452,350	----------	----------
" " pref.100	2,095,000	----------	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City.100	1,673,641	J. & J.	Dec. '70 3½
Do do. pref.100	1,987,351	J. & J.	Dec. '70 3½
East Mahanoy 50	302,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,833,300	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	664,600	----------	Dec. '70 3
East Tenn. and Georgia ...100	1,290,067	----------	----------
East Tenn. and Virginia...100	1,902,000	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Aug'70 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	Dec.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	962,990	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,445	----------	----------
Fitchburg 100	3,440,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	May '67 5
Forty-Sec. St. & G. 21 Fy.100	750,000	M. & N.	May '70 5
Franaf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,200,000	J.A.J&O	Dec. '70 3
Hannibal and St. Joseph..100	3,000,000	----------	Aug'70 3½
Do. do. pref.100	5,233,830	----------	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Dec. '70 4
Huntingdon & B'd Top ... 50	494,330	----------	----------
" " pref. 50	190,750	J. & J.	Jn. 68 3½
Illinois Central.....100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	433,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 334,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 5
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 100	10,731,400	J.A J&O	Dec.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.....50	3,572,400	M.J.S.D	Dec. '70 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'71 3½
Lomb. and South St (Ph.) 25	90,090	----------	----------
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	845,315	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,500,000	----------	Dec. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Oct. '70 3
Lowell Horse 100	55,620	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,611,500	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	3,029,778	----------	----------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '68 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	----------	Dec. '70 3
Memphis and Charleston.100	5,212,725	----------	June'69 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec '70 5
Michigan Central 100	11,197,348	J. & J.	Dec. '70 5
Middleboro' and Taunton.100	147,200	J. & D.	Dec. '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	7,666,104	Dec. 1870	Dec.'70 7s
" " " pref.....100	9,744,263	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	1,775,000	J. & J.	Dec. '70 4
Mobile and Ohio 100	3,782,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,980,100	----------	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	182,330	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N	Nov. '70 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck 100	1,426,500	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	5,250 000	F. & A.	Aug '70 5
New London Northern....100	895,000	----------	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	M. & N.	Oct. '70 4
" Certificates.100	44,000,000	A. & O.	Oct. '70 4
New York and Harlem.... 50	5,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	Dec. '70 4
Ning. Bridge & Canandai*100	1,000,000	J. & J.	July '70 5
Ninth Avenue.....100	797,400	----------	----------
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh...100	1,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	----------	Feb.'71 6s
Norwich & Worcester 100	2,363,600	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan.'71 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	5,000,000	J. & D.	Dec.'70 3½
Oil Creek & Alleghany R. 50	4,250,000	J.A J&O	Dec.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Dec. '70 5
Orange and Newark 100	581,550	----------	----------
Oswego and Syracuse..... 50	452,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,515	----------	----------
Panama.....100	7,000,000	J.A J&O.	Jan. '71 3
Paterson and Ramapo.....100	248,500	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	633,000	J. & J.	Dec. '70 4
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*.100	1,250,000	----------	Aug. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	5,004,200	J. & J.	Jan. '68 5
" " " pref....	2,400,000	J. & J.	July '70 4
Philadelphia and Reading 50	26,280,250	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,300	J. & J.	Dec. '70 5
Phil., Germ'nt'n & Nort'n 50	1,555,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....1 0	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,053,300	F. & A.	Dec. '70 4
Philadelphia City 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	160,000	J. @ J.	July'70 –
Phila. and Grey's Ferry .. 25	217,597	J. @ J.	Jan. '71 2
Pittsb., Ft. W. & Chi. gtd.*100	19,055,000	J.A J&O	Apl.'70 1½
Pittsfield and N. Adams...100	550,000	J. @ J.	Jan. '71 3
Portland and Kennebec....100	892,800	J. & J.	Jan '70 3
Do. Yarmouth Steak...100	300,000	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	1,800,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	----------	----------	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g.100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,460	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Dec.'70 4
Rutland preferred. 100	----------	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,200 000	----------	----------
" " " pref.100	2,640,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,424	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand., Mansf. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'n. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,767	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jul.'70 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	----------	July'70 2
17th & 19th streets (Ph.).. 50	130,000	----------	Dec.'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line.....100	656,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	----------	May'70 –
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia....100	3,939,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	257,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch..... 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ D.	Dec.'70 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	----------	May '70 –
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700 000	----------	----------
" " (E. D.) pref.100	1,700,000	January	1870,11.4s
" " (W. D. pref.100	1,300,000	----------	----------
Tol., Wabash and West....100	11,700,000	----------	----------
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	834,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian....100	357,405	----------	----------
Virginia Central 100	3,353,675	----------	----------
Virginia and Tennessee...100	3,506,300	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	July'70 3
Warren.....100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Dec.'70 5

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	5,225,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	----------	----------
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50		----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh.p....100	20,000,000	MJS&D.	Sept.'69 2
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal..... —	----------	J. & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal..... —	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '70 5
spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	----------	Dec. '70 2
Am. Merchants Union Exp.100	18,000,000	----------	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	80,029	81,156	95,528	121,702	174,812	181,297	209,550	212,100	128,166	75,871	1,470,658
1868	64,463	86,937	81,398	96,481	106,835	154,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	585,366	460,650	5,670,882
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,099	807,815	833,413	804,800	761,600	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,842	149,137	157,948	170,044	170,910	156,589	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	254,554	329,679	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	258,270	335,985	409,251	401,280	357,956	307,919	296,824	3,840,092
1866	226,163	222,241	290,111	269,249	329,851	371,544	321,597	387,269	522,625	389,223	323,030	271,247	3,896,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	428,762	359,102	330,169	3,992,861
1868	276,117	275,140	267,094	279,121	303,342	284,504	404,012	558,101	466,196	503,746	409,569	361 701	4,208 643
1869	343,182	315,099	388,727	328,390	345,333	402,854	551,045	493,232	506 623	468,212	397,515	340,891	4,681,503
1870	298,978	323,825	344,366	354,603	396,044	411,980	421,455	401,049	495,635	488,038	432,402	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,996	170,937	139,142	160,306	210,729	216,030	196,455	201,134	1,959,287
1864	158,735	176,482	243,150	185,013	198,679	243,178	224,980	307,874	375,800	324,365	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	367,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,698	235,926	317,977	400,941	425,474	345,025	260,268	3,466,922
1867	292,047	224,021	272,454	258,369	297,625	276,681	297,513	444,024	566,463	599,549	442,275	377,063	4,355,614
1868	308,587	297,464	276,431	301,962	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	303,208	396,740	388,386	449,982	625,541	455,607	632,652	736,555	584,156	479 236	393,468	5,754 109
1870	401,275	449,555	500,393	443,300	507,900	529,512	462,400	556,100	597,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	476,156	551,122	435,945	407,658	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	580,623	747,942	702,691	767,508	946,707	982,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,945	925,953	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,319,430
1867	696,147	574,664	765,398	774,280	895,712	993,658	885,214	1,063,237	1,448,942	1,541,057	1,211,580	879,900	11,632,789
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,938	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,961	1,157,056	1,037,974	1 305.673	1,371,780	1,140.145	845,708	13,355,467
1870	706,025	753,782	858,389	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,289,282	1,306,338	1,037,984	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	256,485	193,959	203,696	218,347	271,425	287,451	285,296	262,795	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	269,408	253,367	341,783	320,025	293,616	271,555	242,621	3,006.965
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	332,786	414,543	410,536	372,596	359,463	3,425,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,581	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	729,235	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,605	460,573	617,682	578,403	747,469	739,786	641,589	643,557	518,088	7,181,208
1866	603,053	505,266	505,455	411,605	569,250	567,679	480,626	578,253	671,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,498	525,242	709,327	738,530	823,901	727,510	613,329	7,180,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,225	899,967	961,530	695,401	681,041	7,867,029
1869	659,188	524,693	709,645	568,282	640,975	778,251	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	645,253	759,215	645,788	861,358	870,584	892,171	841,991	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,551	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,839
1867	94,136	78,976	92,910	92,765	90,526	96,535	106,594	114,716	121,217	142,823	132,387	125,353	1,276,713
1868	92,433	81,599	98,482	108,461	95,416	93,924	108,413	126,556	121,510	125,058	119,169	121,408	1,294,009
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,010	109,629	1,390,822
1870	90,177	98,275	101,379	105,246	110,213	111,117	111,127	126,407	132,998	153,531	144,023	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,562	402,219	407,107	445,994	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,422	337,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418? 4	384,084	338,858	454,401	429.177	496,655	429,546	352,218	4,660,328
1867	306,857	311,088	396,372	409,248	357,1 6	307,968	313,130	424,316	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,8 0	365,117	309,502	427,600	521,326	543,586	436,399	437,503	4,941,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,1 32	408,139	727,045*	838,777*	1,239,725*	1,279,002*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	169,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,389	307,474	258,634	2,660,702
1863	242,073	245,858	256,452	238,495	236,452	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,165,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,961	490,694	447,970	328,870	4,520,550
1866	282,439	265,795	337,158	343,737	365,196	335,083	324,956	359,646	429,161	493,940	414604	305,666	4,260,115
1867	304,096	283,661	375,210	362,783	333,962	284,977	313,021	398,993	464,778	506,206	412,934	330,373	4,371 0 3
1868	343,316	304,316	326,880	415,765	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,638	356,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,764,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,591	378,880	467,990	511,447	453,873	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	315,256	401,900	389,356	365,412	350,865	751,788	1,101,771	775,616	438,823	5,693,608
1868	369,228	321,203	333,506	436,412	555,718	458,191	423,398	522,682	1,024,045	1,037,464	566,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	466,666	7,220,669
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	805,318	906,315	791,014	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	225,513	248.838	.....	.....
1870	213,101	196,207	239,161	259,490	259,000	208,493	196,724	229,099	264,890	238,240	266,836	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,506	332,400	278,006	346,243	275,960	3,311,077
1865	269,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	386,348	372,618	412,566	284 819	3,733,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 [illegible] 588
1867	242,793	219,065	279,647	284,729	282,909	240,125	254,638	322,521	365,371	379,367	336,066	272,053	3,429,319
1868	211,973	231,361	265,905	252,149	204,620	217,682	194,455	287,567	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,400	214,809	218,639	223,226	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	315,967	355,187	316,054	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,340	184,411	262,515	350,613	329,243	298,708	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,255	358,725	414,707	448,994	463,873	466,557	454,826	4,055,887
1863	335,685	361,834	396,771	429,920	505,517	464,809	451,884	574,486	714,302	815,902	746,965	526,009	6,324,083
1864	436,742	532,788	617,021	669,884	767,178	936,158	711,467	1,170,241	1,125,635	754,841	1,032,149	812,178	9,525,510
1865	668,058	606,305	116,215	923,283	416,341	866,979	967,194	1,121,205	1,351 579	1,419,232	1,196,965	702,685	10,031,020
1866	738,061	725,967	779,198	961,604	1,109,267	1,140,301	996,841	1,252,386	855,742	887,793	874,974	435,990	10,637,124
1867	500,488	534,561	705,618	836,603	965,358	903,974	884,637	993,104	873,153	936,638	837,351	686,779	9,253,264
1868	427,437	518,174	651,019	817,760	761,220	744,188	814,472	931,143	1,006,631	1,159,726	1,113,398	869,924	9,735,093
1869	479,286	525,490	755,433	904,834	499,463	630,580	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,803	192,138	170,485	168,699	162,532	166,016	222,953	196,554	244,534	212,227	177,364	2,259,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	208,000	180,971	2,218,402
1868	127,593	133,392	149,164	156,358	130,545	140,408	143,987	204,597	198,910	210,473	174,500	168,698	1,938,753
1869	132,623	127,817	175,960	171,868	157,398	154,133	144,164	188,589	202,238	205,750	189,841	160,065	2,008,265
1870	152,393	158,788	172,216	172,347	156,081	150,719	.....	107,305	176,453	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,083	103,716	117,625	116,242	107,534	122,000	124,124	127,098	121,795	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,798	270,630	317,052	329,078	304,810	309,591	364,724	382,996	400,780	351,788	333,480	3,903,353
1868	278,712	265,137	257,800	296,825	260,529	293,344	285,833	454,209	460,303	429,808	323,270	329,459	4,013,208
1869	284,193	240,396	242,705	311,833	312,530	348,891	310,800	460.246	470,720	422,869	393,577	454,284	4,264,343
1870	312,133	293,545	295,298	318,699	340,892	348,632	322,786	466,431	508,042	451,299	425,667	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,048	706,602	628,560	617,456	758,467	980,555	837,353	716,829	4,700,153
870	536,529	500,139	589,298	706,668	808,586	746,650	642,068	664,051	726,531	710,696	670,168	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Jan. 1, 1871.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107½
" " " coupon		5	" "	1874	108½
Loan of June 22, 1860 ..... registered	matured.	5	" "	1871	....
" " " coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 registered	189,733,100	6	" "	1881	110½
and March 3, 1863 ..... coupon		6	" "	1881	110½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108½
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	494,892,550	6	May & Nov.	1882	108½
(5-20s).....coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s)...registered	3,113,600	6	" "	1884	107
(5-20s).....coupon		6	" "	1884	110½
Loan of June 30, 1864 (5-20s)...registered	104,139,000	6	" "	1884	107
(5-20s).....coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s)...registered	185,975,750	6	" "	1885	107½
(5-20s).....coupon		6	" "	1885	108½
" " " 2d series (5-20s)...registered	289,535,550	6	Jan. & July.	1886	106½
(5-20s).....coupon		6	" "	1886	107½
" " " 3d series (5-20s)...registered	339,774,600	6	" "	1887	107½
(5-20s).....coupon		6	" "	1887	107½
" " " 4th series (5-20s)...registered	39,666,250	6	" "	1888	108
(5-20s).....coupon		6	" "	1888	108
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
(10-40s) ....coupon		5	" "	1904	107½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	110½
Certificates of Mar. 2, 1867, and July 25, 1868..	43,550,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	33,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	143,087	var	.....	Due.	....
Treasury Notes (7-30s).....	550,900	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,907,950	6	.....	Due.	....
Temporary Loan of June 30, 1864	80,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,101,086	nil.	.....	Dem.	....
Fractional Currency	39,995,089	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
" — " " (extended).....	2,414,800	5	" "	'83-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	101½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	65
" — " Aid Bonds.....	1,800,000	7	April & Oct.	1899	75
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112½
" — " " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, May '61,(10 or 20yr)		6	Jan. & July.	'71-'81	101½
" — " Oct. '61,(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863	7,513,692	6	" "	1883	....
" — " My '64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865,(free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	93½
" — " " (" ").....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81½
" — " " (" ").....	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,549	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	90
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	854,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	71
" — " " (Charity Hospital)...	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees)	1,000,000	6	Various.	1886	60
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	87
" — " " (Funding).....	494,800	6	Various.	'86-'88	65½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	97½
" —War Loan of 1861.....	800,000	6	"	1871	100
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	97½
" — " " 1864.....	2,832,500	6	June & Dec.	1889	97½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1890	96½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " "	2,252,112	5	" "	'89-'90	....
" — " " converted	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834-'35.....	1,438,428	6	" "	'70-'85	96
" — " " 1838-'39.....	525,008	6	" "	'89-'99	95½
" — " " 1838-'39.....	46,232	5	" "	1890	79
" Defense Loan of 1864-'68	2,040,100	6	" "	1883	102
" —South Relief Loan of 1867.....	106,000	6	" "	1878	....

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69-'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" " " " dollar....	1,166,500	5	" "	'90-'94	95½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	105
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	103
" — " "	162,000	6	June & Dec.	'70-'72	....
" — " "	50,000	6	" "	1877	107½
" —Union Fund Loan of 1861....	200,000	6	Jan. & July.	1871	112½
" — " " "	650,000	6	" "	'72-'73	103½
" — " " "	720,000	6	" "	'74-'76	....
" — " " "	1,476,000	6	" "	1876	104½
" — " " 1862.....	600,000	5	" "	'77-'78	....
" —Back Bay Loan of 1862-'63...	229,000	5	May & Nov.	1880	98
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96½
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " " dol.	4,379,500	5	" "	1894	94½
" —Coast Defense Loan of 1863..	585,000	5	Jan. & July.	1883	....
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	96½
" —Two Million Loan	1,728,000	6	" "	'73-'83	100
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	93½
" —Consols, (interest).....	2,880,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'62-'90	....
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92½
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
" — " of Sept. 1, 1864..	500,000	6	Mar. & Sept.	'84-'89	99½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
" — " of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'90	....
" — " of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	709,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,000	5	" "	1875	....
" — " "	348,107	6	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
" — "	5,726,800	6	" "	1873	102½
" — "	2,250,000	6	" "	1874	....
" — "	500,000	6	" "	1875	....
" — "	900,000	6	" "	1877	....
" — "	2,085,800	6	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" —Bonds.....	22,186,000	7	" "	1877	104
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	45½
" — " (new).....	3,959,045	6	" "	'92-'98	22½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	39½
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	102
" — " (").....	4,095,309	6	" "	1881	100
" — " (").....	2,400,000	6	" "	1886	102½
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — "		5	" "	....	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103½
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	105
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	101½
" — " " "	7,909,600	6	" "	1877	102
" — " " "	9,273,050	6	" "	1882	104
" —Military Loan.....	910,200	5	" "	'72-'87	....
Rhode Island—War Loan of 1861.....	2,820,750	6	" "	1871	104½
" — " of 1862.....	50,500	6	April & Oct.	1871	100
" — " of 1863.....	1,157,000	6	Mar. & Sept.	1882	99
" — " of 1863.....	214,000	5	April & Oct.	1883	99
" — " of 1864.....	776,000	6	Jan. & July.	1893	99
South Carolina—Fire Loan, 1838	881,000	6	Feb. & Aug.	1894	101½
" — " (stg.).....	314,454	6	J. A. J. & O.	1870	71½
" —State House Loans.....	484,445	5	" "	1868	100
" —Blue Ridge R. R.....	2,386,000	6	Jan. & July.	'71-'90	100
" —Funding Bonds	1,000,000	6	" "	'75-'79	....
Tennessee—State Bonds	1,282,971	6	" "	'70-'90	62
" — "	1,398,640	5	April & Oct.	Var.	....
" — "	209,160	5½	" "	....	....
" — "	1,706,000	6	" "	....	....
" —Railroad Loans	24,903,000	6	Jan. & July.	long.	64½
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,960	6	" "	....	62½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,651,542	6	Jan. & July.	long.	67½
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	66
" — " Bonds	3,446,000	6	" "	'90-'99	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	89,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	6*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	563,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1858	1,710,500	6	April & Oct.	"	1885	93½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1855	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1895	....
Boston and Albany:						
Sterling Loans	2,051,820	6*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1856	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	22½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	365,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	56
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1856	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	[88]
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,000,000	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	966,546	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £318,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2,000,000	5*	March & Sept.	"	1904	....
Loan for $800,000	323,046	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	98½
Loan for $2,500,000	807,000	6	June & Dec.	" "	1889	92½
Consol. Mortgage for $5,000,000	4,966,100	6	May & Nov.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	59
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	88½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	95½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	324,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $16,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	95½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	103
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	93
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	94
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1886	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	161,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	98½
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	856,000	7	March & Sept.	" "	1898	89
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	254,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	90½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1883	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1896	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	50½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1893	....
2d Mortgage	800,000	7	March & Sept.	" "	1903	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	...
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	76½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	687,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1901	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,697,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	79
Consol. S. F. Mort. $5,000,000	978,000	7	May & Nov.	" "	1890	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1890	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage s&g fund	15,000,000	7	April & Oct.	New York.	1905	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1880	64½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage s&g fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	93½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	92
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	84
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1905	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $300,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1884	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95½
1st Mortgage (construction)	660,000	7	" "	" "	1884	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1868)	430,277	6	" "	" "	1908	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,509,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	500,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	783,000	6	Feb. & Aug.	Boston.	1874	100½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	94½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,060,000	7	Jan. & July.	Philadelphia.	1880	90½
Income Bonds	570,000	6	April & Oct.	"	1872	65½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1850	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	95
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	91
3d Mortgage	6,000,000	7	" "	" "	1883	88
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83
5th Mortgage	928,500	7	June & Dec.	" "	1888	79
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1892	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	94
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*Irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	89½
2d Mortgage	2,500,000	7	May & Nov.	" "	1895	80½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,000,000	7	April & Oct.	New York.	1891	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	105½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,300,000	10	— & —	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	98
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	98
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	193,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106
Construction	532,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	500,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	597,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	100
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	59
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1998	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1898	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1885	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	93
Little Miami:						
1st Mortgage	1,480,000	5	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	5	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,625,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,800	6*	Feb. & Aug.	Boston.	'90–'01	96
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1500	....
Mortgage (road and land)	1,800,000	8	May & Nov.	" "	1500	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,480	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1500	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1500	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99
2d Mortgage	2,693,000	7	" "	" "	1877	94½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	95
2d Mortgage	1,890,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.)	786,000	7.3	" "	" "	1898	93½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	900,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	920,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	[417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1892	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1875	....
Interest bonds	697,900	8	" "	Mobile.	1882	73
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1885	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1875	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1893	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,872,000	6	Jan. & July.	New York.	'85–'04	....
2d Mortgage	702,050	6	" "	" "	71–85	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1875	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	188	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1901	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1900	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	81
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	109
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	502,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	85
Bonds and mortgages	58,215	7	various.	" "	var	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	87
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'75	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	308,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage for $800,000	145,600	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1895	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	111
2d Mortgage	276,500	7	May & Nov.	"	18—	98½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	98½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sks fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69-'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	99¾
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	550,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	80
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	78½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	95
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	52
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	78
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	76
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70-'80	....
2d Mortgage	376,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1888	95
St. Louis Loan	700,000	6	" "	" "	'71-'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1895	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	600,000	7	Jan. & July.	New York.	1883	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	98½
State lien on whole property	6,252,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	91
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	275,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	800,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	265,000	6	— & —	Philadelphia.	18—	70
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	85½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	98½
Bonds of 1836-42-44-48 and 49	2,497,800	6	" "	"	1880	100
Bonds of 1857, convertible	171,500	6	" "	"	1880	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	255,000	7*	" "	"	'72-'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	81½
Mort. bonds of '68, clear of taxes	2,256,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.						
Mortgage Loan, convertible	326,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	94
Bonds of 1867	945,000	6	" "	"	1887	92½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69-'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$250,000	6	April & Oct.	Boston.	1888	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	600,000	7	May & Nov.	New York.	1900	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	160,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1900	70½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	161,000	6	" "	" "	'75-'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75-'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75-'90	74½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	150,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,900	7	Feb. & Aug.	Richmond.	'60-'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	90
Rock Island and Peoria:						
1st Mortgage	1,334,000	7	— & —	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	100
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	15
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 20 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,565,000	7	April & Oct.	New York.	1894	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1903	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1893	....
Salem and Lowell:						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	660,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1880	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,386	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'54–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western.						
1st Mortgage	600,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	82
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	66½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1892	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	73½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	...
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N.Y.&Boston	'87–'89	57
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	38½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1856	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	35½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1905	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1900	92
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1833 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1836 for $1,000,000	983,600	6	Jan. & July.	"	1886	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1890	97
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	795,000	6	" "	Boston.	1876	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	98
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	91
New Preferred mortgage	800,000	6	" "	"	1890	80
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	" "	" "	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	82½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1907	84½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
3d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1886	85½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	675,796	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,636,100	6	" "	"	1884	85
3d Loan	2,000,000	6	" "	"	1897	99
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	85½
Convertible Loan	1,496,879	6	" "	"	1877	78
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	78
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	72
Improvement Loan	1,001,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	8
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. & E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations. Carried one mile.: Trains Moved.	Operations. Carried one mile.: Passengers.	Operations. Carried one mile.: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*	—	—	4,183,000	915,000	1,205,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	23.0						Alabama and Chattanooga..... Alabama.									70.0							100	....
Sept. 30, 1869	142.0	—	13.2	—	21	28	7	383	Albany and Susquehanna ¶ ..... New York.	7,185,162	*	—	—	2,149,200	4,175,000	—	—	142.0	421,816	9,214,589	7,620,868	697,846	237,353	—	100	85
Jun. 31, 1870	132.0	—	23.0	48.0	52	19	5	425	Allegheny Valley ..... Pennsylvania.	7,913,532	*	—	—	2,169,558	7,550,564	531,114	—	132.0	—	—	—	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	—	—	—	—	425,000	—	—	68.0	118,080	—	—	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	to Cheshire.)		—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	—	—	—	362,666	119,102	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	—	—	—	—	30,000,000	29,999,000	—	—	505.7	3,344,135	42,652,418	319,717,106	5,098,367	737,168	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	5,785,183	*	—	—	3,940,489	2,000,000	—	—	285.7	461,775	—	—	784,340	274,532	—	100	70½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*	—	—	1,795,225	200,000	102,991	81,558	95.0	—	—	—	100,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St Lawrence. Me., N.H. & Vt.	7,654,087	—	—	—	2,494,900	3,483,992	—	—	—	(Leased	& oper. by	Grand Trunk of Canada.)	—	—	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	9	Avon, Genesee and Mount Morris .. N. Y.	217,345	—	—	—	194,250	20,000	—	—	15 5	20,032	498,333	54,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	312	149	136	5,153	Baltimore and Ohio ¶ .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,362	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	—	—	8,724,916	2,968,809	8	100	135
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	377,661	—	1,650,000	20,000	—	357,661	30.0	418,895	—	—	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch .. W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	—	—	536,033	1,158,572	—	100	....
Dec. 31, 1869	29.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*..... Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	—	—	513,355	—	—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	—	—	995,800	2,244,660	902,636	—	79.0	298,128	—	—	848,851	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	—	—	—	332,000	700,000	—	—	59.0	(Operated	by Boardholders.	—No returns.)	—	—	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire ..... Massachusetts.	500,000	100,000	—	—	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany .... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	145½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	98.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	387,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	—	7,510,140	4,187,360	524,564	136,233	6	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,907	176,756	—	100	1½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell ..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,196	8	100	134½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	28	1,026	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,041	4,471,274	—	217,437	1,000,420	148.1	992,000	51,243,678	16,163,410	1,871,339	519,949	10	100	145
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,965,489	13,021,748	1,280,361	402,681	10	100	145
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Leased to Erie.)			—	—	—	100	....
Sept 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	—	—	428,717	700,000	—	—	87.2	121,957	—	—	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	—	—	6,000,000	4,000,000	—	—	88.0	989,627	—	—	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	—	—	—	—	—	—	—	—	(Leased	& oper. by	Grand Trunk of Ca.)	—	96,328	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	(Leased	and operated	by Erie.)	—	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ... Penn. & N. Y.	526,127	—	—	—	428,472	—	—	—	1.60	28,666	664,730	—	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	—	—	2,500,000	1,500,000	—	—	—	(No returns 100 miles recently completed.)			—	—	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	—	—	1,633,000	9,957,000	—	—	279.0	—	—	—	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	—	—	5,000,000	9,751,335	—	—	92.3	—	—	—	4,229,064	1,257,423	10	100	118½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	*	—	—	1,120,805	990,000	—	—	60.2	—	—	—	320,677	124,583	—	100	....
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	712,362	—	—	—	332,925	380,000	—	—	—	(Leased	& oper. by	Camd & Amboy.)	—	42,447	3	100	15
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,449	123,864	64,256	28,051	801,906	125,000	78,489	8,214	66.8	118,012	4,786,714	1,418,821	250,517	97,729	5½	100	....
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased	and oper. by	West Jersey.)	—	—	6	100	70
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	—	428,900	—	—	—	34.0	85,576	—	—	150,265	69,691	6	25	88
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	—	—	3,359,500	445,350	—	—	67.5	307,310	—	—	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L.	and W.)	—	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased	and oper. by	Illinois Central.)	—	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	15,000,000	—	—	—	8,000,000	7,620,000	—	—	—	(Leased	and oper.	by Chic. and N.W.)	—	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	—	—	4,666,800	786,000	—	—	284.0	974,915	—	—	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks, &c	—	15,000,000	3,400,000	—	—	74.0	—	—	—	4,010,122	1,367,958	—	100	104½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	—	—	3,000,000	2,500,000	—	—	137.0	553,750	9,985,213	16,515,405	970,890	49,521	3½	100	25
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	—	—	40,097,290	58,905,777	—	—	742 0	2,869,227	—	—	5,670,822	2,077,289	—	100	....
Dec. 31, 1869	102.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	*	—	—	1,000,000	3,200,000	—	—	100.0	—	—	(No returns.)	—	—	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	—	—	—	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie &	N.Centrl.)	—	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	60 0,000	*	.....	—	291,222	225,000	—	—	40.0	—	—	—	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	—	—	—	3,288,692	—	—	—	(No returns published.)			—	—	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	—	109,496	53.6	495,525	5,733,511	15 801,755	713,576	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	—	—	871,900	500,000	437,500	—	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	106	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	—	—	4,081,563	2,004,970	10	100	115
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy.. Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,694	10	100	152
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	73.0	—	—	(No returns.)	—	—	—	100	....
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	—	—	—	3,916,000	810,000	—	—	—	(Leased	and oper. by	Chic. and N.W.)	—	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364 747,240	12,535,428	3,478,419	9	100	71
Mar. 31, 1870	493.0	50.5	98 0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,44 79	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44.017,275	130,683,871	5,995,266	2,413,475	8½	100	104½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton... Ohio.	3,974,495	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	—	—	1,191,457	611,493	9	00	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	*	.....	.....	500,000	1,500,000	—	—	27.2	165,556	2,500,000	5,650,000	233,567	107,033	10	100	....
Dec. 31, 1869	18.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	—	—	1,000,000	—	—	—	—	(Leased	and oper. by	Kentucky Central.)	—	—	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction.. O. & Ind.	5,805,062	*	—	—	3,027,450	2,033,000	776,398	—	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Cin.	and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,462	.....	82,810	382,600	625,000	22,395	—	42.0	—	—	—	105,752	28,305	—	100	....
Jun. 30. 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland.. Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	—	—	795,469	145,405	—	100	23½
Jun. 30. 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252.505	2 641,280	5,444,455	346,181	46,040	—	100	....

Dec. 31, 1869	340 5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*			11,620,000	1,997,000			390.4	2,155,245	29,770,918	15,130,680	2,902,014	929 384	7	100	62½
Jan. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981			2,056,780	1,652,100			(Leased to Atl. & Gt. Western.)						8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,516	2,283,265			6,300,475	3,883,500		610,497	225.0	1,695,141			2,283,670	908,306	8	50	104
Jun. 30, 1869	588.0	12.5	67.9	—	136	76	28	1,691	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	33,539,369	*			13,000,000	18,814,000	1,725,369		588.9	3,655,206	35,605,620	41,064,194	3,529,411	262,452	—	100	17½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200				1,786,200	248,000			(Leased & operated by Little Miami.)						6½	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	75,000	155,639		119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	156
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*			595,587	374,500	300,000		27.0	39,466	586,055	361,187	75,430	27,238	—	100	
—	—	—	—	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	(Leased and operated by Concord.)				25,000	7	100	120
Mar. 31, 1869	41.0	—	3 2	—	—	—	—	—	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	63,929	110.3	140,404	3 747,271	4,799,290	528,347	192,184	6	100	87
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	286,000		18,147	53.4	506,976	8,923,930	6,780,348	649,196	202,840	10	100	138½
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecting (Phila.)	Pennsylvania.	2,278,300	—	215,000	—	1,278,300	1,000,000	—	—	—	(Leased to Phila. & Trent.)					—	100	
Oct. 31. 1869	6.8	—	9.5	—	—	—	—	—	Connecting River	New Hampshire.	257,000	*			200,000	30,000			14.6	(Oper. by Northern N. H.)			38,458	15,031	—	100	
Mar. 31. 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.		*			1,500,000	3,443,000			34.0	387,200			791,053	75,118	—	50	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*			1,316,900	352,300			74.0	226,576			528,993	143,479	8	50	110
Oct. 31. 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	—	400,000	183,000	30,000	11,685	23.8	—			169,418	62,768	10	100	
Dec. 31, 1869	23.8	—	3.2	—	5	6	2	62	Danbury and Norwalk	Connecticut.	478,766	87,783	34,256	23,880	413,150	510,000	—	—	—	(Not yet in operation.)					—	100	
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	313,910	15,600	300,000	—	3,000,000	2,000,000	—	—	—	(Under construction.)					—	100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*			2,393,140	4,278,300	112,579		141.4	—			1,061,556	421,277	—	100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	6,857,068	647,268	—	261,099	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*			309,276	715,000			—	(Leas. & oper. by Little Miami.)			loss.	42,652	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	—	—	—	891,206	892,750	—	—	—	(Leased and oper by Phila., Wilm. and Balt.)					6	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	—	—	—	14,100,600	3.3 8,000	2,190,000	—	253.4	1,820,253	—	—	2,417,324	637,845	10	50	105
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	—	—	3,872,500	4,310,000	—	—	184.0	—	—	—	830,241	366,392	—	100	
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*	—	—	2,647,360	6,825,048	2,341,923	104,063	189.0	614,243	—	—	1,616,618	666,267	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*	111,386	186,778	480,000	—	—	—	—	(Leased and operated by Boston & Maine.)					6	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	*	—	—	1,000,000	550,000	—	—	—	(Leased & oper. by Ill. Centr.)			1,296,589		7	100	90½
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,893	64,767	280,000	—	—	—	79.0	—			188,832		—	100	
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,560,000	*	—	—	700,000	1,000,000	—	—	—	(In progress.)					—	100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	—	—	—	89,800	175,000	2,000	—	—	(Leased to Boston, Hart. & Flskhill.)					—	100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—	—	—	1,600,000	—	—	—	—	(Leased to Pennsylvania.)					—	100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	2,500	—	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,567,609	8,896,106	1,675,238	529,914	8	100	120
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	280,000	570,000	—	—	—	(Leased and oper. by Phila. & Reading.)			Wilm. and Balt.)		—	50	
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	391,604	—	—	—	—	(Leased to Phila. & Reading.)					6	50	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	1,472,599	—	—	—	392,560	—	—	—	—	—					7	50	84
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	9,164,691	*	125,522	436,826	1,209,200	495,900	—	—	130.0	—			1,278,864	562,682	—	100	
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶	Tenn & Ga.	—	—	—	—	1,969,524	4,019,066	1,235,508	1,552,958	130.0	—	—	—	—	—	—	100	
Jun. 30, 1870	—	—	—	—	—	23	4	209	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	(Consolidated in the East Tennessee, Virginia and Georgia.)												
Oct. 31, 1869	48.0	—	2.6	—	6	5	1	57	Edgefield and Kentucky ¶	Tenn.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	—	—	—	—	—	—	—	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	—	—	—	—	—	—	—	
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	—	—	78,536,910	23,398,800	—	—	845.7	7,761,579	128,455,168	817,829,190	16,721,500	2 179,395	—	50	23
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	—	999,600	2,577,590	—	57,809	101.2	484,550	—	—	824,611	383,028	—	50	
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	96	Eurppean and North American ¶	Maine.	2,094,883	148,669	—	—	—	3,000,000	—	—	—	58,493	—	—	129,726	56,196	—	100	
Jun. 30, 1869	108.0	32.0	15.2	—	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*	—	—	(Owned by Dominion of Canada.)				140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	23.5	—	—	5.45	—	—	—	—	Europ. & N. American W. Div.	N. Brunsw.	1,743,037	*	—	—	863,750	1,863,907	18,001	—	—	(Not in complete operation.)					—	100	
Aug. 30, 1870	100.0	23.0	12.0	—	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838	—	—	516,804	166,690	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	—	
Nov. 30, 1869	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	320,089	—	21,759	208	150,000	238,450	17,000	—	5.8	10,981	398,465	—	29,687	6,815	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	90,000	—	—	60	—	(Leased to Pittsburg and Connellsville.)					74	50	
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,188,851	350,149	256,425	306,374	3,540,000	—	—	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	132½
Dec. 31, 1869	12.0	—	—	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	100,800	—	—	(Oper. by Belvidere Delaware.)					—	100	
Dec. 31, 1869	77.0	—	—	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,269,694	*	178,576	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	—	—	466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*	—	—	3,000,000	2,300,000	—	—	154.0	—	—	—	—	—	—	—	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*	—	—	800,000	1,500,000	—	—	—	(Not in complete operation.)					—	100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N. J.	200,866	30,061	99,266	—	230,845	—	91,266	—	23.0	12,800	—	—	69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	[Operated by Receiver.]					—	100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*	1,283,389	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823	—	—	1,362,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	—	280.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	—	—	—	—	—	—	—	—	40.0	[In progress and no part in complete operation.]					—	100	
Dec. 31, 1869	94.0	—	6 5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	*	—	—	1,000,000	1,000,000	—	—	—	(Owned and oper. by Mich. Cen. since Apl. 1870.)					—	100	
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶	Canada.	90,720,865	—	—	—	—	—	—	—	1,380.0	7,071 893	—	—	7,153,924	1,607,631	—	100	
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶	Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,895	334.5	2,676,393	—	—	3,934,114	1,780,516	4	100	
Sept. 30 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,902,157	—	—	104.2	125,000	—	—	366,528	146,211	—	100	
Aug 31, 1869	207.0	68.0	22.6	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,073	*	—	—	8,000,000	8,938,000	1,009,073	—	275 0	—	—	—	2,941,957	—	—	100	64½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	23,069	—	(Leased to Pennsylvania.)					7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	—	518	Hartford and New Haven	Connecticut.	3,407,286	—	—	—	5,300,000	927,000	—	—	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	165
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill	Conn & R. I.	4,704,866	*	—	—	2,037,939	2,055,500	—	—	130.1	470,699	13,692,276	5,172,157	848,563	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900	—	1,869,685	500,000	100,000	—	32.0	20,800	—	—	60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	13	11	6	246	Housatonic	Connecticut.	2,105,558	*	151,542	319,624	2,000,000	291,000	123,768	153,257	119.8	—	—	—	743,808	166,231	—	100	
Dec. 31, 1869	144.0	38 0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶	Texas.	5,600,000	*	—	—	3,000,000	2,600,000	—	—	125 0	—	—	—	1,040 400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	(Is being continued to Wharton Color do Riv.)					—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	87	1 077	Hudson River	New York.	19,619,537	*	—	—	16,020,500	4,309,220	—	—	150.0	1,978,880	106,998,816	114,943,123	6,484,067	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	8	3	58	Huntingdon and Broad Top Mt	Penn.	2,202,174	*	—	—	706,580	1,927,614	—	—	58.8	191,777	—	—	291,564	8,889	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*	Illinois	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,508	—	970.9	5,414,403	33,306,016	263,326,118	8,823,482	3,652,516	10	100	138½
Dec. 31, 1869	—	—	—	72.0	50	31	15	566	Indianapolis and St. Louis	Indiana.	(Road in progress is now operating				St. Louis, Alton & T. H. R.)				194.0	—	—	—	1,774,867	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,067	*	—	—	5,685,497	7,368,931	675,628	—	289.0	1,205,688	—	—	1,921,274	707,492	—	100	5½
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	—	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	[Projected.]					—	—	
Jan. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	827,796	*	—	—	132411	35,000	—	—	13.6	24,000	234,368	664,641	73,307	11,855	—	100	
Oct 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	—	400,000	130,000	—	—	11.0	—	—	—	32,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	—	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	—	87,031	515,465	1,895,000	143,176	131,393	116.0	—	—	—	391,849	212,727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jamestown and Franklin	Penn.	1,765,248	—	35,000	—	603,077	1,000,000	688,228	—	—	(Leased to Lake Shore and Mich. Southern.)					—	100	
Dec. 31, 1869	108.0	52.0	17.2	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,853	413,927	2,000,000	3,100,000	587,179	1,632,923	225.0	—	—	—	1,140,099	408,486	—	100	67
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased and oper. by Chicago & Alton.)					7	100	90
Dec. 31, 1869	44.5	—	10.8	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased and oper. by Michigan Central.)					8	100	
Dec 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	16.472	1,040,193	5,589,807	107,612	49.533	—	100	
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.	—	—	—	—	5,072,500	—	—	—	439.0	963,512	—	—	2,225,850	839,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	—	—	—	—	—	1,200,000	[Stock swamped.]		112.0	—	(Operated by bondholders.)				—	100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	[No returns.]					—	100	
Dec. 31, 1869	31.0	—	1.8	34.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	31.0	[No returns.]					—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	...
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,070	—	100	...
Oct. 31, 1869	540.0	406.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	91½
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748 960	—	50	...
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	6,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	120½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,930	880,705	33,823	42,109	4,277	—	100	...
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	...	...
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	*	425,650	.....	3,572,400	1,480,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint)..O.	7,786,469	*	[Leased	Dec. 1	1869 to 1	2 g Cin. &	St. L. at	80,000p.a.	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6	100	...
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill.....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	85½
Dec. 31, 1869	9.0	—	.....	—	2	10	—	—	Long Branch and Sea Shore..New Jersey.	223,446	*	.....	.....	176.100	.....	112,927	.....	9.0	.....	.....	.....	71.601	10,307	—	100	...
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472 183	2,595,519	1,235,770	350,337	171.1	620.895	13,955,245	12,174,094	948,748	221,845	—	100	70½
Jun. 30, 1870	186.0	196.6	38.5	74.0	67	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,960,705	*	3,565 951	1,176,660	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,112	7	100	...
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	21,788	6	100	...
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	...
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick.....Georgia.	(Comple	ted in D	ec. 1869, n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	...
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.†.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	...
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	*	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,580	loss.	—	50	...
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central †.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000.000	.....	5,609	90,514	26.0	81,204	1,621,977	942 664	182,510	102,110	10	100	133½
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	*	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	.....	100	...
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,396	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	...
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	585,544	139,864	291.0	954,510	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. †..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299 091	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,582,000	590,810	.....	130.6	457,576	3,638 132	.....	799,649	98,840	—	100	...
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	...
May 31, 1870	284.8	—	97.5	—	100	97	26	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,694,177	10	100	116½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	...
Sept 30, 1869	13.0	—	0.6	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	215,800	50,966	.....	.....	(Oper.	by Erie.)	.....	44,008	14,434	—	100	...
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	.....	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	...
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14a	100	50½
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	101
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	...
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. †..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee †..Miss. & Tenn.	2,011,197	185,833	1,364,215	329,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	.....	.....	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	160,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	385,975	152,223	—	100	...
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,650	.....	.....	131.376	27,270	—	100	...
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67.337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	2,115,287	759,758	—	100	...
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 000	.....	.....	.....	23.0	24,1 8	617,707	856,855	79,971	6,857	—	100	...
Feb. 28, 1869	68.5	28.4	9.7	—	21	12	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	33
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	[Leased	to Dela., L	acka. and	West'n.]	.....	7	100	68½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell.....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga †..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	...
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur †...Tenn. & Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	182.5	324,580	.....	.....	479,317	207,963	—	100	...
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600,' 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	...
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	220	Naugatuck.....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589 929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.0	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada †..N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11½	100	...
Oct. 31, 1869	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	...
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	...
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,166	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	119
Dec. 31, 1869	73.8	6.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	246,021	51,871	—	100	...
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80 210	4	100	...
Nov. 30, 1869	208.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.†.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,900,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	54
Dec 31, 1869	80.2	2.0	14.0	—	13	10	5	226	*N. Orleans, Opelousas & Gt. Western* †..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morgan	n of New	York City.]	.....	.....	.....	—	...	...
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central.....New York.	37,008.697	*	.....	.....	51,831.300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15 586,616	6,531,131	8	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	91½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000.000	5,085,930	.....	.....	156.2	745,703	27,963,142	17,178,695	2,776,890	969,746	8	100	132
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,786,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cour	se of con	truction)	.....	.....	—	100	...
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60 000	6	100	...
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg †.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina †.....North Carolina.	4,949,844	*	300,200	110,522	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	267,006	—	100	...
Feb. 28, 1869	103.0	—	....	—	12	12	5	110	North-Eastern † .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	...

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	14	—	North Louisiana and Texas	La	20,500,000	*				7,500,000	13000,000				72.0															
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	6,059,105	965,987	991,064			3,150,000	3,588,439	133,476			381.0					2,084,486	432,124	—	100		21				
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	5,485,410	*	86,788	415,407			5,675,377	289,010	3,218		97.6	404,631	5,252,948			671,076	168,918	—	100		924				
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,485,410	*				5,000,000	7,005,500	592,582			332.4	1,469,366				2,928 463	977,748	6	50		82				
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,586,586	2,989,134									82.5	409,036	5,935,262	19,110,436		689,626	256,271	8	100		107½				
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767			3,068,400	115,600				35.3	46,773				325,369	65,764	8	100						
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*				1,100,000	400,000				66.4	413,172	7,312,851	11,066,863		741,607	171,957	8	100		106½				
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074		2,363,700	754,000	49,920	241,530		145.0					281,138		—	100						
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provincial Government.)						122.0	532,120		31,199,413		1,045,222	356,339	6	100		87				
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929		5,035,800	941,800	387,687	208,922		340.0	1,926,150	30,459,353	69,838,274		2,915,547	643,720	—	100		27½				
Dec. 31, 1869	340.0	53 0	....	—	86	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,099,217	2,054,988	1,585,583	120,754		23,714,125	6,152,850	492,321			98.5	406,010				2,014,427	978,925	10	50		91½				
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000			4,259,450	3,170,000				142.7	909,847	41,484,089	10,810,178		1,552,525	538,138	6	100		95				
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310		4,943,420	2,971,000	61,000	294,109		270.2	497,198	9,196,620	9,069,150		919,122	407,336	—	100		72				
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262		2,488,757	4,350,548	1,019,395	47,357		9.0					169,088	29,747	—	100						
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*				350,000	500,000																		
Sept. 30, 1869	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,999	*				300,000	610,000				—	(Leased	to R.W &	Ogdensb.)		125,564	62,782	—	100						
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*				490,400	591,000				36.3	112,232	3,414,428	2,955,461		280,555	60,907	8	100						
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,376	3,264,918				3,406,034	7,793,742				336.0	1,764,760				3,213,058	894,345	—	100						
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	*				7,000,000	3,784,136				47.6		nine	months.		1,105,219	340,861	—	100		72				
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000					630,000					—	(Leased	to Erie.)				53,400	8	100						
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*				500,000	500,000				—	(Leased	to Erie)						100						
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*				284,500	85,000				—	(Leased	to Erie.)				26,500	6	100						
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*				342,150	160,000	36,542					(Leased	to Camden	and Amboy.)					100						
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*				33,493,112	23,862,092	2,054,452			643.0	9,574,632				17,260,812	4,757,785	10	50		125				
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,060	Pennsylvania Coal	Pennsylvania.	2,000,000	*				3,200,000	592,500	383,000			47.0							—	10	50	225				
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079					1,061,700	3,000,000				—	(Leased	to Chic. R.	I. and Pac	ific.)		125,000	8	100						
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000					1,200,000	600,000				83.0		(Complet	ed July 1,	1869.)				100						
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000				12.0		(In pr	ogress.)					100						
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*				1,000,000					52.3	164,357				245,634	97,975	3	100						
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*				1,325,200	241,894				46.0	124,224				196,672	9,272	—	50						
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164				218,000	800,000	291,686			289.6	2,273,856				3,262,705	loss.		50		53½				
Oct. 31, 1869	287.6	20	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*				6,004,300	12,598,000	40,974			24.3	376,303				697,620	287,402	10	50		200				
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	446,888			1,595,750	55,900				480.4	5,159,301	40,525,071	483,853,367		11,276,241	5,002,408	10	50		99				
Dec. 31, 1869	98.4	382.0	394.3	80.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061				29,022,100	7,819,592				26.5					1,077,559	274,081	10	100		115				
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	*	339,675			1,259,100			80,555		99.7	962,579				2,565,302	876,094	8	50		100½				
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042		9,520,850	2,367,000	534,547	434,787		201.0	1,849,510				2,434,101	531,833	—	50						
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Phg, Cin. & St. Louis	Pa. & W. Va.	13,551,398	2,327,941	196,000			5,423,200	10,036,690	421,154			72.0	425,341	4,912,566	16,286,331		608,919	207,354	—	50						
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*				1,795,253	1,891,000	294,917			480.6	5,263,584				8,131,581	2,891,199	9½	100		92½				
Oct. 31, 1869	468.3	—	189.2	—	210	121	54	8,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*				19,583,948	13,563,000	72,093									27,450	6	100		86½				
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,451	11,247				450,000																		
Dec. 31, 1869	68.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*				784,700	1,182,988				109.5	354,754				632,763	217,872	6	100						
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*				1,500,000					51.3	303,266				575,036	175,586	6	100		113½				
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000					350,000					—	(Leased	to Concor	d.)			24,500	7	100						
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*				170,000	200,000		11,496		26.0					80,083	22,015	—	100						
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*				437,917	57,000	18,500			15.0	37,960				112,572	21,542	—	100						
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772		2,000,000		55,000	28,544		47.3	408,165	12,258,436	12,300,460		793,301	205,118	8	100		138½				
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*				1,500,000	80,000				97.0					208,000	141,000	3	100						
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583				506,848	1,000,000	952,859			54.0	155,070				207,799	55,879	—	50						
Sept. 30, 1869	71.0	110.0	27.6	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,286		3,000,000	1,569,750	1,781,893	461,647		181.0	637,821	16,458,686	30,164,875		1,594,002	504,247	7	100		92				
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480		4,000,000	2,680,700	228,674	1,900,158		190.5	312,139	4,860,625	6,271,192		609,403	212,070	—	100						
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*		40,818	142,720	1,414,136	482,678	26,186	559,887		75.5					332,025	132,491	—	100						
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*		48,089	225,743	847,100	320,296	40,331			46.4	90,998	1,258,994	1,422,279		160,946	37,343	—	100						
Sept. 30, 1869	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	1,260,000	*				650,000	600,000						(Not in o	peration.)					100						
Sept. 30, 1869	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*				427,402					22.0		(No	returns.)					100						
Sept. 30, 1869	141.1	48.5	23.4	—	38	26	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,388		3,000,000	2,000,000	9,821	476,970		218.2	585,168	14,604,381	18,054,197		1,274,134	501,998	10	100		124				
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487			4,381,400		331,828			188.0	679,669	8,347,127	16,336,225		874,855	187,329	—	100		35				
Dec. 31, 1869	132.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,689,500	*				2,100,000	2,589,500				132.0					753,000	376,000	—	100		72½				
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*				4,340,000	6,700,000				—	(Oper. by	Ind. & St.	Louis.)		611,800	—	100		28½				
Dec. 31, 1869	195.0	15.0	18.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*				10,000,000	4,000,000				—			about 600 000				—	100		47½				
Dec. 31, 1869	150.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.							2,725,000				—	(Leased	to Chi. &	Alton.)			240,000	—	100						
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.		(Unfinished.)				2,000,000	1,000,000				—		(No	returns.)					100						
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*				1,500,000	4,500,000				—	(Leased	to Terre H	aute and I	ndianapo	lis.)			100						
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.							2,020,000					257,004	2,776,680	3,570,874		373,448	138,411	—	100						
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989		2,732,515	166,000	531,072	79,514		—	189,152				338,693	178,941	—	100						
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*				180,550	100,000				—	(Leased	to West J	ersey.)			16,833	6	50						
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542			1,500	243,305	226,000	535	91								17,500	1½	100						
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*				904,832	2,307,742				116.3	271,076				429,212	101,024	—	100						
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*				1,269,150	97,000	106,120			54.0	155,070				172,494	27,393	—	50						
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841					576,050					—	(Leased	to Phila.	and Readin	g.)				5	50						
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.							210,000				80.0							—	100						
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007		999,050	796,830	891,180	25,521		119.3					282,215		—	100						
Dec. 31, 1869	235 0	....	—	—	25	10	6	299	*Selma, Rome and Dalton*	Ala. & Georgia.						2,481,062	6,079,100				200.0					460,000		—	100						
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000				—	(Leased	by Northern	Central.)				6	50						
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*				1,227,000	800,000				45.5					61,504	22,001	—	100						
Dec. 31, 1869	20 0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,663					100,000	37,800				20.0	(Oper. by	Jeff. Mad.	and Ind.)			32,448	7,408	—	100						
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732,900	*				677,900	55,000				50.0					310,182	47,424	6	100						
Dec. 31, 1869	101 8	6 6	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*				1,788,000	3,256,320				—	(Leased	and oper.	by Portland	& Ken.)		234,476	90,000	—	100						
Dec. 31, 1869	87.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000					230,000	500,000				—	(Leased	& oper. by	Cen. of N.	Jersey.)		36,000	290	—	100						
Dec. 31, 1869	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	439,694	*				438,300					—	801,171				26,298	6	100							
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729		5,819,275	4,057,351	355,501						(In	progress.)		1,382,167	596,507	—	100						
Dec. 31, 1869	50.0	—	—	133.0	3	—	—	—	South and North Alabama	Ala.						1,500,000	1,000,000									67,962	9,518	—	100						
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566		259,683	150,000	7,944	21,009		11.5	49,204	1,222,256	60,911		67,962	9,518	—	100						
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,974,558	*				497,750	850,000				63.0	150,560	5,597,645	2,094,921		221 815	66,552	10	100						
Sept. 30, 1869	123 0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g)	Va.	4,149,658	*	192,420	480,158		1,365,600	2,133,800	973,116	299,727		133.0	292,029	2,201,096	10,725,243		440,921	103,125	—	100						
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	(cost to	completi	on.)		3,000,000	1,500,000				—							—	100						
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota											109.0					345,213	205,173	—	100						
Dec. 31, 1869	148.2	—	—	159.2	19	10	4	404	*South Pacific* ¶	Missouri.						35,000,000												—	100						
July 31, 1869	143.0	114.5	22.9	26.5	30	14	18	396	Southwestern	Georgia.	4,587,313	*		131,053		3,989,900	699,500	37,155	41,811		257.5	384,922				910,116	360,386	8	100		104				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *Italics*. State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass'rs.	H. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union †.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	.....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	.....
Sept. 30, 1869	18.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,918,240	.....	282,647	92,594	10	100	.....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	.....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,10	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	.....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	21,176	6	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	697	.....	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	(In pro	gress to be	completed	June 187	0.)	—	50	.....
Sept. 30, 1869	81.0	—	10·5	—	12	16	3	274	Syracuse, Binghamton and N. York .N.Y.	3,560,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	.....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley .New York.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	(Will form a part of the Rondout and Oswego Line.)	.....	250 700	.....	21,181	33,414	11.1	64,100	2,262,376	889,842	229,868	23,184	8	100	100
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	26,006	45,818	274,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	751	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	166,284	654,000	2,620,000	.....	.....	11.1	64,100	2,262,376	889,842	229,868	23,184	8	100	100
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	1,988,150	348,000	163,913	1,049,365	84.0	503.198	.....	.....	.....	.....	—	50	.....
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	1,279,043	671,445	12	100	.....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	395,440	82,005	—	50	100
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	1,072,995	.....	—	100	.....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	4,262,343	1,200,938	—	100	48½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	529,680	236,987	—	100	.....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	.....	.....	.....	.....	.....	(Leas	ed to Vt	& Mass.	.....	.....	7	100	48½
Apr. 30, 1870	1,038	—	—	—	—	—	—	—	*Union Pacific*.....Nebraska, &c.	106,945,978	*	.....	.....	swamped	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	R. R.)	32,000	—	100	.....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	5,591,000	654,580	33,762,300	167,967,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	50	.....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	60	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	8,407,853	4,203,926	—	100	11½
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,550,222	*	.....	.....	1,660,000	150,000	.....	48,114	59.0	81,228	2,960,504	1,172,870	235,088	132,040	—	100	.....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,582,650	.....	.....	.....	.....	54,450	2,244,178	734,763	165,494	76,892	6	100	.....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	.....	(Leased	by Vermo	nt Central	l.)		6	100	.....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,268,600	207,343	75,862	70,082	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,660,086	84,177,218	1,949,430	543,331	8	100	103½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,668	loss.	var	...	...
Feb. 25, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	616,164	793,200	.....	.....	.....	(Leased	to Rutlan	d.)	.....	.....	—	100	70
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee † .....Virginia.	8,012,873	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	2	100	.....
Dec. 31, 1869	18.3	—	3.0	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	483,537	162,479	—	100	.....
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'tn.)	929,186	318,688	—	100	.....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George.D. C. & Va.	.....	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	454,758	154,618	7	100	87½
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	58,123	18,448	7	100	.....
Oct. 31, 1869	26.5	—	5.0	—	9	10	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	5	100	.....
Sept. 30, 1868	—	—	—	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	684,046	957 000	97,500	.....	35.5	201,230	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	138.0	—	9.8	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	526,700	612,300	6,024	.....	—	[In	progress.]	.....	330,571	63,761	—	50	.....
Dec 31, 1868	43.0	—	—	—	4	2	—	63	Western (Coal) † .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1869	48.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	948,607	266,320	—	100	.....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina...North Carolina.	.....	*	.....	.....	6,500,000	.....	.....	.....	46 0	.....	.....	.....	.....	.....	—	100	.....
Oct 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	36,000	.....	.....	.....	.....	.....	42,834	6,820	—	100	.....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	Western Virginia.....West Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Aug. 31, 1869	94.0	—	....	86.0	—	—	—	—	Western Union.....New Jersey.	2,007,467	[No	w forming a division of the Milwaukee and St. Paul		1,022,450	1,800,000	304,413	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	81
Dec. 31, 1869	20.0	—	....	51.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,309,000	1,716 500	244,176	129,783	126.1	No retu	rns for ye	ar.]	.....	.....	—	100	.....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	.....	.....	1,800,000	2,000,000	.....	.....	.....	288,365	.....	.....	.....	.....	—	100	.....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	.....	.....	.....	.....	20.0	(Operat	ed during	construct'n	652,184	256,308	10	50	125
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	200,000	.....	.....	.....	.....	13,430	90,746	159,099	by M. &	St. Pa'l.)	—	100	.....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased	to Boston,	Con. and M	14,663	7,147	—	100	.....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR. sold	Jan. 5, '70	$525,000.	1,200,000	2,000,000	400,000	.....	148.0	(no	returns.)	ontreal.)	.....	.....	—	100	.....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286		5,000,000	.....	.....	.....	.....	.....	.....	.....	139,261	82,375	—	100	.....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilmington and Weldon †...N. Carolina.	3,076,968	*	11,662	184,126	734,812	789,300	.....	.....	19.3	1,867	(Leased t	o Northern	Central	l.)	—	100	...
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	1,465,775	1,484,685	272,624	.....	181.0	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Oct 31. 1869	13.0	—	1.0	—	—	—	—	—	Worcester and Nashua ...N. Hampshire.	1,488,227	169,623	15,250	156,600	1,270,400	.....	1,160,782	.....	.....	(Recen't	y opened.)	1,254	.....	14,000	7	100	.....
									Wrightsville. York and Gettysburg. Penn.	398,535	.....	.....	.....	317,050	.....	76,845	.....	.....	.....	.....	.....	.....	.....	—	100	.....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	.....	641,532	112,080	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	.....	.....	—	.....	.....
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	493,210	342,827	6	50	80
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	.....	.....	.....	.....	.....	.....	—	25	.....
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	.....	.....	.....	15,000,000	3,169,476	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	106,751	8	50	90
Dec 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	.....	.....	.....	4,999,600	(See Cam. & Amb.R.R.)	.....	.....	108.0	.....	.....	.....	110,610	.....	10	100	119
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	.....	.....	.....	64,000	899,750	662,246	.....	161.0	.....	.....	.....	1,035,560	782,352	10	100	.....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	.....	.....	8,739,800	14,375,891	.....	.....	161.0	.....	.....	.....	104,961	3,849	—	50	.....
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 373,611	.....	.....	94,149	2,200,000	1,136,447	74,087	63,226	48.0	.....	.....	.....	406,174	213,374	—	50	67½
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261.000	.....	.....	.....	4,300,000	1,961,000	.....	.....	102 0	(5 p. c. o	n preferred	stock.)	431.246	184,848	—	100	33
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	.....	354.0	.....	.....	.....	785,303	258,436	—	50	46
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	.....	.....	.....	2,002,746	2,632,310	195,232	.....	109.2	.....	.....	.....	1,159,085	598,519	—	50	16½
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	20,000	.....	45.0	.....	.....	.....	167,435	81,714	—	50	12
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	.....	.....	.....	1,100,000	708,000	86,000	.....	87.6	.....	.....	.....	43,587	loss.	—	50	1½
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000.000	.....	.....	.....	800,000	600,000	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
																						124,595	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	—	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not in operation.)				100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	60,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston).....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	101
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens' (10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	788,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia.....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	8,566	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,627,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	743,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	275	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	31
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	25,507	10.	50	17	45
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Contes st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	45
Sept. 30,'69	10.00	107	22	Harlem.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,302	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,965	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	16
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.30	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston.....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.24	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	84,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston).....Mass.	1,594,493	1,250,000	—	233,457	821,332	134,567	10.0	100	100	69½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,802	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	58,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark.....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,285	255,818	80,754	20.	50	15	45½
Oct. 31, '69	5.65	124	28	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	25
Oct. 31, '69	8.25	155	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,681	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton....N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,300	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.45	—	—	Schuylkill River (Phila.).....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	55½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,688	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston.....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	15	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston).....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondagn ...N.Y.	31,000	31,000	—	—	8,796	2,522	5.	100	100	....
Oct. 31, '69	8.35	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	65½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,179,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,760	20,000	12,885	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper	by Troy&	Lansb.	—	100	100	....
Oct. 31, '69	28.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston).....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.73	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany).....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	(2,000	—	—	—	—	100	100	....
Oct 31, '69	18.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,752	93,936	10	50	50	65
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	60
Oct 31, '69	2.40	13	4	Williamsport.....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30, '69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	625	3,600	2,812	4	100	100	....
Nov.30 '69	4.00	44	—	Worcester.....Mass.	89,578	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter st Rate.	Inter st Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1841	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1892	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,500	7	J.&D.	1891	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1893	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,200	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1875	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1875	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1875	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br., Morris's & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Heatpnv., Mantua & Fairm.: 1st Mortgage	25,200	7	J.& J.	1876	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1876	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1882	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	52,000	6	A.&O	1886	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1876	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	80
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	1,015,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage	83,700	7	J.& J.	1875	....
2d Mortgage	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	600,000	7	J.& J.	1875	....
Real estate	600,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgage	100,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	90
Worcester: 1st Mortgage	72,000	6	A.&O	1875	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	72
Cayuga and Susquehanna,* guar....	539,110	...	5	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	8	....
Cheshire, preferred.....	2,017,815	7	3	34½
Chicago and Alton, pref.....	2,425,400	7	10	117½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	82
Cleveland and Mahoning,* guar.....	2,066,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	84
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	694,241	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,600,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	600,000	7	7	80
Erie, preferred	8,536,910	7	7	47½
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref.....	5,253,836	...	...	106½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	160,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	19
" " 2d pref....	4,051,744	6	...	8
Manchester and Lawrence*.....	1,000,000	...	5	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	72½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.....	3,500,000	7	7	70½
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450 000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	82
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	55
Sandusky and Cincinnati, pref.....	445,5?8	6	6	36½
Schuylkill Valley,* guar.....	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	589,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,060	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.....	2,888,997	6	6	33
Union, preferred.....	.....	6	...	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774 400	7	7	9½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	32 —	@ 34 —
Pig, American, No. 1		30 50	@ 31 —
Pig, American, No. 2		29 —	@ 30 —
Pig, American, Forge		25 —	@ 27 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		STORE PRICES.	
Bar, Swedes, ordinary sizes		— —	@110 —
Bar, Refined		75 —	@ 80 —
Bar, Common		72 —	@ 72 50
Scroll		97 50	@125 —
Ovals and Half-round		97 50	@125 —
Band		92 50	@ 95 —
Horse Shoe		95 —	@ — —
Rods, ⅜@3-16 inch		82 50	@ — —
Hoop		102 50	@140 —
Nail Rod	per lb.	— —	@ — 6½
Sheet, Russia, as to No.'s	(gold)	— 10½	@ — 11
Sheet, Single D. and T. Common		— 4½	@ — 6
Rails, English	(gold) per ton.	56 —	@ 58 —
Rails, American, at Works in Penns.	c'y.	70 —	@ 71 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— 16	@ — 17
American, Spring, do.		— 9	@ — 11
American Machinery do.		— —	@ — 12
American German do.		— 9	@ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d. @ 10d	per 10 0lb	4 37½	@ 4 50
Clinch		5 87½	@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	25 —	@ 28
Copper		— —	@ 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 37½	@ — 38
Straits	(gold).	— 33½	@ — 33½
English	(gold).	— 33	@ — 33½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 25 @ 8 50	9 50 @ 9 75
I. C. Coke	7 — @ 7 50	8 — @ 8 75
Coke Terne	5 75 @ 6 75	6 75 @ 7 75
Charcoal Terne	7 25 @ 8 —	8 50 @ 9 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall.	— 15	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— 17½	@ — 17½
Refined, prime L. S. to W. (110 @116 test)		— —	@ — 25½
Refined, Standard White (in ship'g order)		— —	@ — —
Refined, prime White (in shipping order)		— 24½	@ — —
Refined, S. W. (in jobbing lots)		— —	@ — 26
Refined, S. W. (in tin)		— 28	@ — 29
Naptha, Refined, (65 @ 73 gravity)		— 9½	@ — —
Residuum	per bbl.	4 —	@ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	16 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.
(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10	(4 qlts.)	per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15	(4 qlts.)		10 50 @ 8 —
11 by 14 to 12 by 18	(4 qlts.)		12 — @ 9 25
14 by 16 to 16 by 24	(4 qlts.)		12 50 @ 9 75
18 by 22 to 18 by 30	(4 qlts.)		15 — @10 50
20 by 28 to 24 by 30	(4 qlts.)		18 50 @12 —
25 by 28 to 24 by 36	(4 qlts.)		19 50 @12 50
26 by 34 to 26 by 40	(3 qlts.)		21 50 @16 —
28 by 38 to 28 by 44	(3 qlts.)		22 — @16 50
28 by 46 to 30 by 48	(3 qlts.)		23 — @17 —
30 by 50 to 32 by 52	(3 qlts.)		24 50 @18 —
32 by 54 to 34 by 56	(3 qlts.)		26 50 @19 50
34 by 58 to 34 by 60	(3 qlts.)		30 — @22 —
36 by 60 to 40 by 60	(3 qlts.)		36 — @28 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 4.

	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu 3.	W. 4
Canton Co	....	....	....	....	....	....
Central Pacific 6s	92½	92½	93½	....	92½	x90½
Central of N. Jersey	105½	....	....	....	105½	104½
Chicago & Alton	114	....	....	....	115	115
" pref	....	....	....	....	116	....
" 1 M	....	103	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	....	....	....	....	152
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	70½	71½	....	....	72½	72½
" pref	81½	82½	82½	....	83	82½
" 1st M	95	....	....	....	....	96
" S. F.	....	....	....	....	....	....
" Consol	....	....	88	....	....	88½
Chic., Rock Isl. & Pac.	105	105½	106½	....	106	105½
Chi., R. I. & Pa. 7s, 1896	100	99½	....	....	....	99½
Clev., Col., C. and Ind.	82	....	....	....	82	....
Clev. and Pittsburg	....	105½	....	....	....	104½
" 2 M	....	....	....	....	....	....
" 3 M	....	95	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	99
Col., Chi., & Ind. C	....	....	17½	....	....	17½
" 1 M	....	82½	82½	....	....	....
" 2 M	....	....	....	....	....	....
Cumberland Coal pref	....	....	119	....	....	119½
Del. & Hudson Canal	....	....	....	....	....	....
Del. Lack. & Western	102½	103	....	....	104	104½
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	90½	....	....	90½
Erie Railway	23	22½	23½	....	23½	23
" pref	47	....	....	....	....	47½
" 1 M. 7s, 1897	....	....	....	....	95	95
" 2 M. 7s, 1879	....	....	....	....	....	91
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	83	....	....	....	82½	....
" 5 M. 7s, 1888	....	79	....	....	....	....
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph	99½	99½	97	....	94½	94½
" pref	....	....	108½	....	106½	106½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	138½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	91½	92½	92½	....	92½	92½
Lake Shore Div. bonds	....	....	....	....	93	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	116	....	....	....	115½	116
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F	....	....	97½	....	....	99
" 2 M	....	94	....	....	94	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	....	10	....	....	....	9½
" Tr. 20s ctfs	....	....	....	....	....	....
Milw. and St. Paul	55½	56	52½	....	....	51½
" pref	80½	81	74½	....	73½	72½
" 1st mort	95	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
Missouri 6s	93	92½	....	....	....	....
" H. & St. J. 1st	92½	....	....	....	....	....
Morris and Essex	....	86½	87½	....	87	88½
" 1st mort	100	100	....	....	100	100
" 2d mort	96½	....	....	....	....	97
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	101½	....	102	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	91	....	....	....
" 6s. S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	91½	91½	....	....	92½	91½
" certificates	87½	87½	....	....	....	87½
N. York and Harlem	132½	....	....	....	132	132
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	....	....	....	45	44½
" new	24	....	....	....	....	....
Ohio and Miss	28½	28½	28½	....	28½	28½
" pref	....	....	....	....	70	70½
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co	39½	40½	....	....	....	39½
Panama	72½	72	....	....	....	....
Phila. and Reading	98½	99½	98½	....	99½	99½
Pitts., Ft. W. & Chi. gtd.	93	92½	92½	....	93½	92½
" 1 M	....	....	....	....	....	100
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	....	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	81½	....	....	....	82½	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	65	....	....	....	63½
" new	63½	64½	64½	....	64½	63½
Tol., Wab. & Western	48½	49	49½	....	49½	49½
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific	10½	12	12½	....	14	12½
" 1st mort	74½	75½	76½	....	75	74½
" L. Gt. 7s	54½	53	55½	....	60	57½
" Inc. 10s	34	36	....	....	....	....
Virginia 6s, old	67½	....	....	....	....	67½
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg	....	....	....	....	....	....
U. S. 6s, 1871, coup	....	....	....	....	....	....
U. S. 6s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106⅜	106⅜	....	106⅜	107⅛	
U. S. 5s, 10-40s, reg	106⅜	....	....	....	....	
U. S. 6s, 1881, reg	110	....	....	....	110⅜	
U. S. 6s, 1881, coup	113⅜	113⅜	....	113⅜	x110⅛	
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	
U. S. 6s, 1881, " ry	....	....	....	....	....	
U. S. 6s, 5-20s reg. '62	....	....	....	108⅛	....	
U. S. 6s, 5-20s, c. 1862	107⅛	108	....	....	109	108⅛
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864	107⅛	107⅛	108	....	110⅛	....
U. S. 6s, 5-20s, reg. '65	107⅛	107⅛	....	....	....	....
U. S. 6s, 5-20s, c. 1865	107⅛	107⅛	....	....	108⅛	108⅛
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	110	110⅛	....	....	....	x107⅛
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	107⅛
U. S. 6s, 5-20s, c. 1867	110⅛	110⅛	110⅛	....	108⅛	x 107⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	x108
U. S. 6s, 5-20s, c. '68	111	....	111⅛	....	108⅛	108⅛
U. S. 6s, Pac.R.R.issue	110	110	110⅛	....	....	110⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3
Catawissa	....	....	....	....	....	....
" preferred	38	....	....	37⅜	....	....
Camden and Amboy	118⅛	....	117⅛	117⅛	....	118
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	94	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	90⅜
Lehigh Navigation	33⅜	33⅜	33⅛	33⅜	....	33⅛
" 6s, 1884	....	....	....	....	....	88
" Gold L	85⅜	....	....	85⅜	....	....
" R. R. L	....	....	....	....	....	....
Lehigh Valley R. R	58⅛	59	59	60	....	60⅛
" 6s new coup	....	....	....	95	....	....
" 6s new reg	....	....	....	....	....	95⅛
Little Schuylkill R.R	....	....	....	44⅛	....	....
" 7s	....	....	....	....	....	....
Minehill	50	....	....	50⅛	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	62⅛	62⅛	62⅛	62⅜	....	62⅛
" 1st M	....	....	....	103⅜	....	x100⅛
" 2d M	100⅛	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	105⅜	....	....	....
" 6s, 3d series	107	107	....	....	....	....
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	98⅜	....	....	....	....	....
" new	99⅛	99⅜	100	100	....	100⅛
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	49	49⅜	49⅛	49⅛	....	49⅞
" 7s, 1893	....	....	....	....	....	105
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	83⅛	....	....	....	....	x85⅛
Schuylkill Navigation	7⅛	....	....	....	....	....
" pref	16⅛	....	16⅛	....	....	....
" 6s, 1882	....	....	....	....	....	75
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	16⅛	....	16	16	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	55⅛	55⅛	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3
Baltimore City 6s, 1875	93⅛	....	93	93	....	....
" 1886	....	....	....	92	....	....
" 1890	92⅜	91⅛	92⅜	....	....	92⅛
" 1884	91⅛	....	....	....	....	....
" 1900	91⅛	....	....	....	....	....
Balt and Ohio	133	....	....	....	....	135
" bonds, 1875	....	....	....	....	....	....
" " 1880	99⅛	....	....	....	....	....
" " 1885	93	93	93⅛	....	....	93⅛
Marietta & Cin. 1st M	93⅛	....	93	....	....	93⅛
" 2d M	74⅛	74⅛	....	75	....	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4
Boston and Albany	149⅛	149⅛	149⅜	....	149⅛	149⅛
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	145	...
Boston and Providence	145	145	144	....	145	145
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	21⅛	22⅛	....	23	22⅜	
Cheshire, pref	85	85⅛	....	....	84	
Concord	....	70⅛	....	....	78	
Connecticut River	....	....	....	....	....	
Eastern	120⅛	....	....	....	120	120
Fitchburg	....	....	....	....	....	133⅛
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	116	115⅞	116	....	116	116⅛
Northern, N. H	....	109⅛	....	....	....	....
Ogdens. & Lake Champ	86⅛	86	86⅛	....	87	87
" pref	....	....	107	....	107	....
Old Colony & Newport	....	....	95	....	94⅛	95
Ph., Wil. & Baltimore	49⅛	50	....	....	50	50⅛
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	11⅛	11	18	....	14⅛	....
" 6s	71	70	72⅛	....	75⅛	72⅛
" Land Grant 7s	58	50⅛	....	....	61	58
" Income 10s	33	29⅛	33⅛	....	40	....
Vermont & Canada	....	....	....	....	104	103⅛
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	7⅛	7⅛
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	22⅛	....	....	....	....

London Stock Exchange.

	Closing Prices. Dec. 9.	Dec. 16.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	58 — 62	58 — 62
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. 1890	27⅛ — 28⅛	27 — 28
Detroit and Milwaukee 1st mort. 7s	65 — 69	65 — 69
Do. 2d mort. 8 p. c.	65 — 69	65 — 69
Erie shares 100 dol. all paid	— —	— —
Do. sterl. 6 p.c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— —	— —
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— —	— —
Do. 100 dol. shares, all paid	110⅛—111⅛	110⅛—111⅛
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dola. shares	— —	— —
Panama General mort. 7s, 1897	88 — 92	90 — 92
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	97 — 99
Do. General mort. 6 p. c. 1910	92 — 93	91 — 93
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	91 — 94	91 — 94
Do. with option to be paid in Phila.	91 — 94	91 — 94

American Railroad Journal

Saturday, January 7, 1871.

Stock Exchange and Money Market.

Money has been quite active, especially on call, during the past fortnight, and rates have been working almost uniformly against the borrowing interest. The supply has been on a restricted scale, partly owing to speculative manipulations, partly to the extensive preparations for the January interest and dividend disbursements, and partly to the outflow of currency to the West and Southwest. The closing negotiations in a temporary form were on the basis of the full legal rate of seven per cent. currency to even the Government houses; and as high as seven per cent. gold to the Stock Exchange firms. Mercantile credits have been comparatively steady at from 7@9 per cent. per annum, for strictly prime to good names, with a moderate business in notes. The City banks last week lost half a million of deposits, and nearly 1½ millions of legal tender notes. They added nearly 2½ millions to their specie reserve. The loan and discount averages were reduced 1⅜ millions.

The Treasury Department in its official programme for January, proposes to sell four millions of Gold, during the month, as follows: Thursday, January 5, one million; Thursday, January 12, one million; Thursday, January 19, one million; Thursday, January 26, one million. And to buy in six millions of Five Twenties, as follows: Wednesday, January 4, two millions; Wednesday, January 11, one million; Wednesday, January 18, two millions; Wednesday, January 25, one million.

Washington dispatches of Wednesday made the coin reserve of the Treasury Department on that day $107,802,281 including $26,149,000 represented by outstanding coin certificates, and the currency balance, $30,284,291.

The specie reserve of the city banks according to the latest return is $20,828,846, against $20,736,122 same time last year. The city bank deposits are now $188,223,995, against $180,490,445 week ending Jan. 2, 1870. The legal tender reserve amounts to $45,245,358, against $48,896,421 same time last year. The circulation now stands at $32,153,514, against $24,879,609 same time last year. The loans are now $263,417,418, against $259,090,057 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $93,538,596 a day, against a daily average of $104,171,420 the preceding week. The current week's exchanges average about 112 millions a day. The city banks, last week reported a gain of $2,489,000 of specie, with a loss of $524,759 of deposits, and $1,494,330 of legal tender notes. They reduced their loans $1,393,711; and their circulation, $29,469.

The city bank exchanges on Wednesday were 109⅞ millions.

National Bank notes to the amount of $249,520 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $337,916,618 against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $32,949,769 leaving, with the existing 1,612 banks, (having an aggregate capital of $430,299,301,) an actual circulation at this date, of $304,966,849. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $346,288,700; and for the public deposits, $15,819,500—making a total of $362,108,200. The Treasury Department last week redeemed and destroyed $477,100 of worn and mutilated fractional currency, and issued $760,000 of new.

The cash balance in the Treasury Department at the close of business on Monday, was $30,284,291 in currency, and $107,802,280 in coin, including $26,149,000 in certificates.

Government disbursed, last week, through the local office, $5,467,000 gold, in redemption of the matured Five per cent. bonds of 1871.

The U. S. Sub-Treasury receipts, week ending with Dec. 31, were $9,644,016 in coin, (including $1,608,000 from customs duties,) and $3,582,304 in currency; payments, $4,080,485 in coin, (including $5,625,000 of coin interest,) and $5,435,521 in currency; balance at the close of the week, included $66,684,459, of coin, against $61,070,878

the preceding Saturday, and $10,245,936 of currency, against $12,099,153 at the close of the preceding week. The business of the Office on the first two business days of the current week, was as follows. On Tuesday, receipts, $1,301,854 in coin, (including $441,117 from customs,) and $910,738 in currency; payments $6,263,409 of coin (including $6,208,743 of coin interest), and $1,347,736, of currency. On Wednesday, receipts, $1,376,597 in coin (including $655,000 from customs), and $223,245 in currency; payments, $1,295,587 in coin (including $700,000 of coin interest) and $1,744,509 of currency. The balance at the close of business on Wednesday included $8,287,675 of currency, and $61,803,965 of coin, against a balance a fortnight previous of $12,885,630 currency, and $60,890,676 coin.

The aggregate receipts of the U. S. Sub-Treasury in December were $57,088,358, including $7,992,817 from customs; aggregate payments, $45,698,064, including $3,576,110 of coin interest.

The U. S. Sub-Treasurer issued in December $11,479,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $1,499,259 of coin certificates, received for customs.

Government revenues yielded moderately, during the fortnight. The excises during the past week yielded 2½ millions; customs at the port of New York, $1,612,259, and at the outports about $550,000 (in coin) more, making the grand total income for the week equal to about $4,716,225 in currency. The income of the Government, from excises, since July 1, 1870, has been about 83⅛ millions.

The customs revenue on Wednesday was $655,000. The coin interest disbursements at the Sub-Treasury were $700,000.

The Gold speculation has been less confident, and under a freer offering of gold, the price has been less firm, receding from 111⅛ to 110⅜, and closing on Wednesday at 110⅛. There has been a light custom and export inquiry noted. On Thursday, Government sold a million of Gold at the market rates.

The export drain was $464,303 week ending with December 31, against $787,970, same week preceding year. The shipments in all 1870 were $58,689,171, against $32,108,448 in 1869; $70,841,599 in 1868; $51,801,948 in 1867; $62,553,700 in 1866; and $30,003,683 in 1865. The exchanges at the Gold Exchange Bank, which were 23¾ millions on Friday, of last week, were 30⅜ millions on Tuesday of this week, and 27¼ millions on Wednesday.

Commissioner Delano, of the Internal Revenue Office, reports officially the receipts from excises, during the fiscal year, which ended with June 30th, 1870, at $185,235,867 97, or an excess, over previous estimates, of $10,235,867 97. Beyond the estimate, this aggregate includes the sums refunded for taxes illegally assessed and collected, amounting to $186,809 81, as well as the amount of commissions of Collectors. Drawbacks have only been allowed on general merchandise, under section 171, act of June 30, 1864, limited by the act of March 31, 1868, to ale and patent medicines, amounting to $5,838 55. The amount allowed for the same for 1869 was $377,411 31. The drawback on rum and alcohol is not considered in this bureau. The total receipts for the fiscal year 1870 are $185,235,867 97. The total receipts for the fiscal year 1869 were $160,039,344 29; showing a net gain of $25,196,523 68.

The customs demand for Gold last week, averaged $321,600 a day; thus far, this week, it has averaged $533,000 a day, or equal to a weekly aggregate of $2,665,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $31,061; and in all 1870, $11,581,771, against $14,918,725 in 1869. The total customs revenue of the Government, in coin, at this port, in 1870, was $139,703,579, against $129,603,460 in 1869.

The exports of specie, from this port, last week, were $464,303 against $788,970 same week last year; and in all 1870, $58,689,711, against $32,108,448 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $5,625,000; and in all 1870, $86,671,676 against $90,352,669 in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Dec. 18th, was $8,017,000, against $8,611,000 same time in 1869.

The specie exports by steamer and railway, from San Francisco, from Jan. to Dec. 8th, 1870, were $32,450,841, against $37,073,051 same time in 1869.

Foreign exchange has been in moderate supply and fair request, closing rather more firmly. Bankers' sixty day bills on London closed on Wednesday at 108⅞@109⅛; sight bills on London, 109¾@110. The offerings of produce bills have been again liberal. The week's exports of domestic produce have been to the currency value of $4,187,739, and in all 1870, $197,320,303, against $195,226,706 same time in 1869.

Government securities have been in better demand and quoted firmer in price, notwithstanding the activity in Money. The 1st of January debt exhibit has had a favorable influence on the market, showing a further net reduction $2,240,701 in December, and $106,260,683 since March 1, 1870.

The debt statement incorporated among other new features a tabular statement of bonds purchased by the Treasury Department on account of the sinking and special funds, in which the following appears:

Principal of bonds	$185,590,750 00
Amount paid in currency	137,208,221 37
Currency value of interest accrued on bonds bought flat	30,848 92
Net cost in currency	187,267,372 45
Net cost estimated in gold	151,520,442 94
Average premium on total purchases to Jan. 1, in currency	18.09
Average cost, in gold, of total purchases to Jan. 1	91.50

U. S. sixes of 1881 closed here on Wednesday of the current week at 110¼@110⅛; U. S. Five-Twenties of 1862, 108⅛@108⅜; U. S. Five-Twenties of 1864 at 108¼@108⅜; U. S. Five-Twenties of 1865, 108¼@108⅜; U. S. Five-twenties of 1865 consolidated, 107⅜@107⅝; U. S. Five Twenties of 1867, 107⅝@107¾; U. S. Five-twenties of 1868, 108@108⅛; U. S. Ten-forties at 106⅞@107; U. S. Six per cent. currency bonds, 110¼@110½.

On Wednesday, Government bought in two millions of Five-Twenties at 107 16@107 40, ex-interest. The amount of bonds offered was $3,237,850.

State bonds have been in moderate demand, but at irregular and less buoyant prices.

Railway bonds have been in fair request for investment purposes at, as a rule, well supported prices. Central Pacific Sixes have met with a ready sale closing with 90 bid and 90¼ asked. Chesapeake and Ohio Sixes have been in more demand at 90 and interest. Union Pacific Sixes have been quoted at 73½@74.

Messrs. Fisk & Hatch have just issued their second annual report to the First Mortgage Bondholders of the Central and Western Pacific roads, giving an interesting and highly encouraging account of the business of the two roads, now consolidated as one, under the common style of the Central Pacific, for the year just closed. The tables given in the report are comprehensive and suggestive showing the result for 1870 of a net profit of $3,860,146 on a gross earning of $7,920,710. The question recently raised by the Secretary of the Treasury, and supported by the Attorney-General of the United States, is met by the bankers of the Company in the frankest manner. While disagreeing with the opinion of the Attorney-General, they are prepared to meet the final decision of the Government, even if it should be adverse to the road, which they seem not to apprehend, by an exhibition of financial strength from the annual net earnings of the road, more than equal to the interest on their own bonds, and upon the bonds of the United States, advanced by the Government, assuming no further increase of traffic.

Railway and miscellaneous share property has been moderately active, but quite variable as to price, under the quite stringency in Money, closing somewhat feverishly and irregularly. Union Pacific stock has been closed at 12½@12¾. Western Union Telegraph closed at 44⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 13.	Dec. 20.	Jan. 4.
Consols	91⅞	91⅞	92¼
U. S. 5-20's of 1862	88¾	88¾	89⅝
U. S. 5-20s, 1865	88⅛	88½	89⅛
" 1867	90¼	87¾	88¼
" 10-40s	87¼	87½	87¾
Erie	19⅞	19	19½
Ill. Central	110½	110	118½
At. and Gt. West	27½	28¾	28½

General Business has been comparatively quiet since our last. Breadstuffs and Provisions closed with more steadiness. Cotton favored buyers. Middling upland cotton closed on Wednesday at 15⅛ cts. per lb. The stock of cotton now here is given at about 79,000 bales. The receipts at the port this week, have averaged about 8,500 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 1,625,953 bales, against 1,318,751 bales same time in 1869-'70; exports same time 917,400 bales, against 700,600 bales same time in 1869-'70; stock on hand at latest dates, 520,884 bales, against 379,948 bales same date 1869. The exports of domestic cotton goods from this port, in 1870, were 14,482 pkgs., against 21,047 pkgs., in 1869. From Boston, 7,550 pkgs. in 1870, against 7,185 pkgs. in 1869.

There has been a light movement in foreign goods at about previous prices, in most instances. The dry goods entries at this port, last week, were $2,222,063, making with the general merchandise imports a total of $5,124,396.

Freights have been less active, but rates have been quoted firm. For Liverpool we quote flour at 2s. 6d.@2s. 9d. by sail, and 3s. 6d. by steamer

per bbl.; grain at 7d. by sail, and 8d. by steamer per bushel; cotton at 5/8@13/16d. by sail and 1/2d. by steamer per lb.; and heavy goods 20s. @30s. by sail, and 30s.@55s. by steamer, per ton. Total number of vessels in port on Wednesday, 482.

At the Live Stock markets, this week, Beeves have been in less request from 9½@17½c. per lb.; week's receipts, 5,652. Milch cows quiet at $40@$110 each, receipts, 61. Veal calves in fair demand at from 5@12c. per lb.; receipts, 873. Sheep have been in less request at from 4@7½c.; lambs at 5½@8¼c. per lb.; receipts, 21,405. Swine quiet at 6½@7c. per lb., all live weight; receipts, 19,661.

The following will show the exports (exclusive of specie) from New York to foreign ports of the week ending January 8d, and since the beginning of the year:

	1870.	1871.
For the week.....	$2,174,516	$4,187,739

The imports for the week ending Dec. 31, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$648,938	$2,222,063
Gen. merchandise..... ..	2,098,495	2,902,333
Total for the week.....	$2,747,433	$5,124,396
Previously reported....	286,563,970	299,314 392
Since January 1.....	$289,311,403	$304,438,788

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, gold, 98¾; North Carolina 6s, Special Tax, 18½; South Carolina 6s, new, Jan. and July, 62; do. April and Oct., 63½; Alabama 8s, 101½; Brooklyn 6s, W. L., 92½; Pacific R. R. 7s, guar. by Mo., 95; Toledo, Peoria and Warsaw 1st mort. E. D., 82; do. W. D., 82; Quincy and Toledo 1st mort., 82; Galena and Chicago 2d mort., 94; Ohio and Mississippi consol. bonds, 89; N. Y. and N. H. 6s, 97; Rome, Watertown and Ogdensburg R. R., 124; Western Union Telegraph, 44⅞; do. 7s, 92½; Adams Express Co., 64¼; Am. Mer. Union Exp., 43¾; U. S. Exp., 33¼.

Philadelphia.—Sunbury and Erie 7s, 102½; Pennsylvania and New York Canal 7s, 91; West Jersey 7s, 97; Wilmington and Reading 7s, 91⅝; Schuylkill Nav. 7s, Boat Loan, 78; Camden and Burlington Co. R. R. 6s, 89; Lehigh Nav. conv. loan, 78; Connecting R. R. bonds, 84; Oil Creek and Allegheny River, R. R., 45¾; do., 7s, 78¾; Germantown Passenger R. R., 30; Philadelphia City 5s, 96. The latest quotations are: City 6s, 99@—; do. free of tax, 100@100¼; State 5s, coupon, 104@104; do. 6s, W. L., 105@—; do. 1st series, 101¼@—; do. 2d series, 102@—; do. 3d series, 104@—; Reading, 49¾@49⅞; do., 7s, 1893, 104@105; do. mort. 6s, 1880, 99@100; Camden and Amboy, 118½@118¾; do. mort. 6s, 1889, 94¾@95; do., 1883, 93½@95; do., 1889, 89@90; Penn. R. R., 62¼@62⅜; do. 1st mort., 100@100; do. 2d mort., 100⅝@100⅞; do. Gen'l mort. coupon, —@94; do. reg., 95½@96; Little Schuylkill R.R., 42½@43; Morris Canal, 32@36; do. pref., 71@80; do., 6s, 83@84; do., scrip 7s, 70@—; Susquehanna Canal, 37@—; do., 6s, 45@48½; Schuylkill Nav., 7½@8; do. pref., 16½@17; do., 6s, 1882, 72⅞@73¾; Elmira and Williamsport pref., 37@—; do. 7s, 1873, 90¼@90⅝; do. 5s, 57½@60; Lehigh Coal and Navigation, 33⅝@33¾; do., 6s, 1884, 83@84; do., R.R. Loan, 89@89½; do. Gold Loan, 85¾@86; North Pennsylvania, 46½@47; do., 6s, 97@—; do., 7s, 93@94; do. Chattle 10s, 112@112; Philadelphia and Erie 26⅜@26¾; do., 6s, 91@—; Minehill, 50½@50⅝; Catawissa, 12@15; do. pref., 37¾@37¾; Lehigh Valley, 60¼@60½; do., 6s, 95@96; do. 6s, reg., 100@—; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 55½@56; Thirteenth and Fifteenth, 21¼@—; Spruce and Pine, 24½@25; Green and Coates, 46@—; Chestnut and Walnut, 44½@44¾; Hestonville, 16@16½; Union, 42@—; Germantown, 30@30½.

Boston.—Eastern R. R. 6s, municipal, 94½; do. 1874, 100¾; Rutland R.R., 35; do., pref., 82; do. 7s, new, 80; Vermont Central and Vermont and Canada 8s, 1880, 102½; Burlington and Missouri River 7s, Land Grant, 90; do. 8s, in Nebraska, 94¾; do. 8s, 1878, 104; Keokuk and St. Paul 8s, 99¼; Michigan Central 8s, 1890, 106¼; Old Colony and Newport 7s, 102¼; Stanstead, Shefford and Chambly 7s, 1887, 82¾; Minneapolis 8s, 1910, 94¼; Vermont Central 1st mort., 85; Cedar Rapids and Missouri 7s, 1916, 87; Phila., Wil. and Balt. 6s, 1887, 93¾; Hannibal and St. Joseph 8s, 1885, 104⅞; Cincinnati, Sandusky and Cleveland R. R., 28⅝; Boston, Clinton and Fitchburg pref., 80½; Housatonic pref., 105⅝; Connecticut and Passumpsic Rivers pref., 84; do. 7s, 1876, 98¾; Indianapolis and Cincinnati R. R., 5½; Boston Water Power Co., 19⅜; Essex Co., 180; Cary Imp., 8⅛; Vermont 6s, 1871, gold, 109; Massachusetts 5s, 1894, gold, 94¼; do. 6s, 1876, gold, 104⅛; do. 1872, gold, 103¼; Cook Co., Ills., 7s, 97; Boston 6s, 1880, currency, 100⅞; do. 5s, 1882, 94¾; Portland 6s, 1887, 90⅞; Bath 6s, 1883, 91; Bangor 6s, 1894, 88; Chicago 7s, 1881, 96⅜; St. Louis 6s, 1888, 91¾; St. Louis County 7s, 1885, 95⅞; Charlestown 6s, 1894, 83½; Hanover Mining Co., 30c.

Baltimore.—Maryland 6s, 1870, 96; do. Defense bonds, 102; Virginia 6s, old, reg., 50½; Orange and Alexandria 2d mort., 74; do. 3d mort., 83; Orange, Alex. and Manassas bonds, 76. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89¾@90; Baltimore and Ohio, 134@139; do. 6s, 1875, 96@97; do. 1880, 95@96; do. 1885, 98@94; Northern Central, 41⅛@42; do. 6s, 1885, 90@—; do., 1900, 88@90; do. 6s, 1900, gold, —@91; N. W. Va. 1st mort., 91@—; do. 2d mort., 91@—; do. 3d mort., 1885, 88@94; Marietta and Cincinnati 7s, 1892, 93@94; do., 2d mort., 75⅛@75⅛; Central Ohio, 25@26; do. 1st mort., 85⅛@86⅛; Western Md. 6s, 1890, 76@79; do., guar., by Baltimore City, 93@95; do. 2d mort., guar., —@86; do. 6s, pref., 59@59½; do. 6s, guar., by Washington Co., 80@83; Richmond and Danville bonds, 74@76; Orange and Alexandria 1st mort., 6s, 82@—; do., 2d mort., 6s, 74@74½; do. 3d mort., 8s, 83@83; do. 4th mort., 8s, 77½@79; Orange, Alex. and Manassas 7s, 75¾@76½; Virginia and Tennessee 8s, 81@82½; do., 6s, 1st mort., 82@84; do. 6s, 2d mort., 73@74; Baltimore 6s, 1875, 92¾@93⅛; do. 1884, 91@91¾; do., 1886, 91½@92; do., 1890, 92½@92¾; do., 1893, 91¼@92; do., 1900, 92¾@93¼; do. 5s, 1888-70, 75@80; Memphis City 6s, 52@55; Maryland Defense Loan, 1883, 101⅜@102; City Passenger R. R., 19@—; George's Creek Coal, 60@62; Atlantic Coal, 1.50@2.25.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU-ST., NEW YORK, Jan. 2, 1871.

The earnings of the CENTRAL PACIFIC RAILROAD for 1870 reach nearly $8,000,000, of which about $3,900,000 will be *net* after paying operating expenses—this is an increase over the previous year in Gross Earnings of $2,300,000, and in Net Earnings of $1,300,000. The earnings for the coming year, by a moderate estimate based upon reliable data, will exceed $10,000,000.

The security of the principal, and the assurance of regular and prompt payment of interest which are afforded in the valuable property and immense revenue of the road render these bonds *as safe and reliable an investment as can be made.* They are daily quoted on the regular call of the New York Stock Exchange, and of several of the most important Stock Exchanges of Europe, *and can be as readily sold at quoted market price as the bonds of the United States Government.*

We deal in them as freely as in Government Bonds, and are prepared to supply them in exchange for 5-20s, or for new investments at current market price.

We continue to buy and sell Government Bonds, Gold, &c., to make collections, receive deposits, allow interest thereon, and do a general banking business.

FISK & HATCH.

Kings County Steam Boiler Works.

We take great pleasure in recommending to our friends and patrons, the Kings County Steam Boiler Works, 345 and 347 First St., Brooklyn, E. D., New York, WM. R. TAYLOR, Proprietor, where he can always be found ready to furnish Estimates for Boilers, Tanks, Oil Stills, Condensors, &c. There is at present building in his shop, Five of the largest Oil Stills in the country, also a large number of Boilers and Tanks. Having a large number of first class mechanics for repairing, Mr. Taylor gives special attention to that class of work. We hope our friends will not forget when in want of new work or repairs to give him a call.

☞ During the stoppage of navigation this winter, the depth of the channel of the Pennsylvania Canal is to be increased to six feet, or two feet beyond the present dimensions.

☞ Ebenezer Westcott has been elected President, and R. R. Bateman secretary and treasurer of the Bridgeton and Port Norris (N. J.) Railroad company.

☞ The Swedesboro' R. R. Co. have declared a semi-annual dividend of three per cent., payable on demand at the office of the Treasurer in Clarksboro', N. J.

☞ The contract for the extension of the Portland and Ogdensburg railroad from Fryeburg to North Conway has been awarded.

☞ The Prussian electricians say that the American Brooks Insulators are the best in the world.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for the years—

	1869.	1870.
Ashes, bbls.	9,220	7,562
Breadstuffs—		
Wheat flour, bbls.	3,585,716	4,143,993
Cornmeal, bbls.	201,793	190,596
Wheat, bush.	23,818,652	24,088,742
Rye, bush.	357,803	550,169
Oats, bush.	8,747,322	9,626,606
Barley, bush.	3,007,958	5,020,718
Peas, bush	116,974	203,127
Corn, bush	11,666,784	9,143,478
Cotton, bales	682,695	884,226
Naval Stores—		
Crude turp., bbls.	14,079	6,661
Spirits turp., bbls	65,632	70,280
Rosin, bbls	557,150	496,293
Tar, bbls.	74,255	46,973
Pitch, bbls	7,710	2,342
Provisions—		
Pork, bbls.	94,552	123,296
Beef, pkgs	82,191	127,298
Cutmeats, pkgs	88,971	98,262
Butter, pkgs.	645,195	530,813
Cheese, pkgs	1,335,522	1,544,924
Lard, tcs. and bbls.	75,527	93,523
Do., kegs	15,988	24,989
Whiskey, bbls.	187,103	180,844

Exports from New York to foreign ports of certain leading articles of domestic produce for the years—

	1869.	1870.
Ashes, Pots, bbls	3,815	2,480
Do., Pearls, bbls	91	141
Beeswax, lbs	197,693	277,265
Breadstuffs—		
Wheat flour, bbls.	1,584,211	1,950,234
Rye flour, bbls.	5,283	4,633
Cornmeal, bbls.	137,627	84,718
Wheat, bush.	18,240,586	18,446,035
Rye, bush.	142,542	92,431
Oats, bush.	49,393	28,986
Barley, bush.		
Peas, bush	123,156	151,102
Corn, bush	1,637,586	487,792
Candles, bxs.	52,177	40,146
Coal, tons	40,938	38,993
Cotton, bales	308,635	505,449
Hay, bales	30,796	39,139
Hops, bales.	88,433	20,739
Naval Stores—		
Crude turp., bbls	586	405
Spirits turp., bbls	17,763	17,342
Rosin, bbls	461,488	395,033
Tar, bbls.	82,116	15,502
Pitch, bbls.	5,030	3,750
Oils—whale, galls	133,002	110,693
Do., sperm, galls	578,945	565,090
Do., lard, galls	30,371	22,114
Do., linseed, galls	13,890	7,880
Provisions—		
Pork, bbls.	72,019	88,050
Beef, bbls.	32,299	24,496
Do., tcs	56,176	57,885
Cutmeats, lbs	47,941,458	30,926,699
Butter, lbs.	1,168,447	1,399,354
Cheese, lbs	56,413,581	61,710,435
Lard, lbs.	30,383,538	32,074,063
Rice, tcs	323	1,174
Do., bbls	10 555	23,161
Tallow, lbs	23,394,492	18,245,508
Tobacco, crude, pkgs.	117,234	87,968
Do., manf., lbs	5,722,639	6,481,176
Whalebone, lbs	278,813	350,849
Petroleum, galls	64,244,664	89,672,801

☞ The track on the new section of the Adirondack railroad has been all laid, making about sixty miles completed.

☞ The Boston and Albany, Albany and West Stockbridge and Hudson and Boston Railroad companies have been consolidated.

Trade of Chicago.

The following table gives the receipts of all the leading articles during the past year, as compared with the year 1869:

	Received, 1870.	Received, 1869.
Flour, bbls	1,631,428	2,214,808
Wheat, bush	17,351,575	16,669,156
Corn, bush	19,581,586	28,337,704
Oats, bush.	10,475,451	10,117,854
Rye, bush	1,076,320	977,390
Barley, bush.	3,274,579	1,358,932
Grass seed, lbs.	8,676,671	13,927,294
Flaxseed, lbs	8,742,715	7,409,074
Broom corn, lbs.	13,767,669	5,899,507
Cured meats, lbs	5,697,129	12,737,958
Beef, bbls	19,578	425
Pork, bbls	52,570	42,556
Lard, lbs	7,648,440	6,732,892
Tallow, lbs	2,500,787	2,606 076
Butter, lbs	9,700,966	8,038,318
Dressed hogs, No.	229,317	205,416
Live hogs, No.	1,629,195	1,667,085
Cattle, No	231,614	399,913
Sheep, No	351,695	
Hides, lbs	27,380,171	27,881,504
Highwines, bbls.	165,052	98,765
Wool, lbs.	14,064,504	8,737,280
Lumber, ft	990,834,000	982,546 000
Shingles, No.	631,412,000	633,008,000
Lath, No	103,690,000	121,092 000
Salt, bbls.	691,109	635,231

The following is a similar statement, showing the shipments of the same articles during the years 1870 and 1869:

	Shipped, 1870.	Shipped, 1869.
Flour, bbls	1,618,005	2,164,645
Wheat, bu.	15,673,718	12,773,654
Corn, bu	17,432,132	21,307,523
Oats, bu	8 283,700	8,664,551
Rye, bu	908,209	797,018
Barley, bu.	2,560,827	509,472
Grass seed, lbs	3,972,420	9,368,821
Flax seed, lbs.	274,898	3,397,728
Broom corn, lbs.	8,495,584	4,340,112
Cured meats, lbs	88,530,412	97,721,054
Beef, bbls	71,858	32,085
Pork, bbls.	141,214	92,319
Lard, lbs.	28,224,831	17,029,437
Tallow, lbs	2,224,880	4,707,886
Butter, lbs.	5,715,518	4,972,811
Dressed hogs, No.	152,631	197,827
Live hogs, No.	909,902	1,057,358
Cattle, No.	860 838	273,404
Sheep, No	110 982	
Hides, lbs	26,236,044	22,379,880
Highwines, bbls.	107,060	106,868
Wool, lbs.	15,329,241	8,474,220
Lumber, ft	771,504,000	616,871,000
Shingles, No	587,244,000	543,484 000
Lath, No	69,988,000	90,501,000
Salt, bbls	525,943	518,157

West Wisconsin Railway.

As it will interest all our citizens to know the result of the conference with the representatives of the West Wisconsin Company, it is sufficient to say that at a meeting of some fifty or sixty of our leading business men at the Metaopolitan Hotel on Thursday night, a committee were appointed and empowered to complete arrangements with those gentlemen for the immediate completion of the West Wisconsin Railroad to St. Paul, and that these arrangements were completed and a formal agreement entered into on the following basis, of which we give simply the general outline:

That the citizens of St. Paul shall provide for the construction of the western half of the railroad from St. Paul to Hudson, some nine or ten miles, and for this purpose shall place the bonds of the St. Paul, Stillwater, and Taylor's Falls Railroad Co., secured on the road, &c., to an amount not exceeding $24,000 per mile, or from $220,000 or $240,000 in all.

The West Wisconsin Company, on their part, agree to provide for the construction of the eastern half of the road and bridge across Lake St. Croix. The work, including the bridge, is to be put under contract the moment the bonds are placed, and to be completed early next summer.

Messrs. Baldwin and Humbird were so entirely satisfied with the assurances they received, and the stipulations entered into, that they started yesterday morning for New York to make the necessary arrangements for their part of the undertaking.

There can be no question that the bonds will be promptly taken up by our citizens, and that the road will be at once pushed to completion, so that when the West Wisconsin reaches Hudson next summer, it will shake hands with the St. Paul road across Lake St. Croix. The road will be completed before January 1st to within thirty-four miles of Hudson, and to Hudson by July 1st, 1871. All the iron has been purchased to complete the road to that point. It has been determined that the St. Paul, Stillwater and Taylor's Falls Road shall be completed to Hudson by that time. The preliminary surveys are already in progress, and it is believed that a feasible line may be found not more than eighteen miles long from St. Paul to Hudson. One of a little over nineteen miles, with easy grades, has already been surveyed.—*St. Paul Press.*

Chicago and Northwestern Railway.

The following is the comparative statement of the earnings and expenses of the Chicago and Northwestern Railway, for six months of the fiscal years 1869 and 1870, ending November 30:

	Gross Earnings.	Operating expenses, interest, Rents, &c.	Net Income.
	1869.	1869.	1869.
June	$1,251,950 64	$976,439 15	$275,517 48
July	1,157,056 38	1,045,553 21	111,503 17
Aug.	1,037,973 75	790,606 83	247,366 92
Sept.	1,305,672 75	836,534 86	469,137 89
Oct.	1,371,780 39	1,007,384 50	364,395 89
Nov.	1,140,145 33	874,464 96	205,680 37
Total	$7,264,779 24	$5,530,977 51	$1,733,601 78
	1870.	1870.	1870.
June	$1,139,284 13	$788,987 96	$350,296 17
July	1,034,392 88	938,033 47	96,359 41
Aug.	1,227,512 89	662,336 34	565,176 55
Sept.	1,259,282 10	692,663 83	566,618 27
Oct.	1,306,338 16	903,793 64	402,544 51
Nov.	1,037,963 85	604,415 12	433,548 73
Total	$7,007,774 00	$4,590,230 36	$2,414,543 64
Increase			$680,941 91
Decr'se	$259,805 24	$940,647 15	

Balance to credit of inc. account May 31, 1870	$541,424 29
Net earnings, six months, ending November 30, 1870	2,414,543 64
Total earnings, as of November 30, 1870	$2,945,679 93
Deduct five per cent. dividend, payable December 1, 1870	1,750,940 00
Surplus December 1, 1870	$1,205,027 93

☞ The Bay de Noquet and Marquette Railroad Company (Lake Superior), have declared a dividend of 10 per cent., payable Dec. 31 at the Treasurer's office in Boston.

☞ The Georges Creek Coal and Iron Company has declared a dividend of $2 per share for the last six months, payable on and after 11th inst.

☞ The first regular passenger train over the Monticello and Port Jervis Railway left Monticello on the 29th ult., and the trains are now running regularly.

Journal of Railroad Law.

RAILROAD COMPANIES—CARRIAGE OF OIL—CONSTRUCTION OF CONTRACT AS TO FORWARDING.

The case of the Camden and Amboy Railroad Company *vs.* Forsyth, Brothers & Co., was an amicable action in case, entered May 13th, 1865. The declaration in several counts charging the Camden and Amboy Railroad Company, as common carriers, with negligence in not transporting safely 113 barrels of refined petroleum from Philadelphia to Red Hook, an oil depot about thirty miles below the City of New York.

The following is the opinion of the Court delivered by

SHARSWOOD, J.—The contract of the plaintiffs with the Pennsylvania Railroad Company, was to carry the barrels of oil received at Pittsburg to Philadelphia and there deliver them to Leech & Co., at the company's freight station. If there was any undertaking implied from the fact that the ultimate destination of the goods appeared on the bill of lading to be Red Hook and the freight was to be there received for the carriage over the whole route, it would be only an engagement to forward to that place. This is now the received doctrine in the American Courts, as is ably shown by Judge Strand in Jennison *vs.* The Camden and Amboy Railroad Co., 4 Am Law Reg., 234, who cites and comments on all the leading authorities. The limitations and stipulations contained in the contract in regard to the liabilities of the Pennsylvania Company as carriers, naturally apply only to that portion of the route in which they act as such, and not to the part in reference to which they are forwarders. Not that they could not as agents for the carriers, beyond the terminus of their own road, stipulate for a limitation also of their liability. The question is, have they done so in this instance? It is argued that whatever stipulations are contained in the bill of lading given for the goods when originally received, ought to be presumed to extend over the whole route. "The American cases upon the subject, with rare exceptions," says Judge Redfield, "recognize the right of a railway company to enter into special contract to carry goods beyond the line of their own road. And when different roads are united in one continuous route, such an undertaking in regard to merchandise received and booked for any point upon the line of the connected companies is almost matter of course," 2 Redfield's Law of Railways, 104. If this could be construed to have been a contract by the Pennsylvania Railroad Company to carry to Red Hook, then, indeed, it would be a natural and necessary presumption—that all its terms and limitations should apply to carriers over every part of the route. The Counsel on both sides of this case have relied on the Bristol and Exeter Railway *vs.* Collins, 7 House of Lords, 197. The contract there by the company who received the goods was to carry to the point of ultimate destination on another road. This was the decision of the Court of the last resort, and hence Lord Chancellor Chelmsford said: I think therefore that the contract was entire, was for the whole journey from Bath to Torquay, and was made with the Great Western Railway Company alone: that the goods were carried over the defendants' railway under the contract, and that the defendants are consequently either not liable at all, as no agreement was entered into with them, or that if the contract in any way attaches to them, the exception as to loss by fire accompanies it and exonerates them from liability." In the Exchequer Chamber the receipt note was considered as plainly showing that the contract of the Great Western Company was merely to carry to Bristol and to forward them by another carrier, and the exemption from liability provided for by the contract, was held to apply to the Great Western Company alone: 1 Hurlst. and N., 517. It is evident that the decision in the Exchequer Chamber is that which is applicable to this case of the Pennsylvania Railroad who were carriers only to Philadelphia and forwarders beyond.

The part of the bill of lading relied on as containing a stipulation relieving the defendants from liability, is the written memorandum subscribed in these words: "This oil is carried only on open cars, and entirely at the owner's risk from fire and leakage while in possession of the railroad company or carriers while standing or in transit." The first part certainly only applies to transportation by rail. Now beyond Philadelphia the transportation was by barges through the Delaware and Raritan Canal to Red Hook. If the memorandum looked beyond the terminus of the Pennsylvania Railroad Company, it would not have been stipulated that the oil should be carried only on open cars. "While in the possession of the railroad company" certainly means the Pennsylvania Company, "or carriers while standing or in transit," naturally following in the same track, means just as certainly "their carriers, whether standing at stations or depots, or in cars while actually moving." It would be a violent construction to conjecture that subsequent carriers were those meant. Doubtless it would have been so expressed if it had been so intended. The Court were perfectly right, therefor, in instructing the jury that there was no other contract with the defendants than the receipt of their shipping agent for the oil, which contained no limitation of a carrier's liability at common law.

Judgment affirmed.

Commerce of Buffalo.

The Boston *Commercial Advertiser* gives the following statistics of the commerce of that port during 1870:

ENTERED.

	No. of Vessels.	Tonnage.
Coastwise vessels entered	3,715	1,527,521
American vessels from foreign ports	755	455,638
Foreign vessels from foreign ports	846	89,720
Total entered	5,316	2,072,879

CLEARED.

Coastwise vessels cleared	3,768	1,550,244
American vessels for foreign ports	730	451,054
Foreign vessels for forei'n ports	811	83,616
Total cleared	5,309	2,084,914
	Vessels.	Tonnage.
Grand Total 1870	10,625	4,157,793
" 1869	10,201	4,007,496

☞ A bill has passed both branches of the Virginia Legislature authorizing the Atlantic, Mississippi and Ohio Railroad Company to construct a branch road to Richmond.

The Public Debt Statement.

The following is a recapitulation of the public debt statement December 31, 1870:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds	$214,267,800 00
Six per cent. bonds	1,720,775,400 00
Total	$1,935,342,700 00
Accrued interest	45,930,828 49
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	$48,555,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Certificates at 4 per cent.	678,362 41
Total	$58,228,362 41
Interest	446,631 29
Debt on which interest has ceased since maturity	$7,315,822 26
Interest	631,151 35
DEBT BEARING NO INTEREST.	
Demand and legal tender notes	$356,101,086 00
Fractional currency	39,995,089 88
Certificates of gold deposited	26,149,000 00
Total	$422,245,175 88
Total amount outstanding	$2,423,132,060 05
Total interest	47,022,306 14
Total debt, principal and interest, to date, including interest due and unpaid	$2,470,154,366 19
AMOUNT IN TREASURY.	
Coin	$107,802,280 95
Currency	30,284,291 49
Total	$138,086,572 44
Debt less amount in Treasury	$2,332,067,793 75
Debt less amount in Treasury December 1, 1870	2,334,308,494 65
Decrease of debt during the past month	$2,240,700 90
Decrease of debt since March 1st, 1869	$193,395,466 26

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236,512	$817,095 36
Kansas Pacific, late Union Pacific, Eastern division	6,303,000	189,090 00
Sioux City and Pacific	1,628,320	48,849 60
Central Pacific	25,881,000	776,430 00
Central Branch Union Pacific—assignees of Atchison and Pike's Peak	1,600,000	48,000 00
Western Pacific	1,970,000	59,100 00
Totals	$64,618,832	$1,938,564 96
Interest paid by United States		$8,815,345 49
Interest repaid by transportation of mails, etc.		2,460,818 94
Balance of interest paid by United States		6,354,526 55

☞ Messrs. Cutler, Jones & Co., of Cincinnati, have taken the contract for the building of the Eastern division of the Elizabethtown, Lexington and Big Sandy Railroad, commencing at Lexington and running to the Big Sandy River. Four thousand hands are to set to work about the 1st of next March, and the road is to be completed in two years.

☞ The New London Northern Railroad Company have voted to call in the second class stock, issuing three shares of the first class for four of the second.

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Dec. 20, 1870, and each bearing that date. Reported for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney for Patent cases, Washington City, D. C.

No.

110,195.—Seal Lock, Benjamin Briscol, Detroit, Mich.

110,204.—Car and other Springs, John W Cockran, New York, N. Y.

110,214.—Car Coupling, John C. Dearborn, Candia, N. H.

110,254.—Car Seat Lock, Adam Lœffelholz and Anton Prier, Milwaukee, Wis.

110,269.—Car Coupling, James C. Morris, Greenville, Tenn.

110,315.—Spark Arrester, Jason Weidman, John Major and John J. Sample, Pittsburg, Pa.

110,384.—Railway Rail Joint, William Moorehouse, Buffalo, N. Y.

110,394.—Refrigerating Car, Thomas L. Rankin, Granville, Ills.

110,350.—Rotary Steam Engine, George S. Follensbee, Philadelphia, Pa.

110,352.—Oscillating Steam Engine, Isaac N. Forrester, Bridgeport, Conn.

For the week ending Dec. 27, 1870, and each bearing that date.

110,416.—Railroad Car Ventilator, George B. Armstrong, Chicago, Ills., and George F. McLellan, Washington, D. C.

110,432.—Lubricating Compound for Steam and other Packing, William M. Canfield, Philadelphia, Pa.

110,441.—Self Cleaning Locomotive Smoke Stack, Samuel M. Cummins and Henry Israel, Allegheny, Pa., assignors for ⅓ their right to Ransom C. Wright.

110,446.—Snow Plow for Railways, Tiberius Dougherty, Philadelphia, Pa.

110,461.—Non-Conducting Compound for coating Steam Boilers, John Hessing, Patterson, N. Y.

110,463.—Compound and Process of removing incrustations of lime from Steam Boilers, metals, &c., J. Austin Hewett, Nora Springs, Iowa.

110,497.—Railway Car Spring, Albert Potts, Philadelphia, Pa.

110,499.—Lock Nut, James L. Randolph, Berkeley, Springs, W. Va., assignor to G. L. Denny, Christiana, Pa.

110,534.—Cope for casting Car Wheels, Albert Alling, Chicago, Ills.

110,553.—Preventing incrustation of Steam Boilers, Charles J. A. Dick, Paris, France.

110,563.—Car Wheel, William Goodman, Boston, Mass.

110,571.—Sleigh, Alvarado Joner, Randolph, Wis.

110,580.—Car Coupling, William H. Meadows, McMinville, Tenn.

110,602.—Safety Attachment for Railway Tracks, Arnold Strauss, New York, N. Y.

DESIGN.

4,541.—Railway Car Sash Lock, William H. Paige, Springfield, Mass.

☞ The Western Maryland railroad was formally opened to Mechanicstown, a distance of 61 miles from Baltimore, on the 29th of December.

Central Railroad Company of New Jersey.

119 LIBERTY STREET,
New York, December 17, 1870.

TO THE STOCKHOLDERS:

A semi-annual dividend of four per cent. has been declared payable on the 30th instant. The transfer books are closed from the 14th instant to the 3d proximo. Hereafter it is expected to return to quarterly dividends.

All the valuable lands held by the Company along and near the railroad have been transferred to "The Central New Jersey Land Improvement Company," at present cost: and scrip stock of the said Land Company received in part payment therefor, with thirty dollars credited on each share, subject to further calls of seventy dollars on each share. The balance of the purchase money will be paid by calls to be made, from time to time, for these remaining instalments.

This transfer does not cover or affect the lands and water rights of the American Dock and Improvement Company.

An allotment has been made among the stockholders of this scrip stock in the proportion of one scrip share of the stock of "The Central New Jersey Land Improvement Company," for every five shares of Central Railroad stock held at the closing of the books for the dividend.

No fractional certificates will be issued, but the stock representing such fractions will be sold to the best advantage, and the proceeds divided among the parties entitled thereto. Persons wishing to buy or sell will apply to Samuel Knox, Treasurer.

No calls will be made until full information of the values of the property has been furnished.

Certificates will be ready for delivery as soon as they can be prepared.

By order of the Board,
JOHN TAYLOR JOHNSTON, President.

☞ The following gentlemen have been elected directors of the Maryland and Delaware Railroad Company: Wm. Slaughter, David Knotts, J. A. W. Powell, Dr. G. W. Goldsborough, Dr. Alex. Hardcastle, J. P. Manlove, Samuel Hambleton. President, C. W. Huntington; Treasurer, Dr. G. W. Goldsborough The track is laid to within one mile of Easton.

☞ The total revenue to the government from duties collected on imports at the port of Baltimore in 1870 amounted to $9,122,239 20, against $9,027,513 63 in 1869, $6,217,466 41 in 1868, $5,798,820 85 in 1867, $4,065,064 35 in 1866, $2,983,202 33 in 1865, $2,167,120 05 in 1864 and $1,919,229 99 in 1863.

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Bridge and Truss Bolts ⅛ in. to 3⅛ in. in diameter any length with upset ends.
Car Bolts either Blank or Finished.
Machine Bolts Square or Hexagon Heads and Nuts.
Car Forgings, Car Trucks, and Iron work for Cars in general.
Coach or Lag Screws, Washers, Nut Hinges, Crow Bars, Miners' Drills, and a superior article of Boiler Rivets.
Railroad Splice Bolts and Fish Plates.

PHILLIPSBURG,
Warren Co., N. J.

ARKANSAS STATE BONDS.—THE COUPONS due January 1, 1871, on the SIX PER CENT. FUNDED DEBT BONDS, will be paid upon presentation at the UNION TRUST COMPANY, on and after January 1, 1871. D. B. SICKLES, Financial Agent.

☞ TREASURY DEPARTMENT, STATE OF ARKANSAS, LITTLE ROCK, December 15, 1870.—Holders of Six Per Cent. Funded Debt Bonds of the State of Arkansas are hereby notified that the accumulated interest due January 1st, 1871, will be paid upon presentation of the Coupons at the Union Trust Company on and after January 1st, 1871.

HENRY PAGE, State Treasurer.

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The Brakeman seizes the lever, H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2. ***To Replace the Hopper in Readiness for another Load.***

The brakeman bears his weight on the up-end of the tilting frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 6 Tryon Row, New York.

D. N. BEARDSLEY, Wholesale Dealer in Railroad Ties, Hemlock Timber, Chestnut Posts and Wood. Office, 251 West Street, near Hubert Street, New York. N. B.—Cargoes old on commission. Advances made on consignments.

PROCLAMATION of the SALE of the HOUSTON TAP AND BRAZORIA RAILROAD, by the Governor of the State of Texas, in the name and by the authority of the State of Texas.—Whereas, The railroad company known as that of the "Houston Tap and Brazoria Railroad" is largely indebted to the School Fund of the State of Texas, for principal and interest of the Special School Fund loaned to the same under the act of the Legislature of August 13th, 1856, entitled "An Act to provide for the investment of the Special School Fund in the bonds of railroad companies incorporated by the State," and the amendments thereto, which principal and interest is secured by the bonds of said railroad company, made and executed to the State of Texas under said act and amendments; and

Whereas, Said railroad company, by failure to pay the interest and sinking fund of said indebtedness, has not complied with its obligations under said act of August 13th, 1856, and the amendments thereto, and has also not complied with the act of 13th of August 1870, entitled "An Act for the relief of railroad companies indebted to the State for loans from the School Fund;" and

Whereas, Because of such failure, the Governor of the State is required, by said acts of the Legislature, to cause said railroad to be sold in satisfaction of said indebtedness;

Now, therefore, be it known that in conformity with said acts of the Legislature, I, EDMUND J. DAVIS, Governor of said State, will, on WEDNESDAY, the 15th day of February, A. D. 1871, cause to be sold the said "Houston Tap and Brazoria Railroad," and the charter rights of said company, including the road-bed, right of way, grading, bridges, iron rails, equipments and masonry, and all the stock subscribed for in said company, all the depots and depot stations, and all the property owned by said company as necessary to its business—said railroad being about (60) fifty miles long.

Such sale to take place, at public auction, on said (15th) fifteenth day of February, A. D. 1871, at the door of the Capitol of the State at Austin, between the hours of 10 a. m. and 12 o'clock m., and the sale to be to the highest cash bidder; *provided, however*, that the Governor reserves the right, should he deem it advisable, to buy said property in, for the benefit of the School Fund, should no cash bid be made sufficient to cover the principal and interest due on the School Fund.

In testimony whereof I have hereunto signed my name, and have caused the great seal of the State to be [L. S.] affixed, at the City of Austin, this 12th day November, A. D. 1870, and of the independence of Texas the thirty-fifth. EDMUND J DAVIS, Governor.

By the Governor: JAMES P. NEWCOMBE, Secretary of State.

PROCLAMATION of SALE of the TEXAS AND NEW ORLEANS RAILROAD—By the Governor of the STATE OF TEXAS—In the name and by the authority of the State of Texas—Whereas, The railroad company known as that of the "Texas and New Orleans Railroad" is largely indebted to the school fund of the State of Texas, for principal and interest of the special school fund, loaned to the same under the act of the Legislature of August 13th, 1856, entitled "An Act to provide for the investment of the special school fund in the bonds of railroad companies incorporated by the State," and the amendments thereto—which principal and interest is secured by the bonds of said railroad company, made and executed to the State of Texas, under said acts and amendments; and

Whereas, Said railroad company, by failure to pay the interest and sinking fund of said indebtedness, has not complied with its obligations under said act of August 13th, 1856, and the amendments thereto, and has also not complied with the act of 13th of August, 1870, entitled "An Act for the relief of railroad companies indebted to the State for loans from the special school fund;" and

Whereas, Because of such failure, the Governor of the State is required, by said acts of the Legislature, to cause said railroad to be sold in satisfaction of said indebtedness:

Now, therefore, be it known, that in conformity with said acts of the Legislature, I, EDMUND J. DAVIS, Governor of said State, will, on TUESDAY, the 14th day of February, A. D. 1871, cause to be sold the said "Texas and New Orleans Railroad," and the charter rights of said Company, including the road-bed, right of way, grading, bridges, iron rails, equipments, and masonry, and all the stock subscribed for in said Company, all the depots and depot stations, and all the property owned by said Company as necessary to its business—said railroad being about one hundred and eight (108) miles long.

Such sale to take place, at public auction, on said 14th day of February, A. D. 1871, at the door of the Capitol of the State, at Austin, between the hours of 10 a. m. and 12 o'clock m., and the sale to be to the highest cash bidder; *provided, however*, that the Governor reserves the right, should he deem it advisable, to buy said property in, for the benefit of the school fund, should no cash bid be made sufficient to cover the principal and interest due the school fund.

In testimony whereof, I have hereunto signed my name, and have caused the great seal of the State to be [L. S.] affixed at the City of Austin, this 12th day of November, A. D. 1870, and of the independence of Texas the thirty-fifth. EDMUND J. DAVIS, Governor.

By the Governor: JAS. P. NEWCOMB, Secretary of State.

THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT Makers, consisting of WM J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 16 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).

CHARLES S. HELLER,

Philadelphia August 1, 1870.

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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

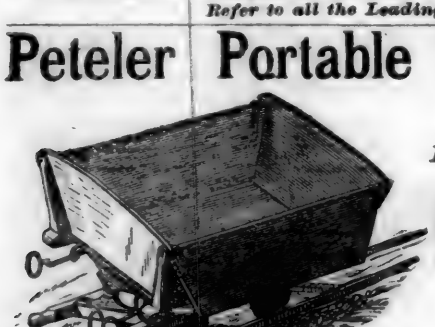
That it can be applied in repairing and relaying with the least trouble and delay.

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Steamer AMERICA will leave San Francisco Feb. 1, 1871, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. THURSDAY, Jan. 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on WEDNESDAY, Jan. 18, only.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York Saturday, January 14, 1871.

The New Mining Locomotives.

The Baldwin Locomotive Works have had on exhibition for the last three days two mining locomotives, ordered for the Wilkesbarre Coal and Iron Company's collieries in the third anthracite coal region. Mr. Parrish wishes to find some substitute for the mule as a carrier in the mine. During a strike or other suspension of work, a large stud of mules is a great expense. A locomotive costs nothing when it is doing nothing, and if well cared for does not grow old. Another outlay is saved in the item of drivers. One man suffices to drive a locomotive; and a few couplers to handle an entire train. The fire box is square and deep, and so little stoking is required, that the fire door need not be opened more than four or five times during the entire day. While the locomotive was standing on the track in the shop, the steam gauge indicated 120 pounds pressure in the boiler, and yet the engineer had laid a damper plate over the chimney hole. Had the chimney remained open, the safety valve would have deafened the shop. It seemed difficult to explain this excellent draft; but it was an evident fact. The machine was run across the floor at various speeds, started with ease, and stopped in the space of a foot or two. There was an appearance of perfect docility about it, which relieved us from all suspicion of accidents underground.

On examining the working gear this little locomotive appeared to be as staunchly built and well finished as any passenger engine, but was entirely without ornament. The wheels were necessarily small, but heavy, with a broad, flat tread, and very light flange. The two cylinders, 9 inches in diameter (inside) by 12 inches stroke, lie under the front end of the boiler. The piston rods play between groups of four square slide rods, and a simply adjusted link motion works just forward of the fire box. The connections are of course inside, on the cranked axle of one of the two pairs of drivers (of 30 inches), which are the only wheels. The fire box and low platform overhangs behind. As coal is always at hand, no coal space is needed, and the water-tank is folded over the top and sides of the boiler, acting as a jacket, and feeling quite hot to the hand.

This tank holds 190 gallons, and the whole engine, with fuel and water, weighs nearly 15,000 pounds. The makers guarantee that it shall haul, under all circumstances, with wet and dirty rails, on a level, 840 gross tons; on a 60 foot gradient, 80 gross tons; and on a 100 foot gradient, 50 gross tons. Under favorable circumstances it will of course do more.

The fire box platform is covered with a light wagon-top roof to guard the engineer's head. The extreme height is 5 feet 4 inches; extreme width, 5 feet 1 inch.

Several engines, somewhat similar to these, have been constructed in Pittsburg, and used in the mines of that neighborhood, giving satisfaction. These are somewhat simplified; but not to such an extent as to interfere with their being taken readily to pieces, examined, or repaired. It is needless to say that they are made with conscientious care, and made strong, to bear rough usage at the hands of ignorant or thoughtless persons.—*U. S. R. R. and Mining Reg.*

The New York Midland Railroad.

A recent article in these columns has maintained, against the volume of unwise and interested croaking, that the general condition of the railroads now building and in operation in this country is noticeably promising and sound. It may be pertinent to particularize somewhat. The New York and Oswego Midland Railroad, by reason of its constitution, history and prospects, is calculated to defy the scrutiny and command the respect of the gentlemen who make it their business to misrepresent and depreciate American railroad stocks. The practical value of this railroad to the magnificent section of country which it traverses, and to the Metropolis in which it terminates, is very great, and could not easily be overstated. It brings New York City forty-five miles nearer Oswego and the great cities of the British Provinces, which are destined, at no long interval, to be named among the United States. It shortens the distance from the Metropolis to Buffalo and the West by seventy miles. It taps the productive coal fields of the Delaware and Hudson Canal Company. It provides the great and fertile Midland counties with means of occupation and development never possessed before. By means of the Montclair Railroad, which, although closely joined in interest with the Midland, is itself an enterprise deserving special mention, a large section of the most picturesque and eligible portion of New Jersey is actually placed in more immediate and intimate relations with this city than the avenues of Brooklyn now occupied with the residences of New York merchants. These are some of the more obvious natural advantages of the New York and Oswego Midland road.

In the simplicity, economy and security of its financial basis we believe the Midland is unsurpassed by any railroad enterprise that can be named. The name of its President, Dewitt C. Littlejohn, is of itself a tower of strength in the region of the Midland counties, where he is best known for his shrewdness, pluck, public spirit, indomitable resolution and incorruptible personal integrity. The bonds are in the hands of Messrs. George Opdyke & Co., than which no financial house stands higher in reputation for substance, weight and honorable dealing. The bonds are issued in a definite proportion to the road actually completed, and certified thereto by the President and Superintendent. The towns and cities which have lent their aid to this enterprise by subscribing, in their corporate capacity, $6,500,000 capital stock, are restrained by a legal enactment from disposing of the stock without the consent of a majority of the individual tax payers. The trustees of the mortgage are Messrs. A. A. Low, George Opdyke, and Delos De Wolfe. Two hundred and twenty miles of the road are now completed and in operation, and making actual earnings more than enough to meet the current mortgage indebtedness. The grading for the entire road is nearly finished.

Here are assurances of the most tangible character that the year 1871 will witness the triumphant completion, upon a basis of the utmost financial security, of another great through route from the metropolis to the West. It is a road which will win from the start its share of the through traffic, which, vast as it now is, must inevitably increase immensely with the general prosperity and development of the country. It creates a lucrative way traffic, according to the evidence already furnished, as fast as it can be built. With these resources it will have to pay dividends on a capital stock of only $6,500,000,

which is secured effectually from getting into the hands of speculators, or undergoing the processes of indefinite depletion which sometimes unsettles the values of railway securities.

These are the facts which authorize the assertion that no railroad project of similar magnitude could have been achieved with greater economy, discretion or dispatch, or with more satisfactory guarantees of a large success.—*N. Y. Standard.*

New York State Canals.

EXTRACT FROM THE REPORT OF THE AUDITOR.

The following statement shows the entire receipts and revenues, from all sources other than taxation, of all the canals for the last fiscal year, and the expenditures and payments for the same period. It also shows the application of the surplus revenues, in accordance with the requirements of the Constitution.

Statement of the revenues of the State canals and the expenses of collection and ordinary repairs, during the fiscal year ending 30th September, 1870:

Receipts:		
Tolls		$3,080,893 57
Rent of surplus water		2,129 48
Interest on current revenues		22,420 52
Miscellaneous receipts		1,695 33
		$3,107,138 90
Payments:		
To Canal Commissioners for ordinary repairs	$421,455 37	
To contractors for repairs	838,091 13	
To superintendents for repairs	508,171 58	
To collectors for salaries, clerk hire, pay of inspectors & expenses of collectors' office	90,196 47	
To weigh masters	14,299 92	
For salaries chargeable to the annual revenues, refunding tolls, printing and other miscellaneous payments	73,421 45	
		1,945,035 92
		$1,161,502 98
Reserve for payment of ordinary repairs, advanced by the deposit banks in Albany prior to 30th September, 1870		591,528 37
"Surplus revenue,"		$569,974 61

This balance has been "appropriated and set apart" in accordance with the requirements of article 7 of the Constitution, as follows:

To sinking fund, under section 2	$569,974 61
To sinking fund, under section 3	Nothing.

The following statements will show the financial operations of the canals for the last fiscal year:

Balance in the Treasury and invested October 1, 1869	$3,854,944 59
Received during the year ending 30th September, 1870	4,843,537 09
	$8,698,481 68
Paid during the same period	5,955,039 81
Leaving a balance, 30th September, 1870, of	$2,743,441 87

The above balance is deposited and invested as follows, viz:

Amount deposited in banks	$2,689,642 87
Amount invested in U. S. 10-40's bonds	50,000 00
Real estate, etc., Bank of Corning	3,799 00
	$2,743,441 87

A comparison of the present Canal Debt with that of 1869 will show a reduction during the last year as follows:

Reduction of principal	$598,200 00
Reduction of interest	85,662 00

CANAL DEBT PAYING INTEREST 30TH SEPTEMBER, 1870.

	Principal.	Annual int.
Under article 7, section 1 of the Constitution.	$1,106,420 00	$55,321 00
Under article 7, section 3, of the Constitution	9,285,000 00	557,100 00
Under article 7, section 12, of the Constituti'n	1,575,000 00	94,500 00
	$11,966,420 00	$706,921 00

The application of the balances of the several sinking funds which are now in the treasury and temporarily invested, to the payment of the Canal Debt, would reduce it as follows:

Total Canal debt 30th September 1870, $11,966,580 00. Balance of sinking funds 30th September 1870, including temporary investments, $2,149,884 61. Balance of debt after applying all the sinking funds, $9,816,695 39.

By comparing the foregoing statement with that of last year, it will be seen that the gross amount of stock debt has been reduced $598,200 00 during the year, and that the balances in the sinking fund applicable to the payment of this debt have also been reduced $1,063,136 74; consequently the balance of the canal debt after the application of the balances now in the sinking funds, is $464,936 74 more than it was at the close of the previous fiscal year.

The changed condition of the debt and the sinking funds arises from the fact that the surplus revenues of the canals for the last fiscal year, have not been sufficient to afford any contribu ion to the sinking fund, applicable to the payment of this debt, or the interest thereon; therefore, the money in the sinking funds was used for that purpose.

The unpaid and outstanding Canal Debt on the 30th September last, and for which certificates of stocks have been issued, is $12,564,780, maturing as follows: In

1872	$2,257,900 00
1873	5,150,100 00
1874	3,205,420 00
1875	473,000 00
1877	880,000 00
Amount paying interest	$11,966,420 00
Amount not paying interest	160 00
Total debt	$11,966,580 00

The rate of interest on this debt is 5 91-100 per cent.

These stocks were, on the 30th September, 1870, held as follows, viz:

In the United States	$9,929,441 00
In foreign countries	2,036,979 00
	$11,966,420 00

The annual interest on the stock debt, under article seven, section three, of the Constitution is $557,100 00

Amount required to purchase coin for the payment thereof, estimating coin at 10 per cent. premium 55,710 00

$612,810 00

The balance in the sinking fund applicable to the payment of interest and the redemption of the principal of said debt, on the 30th September, 1870, was $267,736 22, less than the sum required to pay two quarters' interest.

Unless the surplus revenues of the canals are increased, a tax will be necessary to provide for a portion of the interest due on the first day of April, and the entire interest for the balance of the year.

In addition to the above stock indebtedness, as was more fully stated in the last financial report from this Department, the canal revenues are chargeable with a portion of the general fund debt of the State, known as the general fund debt, for which the canals are liable. This debt is now, in accordance with the provisions of section 2 of article 7 of the Constitution, the first lien on the "surplus revenues." The balance of this debt on the 30th September, 1870, was $3,031,050 66.

It will be seen from the preceding statements that, on the 30th day of September last, the aggregate amount of canal indebtedness, for which certificates of stock have been issued and now bearing interest, was $14,997,630 66.

The interest on this debt is payable quarterly, on the first days of January, April, July and October, in gold.

The sum required annually to pay the interest on the above debt, estimating the premium on gold at 10 per cent., is $1,020,671 52.

The following statement shows the aggregate receipts, and payments on account of the ordinary expenses of the canals for the years:

	1869.	1870.
Receipts from tolls etc	$4,161,280 10	$3,107,138 90
Payments to superintendents and repair contractors	$867,412 27	$1,346,272 71
Payments by Canal Commissioners for repairs	267,076 10	421,455 37
Payments to Collectors and their assistants and weigh-masters	90,039 03	104,486 39
Refunding tolls, salaries of officers, etc.	53,980 12	73,421 45
Advanced by deposit banks for ordinary repairs prior to 30th September		591,528 37
Total expense for the year	$1,278,507 52	$2,537,164 29
Net receipts	$2,882,772 58	$569,974 61

This statement shows a falling off in the toll receipts of the last fiscal year, as compared with those of 1869, of $2,312,797 97, as follows:

Decrease in tolls	$1,054,141 20
Increase in expenditures	1,258,656 77
Decrease in net receipts	$2,312,797 97

The decrease in net receipts for the last fiscal year are without precedent.

For the last quarter of a century, with the exception of 1858 and 1859, the net receipts have not fallen below one million five hundred thousand dollars in any one year. And the annual average for the last ten years has been $3,072,177 35.

The deficiency, as compared with previous years, must be mainly attributed to the reduction of tolls and an increased expenditure for repairs.

Boston and Lowell Railroad.

At the annual meeting of the stockholders of this corportation, held in Boston on the 4th inst., Francis B. Crowninshield, Josiah G. Abbott, William Minot, Jr., Hocum Hosford, and Edward W. Codman, were elected directors for the ensuing year. The following resolution was adopted:

Resolved, That the Directors be and are hereby authorized to issue new stock for the purchase of branch roads, and for the enlargement of terminal facilities in Boston, as recommend by them in the annual report for the year 1870, to the extent of one share for every three shares of old stock now outstanding, and including the amount that may hereafter be outstanding, for the conversion of the balance of the bonds of 1858.

The stockholders voted to accept the acts of the last Legislature relating to the Lexington and Arlington and the Mystic River Railroads.

☞ The new railroad from White Bear to Stillwater, Minn., was formally opened on the 5th inst.

Fitchburg Railroad.

We have been favored with a copy of the report of this company for the fiscal year commencing December 1, 1869, and ending September 30, 1870. The report is made for a period of only ten months, in accordance with an act of the Legislature which requires the annual returns heretofore made on or before the first Wednesday of January, to be hereafter made on or before the first Wednesday of November of each year.

The receipts from operations of this road for ten months ending September 30, 1870, were as follows:

From passengers		$445,777 76
" freight		584,360 25
" mails		8,041 67
" rents and interest		24,960 46
" express		22,797 22
		$1,085,937 27

Expenses, viz:

Repairs of road	$113,165 15	
" bridges	16,884 18	
" locomotives	93,480 43	
" cars	89,992 67	
" structures	38,813 15	
Renewals of iron	62,862 09	
Fuel	85,318 90	
Oil and waste	9,712 10	
Freight expenses	106,743 31	
Passenger expenses	79,828 63	
Switchmen, etc	19,953 54	
Removing ice and snow	8,606 25	
Taxes and insurance	84,014 70	
Gratuities and damages	9,043 53	
Salaries and office exp	20,238 15	
		833,651 78
Net earnings		$252,285 49

The company have 35 locomotives, 42 passenger, 11 baggage, 399 eight-wheel and 331 four-wheel merchandise cars, and 36 gravel cars. Number of miles run by locomotives, 538,088. Number of passengers carried, 1,630,975; do., carried one mile, 20,328,234. Tons of merchandise carried, 528,846; do., carried one mile, 18,568,559.

The assets of the corporation on the 30th of September last were as follows:

Notes receivable	$118,525 54
Cash	62,514 56
Due from connecting railroads	17,006 47
	$189,046 57

And the liabilities were:

Premium on stock	$32,497 92	
Unclaimed dividends	5,444 00	
Unclaimed State tax	2 81	
U. S. mails	399 86	
		38,344 09
Excess of assets, Sept. 30, 1870		$159,702 48

The corporation also owns real estate purchased for railroad purposes, valued at $201,181 04; also fuel, iron, lumber and other materials for renewals and repairs valued at $111,388 11. The report says:

By act of the Legislature of 1869, we were required to cause new draws of forty four feet in width, to be made forthwith in our railroad bridge over Charles River. Work upon the same was commenced as soon as the necessary plans were made and approved by the Harbor Commissioners. When the draws were partially constructed, a petition was presented to the Legislature, praying for a reduction in the width of all the proposed new draws over Charles River.

As any change would of course affect our plans, we immediately stopped all work upon them. During the latter part of the session of the Legislature, the width was reduced, and fixed at thirty-six feet; it was however, almost impossible for us to continue the work at that late season (the month of June), and it must now necessarily be delayed until the winter months, when navigation of the river can better be suspended.

During the past year, our bridge and wharf over Charles River have been widened by constructing a new wharf on piles of some 1000 feet in length, containing over 30,000 square feet. We have also built, adjoining our solid wharf over Miller's River, a new pile wharf of 1,870 feet in length, containing 62,000 square feet.

We have added three locomotives, two passenger cars, and forty-four eight-wheel freight cars, to our motive power and cars.

One thousand shares of new stock have been issued, and sold at public auction, in accordance with a vote of the stockholders in June last to that effect.

As the owners of the cattle market established at Cambridge more than twenty years ago determined that the cattle business at that place should cease, we were, therefore, obliged to locate and construct a new market for the proper accommodation of that branch of our business.

This market, called the Boston Union Cattle Market, is situated on the Watertown Branch Railroad, near the Arsenal Station, in Watertown.

The cattle yard restaurant, and other necessary buildings, as well as the cattle sheds and yards, are now all in progress. They are to be built in the most approved manner, and we believe, will compare favorably with any similar establishment in the country.

Trial Balance, Sept. 30, 1870.

Total of construction as per construction accounts		$3,640,000 00
Cattle market and new bridges		40,959 00
Cash		62,514 56
Notes receivable		118,525 54
Fuel		39,341 00
Stock materials		60,047 11
Real estate		201,181 04
Receipts from freight		19,687 25
		$4,182,255 50
Capital stock		$3,640,000 00
Profit and loss		501,230 63
Receipts from passengers		2,680 78
Premiums on new stock		32,497 92
Unclaimed dividends		5,444 00
Unclaimed State tax		2 81
United States mails		399 86
		$4,182,255 50

President.—Wm. B. Stearns.

Directors.—Wm. B. Stearns, Alvah Crocker, W. E. Faulkner, P. B. Brigham, W. A. Brigham.

Treasurer.—M. D. Benson.

Superintendent.—C. L. Heywood.

Railroad Over the Andes.

After an American has been cononized in China for leading the imperial armies to victory against the rebels, and after other Americans have entered the service of Egypt and made its armies effective, it is not strange that still another of our fellow citizens is preserving the peace of Peru. Harry Meigs, this last adventurer, uses the arts of peace, however, and by his extensive railroad undertakings does more to keep the country quiet than any other man in it, by giving employment to the lower classes. That, with good wages and prompt pay, makes them little inclined for fighting for no pay and find themselves. A private letter from Callao says that he has a great number of noted revolutionists under pay, without any employment, excepting drawing their salaries, "by which means he keeps the country quiet;" any other condition would be the death blow to his undertakings. At this time he is building a road from this place to cross the Andes, at a cost of sixty millions. For two years he has maintained peace, and although that is the average duration of that blessing in Peru, so that murmurings of a revolution begin to be heard, it is to be hoped that he will succeed in completing his projects, which will accomplish much in perpetuating the tranquility in which alone the country can prosper.

Of the man undertaking these great things a correspondent writes:—"This Harry Meigs, you will remember, was one of the most enterprising residents of California. He built blocks of houses, ships and railroads, until, embarrassed by some unexpected losses, he suddenly took his departure. The places that knew him once knew him no more, to their sorrow. As suddenly he loomed up in South America, the mighty proprietor of stupendous enterprises, and, what was best of all, he sent heavy remittances to California, discharging every obligation, with interest and often an advance. This proved him an honorable as well as a great man, and the adroitness with which he has secured the interruption of hostilities in and about Callao gives him much credit for generalship."—*N. Y. Herald.*

Finances of New Jersey.

The receipts into the State Treasury for the fiscal year ending October 31, 1870, were $631,303 66; and the disbursements, $562,123 71—leaving a surplus of $69,179 95. About two-thirds of the entire income of the State—irrespective of the annual levy to reduce the war debt—is obtained from three or four railway companies, or from interest upon their securities belonging to the State. Nearly one eighth of the entire receipts comes from riparian sources, leaving less than one-sixth of the aggregate amount from all other sources. The State is thus enabled to meet all its obligations, except the small annual contributions to pay interest on its war bonds, and provide for their gradual extinction, without the imposition of a tax upon corporate or private property, save as to the corporations named. The disbursements include the payment of the only floating debt the State had.

The outstanding indebtedness of the State (War Fund), on the 31st of October was	$2,996,200 00
From which deduct assets in hands of Commisioner of the Sinking Fund	1,116,605 42
Leaving an indebtedness beyond assets	$1,880,594 48

The "State Fund," comprised as it is of bonds and stocks of railway companies, county bonds, &c., now amounts to $1,587,870 44. If to this amount be added the sum in the hands of the Commissioner of the Sinking Fund, an aggregate of $2,702,975 86 is had, or an amount more than sufficient to cancel the entire obligations of the State of all kinds.

The School Fund has received during the year $98,154 56; and disbursed $93,516 59—leaving on hand $4,637 97.

☞ The receipts into the State Treasury of Indiana during the year ending Nov. 30, 1870, (including $373,249 95 from the previous year,) were $485,052 60; and the disbursements therefrom $167,426 21—leaving a balance at the close of the year of $317,626 39. The foreign debt of the State, except $178,000 of war loan bonds, has been redeemed, and the domestic debt, including $3,651,816 of the non-negotiable school fund, has been reduced to $3,970,601.

☞ John A. Poor has been elected President and John Neal Clerk and Treasurer of the Portland, Rutland, Oswego and Chicago Railway Company.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of December, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool....	$427,773	$784,282
" cotton...	366,681	1,179,025
" silk	664,444	1,722,776
" flax	384,548	664,382
Miscellaneous dry goods..	397,214	708,345
Total entered for consump.	$2,240,660	$5,053,810

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$278,132	$427,212
" cotton ...	76,741	226,315
" silk	145,419	270,084
" flax	252,053	353,614
Miscellaneous dry goods..	70,630	72,849
Total withdrawn from warehouse	$822,975	$1,350,074
Add entered for consump.	2,240,660	5,053,810
Tot. thrown on the market.	$3,063,635	$6,403,884

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool....	$502,452	$913,801
" cotton ...	245,520	447,691
" silk.....	245,589	768,809
" flax	485,836	574,736
Miscellaneous dry goods..	98,722	175,388
Total entered for wareh'g..	$1,528,119	$2,880,425
Total entered for consump.	2,240,660	5,053,810
Total entered at the port..	$3,768,779	$7,934,235

The imports of foreign dry goods at the port of New York for each month of the years 1869 and 1870 were as follows:

	1869.	1870.
January	$7,661,015	$7,629,753
February	9,201,193	10,796,404
March	13,321,059	12,983,106
April	7,928,674	7,982,484
May	6,993,707	7,221,398
June	4,368,184	4,558,546
July	7,936,470	6,990,722
August	12,775,441	14,002,482
September	8,956,602	11,076,597
October	6,059,108	9,365,558
November	5,746,185	8,957,238
December	3,768,779	7,934,235
Total	$94,726,417	$109,498,523

The following will show the relative proportion of the different classes of fabrics:

	1869.	1870.
Manufactures of wool ..	$28,526,020	$32,355,260
" cotton.	17,482,213	20,977,062
" silk...	24,995,838	30,004 407
" flax...	15,261,355	15,580,306
Miscellaneous dry goods	8,460,991	10,581,488
Total imports	$94,726,417	$109,498,523

The value of foreign dry goods entered directly for consumption at the port of New York, is as follows:

	1869.	1870.
January....	$5,066,833	$4,786,668
February	6,857,561	7,568,282
March	9,973,566	9,762,526
April	5,895,912	5,846,662
May	4,755,133	5,819,940
June.	2,975,773	3,486,569
July....	4,789,069	4,627,472
August.	8,961,771	10,146,200
September	6 543,092	8,981,377
October	4,178,511	7,547,625
November	3 828,351	6,488,302
December	2,240,660	5,053 810
Total...	$65,066,232	$80,065,383

The value of foreign dry goods entered for warehousing at the port of New York, is as follows:

	1869.	1870.
January	$2,594,182	$2,848,085
February.	2,843,682	3,228,172
March	3,847.693	3,220 580
April	2,042,762	2,185,822
May	2 238 574	1,401,458
June.	1,392,411	1,121.977
July	3,147,401	2,368,250
August	3,813,670	3,856 282
September	3.413,510	2,095,220
October	1,880,597	1,817,933
November	1,917,834	2,468,936
December	1,528,119	2,880,425
Total	$39,660,185	$29,433,140

The value of foreign dry goods withdrawn from warehouses at the port of New York, is as follows:

	1869.	1870.
January....	$1,937,274	$1,938,433
February.	2,696,567	3,359,689
March	3,447,321	4,032,585
April	2,188,853	2,864,810
May	1,747,901	2,444,039
June.	930,157	951,090
July	1,373,457	1,802,710
August.	4,246,681	4,038,510
September	3,399,918	3,267,375
October	2,152,369	1,797,501
November	1,732,828	1,652,124
December.	822,975	1,350,074
Total.	$26,676,303	$28,998,940

The total imports of foreign dry goods at New York from 1849, compare as follows:

Year.	Invoiced value.	Year.	Invoiced value.
1849	$44,135,571	1860	$103,927,100
1850	60,106,375	1861	43,636,689
1851	62,846,731	1862	56,121,227
1852	61,654,144	1863	67,274,547
1853	98,704,211	1864	71,589,752
1854	80,842,936	1865	91,965,138
1855	64,974,062	1866	126,222,855
1856	93,362,893	1867	86,263,643
1857	90,534,129	1868	80,905,834
1858	60,154,509	1869	94,726,417
1859	113,152,824	1870	109,498,523

All of the figures above given represent only the foreign cost of the goods in gold, freight and duty not included.

Finances of Maryland,

From the Report of the Comptroller we learn that the total receipts into the Treasury from all sources (including $445,340 41 from the previous year,) amounted to $2,967,819 34; and the disbursements to $2,475,069 17—leaving a balance in the treasury at the close the year of $492,750 17. The productive and unproductive stocks in which the capital of the State is invested amounts to $28,221,276 98—of which $8,105,568 40 are designated as productive, and $20,115,708 58 as unproductive; of the latter, $218,235 13 are considered as perfectly worthless. The aggregate funded debt of the State, on which interest has to be provided, is $13,317,475 77, of which the sum of $6,052,888 88 is sterling debt, on which the interest is payable in London. To meet these liabilities the State has available assets to the amount of $7,817,420 03, leaving the sum of $6,000,055 74, on which the interest must be provided by taxation until the stocks now styled unproductive shall become remunerative to a sufficient extent to balance the account. The receipts on account of the School Fund during the year (including $2,613 92 from the previous year,) were $88,272 97. The disbursements during the same period were $81,591 69—leaving a balance at the close of the year of $6,681 28. There was received during the fiscal year ended 30th September, 1870, the sum of $89,006 81 to the credit of the Sinking Fund, which is invested in bonds of the "Maryland Defence Loan," bearing interest from July 1, 1870, at 6 per centum per annum. The amount paid for bounties during the fiscal year ended 30th September, 1870, was $233,412 53 of which the largest portion was paid previous to January 1st, 1870. The amount paid on account of pensions was $89,660. In reference to the over due and maturing State bonds, the Comptroller says:

The act of 1870, chapter 275, provides for the renewal of the bonds and certificates of indebtedness of the State due and to become due in the present year, and authorizes the Treasurer "to issue new bonds or certificates of debt countersigned by the Comptroller, of like amount, and bearing the same rate of interest, as the bonds for which they may be respectively substituted, with coupons for the semi annual interest thereon, and redeemable in not less than ten nor more than fifteen years, which said new bonds shall be numbered and lettered to correspond with the bonds for which they are substituted," &c. In compliance with this act, the Treasurer has had the new bonds prepared and a large number have, since the close of the fiscal year, been exchanged for the old issue, which latter have been cancelled as directed by said act.

A few of the foreign holders of the old bonds have hesitated at exchanging them for the new issue, probably from fear that the value of the new issue might be impaired by the operation of the Legal Lender act of the United States. Believing this apprehension to be entirely groundless, I have expressed my opinion to that effect in the most decided manner, assuring such holders that the faith of the State would be maintained to the fullest extent, and that no obligation pertaining to the old bonds would be lessened in the smallest degree by the exchange for those authorized by this act.

Porto Alegre and New Hamburg Brazilian Railway Co. Limited.

This Company's capital is to consists of £292,500 in 14,625 shares of £20 each, divided into 4,625 ordinary shares representing £92,500, and 10,000 7 per cent. Preference shares representing £200,000. The present issue consists of 5,000 preference shares, upon which £2 per share is to be paid upon application, and £3 per share upon allotment; any further calls not to exceed £5 per share, nor to be made at less intervals than 3 months.

The object of this Company is to construct a railway about 27 miles long, from Porto Alegre, the capital of the Brazilian province of Sao Pedro do Rio Grand do Sul to New Hamburg, at the point where the 3 main roads from the interior of the country meet, passing through Sao Leopoldo, said to be one of the largest and most important towns in the German Colonies of the province. For this purpose the Provincial Government has granted a concession, confirmed by Imperial decree of Sept. 2d, 1869, which confers on the Company all the privileges granted to the San Paulo Brazilian Railway Company; stipulates that no other railway can be constructed within 20 miles of this line, and that all the necessary machinery, plant, rolling stock, &c, will be admitted free of duty for ten years; and guarantees 5 per cent. interest for 60 years, payable in gold, on a maximum capital of £292,500. thus securing an annual income of £14,650. In return, the Province reserves the right to purchase the railway after a term of 30 years from the date the line is opened for traffic, on paying the Company such an amount of Brazilian stock as will produce an income equal to the average dividend for the 5 previous years, and in no case inferior to 7 per cent. per annum.

It is therefore proposed to appropriate the above guaranteed interest to the payment, firstly, of a 7 per cent. dividend on the preference shares, which will be due half yearly from the date of allotment, at the rate of 27d. per mil-reis, and may be received in London. Share warrants "to bearer" can also be issued.

The contract entered into with contractors, who, it appears, have already successfully carried out similar works in Brazil, includes the purchase of all necessary lands, and the completion of the line and its delivery to the Company in full working order, inclusive of rolling stock for £280,000, in which sum is also comprised the purchase of the Concessions, with all its rights and privileges. In part payment the contractors will, it seems, take the £92,500 ordinary stock, enabling the Company to issue the 10,000 perference shares, of which the 5,000 now offered for subscription are part.

The Province of Sao Pedro is reputed to be one of the richest and finest in Brazil, and is often termed its "Granary." The German settlers in it supply an extensive and increasing tract of country and many important towns and markets with large quantities of food products. It is considered, certainly, equal in trade and traffic to the adjacent province of Sao Paulo; and the Prospectus draws especial attention to the circumstance that, whereas the Sao Paulo Railway through the Sao Paulo province has cost £24,000 per mile, and earns a net return of 5½ per cent. per annum, the proposed line, costing less than half as much, owing to the favorable nature of the country, may be reasonably expected to yield fully 11 per cent. per annum. Another advantage for the Porto Alegre Railway is, that the Sao Pedro Province is unincumbered with any debt, its revenue for 1869 showing a surplus of £17,800, and therefore offers good security for the performance of its engagement towards this Company.—*Herapath.*

Finances of the State of New York.

EXTRACTS FROM THE REPORT OF THE COMPTROLLER.

The total funded debt of the State on the 30th of September, 1869 and 1870, was as follows:

	1869.	1870.
General Fund...	$4,694,526 40	$4,040,026 40
Contingent.....	68,000 00	68,000 00
Canal.....	12,564,780 00	11,966,580 00
Bounty.....	25,938,000 00	22,567,000 00
	$43,265,306 40	$38,641,606 40

The amount of the State debt on the 30th September, 1870, after deducting the unapplied balances of the Sinking Fund at that date, was:

	Balances of sinking funds on the 30th Sept., 1870.	Balance of debt after applying Sinking Funds.
General Fund.	$1,008,975 74	$3,031,050 66
Contingent...	17,992 21	50,007 79
Canal	2,149,884 61	9,816,695 39
Bounty.....	3,055,609 58	19,511,390 42
Total.....	$6,232 462 14	$32,409,144 26

The State debt on the 30th September, 1869, after deducting the unapplied balances of the Sinking Funds, amounted to.....	$34,848,035 73
On the 30th September, 1870, to...	32,409,144 26
Showing a reduction of.....	$2,438,891 47

GENERAL FUND DEBT.

The following statement gives the items of the General Fund Debt on the 30th September, 1870:

Astor stock, chap. 302, Laws of 1827, and chap. 86, Laws of 1822.....	$561,500 00
Deficiency loans under chapter 216, Laws of 1848.....	3,237,887 77
Comptroller's bonds.....	66,443 76
Indian annuities.....	122,694 87
Not paying interest.....	51,500 00
	$4,040,026 40

The principal of the debt is payable as follows:

On demand.....	$30,443 76
1875	900,000 00
1878	800,000 00
At pleasure.....	2,258,082 64
Paying interest.....	$3,988,526 40
Not paying interest	51,500 00
	$4,040,026 40

GENERAL FUND DEBT SINKING FUND.

The following statement gives the receipts and payments on account of the General Fund Debt Sinking Fund, for the fiscal year, ending September 30th, 1870:

Receipts, viz:

Balance in the Treas., Oct. 1, 1869..		$1,370,263 78
Transferred from the Gen. Fund, for interest on money in the treasury during the year.....		72,789 60
		$1,443,053 38

Payments, viz:

Interest on Gen'l Fund Debt.....	$248,190 43	
Redempt'n of State stock 7s, July 1st, 1870....	654,500 00	
Premium on coin, to pay principal and interest of debt.....	93,426 38	
Indian annuities.....	7,861 67	
Premium on coin, to pay annuities, including commissions and exp.	573 77	
		1,004,052 25
Balance in the treasury September 30th, 1870.....		$439,001 13

This is the actual balance appearing on the books at that day, but to ascertain the real available balance, this sum of $439,001 13 is to be increased by the sum of $569,974 61, contributed by surplus canal revenues, under Section 2, Article 7, of the Constitution, and since paid in, making an available balance, as of that day, of $1,008,975 74. The contribution from surplus revenues, September 30, 1870, to this Sinking Fund, to satisfy said Section 2, should have been $1,500,000, instead of the $569,974 61, at which point the surplus was exhausted; but notwithstanding this deficiency of contribution, no tax will be necessary under Section 5 of Article 7, as the Sinking Fund is ample to meet all demands for several years; and long before its exhaustion, it is believed that the contributions from surplus revenues, under Section 2, will provide for both principal and interest.

Lake Superior Copper and Iron Business of 1870.

The product of copper from the mines of Lake Superior, for the year ending Dec. 1, 1870, has been in excess of that of any other year since mining operations were commenced. The mines in the Portage Lake district that have suspended or fallen off in their products, have been more than overbalanced by the enormous and steady yield of the Hecla Calumet, while the product of copper for the past year at the Quincy mine, if anything, is larger than that of the year previous, so that the diminution in yield at the Franklin Pewabic, Huron, South Pewabic, Shelden-Columbian, Portage and Isle Royal, will in no way affect the grand total of shipments for the last year, from Portage Lake; but, on the contrary, the figures show that several hundred tons more of copper were shipped than there was for the year ending Dec. 1, 1869.

The product of copper for the year ending Dec. 1, 1870, in Keweenaw County, is but a few tons less than it was the year previous. There has been a slight falling off in the product of copper in Ontonagon County, as compared with the figures of last year.

Below we give the total shipments of ingot copper and mineral from all the mines of Lake Superior for the past year:

	Tons.
Eagle Harbor, Central Mine.....	860
Eagle Harbor, Copper Falls Mine.....	491
Eagle Harbor, Amygadaloid Mine	25
Ontonagon, National	183
Ontonagon, Minnesota.....	256
Ontonagon, Ridge.....	155
Ontonagon, Rockland	64
Ontonagon Evergreen Bluff.....	72
Ontonagon, Caledonia.....	48
Ontonagon, Flint Steel, Aztec, Victoria, Mass, Adventure, &c.....	51
Total.....	824

RECAPITULATION.

	Tons.	Pounds.
Ingot copper shipped from Portage Lake.....	7,456	1,502
Mineral shipped from Portage Lake.	3,307	1,275
Mineral shipped from Eagle River..	1,224	414
Mineral shipped from Eagle Harbor.	1,376	....
Mineral shipped from Ontonagon...	824	....
Total Ingot copper and mineral.	14,188	1,191

Herewith we present ore and pig-iron shipments from the ports of Escanaba and Marquette for the season. They show an increase over those of last year of forty per cent., a fact which speaks for itself. The figures given are all net tons:

ESCANABA SHIPMENTS.

Mine.	Tons.	Mine.	Tons.
Jackson.....	126,678	Barnum.....	43,162
New York.....	93,871	Forster.....	26,047
Cleveland	94,759	Breitung.....	1,868
Lake Angeline..	59,883	McCumber	117
Total Iron ore.....			451,385

Furnace.	Tons.	Furnace.	Tons.
Pioneer.....	5,242	Morgan	46
Peer Lake.....	2,601	Jackson	6,792
Michigan.....	266	Champion.....	179
Greenwood.....	67		
Total Pig iron.....			15,203

MARQUETTE SHIPMENTS.

Mine.	Tons.	Mine.	Tons.
Lake Superior..	165,802	New England..	27,677
Cleveland.....	51,217	Champion.....	71,649
Washington	75,830	Marquette	3,900
Edwards.....	27,122		
Total Iron ore			423,197

Furnace.	Tons.	Furnace.	Tons.
Morgan Iron Co.	11,925	Collins.....	4,284
Michigan	10,580	Pioneer.....	27
Bancroft.....	3,743		
Total Pig iron			80,559

GRAND TOTAL, ORE AND PIG IRON.

Escanaba	466,588
Marquette.....	458,756
Total.....	929,344

The above figures show that Escanaba is 12,832 tons ahead, including the Jackson furnace. They also show that the Lake Superior is the first, the Cleveland the second, and the Jackson the third mine in the district.—*Houghton Gazette.*

☞ The gross earnings of the Philadelphia and Reading railroad for the year ending November 30, 1870, were $9,571,867; and the gross expenses, $6,508,786—making the net profits $3,062,581. Compared with the previous year, the gross earnings show a decrease of $1,637,014, with a decrease in expenses of $367,527—making the decrease in net profits $1,269,387.

☞ The following gentlemeT have been elected Managers of the Philadelphia and Reading R. R. Co. for the ensuing year: Franklin B. Gowen, H. Pratt McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashurst and Charles E. Smith; President, Franklin B. Gowen; Treasurer, Samuel Bradford; Secretary, J. W. Jones.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
American Central.....100	500,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina...100	5,545,225	----------	----------
Atlantic & Gt. Western ...50	25,379,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,650,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	906,256	----------	----------
Berkshire*.....100	600,000	J.A J&O	Jan.'71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,800	----------	----------
Do., do. pref..100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....100	1,891,500	J. & J.	Dec. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Dec. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	Dec.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '70 3
Brooklyn City & Newt'n.100	399,800	----------	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*...100	980,000	M. & N.	Nov '70 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 50	721,925	J. & J.	D., '70 $2½
Cape May and Millvi le* 50	447,000	J. & D.	Dec. '70 3
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	Nov'70 3½
Central of Georgia.....	4,666,300	J. & J	July'70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....	2,600,000	J. & D.	Dec. '70 3
Do. pref.....	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River..100	970,000	----------	Oct. 69 2½
Chemung*.....	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Dec. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 6
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Dec. '70 6
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'70 5
" " pref.100	18,159,097	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger	----------	J'n & J'ly	Jan.'68½2
" " Street.....	----------	J. & J.	Jan.'64½2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug.'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	5,958,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen..100	10,460,900	----------	----------
Columbus and Xenia*..... 50	1,786,200	M.J.S.D.	Dec. '70 2
Concord 10	1,500,000	M. & N.	Nov '70 5
Concord & Porte., guar....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn 100	500,000	----------	----------
Conn. & Passump. Rivers.100	189,00-	----------	----------
Do. do. pref 100	1,822,100	F. & A.	Dec. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,390,648	----------	----------
Delaware*..... 50	594,250	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	452,350	----------	----------
" " pref.100	2,095,000	----------	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	Dec. '70 3½
Do do. pref.100	1,987,351	J. & J.	Dec. '70 4½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.)..... 100	3,883,300	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	654,600	----------	Jan. '71 3
East Tenn. and Georgia ...100	1,290,067	----------	----------
East Tenn. and Virginia...100	1,902,000	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	800,000	F. & A.	Aug'70 2½
Elmira & Williamsport*. 50	800,000	M. & N.	Nov'70 2½
Do. do. pref. 50	800,000	J. & J.	Dec.'70 3½
Erie Railway 100	30,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	962,900	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	2,143,443	----------	----------
Fitchburg 100	3,540,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	760,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia	4,166,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grantte.....	----------	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Dec. '70 3
Hannibal and St. Joseph..100	3,000,000	----------	Aug'70 3½
Do. do pref.100	5,238,830	----------	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	920,000	----------	----------
" pref 100	1,180,000	J. & J.	Dec. '70 4
Huntingdon & B'd Top ... 50	494,390	----------	----------
" " pref. 50	190,750	J. & J.	Jn. 68 3½
Illinois Central.....100	25,278,710	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July'70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,568	J. & J.	Jan. '67 3
Lehigh and Susquehanna. 50	3,739,300	M. & N.	M'y.'67 5
Lehigh Valley 50	16,781,400	J.A J&O	Dec.'70 2½
Lehigh Luzerne..... 50	344,550	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	M.J.S.D.	Dec. '70 2
Little Schuylkill* 50	2,046,100	J. & J.	Jan.'71 3½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	Dec. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,611,500	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	3,029,778	----------	----------
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	----------	Dec. '70 2
Memphis and Charleston..100	5,312,725	----------	June'69 3
Memphis and Ohio 100	870,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	11,197,348	J. & J.	Dec. '70 5
Middleboro' and Taunton..100	147,200	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan '71 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	7,665,104	Dec. 1870	Dec.'70 7s
" " " pref.....100	9,744,268	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Dec. '70 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	7,880,100	----------	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell..... 100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck 100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538	----------	----------
N. Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 5
New Jersey 100	6,250 000	F. & A.	Aug '70 5
New London Northern....100	895,000	----------	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,600,000	A. & O.	Oct. '70 4
New York and Harlem.... 50	5,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '70 3
Ninth Avenue..... 100	797,400	----------	----------
Norfolk & Petersb'g guar..100	137,500	J. & J.	July '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S. C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	----------	Feb.'71 5s
Norwich & Worcester 100	2,863,600	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan.'71 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	5,500,000	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	Dec.'70 2½
Old Colony & Newport ...100	4,843,320	J. & J.	Dec. '70 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,515	----------	----------
Panama.....	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,500	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*..100	1,200,000	----------	Aug. '70 4
Peoria and Hannibal.....	800,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	July '70 4
Philadelphia and Reading 50	24,250,660	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....1 0	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,013,300	J. & J.	Dec. '70 4
Philadelphia City 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A J&O	Apl.'70 1½
Pittsfield and N. Adams..100	469,000	J. @ J.	Jan. '71 3
Portland and Kennebec...100	582 3 00	J. & J.	Jan '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	1,500,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	----------	----------	Jul. '69 3
Rensselaer and Saratoga ..100	2,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g.100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Dec.'70 4
Rutland preferred..... 100	----------	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000	----------	----------
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand., Manef. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susquch'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	----------	July'70 2
17th & 19th streets (Ph.).. 50	130,000	----------	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line..... 100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	----------	May'70 -
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	8,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Aug.'70 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook..... 100	257,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	---------- 3½
Summit Branch..... 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ D.	Dec.'70 4
Tennessee and Alabama .100	585,977	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.).....100	1,750,000	----------	May '70 -
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,300,000	----------	----------
Tol., Wabash and West....100	11,700,000	----------	----------
" " pref 100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	534,400	J. & J.	July'70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,500,000	J. & J.	July'70 0
Vicksburg and Meridian...100	857,405	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,506,300	----------	----------
Western Union 100	2,707,698	----------	----------
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,468,776	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. '71 3
Warren..... 100	1,647,650	----------	---------- 3½
Worcester and Nashua .. 75	1 522,500	J. & J.	Dec.'70 3½

CANALS.

Chesapeake and Delaware 50	1,818,968	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	5,225,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,789,500	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania..... 50	4,300,000	----------	----------
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	----------	J. & J.	Jan.'70 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'65 2½
Pennsylvania Coal 50	5,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '70 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	5,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	----------	Dec. '70 2
Am. Merchants Union Exp.100	13,000,000	----------	July'70 3
United States Express 100	6,000,000	FMA&N	Nov.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,655
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,690	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,308	467,659	5,670,883
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,099	807,815	833,413	804,800	761,600	612,808	7,988,513
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,201	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,766
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,260	322,638	360,225	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,109	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	293,978	322,825	344,366	334,653	395,044	411,986	421,485	501,049	498,635	488,658	432,492	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,996	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,756	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,396	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	300,268	3,486,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	308,208	398,740	338,386	449,952	522,841	455,607	632,652	736,555	584,156	479 236	391,408	5,684 100
1870	401.275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	597,600	638,121	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	251,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,830	390,855	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	663,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,963	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,450
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,670,067	1,107,084	1,001,987	13,384,471
1869	892,003	830,287	1,142,160	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,271,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,893	1,227,513	1,259,282	1,306,388	1,037,964	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	208,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,986
1870	201,500	218,000	244,161	246,046	290,169	274,021	249,355	319,012	317,887	359,289	319,573	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,206	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	604,006	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	616,403	525,242	709,327	738,530	823,901	727,810	613,329	7,160,902
1868	687,443	536,165	444,443	518,800	572,551	626,249	549,714	704,525	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	668,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,874	597,671	696,263	759,215	645,768	861,358	870,584	862,171	841,991	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	126,065	119,169	121,408	1,294,095
1869	98,617	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,669	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,284	412,715	413,970	418,[illegible]4	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,[illegible]9	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	390,[illegible]0	366,117	308,502	437,600	521,326	543,886	476,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible]92	408,139	727,045*	838,777*	1,259,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,160	169,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	246,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,394	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,430	265,706	337,158	343,737	366,196	335,083	324,986	359,646	429,161	493,640	414.604	306,609	4,260,116
1867	304,005	283,661	376,210	362,783	333,952	284,977	313,021	398,903	464,778	506,296	412,934	330,373	4,371,013
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	513,820	410,826	390,671	4,609,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,080	409,283	363,187	326,891	378,880	467,990	511,447	453,873	.....	.....
Milwaukee and St. Paul:													
1867	319,703	340,755	261,143	316,206	401,900	389,356	365,412	350,665	751,738	1,101,771	775,616	438,323	5,995,592
1868	369,228	321,203	333,508	436,412	566,718	458,191	423,396	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	560,865	7,250 609
1870	396,171	382,623	377,000	443,182	730,700	755,787	636,434	661,020	808,318	908,313	791,014	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,134	139,000	150,416	160,149	155,586	231,662	234,513	244,228	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	256,816	256,726	2,833,299
Ohio and Mississippi:													
1864	210,329	200,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,219	3,793,005
1866	267,541	246,109	326,286	277,424	283,130	253,925	247,202	305,454	278,701	310,762	302,426	281,613	3 [illegible]5,583
1867	242,792	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,978	231,351	265,905	252,149	204,620	217,062	194,455	287,557	307,122	283,529	274,637	233,861	2,964,041
1869	180,306	216,080	221,459	214,409	213,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,573	321,659	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	445,994	463,678	466,557	464,826	4,068,837
1863	336,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,364	757,178	936,188	711,457	1,170,241	1,125,625	754,551	1,032,149	812,178	9,955,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10,033 926
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,003	965,358	903,974	864,637	693,104	873,153	966,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,681	1,159,726	1,113,898	639,924	9,735,062
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,406	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,824	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,302	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,478	174,500	108,696	1,935,753
1869	132,623	127,817	175,960	171,868	157,398	154,133	144,164	186,889	202,238	205,760	189,351	160,685	2,008,295
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,458	163,285	150,555	.....	.....
St. Louis and Iron Mountain:													
1870	93,758	95,610	105,033	103,716	117,625	116,242	107,524	122,000	124,124	127,066	121,795	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,690	317,052	329,078	304,810	309,591	364,724	382,906	406,765	351,750	325,450	3,900,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	309,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,360	323,377	434,284	4,252,343
1870	312,133	298,645	295,298	318,090	340,892	348,632	322,756	466,431	508,042	451,296	425,687	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,708,151
1870	534,529	500,139	609,228	706,605	802,586	746,450	643,068	684,051	728,521	719,698	570,108	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Jan. 1, 1871.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107½
.. .. coupon		5	" "	1874	108½
Loan of June 22, 1860 ..... registered	matured.	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 } registered	189,733,100	6	" "	1881	110½
and March 3, 1863 ..... } coupon		6	" "	1881	110½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1861	108½
.. .. registered		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	494,892,550	6	May & Nov.	1882	108½
.. .. .. (5-20s)....coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s)...registered	3,113,600	6	" "	1884	107
.. .. .. (5-20s)....coupon		6	" "	1884	108½
Loan of June 30, 1864 (5-20s)...registered	104,139,000	6	" "	1884	107
.. .. .. (5-20s)....coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s)...registered	185,975,750	6	" "	1885	107½
.. .. .. (5-20s)....coupon		6	" "	1885	108
.. .. 2d series (5-20s)...registered	269,535,550	6	Jan. & July.	1886	107½
.. .. .. (5-20s)....coupon		6	" "	1886	107½
.. .. 3d series (5-20s)...registered	339,774,000	6	" "	1887	107½
.. .. .. (5-20s)....coupon		6	" "	1887	107½
.. .. 4th series (5-20s)...registered	39,666,250	6	" "	1888	108
.. .. .. (5-20s)....coupon		6	" "	1888	108½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s)....coupon		5	" "	1904	107½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	110½
Certificates of Mar. 2, 1867, and July 25, 1868..	43,550,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	33,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	143,087	var	.....	Due.	....
Treasury Notes (7-30s).....	550,900	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,907,950	6	.....	Due.	....
Temporary Loan of June 30, 1864	50,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,101,086	*nil.*	.....	Dem.	....
Fractional Currency	39,995,089	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	'1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	5	" "	'94-'95	101½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	57½
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	57
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	112½
.. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)		6	Jan. & July.	'71-'81	101½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. ..		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	99
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	78
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1905	....
.. —Refunded Stock	995,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1889	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1858	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. — .. .. (" ").....	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'89	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'96	71
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1888	....
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	70
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'56-'88	65½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1880	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	209,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1886	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	96
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. Defense Loan of 1864-'65	2,040,100	6	" "	1883	101
.. —Sonth Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. .. dollar ..	1,166,500	5	" "	'90-'94	95½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'73	103½
.. —	720,000	6	" "	'74-'75	....
.. —	1,430,000	6	" "	1876	104½
.. — .. .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	94½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	99½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	88½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'60-'78	99½
.. — .. of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	102½
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,850	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	104½
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69-'91	44
.. — .. (new).....	3,959,045	6	" "	'92-'98	22½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	39½
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	102
.. — .. (")....	4,095,309	6	" "	1881	100½
.. — .. (")....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	105
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	101½
.. —	7,909,600	6	" "	1877	104
.. —	9,273,050	6	" "	1882	105
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1893	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	71½
.. — .. (stg.).....	484,445	5	" "	1868	160
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	100
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	60½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	64½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	63½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	....
.. — .. Bonds	10,963,000	6	" "	"	65½
.. — .. .. stg.	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	51½
.. — .. Bonds	3,446,000	6	" "	'90-'90	....
.. —Guaranteed Bonds.....	1,736,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1856	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	...	...	....	....
Bonds to State of Pennsylvania.	3,500,000	...	...	...	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1903	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1860	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	85
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	80½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1900	22½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	85½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1863	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	955,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £389,200 & $154,000	2,000,000	5*	March & Sept.	"	1904	....
Loan for $800,000	323,040	6	April & Oct	New York.	1870	90
Loan for $675,000	675,000	6	" "	" "	1875	95½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	587,000	6	June & Dec.	" "	1889	92½
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	600,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350,000	306,000	6	Feb. & Aug.	Philadelphia.	1887	89
Cape Cod Central:						
1st Mortgage	[125,000]	8	Jan. & July.	Boston.	'69-'70	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	224,000	7	April & Oct.	New York.	1885	85½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $6,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	95½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	103
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	61
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	98
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	97
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	88½
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	986,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	89
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	"	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	97
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1854	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1899	93
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1868	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	660,000	7	Jan. & July.	New York.	1898	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1900	76½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'65-'90	96½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension)	1,106,480	7	Jan. & July.	" "	1892	77
Consol. S. F. Mort. $5,000,000	878,000	7	May & Nov.	" "	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91¼
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	83¼
Columbus and Indiana Central:						
2d Mortgage	$21,000	7	May & Nov.	New York.	1886	64¼
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	98½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1898	84½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1901	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,902,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1890	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1891	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1876	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1896	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1876	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1890	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	100½
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	95
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	50½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Wlnn.)	1,000,000	6*	Jan. & July.	London.	1866	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	95
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92
3d Mortgage	6,000,000	7	" "	" "	1883	89½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	85
5th Mortgage	926,500	7	June & Dec.	" "	1888	79½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	" "	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1903	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1809	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1892	100
2d Mortgage	1,935,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	692,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1856	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1896	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,762,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1865	105½
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90½
2d Mortgage	2,500,000	7	May & Nov.	" "	1890	81
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	104½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	880,000	8	" "	" "	1874	105½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	100
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	100
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1858	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1889	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1881	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1876	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1885	100
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1909	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	93
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1850	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	8	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,028,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	92
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	1,500	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	*1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	94
1st Mortgage, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	76½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st Mortgage, sterling	487,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	90½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	91½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	85½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1878	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	959,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	5*	May & Nov.	New York.	1900	93
Mobile and Ohio:						
1st Mortgage, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st Mortgage, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1888	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	305,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,500,000	6	Jan. & July.	New York.	1900	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st Mortgage, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1887	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1885	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1890	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'76–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1836	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1886	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	87
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1865	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,069,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'72–'76	90
Extension Bonds	250,000	6	May & Nov.	" "	1888	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1909	....
2d Mortgage for $300,000	145,000	7	" "	"	1906	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	88
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1850	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	111
2d Mortgage	276,500	7	May & Nov.	"	18—	98½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	ured.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	91½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	455,500	6	Jan. & July.	Baltimore.	1873	95½
3d Mortgage (B. & O. R. R. Co.)	140,000				1886	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sks fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'75	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, W. Div	850,000	7	" "	" "	1872	96½
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	85½
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	80½
Company Bonds	458,000	6	April & Oct.	"	1875	95
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	95
Orange, Alexandria & Manassas:						102½
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	....
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	74½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	83
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79
Va. State Loan	249,962	6	" "	" "	1887	76
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	....
St. Louis Loan	700,000	6	" "	" "	'71–'73	90
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1885	....
Pemberton and Hightstown:						....
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100½
2d *M.* stg.	2,283,840	6	" "	London.	1875	102
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	96½
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York						....
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	91½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	....
1st Mortgage (General)	5,000,000	6	" "	"	1881	102½
2d Mortgage	4,000,000	6	" "	"	1881	91½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1901	85½
Philadelphia, Germant. & Norist					1885	86½
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						....
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	98½
Bonds of 1836-42-44-48 and 49	2,497,800	6	" "	"	1880	97
Bonds of 1857, convertible	171,500	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	81½
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1566	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	335,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						94
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1559	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90½
Port Huron and Lake Michigan						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	69–'74	
Portland and Kennebec:						
1st Mortgage	$250,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	500,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	95
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	850,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,000	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	74½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						....
Company Bonds (coup. & reg.)	180,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						....
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						....
1st Mortgage	180,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						....
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						....
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						....
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						....
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						....
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						....
1st Mortgage (in Missouri 50 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1893	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						....
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July	New York.	1595	....
Salem and Lowell.						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	800,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	600,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July	Philadelphia	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	62,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	538,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	200,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	220,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	6*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	292,356	6*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	500,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western.						
1st Mortgage	599,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
2d Mortgage (W. Div.)	1,200,000	7	April & Oct.	" "	1886	66½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	7-½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	860,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	73½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	56½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	20½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	8*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	8*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	8*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	1878	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	'71–'76	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	59½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1880	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	283,500	7	" "	New York.	1869	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,203,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	[illegible]
2d Mortgage	23,500	6	" "	" "	1888	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1885	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	79
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	97
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'90–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	98
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	" "	"	1890	69
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	" "	" "	1899	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1893	81½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1861	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1856	....
Sinking Fund Mortgage	608,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	881,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,900	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	[illegible]
3d Loan	2,000,000	6	" "	"	1897	90
Gold Loan	2,000,000	6*	.....	"	1904	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	87½
Convertible Loan	1,496,879	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1867	....
2d Mortgage	67,000	6	" "	"	18—	....
Morris (and Essex):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	82½
2d Mortgage	302,750	6	" "	"	1876	76
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	690,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	88
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	74
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	48
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	11
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	70

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: H. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations. Carried one mile: Trains Moved.	Carried one mile: Passengers.	Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,182	259,735	254,295	85,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga..... Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	18.2	—	21	24	7	383	Albany and Susquehanna ¶ ... New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,656	697,846	237,353	—	100	85
Jan. 31, 1870	132.0	—	28.0	48.0	32	19	5	425	Allegheny Valley..... Pennsylvania.	7,913,532	*			2,169,550	7,550,564	531,114		132.0				1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	116	Androscoggin ..... Maine.	800,000					425,000			68.0	118,080			195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot ..... New Hampshire.	506,000				246,018	150,000				(Leased	to Cheshire.)			7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,918	1,232,200	47,000	12,811	46,381	86.7				362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.					30,000,000	29,999,000			505.7	3,844,135	42,652,418	319,717,106	5,098,387	787,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	5,785,183	*			3,940,489	2,000,000			285.7	461,575			784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶ .N.Carolina.	2,178,960	*			1,795,225	200,000	102,991	81,558	95.0				106,801	22,606	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*			2,494,900	3,483,992				(Leased	& oper. by	Grand Trunk of Canada.)			4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris .. N. Y.	217,345				194,250	20,000			15 5	20,032	498,333	24,218	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ..... Md. & W. Va.	24,166,268	5,020,461	16,190,943	711,871	16,267,862	8,751,750	732,[illegible]	20,361,676	379.6	6,640,721			8,724,916	2,968,809	8	100	135
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895			415,924	277,508	10	100	126
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.. .... W. Virginia.									103.5	691,644			536,083	L158,572	—	100	....
Dec. 31, 1869	28.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*..... Michigan.	1,791,776	*	289,896	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434			513,355		—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*			995,800	2,244,500	902,686		79.0	298,128			848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*			332,080	700,000			59.0	(Operat	ed by Bondholders.		—No returns.)		—	100	....
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire..... Massachusetts.	500,000	100,000			600,000			600,000						42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning..... New York.	582,346				250,000					(Leased	to Fall Brook Coal	Co.)			7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,196	2,597,837			16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	150½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg .... Mass	1,073,622	274,636		34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	70½
Mar. 31, 1869	93.5	30.5	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,610,140	4,187,466	524,564	135,263	6	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,406	628,603	21,378,900	12,600	25,000,000	21,200,000	7,349,164		97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	17
Nov. 30, 1869	26.8	1.2	45.0	—	29	35	17	533	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	138½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	278,629	102,0.1	4,471,274	—	217,437	1,000,420	146 1	992,000	51,243,678	16,163,410	1,871,339	849,949	10	100	147½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000			410,615	68.9	510,444	29,963,489	13,021,748	1,280,361	402,681	10	100	146½
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500				2,286,000	583,500				(Le	ased to Erie.)				—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*			428,717	700,000			87 2	121,957			225,900	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*			6,000,000	4,000,000			88.0	989,627			1,388,262	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron..... Canada.	8,000,780									(Leased	& oper. by	Grand Trunk of Ca.)		96,328	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*			950,000	2,289,000				(Leased	and opera	ted by Erie.)			7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ... Penn. & N. Y.	526,127				428,472				1.60	28,606	664,730		49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000			2,500,000	1,500,000				(No ret	rns 100 m	iles recent	ly comple	ted.)	—	100	....
Apr. 20, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000				1,633,000	9,957,000			279.0				921,467	527,627	—	100	93
Dec. 31, 1869	61.2	31.1	108.7	—	128	196	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*			5,000,000	9,751,335			92.3				4,229,064	1,257,425	10	100	121½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,096,159	*			1,120,805	990,000			60.2				320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co.. New Jersey.	712,362				332,925	800,000				(Leased	& oper. by	Camd & Amboy.)	42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8	100	70
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville..... New Jersey.	809,380				447,000	200,000	202,205			(Leased	and oper. by	West Jersey.)			6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....		426,980				34.0	85,576			150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*			3,359,500	445,350			67.5	307,310			625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna..... New York.	589,110				589,110					(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1869	31.0	—	2.8	....					Cedar Falls and Minnesota ..... Iowa.	3,402,000				1,701,000	1,701,000				(Leased	and oper. by	Illinois Central.)			—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River*... Iowa.	15,080,000				8,000,000	7,620,000				(Leased	and oper.	by Chic. and N.W.)	475,300		—	100	....
Nov. 30, 1869	192.0	—	26.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*			4,666,800	786,000			284.0	974,915			2,247,929	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks, &c		15,000,000	3,400,000			74.0				4,010,122	1,367,958	—	100	108½
Jun. 30, 1869	137.0	—	25.8	—	44	28	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000			137.0	553,750	9,985,213	16,515'195	970,890	49,521	3½	100	26
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*			40,097,290	58,995,777			74 20	2,869,227			5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.. Kansas.	4,200,000	*			1,000,000	3,200,000			100.0				(No returns.)		—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,658,178	1,204,117	725,856	656,732	194.6				403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung..... New York.	400,000				380,000					(Leased	to Erie & N. Centrl.)		30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	291,222	225,000			40.0				42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	18	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*				3,288,692					(No returns published.)				—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,266	167,000	269,089	2,085,925	791,500		109,496	53.6	495,525	4,733,511	15 901,755	713,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley ..... Pennsylvania.	1,371,900	*			871,900	500,000	437,500			(Leased	to Phila. and Read.)		101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,866,000	1,116,697	51,421	441.0	2,543,897			4,681,563	2,004,970	10	100	114½
Apr. 20, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy.. Illinois.	16,699 340	4,246,222	2,387,168	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,504	10	100	183
Dec 21, 1869	73.0	—	3.7	80.0	5	4	2	121	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000			73.0				(No returns.)		—	100	....
May 11, 1870	81.3	1.1	16.7	—					Chicago, Iowa and Nebraska..... Iowa.	5,000,000				3,916,000	810,000				(Leased	and oper. by	Chic. and N.W.)	557,950	10	100	119½
May 11, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,928	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364 747,240	12,535,428	3 478,419	9	100	72½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,029,906	*	262,682	1,[illegible]44 797	16,000,000	8,787 648	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	106½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick					500,000	500,000									—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	18	483	Cincinnati, Hamilton and Dayton.. Ohio.	3,974,405	905,751	560,515	707,503	3,800,000	2,082,000	330,249	375,925	60.1	498,270			1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana..... Ohio & Ind.	1,894,477	*	.....	.....	500,000	1,500,000			27.2	153,550	2,500,000	5,650,000	253,567	107,933	10	100	....
Dec. 11, 1869	13.0	—	0.5	—					Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*			1,000,000					(Leased	and oper. by	Kentucky Central.)			—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction.. O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,083,000	776,898		98.0	251,442	2,853,280	2,052,740	221,940	8,266	—	100	....
Dec. 31, 1869	40.0	—	2.6	—					Cincinnati and Martinsville..... Indiana	800,000				400,000	400,000				(Leased	to Ind., Cin. and Laf.		54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,735	120,452	.....	82,810	382,600	625,000	22,895		42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	165.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland.. Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	101.0	559,259			796,469	145,405	—	100	24
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2,641,280	5,444,455	346,181	46,046	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg .....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	...
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	600.000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	...
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	98¼
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no returns.)	.....	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	...
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coa	l and Na	vigation	Co.)	.....	150.3	1,286,387	.....	.....	.....	.....	—	50	...
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,678,500	1,943,169	.....	209.5	2,226,474	.....	.....	1,945,598	748,960	—	50	119½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,960	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	...
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	...	...
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,490,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & Xenia.)	.....	100	...	...
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1	1869 to Pb	g Cin'&S	t. L.at$4	80,000p.a.	196.5	954,319	22,208,215	35,780,006	1,709,708	562,298	6½	...	...
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	801,290	242,940	8	50	86
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	...
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington .Ky.	6,820,351	*	156,741	50,718	2,472 183	2,595,519	1,236,770	350,337	171.1	620,895	13,955,245	12.174,094	948,748	221,845	—	100	...
Jun. 30, 1870	185.0	196.6	38.5	74.0	67	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 961	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142.113	7	100	70¾
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence... Massachusetts.	332,883	30,276	.....	3,675	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	21,786	6	100	...
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	—	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,993	6,996	10	50	...
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869,n	o accoun	ts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	...
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,048	102.5	294,404	.....	.....	582,679	220,907	12	100	185
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	...
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	58,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	...
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,621,977	942 664	132,510	102,110	10	100	133½
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	...
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	846,245	1,460,595	14,620,866	6,324,396	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	...
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	964,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	454	—	100	...
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,280	2,582,000	590,810	.....	130.6	457,576	3,038 182		799,640	98,840	—	100	...
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Under co	nstruction.]	.....	.....	—	100	...
May 31, 1870	284.8	—	57.5	—	100	97	26	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,980	175,433	866,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	117½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	215,800	50,966	.....	.....	(Oper.	by Erie.)	.....	44,008	14,434	—	100	...
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick.N. Jersey.	118,404	.....	.....	.....	96,750	.....	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	...
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	51½
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	306,282	306,282	8	50	102
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	...
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	essees.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,652	99.2	204,206	.....	.....	385,975	152,223	—	100	...
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150.766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	...
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	...
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,686	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	...
Sept. 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 000	.....	.....	.....	23.0	24,178	617,707	356,855	79,971	6,857	—	100	...
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	10(	...	...
Dec. 31, 1867	84.0	5.0	77.0	—	56	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.)	.....	7	100	32
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,400	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,360,778	5,539,930	472,574	93,814	10	100	88½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶...Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	586,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	...
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,000, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	...
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,096	8,996	500,000	172,500	.....	119,163	21.7	74,998	3,408,946	770,715	204,930	66,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,787	.....	—	100	...
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	186,300	2,000	.....	.....	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11½	100	...
Oct. 31, 1869	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P., W.&B.)	77,837	44,644	—	50	...
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	96.0	141,306	2,428,898	3,122,943	245,796	88,996	—	100	...
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	120
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	52.3	.....	.....	.....	.....	.....	—	100	...
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,008,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	286,021	51,871	—	100	...
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483.906	1,551,830	.....	.....	4,742,863	3,909,000	.....	.....	206.0	.....	.....	.....	419,620	80,210	4	100	...
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶.La.	2,050,000	.....	.....	.....	(Owned	and oper	ated by	Charles	Morgan	n of New	York City.]	.....	1,562,864	662,363	—	100	5½
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603.697	*	.....	.....	51,831,800	11,398,426	.....	.....	602.2	5 907,030	206,185,089	474.419,783	15.586,616	6,531,151	8	100	46
Sept. 30, 1869	441.8	298.0	640.6	—	378	451	181	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	99½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1869	130 8	2.1	45.5	—	41	31	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,963,142	17,178,695	2,776,880	950,745	8	100	132½
Sept. 30, 1869	62.3	—	64.1	—	37	38	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	338,173	69,247,430	6,736,230	2,160,561	887,116	10	100	150
Sept. 30, 1869	123.0	22.0	—	206.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,334	591,000	.....	.....	.....	(In cours	e of con-	truction.)	.....	.....	—	100	...
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston...C. & R. I.	2,568,000	*	631,422	.....	1,587,400	883,000	.....	.....	62.5	338,201	.....	.....	.....	.....	—	100	...
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Central.)	690,188	235,458	7	100	92
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	798,000	253,717	.....	81.0	138,330	1,335,359	6,842,337	304,527	121,170	6	100	80
May 31, 1869	223.0	—	5.9	—	24	20	14	287	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	662,706	223.0	.....	.....	.....	658,117	257,006	—	100	...
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,063,950	845,000	276,937	23,120	102.0	.....	.....	.....	234,164	108,726	—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the colums signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1869	68.0			3.4	5	4		61	Spartanburg and Union †.South Carolina.	1,240,882	•	.....	.....	751,296	547,350	125,000		68.0							100	....
Dec. 31, 1869	65.0	13.0		2.9	67.5	7	6	6	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	•	.....	.....	1,500,000	1,500,000	.....	.....	76.0				61,400	21,762		100	....
Sept. 30, 1869	13.0			0.4		3	6		Staten Island .....New York.	389,679	•	(Including Ferry.)	.....	700,000	200,000	.....	.....	15.0	52,797	2,919,240	.....	180,000	.....		100	....
Sept. 30, 1869	7.6			1.0		2	1		Sterling Mountain.....New York.	602,468	•	.....	.....	300,000	250,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9			1.3					Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....									
Nov. 30, 1869	13.2			0.9					Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,200	.....	.....	.....									
Oct. 31, 1869	10.0				19.0				Sullivan and Erie.....Pennsylvania.	500,000	•	.....	.....	1,000,000	1,000,000	.....	697					31,409	7	100	96
Dec. 31, 1869	12.0			0.5	19.0	4	2	2	22	Sussex.....New Jersey.	459,944	•	.....	.....	258,139	200,000	.....	.....					21,176	6	100	98
Sept. 30, 1869	81.0			10.8		12	16	8	274	Syracuse, Binghamton and N. York. N.Y.	3,550,980	•	.....	.....	1,000,000	1,000,000	.....	.....	12.0	(In pro	gress to be	completed	June 1870.)				99	....
Sept. 30, 1869					50.0				Syracuse & Chenango Valley. New York.					1,470,130	1,707,850			51.0	40,900			79,857	18,601	8	100	....
Nov. 30, 1869	11.1	0.6		1.2		4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250 700	Rondout	and Os	wego Li	ne.)	271,077	5,512,576	15,678,940	519,207	132,564		100	....
Jan. 30, 1869				177.0					Tennessee and Pacific †.....Tennessee.			3,274,000		654,000	2,620,000	21,151	33,414	11.1	66,100	2,362,375	630,242	229,868	23,198	8	100	104
Nov. 30, 1869	73.0	11.0		2.6		31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	•	5,591,000	684,530	swamped											50	....
Oct. 31, 1869	30.6			6.1		11	4	1	361	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	•	.....	.....	33,762,300	107,967,366	.....	.....	1,762.0							100	....
Dec. 31, 1869	228.0			11.4		44	18	6	584	Utica and Black River.....New York.	1,816,000	•	.....	.....	1,000,000	3,200,000	.....	.....	160.0	[no	returns.]		3,407,453	4,203,926		100	134
Dec. 31, 1869	454.8	45.2	21.1		115	64	29	1,946	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	•	.....	.....	580,900	246,000	.....	.....	54.6	176,432	.....	.....	.....	.....		100	....
Sept. 30, 1869	35.0		8.6		13	13	6	222	Toledo, Wabash and Western..O. I. & Ill.	23,200,000	•	1,078,807	329,941	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,998	.....		100	....
Sept. 30, 1869	6.0		6.0						Troy and Boston.....New York.	2,296,733	•	.....	.....	8,560,000	15,729,000	28,792	540,966	528.0	.....	.....	.....	4,382,243	1,209,983		100	484
Nov. 30, 1869	30.0		1.4	15.0					Troy and Greenbush.....New York.	294,903	.....	.....	.....	607,111	1,077,000	.....	.....	55.0	179,592	4,939,222	4,960,807	529,680	236,987	7	100	154
Oct. 31, 1869	37.5	5.0	10.0						Troy and Greenfield †.....Massachusetts.					274,400	.....	.....	.....		(Leased	to Hudso	n River.)				100	....
Apr. 30, 1870	1,038				176	90	40	3,000	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	.....	.....	.....	.....		(Lease	d to Vt.	& Mass.	R. R.)	32,060		50	....
Dec. 31, 1869	100.0		15.0	250.0	6	6	2	118	*Union Pacific*.....Nebraska, &c.	136,245,978	•	5,591,000	684,530	swamped					(Leased	to Penny	lvania.)				100	....
Sept. 30, 1869	59.0		8.1		7	7	4	66	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	•	.....	.....	33,762,300	107,967,366	.....	.....	1,762.0	.....	.....	.....	.....	.....		100	....
Sept. 30, 1869	56.0		6.0	26.0	6	8	2	66	Utica and Black River.....New York.	1,816,000	•	.....	.....	1,000,000	3,200,000	.....	.....	160.0	[no	returns.]		3,407,453	4,203,926		100	134
May 31, 1869	47.0	25.5	12.0						Utica, Chenango and Susq. Valley..N. Y.	1,580,222	•	.....	.....	1,660,090	150,000	.....	49,114	59.0	51,225	2,960,504	1,172,870	225,082	132,040		100	....
May 31, 1869	117.0	2.0	21.0		70	47	14	1,305	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,582,650	.....	.....	.....		54,450	2,244,178	734,753	165,494	76,992	6	100	104
Nov. 30, 1869	60.0	8.0	5.5		15	16	9	219	Vermont Central.....Vermont.	10,500,000	•	.....	.....	2,500,000	.....	.....	.....		(Leased	by Vermo	nt Central	L.)			8	100	104
May 31, 1869	28.7				4				Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,543	75,862	70,082	5,000,000	5,500,000	.....	.....	155.5	1,305,780	15,650,086	54,177,218	1,849,490	543,281		100	66
Feb. 28, 1869	140.0		7.8		17	8	5	132	Vermont Valley .....Vermont.	1,221,686	•	.....	.....	2,880,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,451	867,563	loss.		100	....
Sept. 30, 1869	204.0	9.5	7.5		35	14	5	284	*Vicksburg and Meridian* .....Mississippi.	3,200,000	•	.....	.....	516,164	793,200	.....	.....		(Leased	to Rutian	d.)				100	....
Dec. 31, 1869	18.3		3.8						Virginia and Tennessee †.....Virginia.	8,012,873	•	.....	.....	357,408	3,200,000	98,417	.....	140.0	.....	.....	.....	.....	.....	2	100	....
Sept. 30, 1869	10.3								Warren.....New Jersey.	2,059,060	•	.....	.....	3,064,300	2,499,450	591,741	2,215,014	218.5	380,397	3,727,610	17,624,855	929,186	318,689		100	....
Dec. 31, 1868	7.0								Warwick Valley .....New York.	199,161	.....	.....	.....	1,547,650	511,400	.....	.....	13.3	(Leased	by Del. La	c.& W'tn.)	454,783	144,638	7	100	170
Dec. 31, 1868	23.0								Washington, Alex. & George†.D. C. & Va.					225,000	85,000	.....	.....	10.2	[Operat	ed by Erie.	]	56,122	15,442	7	100	....
Oct. 31, 1869	26.5		5.0		9	16	4	50	Washington County.....Maryland.			(In hands of receiver.)						7.0								
Sept. 30, 1868				93.0					West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	967 600	97,500	.....	23.0	(Opened	Nov. 20, 1	867.)			5	100	....
Sept. 30, 1868	138.0		9.5		52	15	10	576	West Shore Hudson River...New York.	619,445	.....	525,578	.....	526,700	612,300	6,024	.....	55.5	201,220	.....	.....	.....	.....		100	....
Dec. 31, 1868	43.0				4	2		63	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		.....	.....	.....	.....		[In	progress.]		330,371	66,761		50	....
Dec. 31, 1869	46.0		3.7	22.0	6	5	4	58	Western (Coal) †.....North Carolina.	1,025,016	•	.....	.....	1,942,000	.....	.....	.....	136.0	.....	.....	.....	.....	.....		100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western Maryland †.....Maryland.	2,850,000	•	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	642,807	206,830			
Oct. 31, 1869	86.1	27.6	13.3	21.0					Western North Carolina..North Carolina.	.....	.....	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	42,834	6,920		100	....
Dec. 31, 1869	182.0		15.0		27	16	12	401	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	6,500,000	.....	36,000	.....		.....	.....	.....	183,892	44,719		100	11
Dec. 31, 1869	101.0		8.0		17	38	6	267	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	1,022,450	1,600,000	304,413	.....		(Leased	to Penny	lvania.)				100	....
Aug. 31, 1869	94.0		.....	86.0	.....	.....	.....	.....	West Jersey.....New Jersey.	2,007,467	[Now forming a division of the Milwaukee and St. Paul								No retu	rns for ye	ar.]				100	81
Dec. 31, 1869	20.0			51.0					West Wisconsin .....West Wisconsin.	3,500,000	•	1,214,842	77,150	1,200,000	1,716 500	244,176	128,783	126.1	288,385	.....	.....	862,184	244,338	10	100	135
Dec. 31, 1869	20.8			28.0					Whitehall and Plattsburg †...New York.			(No return.)		1,500,000	2,000,000				(Operat	ed during	construct'	a by M. &	St. P'k'l.)			
Dec. 31, 1869	23.0		2.0		2	5	1	19	White Mountains.....New Hampshire.	200,000	.....	.....	.....	.....	.....	.....	.....	20.0	13,480	90,748	159,099	14,663	7,147		100	....
Aug. 31, 1869	148.0		3.6	124.0	6	4	2	105	Wicomico and Pokomoke ....Maryland.	375,000	•	.....	.....	900,000	.....	.....	.....		(Leased	to Boston,	Con. and M	ontreal.)	12,000	6	100	....
Mar. 31, 1870	171.0		15.0		17	11	5	111	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	•	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)		.....	.....		100	....
Oct. 31, 1869	19.3		2.6	44.4	3			6	Wilm. Colum. and Augusta..N. C. & S. C.	[W. & M. R.R. sold Jan. 5, '70 $525,000.				1,200,000	2,000,000	400,000	.....	163.0	.....	.....	.....	.....	.....		100	....
Sept. 30, 1869	162.0	19.0	9.5		18	16	14	362	Wilmington and Reading.....Del. & Pa.					5,000,000	.....	.....	.....		.....	.....	.....	159,261	82,378		100	....
Dec. 31, 1869	15.4								Wilmington and Weldon †...N. Carolina.	1,052,818	35,915	8,286		734,812	789,300	.....	.....	19.2	[no	returns.]		.....	.....		100	....
Dec. 31, 1868	38.1								Wilton.....New Hampshire.	3,078,968	•	11,662	184,126	1,463,775	1,494,665	272,624	.....	181.0	1,867	(Leased	to Northern	Central.)			100	....
Nov. 30, 1869	45.7		11.8		12	11	5	261	Winchester and Alabama †...Tennessee.	232,000	.....	.....	.....	213,000	.....	.....	.....		.....	.....	.....	560,935	86,873		100	....
Oct. 31, 1869	13.0		1.0						Worcester and Nashua ...N. Hampshire.	956,000	•	.....	.....	.....	.....	.....	.....		(Recon't	y opened.)		1,284	14,000	7	100	....
									Wrightsville, York and Gettysburg. Penn.	1,468,377	160,023	15,250	156,600	1,270,400	1,160,782	.....	.....									
										396,856	.....	.....	.....	317,050	.....	81,132	678,216	45.7	303,434	5,997,044	7,335,196	888,021	150,961	9	100	131½
																76,845			(Le	ased to N	orthern C	entral.)					

CANALS, &c.

May 31, 1869	13.6								Chesapeake & Delaware Canal.Del. & Md.	3,308,019	.....	641,532	112,080	1,983,563	2,080,400	.....	.....	13.6								
Sept. 30, 1869	184.5								Chesapeake and Ohio Canal...Md. & Va.	10,504,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5				483,219	342,527	6	100	98
Oct. 31, 1869	60.0								Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,781	8	100	98
Oct. 31, 1869	108.0								Delaware & Hudson Canal.Penn. & N.Y.	6,999,068	.....	.....	.....	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	119,610	.....	10	100	122
Dec. 31, 1869	43.0	22.5							Delaware and Raritan Canal.New Jersey.	4,647,683	.....	.....	.....	4,999,600	(See Cam. & Amb.R.R.)	.....	.....	151.0	.....	.....	.....	.....	.....		100	....
Oct. 31, 1869	136.0	25.0							Erie Canal .....Pennsylvania.	1 862,000	.....	.....	.....	64,000	899,750	662,246	.....	151.0	.....	.....	.....	1,635,389	732,252	10	100	....
Oct 31, 1869	48 0								Lehigh Navigation.....Pennsylvania.	4,455,000	.....	.....	.....	8,739,300	14,375,391	.....	.....	48.0	.....	.....	.....	104,911	2,849		100	....
Feb. 9, 1869	102.0								Morris Canal.....New Jersey.	3,373,611	.....	.....	.....	2,200,000	1,130,447	74,087	68,230	102.0	(5 p. c. o	n preferre	d stock.)	405,174	218,374		100	98
Oct. 31, 1869	237.0	5.0							Pennsylvania Canal.....Pennsylvania.	6,261,000	.....	.....	94,149	4,300,000	1,961,000	.....	.....	354.0	.....	.....	.....	431,248	184,848		100	98
Oct. 31, 1869	106.2	1.0							Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	232,996	.....	4,797,155	7,165,256	582,689	.....	109.2	.....	.....	.....	735,303	228,436		100	98
Oct. 31, 1869	45.0								Susq. and Tide Water Canal.Penn. & Md.	4,741,298	.....	.....	.....	2,002,746	2,682,319	195,227	.....	45.0	.....	.....	.....	1,189,085	886,519		100	98
Oct. 31, 1869	77.6	10.0							Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	.....	.....	.....	187,425	51,714		100	12
Oct. 31, 1869	123.0								West Branch and Susquehanna.....Penn.	1,694,000	.....	.....	.....	1,100,000	708,000	88,000	.....					42,587	loss.		50	14
Oct. 31 1868	64 0	—							Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	660,000	.....	.....		(Leased	to Pennsy	lvania.)				50	12
																						124,595	39,991	8	93	98

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	450,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,001	83,267	—	100	100	....
Nov. 30, '69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	—	—	100	100	....
Sept. 30,'69	10.76	155	46	Broadway (Brooklyn).....N.Y.	202,050	200,000	100,000	11,205	126,662	29,881	5.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,580,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	500,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flath..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	——	10,000	100,000	(Not	in operation.)		—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	292,000	2,000	20,055	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston).....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	101½
Sept. 30,'69	1.76	29	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,203	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	847,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,000	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia.....N.Y.	42,643	34,825	—	1,337	8,480	4,162	8.	100	100	....
Oct. 31, '69	1.54	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	8,565	1,287	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.95	18	4	Erie City.....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	560	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	31
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	45
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130.000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	259	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	16
Dec. 31, '68	....	....	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	90
Nov. 30,'69	12.61	225	33	Lynn and Boston.....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.15	914	170	Metropolitan (Boston) ....Mass.	1,594,493	1,250,000	—	233,457	821,332	134,567	10.0	100	100	69½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	62½
Sept. 30,'69	12.20	172	58	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	160,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.04	32	9	Peoples' street (Scranton)....Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45½
Oct. 31, '69	5.68	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	296,001	285,307	5,500	—	86,642	26,385	8.	50	25	24
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,453	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	90	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.55	92	16	Portland .....Me.	160,000	160,300	—	000	45,007	12,809	7.	100	100	....
Sept. 30,'69	5.00	61	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	55	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,300	150,000	35,600	15,354	41,144	8,997	—	100	100	....
Oct. 31, '69	3.43	....	....	Schuylkill River (Phila.) ....Pa.	47,468	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	580	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	55½
Oct. 31, '69	5.62	127	15	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	18	21
Sept. 30,'69	5.53	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	225
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.80	286	40	South Boston.....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000	—	—	8,798	2,522	5.	100	100	....
Oct. 31, '69	8.23	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.45	166	28	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	21½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,866	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	40	21	Troy and Lansingburg.....N.Y.	364,062	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30, '69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	Troy &	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	10	50	20	43
Nov. 30,'69	—	449	74	Union (Boston).....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	208,262	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)...N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	5	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	152	29	Watervliet (Albany) .....N.Y.	312,464	240,000	131,000	—	108,739	28 824	11	100	100	....
Dec 31, '68	5.80	....	....	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct .31, '69	18.50	382	65	West Philadelphia.....Pa.	549,908	400,000	100,000	—	393,732	93,936	10	50	50	58
Oct .31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	60,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	15	4	Williamsport .....Pa.	22,292	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	628	3,690	2,812	4	100	100	....
Nov.30, '69	4.00	44	—	Worcester .....Mass.	59,573	75 800	72,000	20,000	nolnow	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1892	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flath.: 1st Mortgage	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1888	82½
Central Park, N. & E.River	625,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,200	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	180,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	84
Grand st. and Newtown: 1st Mortgage	50,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	82,500	7	J.& J.	1892	76
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	500,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1861	93
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	M&N	1878	....
Quincy: Plain bonds	59,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1870	....
1st Mortgage	15,000	6	J.& J.	1850	....
Salem and Danvers: 1st Mortgage	52,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	915,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage	82,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1876	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1881	....
Watervliet: 1st Mortgage	121,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	99
Worcester: 1st Mortgage	72,000	6	A.&O	1879	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	....	....
Catawissa,* pref. and guar.	2,200,000	7	7	76
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,816	7	3	35½
Chicago and Alton, pref.	2,425,400	7	10	117
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	82½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
	594,301	6	6	....
Delaware,* guaranteed				
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	47½
Evansville and Crawfordsville pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.	5,258,836	....	....	101
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,703	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	19
" " 2d pref.	4,051,744	6	....	8
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	....	78½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.	3,500,000	7	7	70½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	83
St. Louis, Alton and T. H., pref.	2,040,000	7	7	58
Sandusky and Cincinnati, pref.	445,516	6	6	36½
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	889,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	87½
Schuylkill Navigation, pref.	2,888,997	6	6	33½
Union, preferred	....	6	....	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	....
Mariposa Mining, pref.	5,774 400	7	7	9

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	31 10 @ 34 —
Pig, American, No. 1		30 — @ — —
Pig, American, No. 2		28 — @ 29 —
Pig, American, Forge		25 — @ 27 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		75 — @ 80 —
Bar, Common		70 — @ 72 50
Scroll		97 50 @125 —
Ovals and Half-round		97 50 @125 —
Band		92 50 @ 95 —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		82 50 @ — —
Hoop		102 50 @140 —
Nail Rod	per lb.	— — @ — 6½
Sheet, Russia, as to No.'s	(gold)	— 10½@ — 11
Sheet, Single D. and T. Common		— 4½@ — 6
Rails, English	(gold) per ton.	56 — @ 58 —
Rails, American, at Works in Penns'a'y.		70 — @ 75 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 16 @ — 17
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb	4 37½@ 4 50
Clinch		5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— — @ — 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 38
Straits	(gold).	— 33½@ — 33½
English	(gold).	— 33½@ — 33½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	8 25 @ 8 75	9 50 @ 10 —
I. C. Coke	7 — @ 7 50	8 — @ 8 75
Coke Terne	5 75 @ 6 75	6 75 @ 7 75
Charcoal Terne	7 37½@ 8 —	8 50 @ 9 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.		— 13 @ — —
Crude, 40 @ 47 gravity (in shipping order)		— 17½@ — —
Refined, prime L. S. to W. (110 @115 test)		— — @ — 23½
Refined, Standard White (in ship'g order)		— — @ — 24
Refined, prime White (in shipping order)		— 25 @ — —
Refined, S. W. (in jobbing lots)		— — @ — 26
Refined, S. W. (in tin)		— 28 @ — 29
Naptha, Refined, (65 @ 73 gravity)		— 9½@ — —
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	16 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 11.

	Th. 5.	F. 6.	Sat. 7.	M. 9.	Tu. 10.	W. 11
Canton Co.	....	....	....	68	....	....
Central Pacific 6s.	90½	90½	90¾	90½	90½	90¾
Central of N. Jersey	100xp	100½	101	102	102½	104½
Chicago & Alton	115	....	114	....	114½	....
" pref.	117½	....	117	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	152	....	....	....
" 8s, 1883	....	....	110	....	....	....
Chic. & Northwestern	70¾	70	71	71½	71¾	72½
" pref.	82	81¾	82½	82½	82¾	83
" 1st M.	....	95½	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	88½	88¾	....	....	....
Chic., Rock Isl. & Pac.	104½	104½	104½	105½	105¾	106¼
Chi., R. I. & Pa. 7s, 1906	....	96½	96¾	97	97½	....
Clev., Col., C. and Ind.	82½	82¾	83¼	84½	85	86½
Clev. and Pittsburg	105	105	105	105	105	105
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	95	....	....	....
" 4 M.	....	....	....	77	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	100	....	....	....	....
Col., Chi., & Ind. C.	17½	18	18½	....	18	18
" 1 M.	82½	82½	82½	82½	82	82
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	120	....	....	....
Del. Lack. & Western	106	104½	104¾	104½	104¾	105
" 1 M. 7s.	....	....	....	....	....	....
" 2 M. 7s.	....	....	96	....	....	....
Dubuque & Sioux City	....	90	....	90½	90	....
Erie Railway	22¾	22¾	22¼	23½	22	21½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	95	....	95	95	95½	....
" 2 M. 7s, 1879	....	91½	....	....	92	....
" 3 M. 7s, 1883	88	....	....	....	88½	89½
" 4 M. 7s, 1880	83	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	79½	79½	79½
Great Western 2d mort.	....	....	80½	....	....	81
Hannibal & St. Joseph	95	94½	94¾	94	91½	....
" pref.	106½	106	106¾	....	101	101
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	139½	....	139	138½	139	....
" bonds	....	....	....	....	106	....
Lake Shore & Mich. S'th.	92	91½	92½	92½	93½	....
Lake Shore Div. bonds	....	92½	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	116½	....	116¾	....	117½	117½
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	....	....	98½	....	98½	98½
" 2 M.	94½	....	....	....	94½	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	9½	9½	9½	9½	9½	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	50½	49	49½	50½	50½	51½
" pref.	72½	71½	72¾	73	72½	73¼
" 1st mort.	....	92½	91½	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	105½	....	....	....
" 7 3-10s con.	....	....	92½	....	....	....
Missouri 6s.	89½	....	89½	....	89½	89½
" H. & St. J. 1as.	....	....	88½	88½	88½	88½
Morris and Essex	88½	88½	88	88	88	88½
" 1st mort.	....	....	100	....	....	....
" 2d mort.	....	97	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	90½	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	91½	90½	91½	91½	91½	92½
" certificates	87½	87½	87½	88	88	88½
N. York and Harlem	131½	....	133½	132½	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	100	....	....	....	....
N. Carolina 6s, old	....	44½	44¾	44¾	....	....
" new	22½	....	22	23	22¾	....
Ohio and Miss.	28	28	29	29½	29¾	30½
" pref.	70	....	....	70½	....	....
" 1st M.	....	....	96½	....	....	....
Pacific Mail S. S. Co.	39½	....	40½	41½	42	....
Panama	....	....	72½	....	....	73
Phila. and Reading	98½	98½	99	99½	99½	99½
Pitts., Ft. W. & Chi. gtd.	92½	92½	93	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	95½	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	5	....	....	....	....
St. L., Alton & T. H.	29	28½	....	28	....	....
" pref.	....	....	56	....	....	....
" 1 M.	....	....	....	....	95	....
" 2 M. pref.	....	....	83	83	84	84
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	62½	62½	63	63	64½	64½
" new	62½	61½	62	63½	64	64½
Tol., Wab. & Western	48½	48½	48½	49½	49	49½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	84½	85	85	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific	12½	11½	12½	12½	12½	13½
" 1st mort.	73½	72½	72	72½	73	73½
" L. Gt. 7s.	57	56½	54½	54½	56½	....
" Inc. 10s.	38	35	....	35	....	....
Virginia 6s, old	67½	67½	67½	....	65½	....
" new	....	....	65	65	62	62

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 11.

	Th.5	F.6.	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106½	106½	107	107½	107½	107½
U. S. 5s, 10-40s, reg	....	....	....	....	107½	....
U. S. 6s, 1881, reg	110½	110½	....	110½	....	110½
U. S. 6s, 1881, coup	110½	110½	110½	110½	110½	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, " ly	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	108½	....	108½
U. S. 6s, 5-20s, c. 1862	108½	108½	108½	108½	109	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	108	107½	108½	108½	108½	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	108	108½	108½	108½	108½
U. S. 6s, 5-20s, r. n. '65	....	107	....	108½	107½	107½
U. S. 6s, 5-20s, c. n. '65	107	107	107½	107½	107½	107½
U. S. 6s, 5-20s, reg. '67	107½	107½	107½	107½	....	....
U. S. 6s, 5-20s, c. 1867	107½	107½	107½	107½	108	107½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	107½	107½	....	108½	108½	108½
U. S. 6s, Pac.R.R.issue	110½	....	....	....	110½	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Catawissa	....	....	....	....	....	....
" preferred	38	....	38	....	....	38
Camden and Amboy	118½	118½	119	120	121½	120½
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	93½	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	94	....	....	95	....	94
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	90½	....	....	....	....	....
Lehigh Navigation	33½	33½	33½	34	34½	34½
" 6s, 1884	....	83½	83½	83½	83½	....
" Gold L	85½	86	86½	87	87	87½
" R. R. L	....	....	....	....	90	....
Lehigh Valley R. R	60½	59½	60	60	60	59½
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	42½	42½	....	42½	42½	43
" 7s	....	....	....	....	....	....
Minehill	50½	....	51	51	51	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	47	....	47	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	93½	93½	....	93½	....	93½
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	41½	....	....
Pennsylvania R. R	62½	62½	62½	62½	62½	62½
" 1st M	100½	100½	100½	....	....	....
" 2d M	100½	....	....	....	102	....
Penn. State, 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	103	....	104
" 6s, 3d series	....	....	105	....	....	105
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	99½	....	100	....	....	100½
" new	100½	100½	100½	100½	100½	100½
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	49½	49½	49½	49½	49½	49½
" 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	26½	....	....	27
" 6s	....	....	....	91½	....	....
" 7s	86	85½	85½	86	....	86½
Schuylkill Navigation	....	....	....	8	....	....
" pref	....	....	....	16½	....	16½
" 6s, 1882	73	73	73	73	73½	74
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	48	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	11	....
Hestonville, (Horse)	....	....	....	....	....	16
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	55½	....	....	....	....
Spruce and Pine	26	....	24	....	....	....
13th and 16th sts.	....	....	....	....	21½	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875	93	....	....	....	....	94
" 1886	91½	....	....	....	....	....
" 1890	92½	....	....	92½	....	93
" 1884	....	....	92	....	....	92
" 1900	92½	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	93½	....	94	....	....	....
Marietta & Cin. 1st M	....	....	93½	94	93½	94
" 2d M	....	....	75½	....	76½	....
Northern Central	41½	41½	....	41½	41½	41½
" bonds, 1885	....	....	....	....	....	91½
" " 1900	90	....	....	....	....	89½
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Boston and Albany	150	....	150	....	150	150½
Boston and Lowell	....	....	....	....	....	138½
Boston and Maine	....	....	....	....	....	147½
Boston and Providence	145	144½	145	....	146½	146½
Boston, Hartford & Erie	1½	1½	....	....	1½	1½
" 7s, new	21½	22	....	22½	22½	22½
Cheshire, pref	....	85	85½	....	....	85½
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	137	....
Eastern	120	119½	119½	119½	119½	120
Fitchburg	134	....	134½	....	134½	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	116½	116½	116½	117	117½	117½
Northern, N. H	107	....	....	107	....	....
Ogdens. & Lake Champ	87½	87½	87½	87½	....	88½
" pref	....	....	....	....	....	....
Old Colony & Newport	....	....	95	....	95½	96½
Ph., Wil. & Baltimore	50½	50	50	50	50	50½
Portl'd, Saco & Ports	....	....	....	119	....	120
Union Pacific	11½	....	....	....	....	13½
" 6s	72½	72	72	72	72½	72½
" Land Grant 7s	55½	55½	53½	....	54	....
" Income 10s	34½	34½	....	30½	34	33½
Vermont & Canada	104	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	68
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	101	101½
Metropolitan "	....	69	....	....	....	69½
Middlesex "	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls "	....	....	....	....	7½	7½
Franklin "	....	....	....	....	....	....
Huron "	....	....	....	....	....	....
Isle Royale "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Pewabic "	....	....	....	....	....	....
Pittsburg "	....	....	....	....	....	....
Quincy "	24½	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Dec. 23.	Dec. 16.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	58 — 62
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	58 — 62
Do. Consol. 7 per cent. mort. 1890	28 — 29	27 — 28
Detroit and Milwaukee 1st mort. 7s	65 — 69	65 — 69
Do. 2d mort. 8 p. c	65 — 69	65 — 69
Erie shares 100 dol. all paid	— —	— —
Do. sterlg. 6 p. c. convertible bonds	63 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— —	— —
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— —	— —
Do. 100 dol. shares, all paid	111½—112½	110½—111½
Marietta and Cin. R. R. bonds 7 p. c.	— —	78 — 82
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	91 — 93	90 — 92
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	92 — 94	91 — 93
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	92 — 94	91 — 94
Do. with option to be paid in Phila.	92 — 94	91 — 94

American Railroad Journal.

Saturday, January 14, 1871.

Stock Exchange and Money Market.

Money has been in more liberal supply since our last, and the tendency of rates has been in favor of borrowers, call loan rates having been quoted back to 6@7 per cent., and strictly prime to good mercantile discounts at 7@9 per cent. per annum. The city banks have been large gainers from the accumulations at this point, through interest and dividend disbursements and they report an addition of nearly 13⅞ millions to their deposit averages; over 5½ millions to their specie reserve; and nearly 3⅞ millions to their reserve of legal tender notes. Their loan and discount averages have been enlarged about 2½ millions. Their circulation has been reduced $38,796. The Government disbursements have been extensive through the local office, the Sub-Treasury having paid out on the January Gold Interest on the Public Funds $9,243,127 of which $5,625,000 was prepared at the very close of the Old Year, and included in last week's review. The Office also disbursed the Greenback Interest on about $65,000 000 United States Currency 6 per cents, issued to the Pacific Roads, and $593,000 Gold on the Principal of the Loan of 1871. There was also a purchase of $2,000,000 United States 5-20s, for the Sinking Fund paid for in Greenbacks on the 4th inst. The receipts for Customs for the five business days of the week amount to $3,168,264. The Treasury sold $1,000,000 Gold on the 5th inst. The gain in the legal tender average at Bank is mainly due to the disbursements of the Treasury on Pacific Road Interest and for 5-20s, though it seems probable that legal tenders have come in, to a fair amount, by express from the country.

The specie reserve of the city banks according to the latest return is $26,358,191, against $35,664,830 same time last year. The city bank deposits are now $202,088,825, against $190,169,262 week ending Jan. 9 1870. The legal tender reserve amounts to $49,031,410, against $48,537,734 same time last year. The circulation now stands at $32,114,718, against $24,132,280 same time last year. The loans are now $265,578,027, against $253,475,453 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $100,288,180 a day, against a daily average of $93,538,596 the preceding week. The current week's exchanges average about 91⅜ millions a day. The city banks, last week reported a gain of $5,529,345 of specie, $13,814,830 of deposits, and $3,786,052 of legal tender notes. They increased their loans $2,160,609; and reduced their circulation, $38,796.

The city bank exchanges on Wednesday were 81⅜ millions.

National Bank notes to the amount of $389,240 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $388,254,858, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,045 589 leaving, with the existing 1,612 banks, (having an aggregate capital of $430,299,301,) an actual circulation at this date, of $305,209,269. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $346,850,000; and for the public deposits, $16,819,500—making a total of $362,649,500. The Treasury Department last week redeemed and destroyed $407,600 of worn and mutilated fractional currency, and issued $234,827 of new.

The cash balance in the Treasury Department at the opening of business on Monday, was $26,150,027 in currency, and $100,574,512 in coin, including $27,606,500 in certificates.

Government disbursed, last week, through the local office, $593,000 gold, in redemption of the matured Five per cent. bonds of 1871.

The U. S. Sub-Treasury receipts, week ending with Jan. 7, were $6,898,896 in coin, (including $3,166,000 from customs duties,) and $3,035,810 in currency; payments, $12,002,158 in coin, (including $9,243,127 of coin interest,) and $5,679,794 in currency; balance at the close of the week, included $61,581,202, of coin, against $66,664,450 the preceding Saturday, and $7,601,952 of currency, against $10,245,936 at the close of the preceding week. The business of the Office on the

first three business days of the current week, was as follows. Monday, receipts, $1,347,899 in coin, (including $583,249 from customs) and $468,289 in currency; payments, $781,564 of coin (including $601,000 of coin interest), and $637,934 of currency. On Tuesday, receipts, $1,481,288 in coin, (including $396,646 from customs,) and $212,293 in currency; payments $677,628 of coin (including $648,000 of coin interest), and $456,136, of currency. On Wednesday, receipts, $535,072 in coin (including $411,000 from customs), and $345,105 in currency; payments, $569,424 in coin (including $504,000 of coin interest) and $443,697 of currency. The balance at the close of business on Wednesday included $345,105 of currency, and $62,916 240 of coin, against a balance a week previous of $7,089,872 currency, and $61,803,965 coin.

The aggregate receipts of the U. S. Sub-Treasury in December were $57,088,358, including $7,902,817 from customs; aggregate payments, $45,698,064, including $3,576,110 of coin interest.

The U. S. Sub-Treasurer issued in December $11,479,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,821,320 of coin certificates, received for customs.

Government revenues have been yielding more liberally since our last. The excises during the past week yielded 3¼ millions; customs at the port of New York, $3,105,321, and at the outports about $950,000 (in coin) more, making the grand total income for the week equal to about $6,681,250 in currency. The income of the Government, from excises, since July 1, 1870, has been about 86½ millions.

Gold has been in rather more confident, speculative demand within a range of from 110½@111⅛, closing on Wednesday of the current week at 110⅞, against 110⅝ on the preceeding Wednesday. The customs inquiry has been more active. The export drain has been light.

The Treasury Department under its official programme for January, will sell Gold, during the month, as follows: Thursday, January 12, one million; Thursday, January 19, one million; Thursday, January 26, one million. And buy Five Twenties, as follows: Wednesday, January 18, two millions; Wednesday, January 25, one million.

The customs revenue on Wednesday was $411,000. The coin interest disbursements at the Sub-Treasury were $504,000.

The export drain was $481,997 week ending with January 7, against $482,670, same week preceding year. The shipments in all 1870 were $68,689,171, against $32,108,448 in 1869; $70,641,599 in 1868; $51,801,948 in 1867; $62,553,700 in 1866; and $30,003,683 in 1865. The exchanges at the Gold Exchange Bank, which were 28⅜ millions on Friday, of last week, were 27 millions on Saturday; 19⅛ millions on Monday; 15⅞ millions on Tuesday.

The customs demand for Gold last week, averaged $621,062 a day; thus far, this week, it has averaged $489,950 a day, or equal to a weekly aggregate of $2,939,700. The arrivals of specie from Europe, Havana and other foreign ports in all 1870, was $11,581,771, against $14,918,725 in 1869. The total customs revenue of the Government, in coin, at this port, in 1870, was $139,708,579, against $129,603,460 in 1869.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt in all 1870, $86,671,676 against $90,852,669 in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Dec. 31st, was $7,692,041, against $8,812,159 same time in 1869.

The specie exports by steamer and railway, from San Francisco, from Jan. to Dec. 31st, 1870, were $33,150,000, against $38,100,000 same time in 1869.

Foreign exchange has been in more demand and quoted a shade stronger. Bankers' sixty day bills on London closed on Wednesday at 109¼@109⅜; sight bills on London, 109⅞@110⅛. The offerings of produce bills have been quite liberal. The week's exports of domestic produce have been to the currency value of $4,774,187. In all 1870, the produce exports reached $197,820,808, against $195,225,706 same time in 1869.

Government securities have been in more active request on investment account and quoted a fraction higher, closing firmly.

U. S. sixes of 1881 closed here on Wednesday of the current week at 110¾@110⅞; U. S. Five-Twenties of 1862, 109@109⅛; U. S. Five-Twenties of 1864 at 108⅛@108¾; U. S. Five-Twenties of 1865, 108⅝@108¾; U. S. Five-twenties of 1865 consolidated, 107⅛@107⅝; U. S. Five Twenties of 1867, 107⅞@108; U. S. Five-twenties of 1868, 108⅜@108½; U. S. Ten-forties at 107⅛@107⅜; U. S. Six per cent. currency bonds, 110¼@110½.

On Wednesday, Government bought in a million of Five-Twenties at 107 31@107 46, ex-interest. The amount of bonds offered was 3¼ millions.

State bonds have been less freely offered and have been in rather better demand, at firmer, but but at irregular prices.

Railway bonds have been in more general request for investment purposes at, rather stronger prices. Central Pacific Sixes have selling quite freely closing at 90⅛@90¾. Chesapeake and Ohio Sixes have been in fair demand at 90 and interest. Union Pacific Sixes have been quoted at 73⅛@73⅜.

The complete returns of the gross earnings of the Central Pacific railroad, in 1870, make the aggregate $7,988,518, against $5,670,882 in 1869, showing an increase of $2,312,631 for the past year. This is equal to an aggregate of over $18,500,000 for the past two years, of which aggregate full 50 per cent., or equal to nearly $7,000,000, are net earnings, over and above expenses.

Railway and miscellaneous share property has been fairly active, at stronger but quite variable prices, closing buoyantly. Union Pacific stock has been closed at 13⅛@13⅜. Western Union Telegraph closed at 45⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 20.	Jan. 4.	Jan. 10.
Consols	91⅞	92⅛	92⅜
U. S. 5-20's of 1862	88¾	89⅝	89⅝
U. S. 5-20s, 1865	88⅛	89⅛	89¼
" 1867	87¾	88¼	88¾
" 10-40s	87⅛	87¾	87¾
Erie	19	19⅛	18¾
Ill. Central	110	113⅛	114
At. and Gt. West	28¾	25⅛	28⅛

General Business has been more active in the line of domestic produce, and values have been quoted firmer, in several instances. Breadstuffs and Provisions closed buoyantly. Middling upland cotton closed on Wednesday at 15¼ cts. per lb. The stock of cotton now here is given at about 77,500 bales. The receipts at the port this week, have averaged about 8,500 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 1,763,911 bales, against 1,413,084 bales same time in 1869–'70; exports same time 1,007,300 bales, against 749,800 bales same time in 1869–'70; stock on hand at latest dates, 558,500 bales, against 414,950 bales same date 1869. The exports of domestic cotton goods from this port, in 1870, were 14,482 pkgs., against 21,047 pkgs., in 1869. From Boston, 7,550 pkgs. in 1870, against 7,185 pkgs. in 1869.

At the Live Stock markets, this week, Beeves have been in liberal supply and limited request from 8½@16½c. per lb.; week's receipts, 6,661. Milch cows quiet at $40@$110 each; receipts, 82. Veal calves in slack demand at from 5@12c. per lb.; receipts, 993. Sheep have been in moderate request at from 4@7½c. per lb.; receipts, 23,576. Swine in better request at 6¾@7⅜c. per lb., all live weight; receipts, 20,773.

Foreign merchandise has been quiet, and less firm. The dry goods entries at this port, last week, were $1,446,507, making with the general merchandise imports a total of $3,541,829.

Ocean freights have been less active, lower, and irregular. For Liverpool we quote flour at 2s. 6d. by sail, and 2s. 10½d.@3s. by steamer per bbl.; grain at 6d. by sail, and 6d.@6½d. by steamer per bushel; cotton at ¼d. by sail and $\frac{5}{16}$@⅜d. by steamer per lb.; and heavy goods 17s. 6d. @30s. by sail, and 30s.@55s. by steamer, per ton. Total number of vessels in port on Wednesday, 569.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending January 10th, and since the beginning of the year:

	1870.	1871.
For the week	$3,518,756	$4,774,187
Previously reported	2,174,516	4,187,739
Since Jan. 1	$5,693,272	$8,961,926

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 78; do., 7s, 90; do., 7s, gold bonds, 93¾; South Carolina 6s, new, Jan. and July, 60⅝; do., April and Oct., 62; North Carolina 6s, Special Tax, 18; do., Fund Act 1866, 37½; Louisiana 6s, Levee bonds, 70; Arkansas 6s, Fund bonds, 57½; New York State 7s, Bounty Loan reg., 104½; Ohio 6s, 1881, 100½; Toledo, Wabash and Western consol. bonds, 82¼; North Missouri 1st mort., 88; Ohio and Mississippi consol. bonds, 85½; Buffalo, New York and Erie 1st mort., 90; Albany and Susquehanna 2d mort., 92½; Chicago and Northwestern Interest bonds, 92; Great Western (Ills.) 1st mort., 1888, 90½; Milwaukee and St. Paul 1st mort., Iowa Div., 85½; St. Louis and Iron Mountain 1st mort., 89½; Pacific R. R. 7s, guar. by Mo., 96; Galena and Chicago 1st mort., 100; do., 2d mort., 95; Toledo, Peoria and Warsaw 1st mort. W. D., 88; Hannibal and St. Joseph 8s, conv., 104¾; New Jersey R. R., 120; Joliet and Chicago R. R.,

91; Rome, Watertown and Ogdensburg R. R., 124⅜; Western Union Telegraph, 45⅜; Adams Express Co., 68⅜; Wells Fargo Exp., 87½; U. S. Exp., 85¼; Am. Mer. Union Exp., 43; Brooklyn 6s, W. L., 93; Am. Dock and Imp. 7s, 95½; Quicksilver pref., 7½; Bates and Baxter gold, 0.28; Consol. Colorado, gold, 0.82; Consol. Gregory gold, 0.11; Central gold, 0.12.

Philadelphia.—Oil Creek and Allegheny River, R. R., 46¼; do., 7s, 80; West Jersey 7s, 97; Warren and Franklin 1st mort., 86; Phila., Wil. and Balt. R. R., 50¼; Belvidere Delaware 2d mort., 87; do., 3d mort., 85; Tenth and Eleventh streets R. R., 72; Pennsylvania Canal, 25; Pennsylvania R. R. Gen'l mort. reg., 95¾; Pennsylvania and New York Canal 7s, 91½; Chesapeake and Delaware Canal, 38; do., 6s, 93; Connecting R. R. bonds, 84¼; Phila. and Reading 6s, 1880, 97; Sunbury and Erie 7s, 102¼; Lehigh Nav. conv. loan, 78⅛; Phila. and Trenton R. R., 118; Shamokin Coal, 5½. The latest quotations are: City 6s, 100@100¼; do. free of tax, 100⅛@100¼; State 5s, conpon, 104@104; do. 6s, W. L., 104@—; do. 1st series, 101⅛@—; do. 2d series, 104@—; do. 3d series, 104⅛@105; Reading, 49¾@49⅞; do., 7s, 1898, 104½@105; do. mort. 6s, 1880, 96⅛@97; Camden and Amboy, 120@121; do. mort. 6s, 1889, 94@—; do.. 1883, 94@95; do., 1889, 90@90; Penn. R. R., 62@62⅛; do. 1st mort., 100¾@101; do. 2d mort., 101¾@—; do. Gen'l mort. coupon, —@94; do. reg., 95@95¾; Little Schuylkill R.R., 42⅞@43; Morris Canal, 32½@40; do. pref., 70@77; do., 6s, 82@84; do., scrip 7s, 70@—; Susquehanna Canal, 6¼@8; do., 6s, 45@50; Schuylkill Nav., 8@8¼; do. pref., 15⅝@17; do., 6s, 1882, 73¾@74¼; Elmira and Williamsport pref., 39@40; do. 7s, 1878, 90@90½; do. 5s, 57⅛@60; Lehigh Coal and Navigation, 83⅞@84⅛; do., 6s, 1884, 83⅛@84; do., R.R. Loan, 90@90⅛; do. Gold Loan, 87@87¼; North Pennsylvania, 47@47; do., 6s, 97@98; do., 7s, 93¼@93½; do. Chattle 10s, 113@—; Philadelphia and Erie, 26⅞@27; do., 6s, 91½@91⅝; Minehill, 51@51¼; Catawissa, 12@15; do. pref., 37¾@38; Lehigh Valley, 59¾@60; do., 6s, 95@96; do. 6s, reg., 101@103; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 54@56; Thirteenth and Fifteenth, 21⅛@21⅜; Spruce and Pine, 24@25; Green and Coates, —@45; Chestnut and Walnut, 44⅛@44⅜; Hestonville, 16@16⅛; Union, 42@—; Germantown, 80@80½.

Boston.—Vermont Central 1st mort., 87¾; do. 2d mort., 89¼; Stanstead, Shefford and Chambly 7s, 1887, 84½; Missisquoi R. R. 7s, guar., 82¾; Vermont Central and Vermont and Canada 8s, 102½; Michigan Central R. R. 8s, 1890, 106½; Eastern R. R. 6s, 1874, 100½; do. 1889, 95; Cedar Rapids and Missouri 7s, 1916, 87; Ft. Wayne, Jackson and Saginaw 8s, 90¾; Phila., Wil. and Balt. 6s, 1887, 94; Kansas and Cameron R. R. 10s, 100; Jackson, Lansing and Saginaw R.R. 8s, 1886, 95¼; Boston, Clinton and Fitchburg R. R. pref., 70¾; Connecticut and Passumpsic Rivers R. R. pref., 87½; do. 6s, 95; Burlington and Missouri River R. R., 93; do. in Nebraska, 139¾; do. 8s, 94; Nashua and Lowell R. R., 147½; Indianapolis, Cincinnati and Lafayette R. R., 6; Rutland pref., 83; do. 7s, new, 80; Cincinnati, Sandusky and Cleveland R.R., 24; Mansfield and Framingham R. R., 48¾; Vermont Central, old, 80c.; Taunton Branch, 104; Norwich and Worcester R. R., 105; Gary Imp. Co., 8; Essex Co., 131; Waverly Land Co., 1¾; Boston Water Power Co., 19⅞; Missouri 6s, 1874, 95; Massachusetts 5s, 1894, gold, 94; Boston 6s, 1880, currency, 101; do. 5s, 1878, 95⅛; do. 1882, 94½; do. 1886, 94¼; Cambridge 5s, 1882, 91¼; do. 1893, gold, 95⅛; Lynn 5s, 1882, 87¼; Portland 6s, 1887, 90⅞; do. 1886, 94⅝; Minneapolis 8s, 1910, 95½; Weymouth town 5s, 1875, 94; St. Louis County 7s, 1885, 96; Chicago 7s, 1894, 97½; Bath 6s, 1886 89; Bangor 6s, 1894, 87½.

Baltimore.—Virginia 6s, old, reg., 51; do. 1867, 56¼; Maryland Defense bonds, 102; Orange, Alex. and Manassas bonds, 76; Orange and Alexandria 4th mort. 8s, 79; do. 3d mort. 6s, 83; do. 2d mort. 6s, 74½; Pittsburg and Connellsville bonds, 90½; Virginia and Tennessee 6s, 79; Central Ohio R. R., 26. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90@90⅛; Baltimore and Ohio, 135@140; do. 6s, 1875, 92@97; do. 1880, 95@95; do. 1885, 93½@94; Northern Central, 41¾@42; do. 6s, 1885, 90@92; do., 1900, 88½@89½; do. 6s, 1900, gold, 91@95; N. W. Va. 1st mort., 93½@96; do. 2d mort., 91@—; do. 3d mort., 1885, 88@94; Marietta and Cincinnati 7s, 1892, 93¾@94; do., 2d mort., 77@77½; Central Ohio, 25¾@26; do. 1st mort., 85½@87; Western Md. 6s, 1890, 76@80; do., guar., by Baltimore City, 93¾@95; do. 2d mort., guar., —@86; do. 6s, pref., 55@60; do. 6s, guar., by Washington Co., 78@82; Richmond and Danville bonds, 74¾@76; Orange and Alexandria 1st mort., 6s, 81@—; do., 2d mort., 6s, 74¼@76; do. 3d mort., 8s, 83@84; do. 4th mort., 8s, 77@79; Orange, Alex. and Manassas 7s, 75¼@76; Virginia and Tennessee 8s, 79@80; do., 6s, 1st mort., 80@81; do. 6s, 2d mort., 74¼@—; Baltimore 6s, 1875, 94@95; do. 1884, 92@—; do., 1886, 91½@92; do., 1890 98@98¼; do., 1893, 95@97; do., 1900, 92@93¼; do. 5s, 1838–'70, 75@80; Memphis City 6s, 49@53; Maryland Defense Loan, 1883, 101¼@102; City Passenger R. R., 19@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@2.00.

Railroad Bridge at Parkersburg.

The bridge connecting the Baltimore and Ohio and the Marietta and Cincinnati Railroads over the Ohio river at Parkersburg was completed and the first train passed over it on Saturday last. The masonry and superstructure are said to be of the most superior character, and the bridge is one of the largest and most substantial in the country. Its height above low water mark is 90 feet, while its length exceeds 4,100 feet. The two centre or channel spans are each 350 feet in length. The whole number of spans is 42. Its cost exceeds a million of dollars. By the completion of this structure the method of transferring by boat between Parkersburg and Belaire is dispensed with, and passengers and freight are transported directly through from Baltimore to Cincinnati and points beyond, without change of cars or break of bulk.

☞ Joseph E. Brown has been elected President, E. W. Cole Superintendent, Mr. Smith Treasurer, and E. G. Cobia Assistant Treasurer of the Western and Atlantic Railroad Co.

☞ The Stockton and Copperopolis (Cal.) railroad has been completed for a distance of seven miles.

Hervey Fisk. A. S. Hatch.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 Nassau st.,
New York, Jan. 2, 1871.

The subjoined table will show the gross earnings and operating expenses of the main line of the Central Pacific Railroad (Salt Lake to San Francisco), and the number of miles operated in each year, from the commencement to the present time:

Miles operated.	Gross earn'gs.	Oper. expenses.
1865.. 31 to 56	$401,941 92	$121,669 53
1866.. 56 to 94	864,917 57	200,710 61
1867.. 94 to 137	1,470,653 50	380,913 33
1868..137 to 468	2,300,767 17	848,066 54
1869..468 to 742	5,670,822 25	2,998,428 19
1870..742 to 900	7,920,710 98	4,060,564 95
Total.....	$18,629,813 39	$8,550,543 15

The net earnings, interest liabilities, and surplus earnings for the same period were:

Net earnings.	Interest on outstanding bonded debt.	Surplus of net earnings over interest.
$10,079,265	$4,184,221	$5,895,042

From the foregoing it will be seen that the Central Pacific Railroad has earned, in six years, more than $10,000,000 net over operating expenses, and nearly $6,000,000, over operating expenses and interest on its bonds; while, during four years and a half of that time, the road was under construction, without through business, and, for the first three years, with less than 100 miles in operation.

Of the earnings for 1870, at least 65 per cent. was local business.

The security of the principal, and the assurance of regular and prompt payment of interest which are afforded in the valuable property and immense revenue of the road, render the Central Pacific bonds as safe and reliable an investment as can be made.

We deal in them the same as in Government Bonds; they are daily quoted on the regular call of the New York Stock Exchange, and of several of the most important Stock Exchanges of Europe, and can be as readily sold at quoted market price as the bonds of the United States Government.

We buy and sell Government Bonds, Gold, &c., make collections, receive deposits, allow interest thereon, and do a general Banking business.

FISK & HATCH.

No. 20 Wall-st., New York, Jan. 2. 1871.
In connection with the house of
Jay Cooke, McCulloch & Co.,
No. 41 Lombard-st., London,
We are prepared to purchase and sell
Sterling Exchange,
To issue
Commercial Credits and Circular Letters for Travelers *available in all parts of the world*,
To Execute Orders in Securities,
To make
Cable Transfers of Money,
And to transact any business pertaining to an
American Banking House in London.
Jay Cooke & Co.

☞ RAILROAD BONDS.—Whether you wish to buy or sell, write to Charles W. Hassler, 24 Broad Street, New York.

Commerce of New York.

The foreign imports at New York for the month of November, 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n.	$11,015,790	$14,004,294
Do. for warehousing....	6,913,527	9,886,963
Free goods.....	1,151,880	1,491,905
Specie and bullion.....	156,286	2,784,075
Total entered at port...	$19,237,483	$28,117,237
Withdrawn fr. wareh'use	7,818,234	6,325,530

The foreign imports at New York for the eleven months from January 1, were:

	1869.	1870.
Entered for consumpt'n.	$143,354,438	$158,014,497
Do. for warehousing...	115,419,499	110,186,682
Free goods.....	13,641,830	12,666,091
Specie and bullion.....	15,475,681	11,533,106
Total entered at port...	$287,891,458	$292,400,376
Withdrawn fr. wareh'se	102,489,184	106,063,953

The revenue from customs at New York for eleven months from January 1, were:

	1869.	1870.
1st quar.....	$34,640,194 91	$33,568,250 47
2d quar.....	28,827,215 03	34,013,560 63
3d quar.....	36,865,913 58	39,853,870 39
In Oct.....	10,554,660 92	11,161,364 60
In Nov.....	8,540,788 60	9,017,823 32
Eleven months...	$118,428,773 04	$127,614,869 41

The exports from New York to foreign ports in the month of November, were:

	1869.	1870.
Domestic produce.....	$16,836,617	$24,125,836
Foreign free goods.....	44,159	1,963
Do. dutiable.....	512,226	785,553
Specie and bullion.....	1,126,845	4,896,257
Total exports	$18,519,847	$29,809,609
Do. exclusive of specie.	17,393,002	24,913,352

The exports from New York to foreign ports for eleven months from January 1, were:

	1869.	1870.
Domestic produce.....	$169,984,602	$166,566,411
Foreign free goods....	371,227	336,763
Do. dutiable.....	6,312,010	9,202,233
Specie and bullion.....	30,375,549	56,240,596
Total exports.....	$207,043,388	$232,346,008
Do. exclusive of specie	176,667,839	176,105,407

☞ The following gentlemen have been elected directors of the Cleveland and Pittsburg R. R. Co., for the ensuing year: J. N. McCullough, Wellsville; G. W. Cass, Pittsburg; J. H. Deveeux, R. F. Smith, Cleveland; Jay Gould, James Fisk, Jr., Wm. M. Tweed, Peter B. Sweeny, L. D. Rucker, Hugh Smith, Henry Harley, New York: Thos. A. Scott, Philadelphia.

☞ The following gentlemen have been elected directors of the Lowell and Lawrence R. R. Co: Sidney Spaulding, Otis Allen, Isaac Farrington, Joshua W. Daniels, William E. Livingston, Alfred Livingston, John F. Kimball. President, Sidney Spaulding; Treasurer, F. H. Nourse.

☞ The following gentlemen have been elected directors of the Winterport R. R. Co.: Charles E. Dole, Loomis Taylor and Charles Hamlin, of Bangor; T. H. Cushing, Winterport; Lathley Rich, Boston; James T. Sanford, New York, and Gideon Mayo, Orono.

☞ The Attleborough Branch of the Boston and Providence railroad, about four miles in length, has been completed and opened for business.

Journal of Railroad Law.

RAILROAD COMPANIES—DEATH BY NEGLIGENCE—RECIPROCAL DUITES OF COMPANY AND PERSONS CROSSING TRACK.

The facts of the late case of The Lehigh Valley Railroad Company *vs.* Hall (61 Penn. 361) are fully and clearly stated in the following able opinion by

WILLIAMS, J.—There are ten specifications of error in this case, nine of which relate to the charge of the Court, and one to the admission of the testimony of Harrison Bietler, to prove the marriage of the plaintiff below with the deceased. The testimony of Bietler, showing that the parties lived together as man and wife, and that they were treated and recognised as such by the neighbors was properly received. Marriage is regarded in this State as a civil contract, and is provable in all civil actions by cohabitation, reputation, acknowledgement of the parties, reception of the family, and any other circumstances from which it may be inferred.

The charge which is the basis of the other assignments, is not properly on the record. No exception was taken to it, nor was the court asked to reduce it to writing, and file it at the time of the trial. It was filed as the presiding judge certifies, at the request of the counsel of the defendants below, made more than seven months after the verdict was rendered, and a month after judgment was entered thereon, and without any bill of exceptions being sealed thereto. As the charge has not been brought upon the record in either of the modes provided by law, Wheeler *vs.* Winn 3 P. T. Smith 122, it is not properly before us, and this would be a sufficient reason for disregarding the assignments of error and affirming the judgment. But if it had been made part of the record, no sufficient grounds have been shown for a reversal of the judgment.

On the trial, the counsel of the railroad company submitted a number of points, all of which the court affirmed, and in the general charge laid down the law in strict accordance with the principles stated in the points, and submitted the question arising thereon under the evidence with great fairness and impartiality, to the jury.

Under the instruction of the court the jury found that the deceased was killed on the street, while lawfully crossing the railroad, and that his death was the result of carelessness on the part of the company's agents in charge of the train, without concurrent negligence on his part. The company now complains that the court erred in submitting these questions to the jury, and insists that it ought to have instructed them, that there was no proof that the deceased conducted himself with ordinary care in crossing the railroad and no evidence that would warrant the inference that his own negligence did not contribute to his death; and that in the absence of affirmative proof of the exercise of proper care on his part, the plaintiff below was not entitled to recover. But the court was not asked to withdraw the case from the jury by a binding direction that there could be no recovery under the evidence, and it would have been error to have given any such instruction if the request had been made.

The evidence showed that the railroad crossed Linden street, near its intersection with Front street with a double track; that the deceased was last seen alive coming down Front some distance above Linden street; that he was found dead on the railroad, lying between the rails of the eastern track about fifty feet above Linden street; that there were marks of blood on the outside or eastern rail at the crossing on Linden street. The accident occurred between 7 and 8 o'clock in the evening and the night was dark. Two coal trains belonging to the company, one coming down and the other going up passed each a square or two below Linden street; the down train had a head light, the up train, by which the deceased was killed, had no head light, and gave no warning of its approach by bell, whistle or other signal as it passed through the town. It was running at the usual rate of speed, and must have reached Linden street crossing just after the down train had passed over it.

Under the evidence, it is clear that the case could not have been withdrawn from the jury. It was their province to deal with the facts, and to draw from them the proper conclusions. The court could not assume that the deceased was a trespasser on the railroad, and had no right to be where he was at the time he was struck by the passing train. Nor could it assume that his own negligence contributed to his death, and that it was not occasioned by the negligence alone of the company's agents in charge of the train. If there were blood marks on the rail on Linden street, might not the jury properly infer that the deceased was killed while crossing the railroad at that place, and as it was a public street, that he was rightfully there? And if the train was running without a head light, and without giving any other notice or warning of its approach, might not the jury infer that his death was occasioned by the recklessness of the company's agents in thus running the train, rather than by any want of care on his part in not observing it in time to avoid danger? It is true that it was the duty of the deceased, before he attempted to cross the railroad, to stop and look both ways, and listen for approaching trains, but it does not follow that there can be no recovery for his death, in the absence of direct and positive evidence that he observed these precautions. Nor does it follow that he failed to observe them because he was struck by the passing train.

How could he distinguish the noise of the train which went down with a head light from that of the train which was coming up; and what reasons had he for supposing that a train was coming up at that hour without a head light, or signal of any kind? Where one is killed by such negligence as shown in this case by the agents in charge of the train, the law will not presume in the absence of proof that his own negligence contributed to his death. If the court had charged that the legal presumption in such case is, that the deceased was guilty of concurrent negligence, and that there could be no recovery for his death, without affirmative proof that he exercised due and proper care in crossing the railroad, and that he observed all the requisite precautions before he attempted to set his foot upon the track, it would have been an error.

The plaintiff in error, then, as we have endeavored to show, has no reason to complain of the charge; it was as favorable as the company had any right to expect. Whether a wife is en-

titled to recover as damages for the death of her husband only the difference between the worth and the value of her services and of the support which she would be entitled to receive from her husband, as the court charged in this case, it will be time enough to consider when the question arises.

Judgment affirmed.

Railroads in Maine.

At the close of the year 1870, Maine had in operation 780 miles of railroad, 78 miles of which were put in operation during the year. The exact cost cannot be stated with entire accuracy, but the sums expended on the completed lines will exceed $25,000,000. In addition to this expenditure, for completed roads, a large sum has been laid out in extending other lines now in progress, the Portland and Rochester road beyond Springdale, the Portland and Ogdensburg road north of Baldwin, the Maine Central extension from Danville to Cumberland, the Knox and Lincoln road between Bath and Rockland, the Somerset road from West Waterville to Solon, the European and North American Railway from Mattawamkeag to the Brunswick line. The roads in progress, will add 184 miles of new line, and probably, during the present year—so that at the close of 1871, we may expect an aggregate of 964 miles of completed railway within the State of Maine costing $33,000,000 and over. It may be of interest to give a list of our railroads, with their length and cost of construction.

	Miles.	Cost.
Androscoggin	70½	$1,252,677
Atlantic and St. Lawrence	149	7,645,089
Calais and Baring	6	266,160
Gt. Falls and South Berwick	6	170,000
Dexter and Newport	15	300,000
E. and N. A. Railway Co.	58	2,500,000
Lewey's Island	16	385,000
Machiasport	8	120,000
Maine Central	110	4,212,401
Portland and Kennebec	109	3,894,965
Portland and Oxford Central	28½	450,000
Portland and Rochester	36	about 1,200,000
Portland and Ogdensburg	34	" 1,000,000
P., S. and Portsmouth	51	1,500,000
Belfast and Moosehead Lake	35	910,000
Bangor and Piscataquis	40	950,000
Houlton Branch	8	200,000
	780	$26,896,292

Lines in Progress:

Portland and Rochester	16
Portland and Ogdensburg	16
Somerset	34
Maine Central extension	18
Knox and Lincoln	46
E. and N. A. Railway	54
	184

Charters have been granted for the Portland and Rutland, now Portland, Rutland, Oswego and Chicago Railway Company, and the Penobscot River Railway Company, the construction of which are soon to be entered upon. Many new charters are to be applied for the present year, principally connecting links proposed between existing lines.

The Saco River Railroad Company has been organized to construct a line from the water at Saco, up the Saco river. The Portland, Rutland, Oswego, and Chicago Railway Company have recently organized, surveyed this line from Portland harbor to the State line of New Hampshire, a distance of 40 miles, the location of which was filed in 1870, in the counties of Cumberland, York and Oxford.

The alignment of this road runs due west from Portland to the Saco River, thence northwest to the valley of the Ossipee, striking the line of New Hampshire at Freedom, by the cheapest route, over which any line of equal length has been located in the State.

It is in contemplation to enter upon the construction of this line, as soon as the arrangement is perfected for the formation of a through line to Oswego. The charter granted at the last session of the Legislature of Maine, authorizing the formation of a single company for this purpose from Portland west, across the States of Maine, New Hampshire, Vermont and New York, and the necessary legislation has been secured, and companies formed for the entire distance, except from Fort Ann to Oswego, and for this portion means have been taken to form the New England and Oswego Railroad Company, the preliminaries having been agreed upon.

This line though extending in other States like the Atlantic and St. Lawrence Railroad, is a portion of the Maine system of roads, as is also the Nashua Extension which is to be a part of the Portland and Rochester line, and the Ogdensburg road as built beyond the State boundry. A line of railway is contemplated from some point on the line of the E. and N. A. Railroad to Houlton, and to the northern boundry of the State at the St. John river, but further legislation may be required before the work is entered upon.

The recent movements to introduce Swedish Immigrants into Northern Aroostook has called attention to the valuable lands in Northern Maine, which hold out attractions for settlement beyond any now offered in Minnesota, or any other western State, and no doubt the present Legislature will look carefully into this question of railroads and immigration as effecting the settlement of the country.

There are several railroad projects in this State, for which charters have been secured, the International railway from Milford to Calais,—the Penobscot and Union River railroad from Bangor to Ellworth, the Androscoggin Valley railroad from Lewiston to Rumford, the Andover railroad from Bryants Pond to Umbagog Lake, with several lines of less importance,—upon none of which are there any movements looking to their construction.

Maine has as much territory as the five New England States; which have 3,557 miles of railroad in operation, and are still at work constructing new lines,—and the sperit now manifested, by the people of the State, renders it certain that the work of constructing railroads, is to go on hereafter, at an accelerated pace.—*Portland Argus.*

☞ The Lewiston *Journal* says that Managing Director Brydges, of the Grand Trunk Railway, will at once co operate with the building of the proposed railroad from the Grand Trunk to connect with the Androscoggin Railroad. It is proposed to lay three rails, for wide or narrow gauge.

☞ Through trains are now running on the Nova Scotia railway between Halifax and Amhurst via Truro, there connecting with trains on the European and North American railway for Shediac and St. John, N. B.

☞ Trains are now running on the Pittsburg and Connellsville railroad from Cumberland to Bridgeport. The work on the unfinished portion of the road is progressing rapidly.

☞ The Detroit and Milwaukee and Great Western Railway of Canada have guaranteed the bonds of the Port Huron and Lake Michigan railroad, which insures its speedy completion.

☞ A contract to extend the track of the Atlantic and Pacific road from Neosho sixty miles into the Indian territory, has been awarded to Mr. Judson.

☞ The Illinois Central Railroad company have declared a dividend of five per cent. *in gold*, payable January 30, 1871.

MIDLAND BONDS

IN DENOMINATIONS OF

$100, $500 and $1,000.

These favorite SEVEN PER CENT. GOLD BONDS are secured by a first mortgage on the great Midland Railroad of New York, and their issue is strictly limited to $20,000 per mile of finished road, costing about $40,000 per mile. Entire length of road, 345 miles, of which 220 have been completed, and much progress made in grading the remainder.

RESOURCES OF THE COMPANY.

FULL PAID STOCK SUBSCRIPTIONS, ABOUT	$6,500,000
SUBSCRIPTIONS TO CONVERTIBLE BONDS	600,000
MORTGAGE BONDS, $20,000 PER MILE ON 345 MILES	6,900,000
TOTAL	$14,000,000

EQUAL TO $40,000 PER MILE.

The road is built in the most thorough manner, and at the lowest attainable cost for cash.

The liberal subscriptions to the Convertible Bonds of the Company, added to its other resources, give the most encouraging assurance o. the early completion of the road. The portion already finished, as will be seen by the following letter of the President of the Company, is doing a profitable local business:

NEW YORK, Dec. 2, 1870.

Messrs. George Opdyke & Co., New York:

GENTLEMEN,—Your favor of the 1st inst., asking for a statement of the last month's earning of the New York and Oswego Midland Railroad, is at hand. I have not yet received are port of the earnings for November.

The earnings for the month of October from all sources were $53,709 17, equal to $524,510 04 per annum on the 147 miles of road, viz: Main Line from Sidney to Oswego, 125 miles; New Berlin Branch, 22 miles.

The road commenced to transport coal from Sidney, under a contract with the Delaware and Hudson Canal Company, in the latter part of November. The best informed on the subject estimate the quantity to be transported the first year at not less than 250,000 tons, while some estimate the quantity at 300,000 tons. This will yield an income of from $375,000 to $450,000 from coal alone on that part of the road.

Taking the lowest of these estimates, it gives for the 147 miles a total annual earnings of $899,510 04. The total operating expenses will not exceed fifty per cent., which leaves the net annual earnings $449,755 02, which is $214,555 02 in excess of interest of the bonds issued thereon.

I should add that the earnings from passengers and freight are steadily increasing, and that, too, without any through business to New York. Yours truly,

D. C. LITTLEJOHN, President,
N. Y. and O. Midland Railroad Co.

The very favorable exhibit presented in the foregoing letter shows that this road, when finished, with its unequaled advantages for both local and through business, must prove to be one of the most profitable railroad enterprises in the United States, and that its First Mortgage Bonds constitute one of the safest and most inviting railroad securities ever offered to investors.

For sale, or exchanged for Governments and other current securities, by

GEORGE OPDYKE & CO.,
NO. 25 NASSAU ST.

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, Rolling Stock, &c., for the week ending Jan. 3, 1871, and each bearing that date. Reported for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

110,643.—Alarm for Locomotive Engines, Reed A. Filkins, North Adams, Mass.

110,647.—Hand Hole Cap for Steam Boilers, Wm. W. Graham, Boston, Mass.

110,668.—Hot Water Feeder for Steam Boilers, John H. Mills, Boston, and John Howarth, Salem, Mass.

110,717.—Car Wheel Mold, William E. Worth, San Francisco, Cal.

110,728.—Car Replacer, David H. Ball and John Brooks, Sinnahoning, Pa.

110,724.—Grain Dumping Car, Leonard Bammerlin, Massillon, Ohio.

110,741.—Automatic Car Coupling, David P. Cory, Crawford, N. Y.

110,746.—Railway Car Seat, William Crandell, Westfield, N. Y.

110,753.—Feed Water Pipe, John Doyle, Baltimore, Md.

110,776.—Car Coupling, Joseph Mount, Monroe township, N. Y.

110,779.—Casting Car Wheels, Chandler Needham, Worcester, Mass.

110,780.—Car Starter, William H. Newton, Newport, R. I.

110,797.—Railway Rail Chair, Wm. H. Staats, Crescent, N. Y.

110,803.—Railroad Car Ventilator, Clark P. Tillinghast, Providence, R. I.

110,808.—Railway Switch, William Wharton, Jr., Philadelphia, Pa.

REISSUE.

4,224.—Securing Railway Rail Joint, Lyman Fay, Worcester, Mass., assignor to Joseph M. Rice, same place, and Daniel Pratt, New York. Patent No. 35,597, dated June 17, 1862.

☞ The following gentlemen have been elected directors of the Cincinnati and Indianapolis Junction R. R. Co., for the ensuing year: Lewis Worthington, Wm. Woods, J. M. Donohue, J. A. Fraser, C. J. Acton, of Cincinnati; J. M. Ridenour, of Indianapolis, and A. H. Campbell, of Liberty, Ind. President, Lewis Worthington; Secretary and Treasurer, M. H. Coates.

☞ The Oshkosh and Mississippi Railroad Company, it is announced, has secured money enough to build its road from Oshkosh to Ripon, and it is expected that portion of the road will soon be constructed.

☞ The railroad connecting Winona with the Milwaukee and St. Paul railroad, near LaCrosse, has been completed, and is now open for business. A temporary bridge has been built at Winona over the Mississippi river.

☞ The Lehigh Valley R. R. Co., has leased the Southern Central Railroad of New York, extending from Sodus Bay, Lake Ontario, to Athens, Pa., and will operate it in connection with their line."

☞ The Augusta (Ga.) *Chronicle*, says that the survey of the projected road to connect Macon and Knoxville, has been commenced. It is understood that the contemplated line will pass near Lawrenceville, Gwinett county.

☞ The Winona *Republican* mentions the completion of the Winona Eastern Connection Railroad, and of the St Paul and Winona Railroad to Weaver, a short distance above Minneiski.

☞ The Board of Directors of the Cold Water and Lake Michigan railroad have accepted the terms of consolidation with the Cold Water and Michigan railroad.

☞ The Hoosac Tunnel has been completed 2 7-12 miles, leaving 2 2-12 miles to be penetrated.

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Cash Capital - - -	$2,500,000 00
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Liabilities - - - -	199,668 71

THE DIRECTORS HAVE THIS DAY DECLARED A DIVIDEND OF
FIVE PER CENT.,
payable on demand, free of Government Tax.
J. H. WASHBURN, Secretary.
NEW YORK, Jan. 10, 1871.

NOTICE.

Railway Companies and others interested in the construction of Iron Bridges—will please take notice that J. J. R. RANDALL, formerly of Springfield, Mass., is not an Agent of ours, nor is he in any way connected with our works.
CLARKE, REEVES & CO.
Philadelphia Dec. 20, 1870.

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OUR **Extra CAR Duster,** made very strong and full of selected Ostrich Feathers, is the most durable and economical brush for Railroad Car use.
Car Washers, AND 300 varieties of Dusters adapted to the use of Stores, Offices and Dwellings, all of the superior quality that has characterized our Dusters for 35 years past, at low prices. Price List on application.
STEELE & CO., Manufacturers,
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OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Jan. 4, 1871.

A DIVIDEND OF FIVE PER CENT., in gold, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 20th day of January inst., to the holders of full paid shares registered at the close of the 14th day of January inst., after which date, and until the 4th day of February next, the transfer books will be closed.
THOMAS E. WALKER, Treasurer.

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MANUFACTURERS OF
Hot Pressed Nuts ⅛ to 1 for ¾ Bolts to 3½x2 for 2 in. Bolts either Square or Hexagon.
Bridge and Truss Bolts ¾ in. to 3½ in. in diameter any length with upset ends.
Car Bolts either Blank or Finished.
Machine Bolts Square or Hexagon Heads and Nuts.
Car Forgings, Car Trucks, and Iron work for Cars in general.
Coach or Lag Screws, Washers, Nut Hinges, Crow Bars, Miners' Drills, and a superior article of Boiler Rivets.
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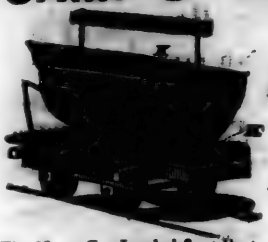
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Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever, H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2. ***To Replace the Hopper in Readiness for another Load,***

The brakeman bears his weight on the up-end of the tilting frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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FISH PLATES, SPIKES, &c., &c.,

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RUBBER CENTER SPIRAL,

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INDIA RUBBER,

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RAILROAD IRON.

1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale by

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PETER W. KUMBEL,

(Successor to WM. KUMBEL & SON,)

MANUFACTURER OF

LEATHER BELTING,

97 Perry St., New York.

D. N. BEARDSLEY, Wholesale Dealer in Railroad Ties, Hemlock Timber, Chestnut Posts and Wood. Office, 261 West Street, near Hubert Street, New York. N. B.—Cargoes sold on commission. Advances made on consignments.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 5 Tryon Row, New York.

PROCLAMATION of the SALE of the HOUSTON TAP AND BRAZORIA RAILROAD, by the Governor of the State of Texas, in the name and by the authority of the State of Texas.—Whereas, The railroad company known as that of the "Houston Tap and Brazoria Railroad" is largely indebted to the School Fund of the State of Texas, for principal and interest of the Special School Fund loaned to the same under the act of the Legislature of August 13th, 1856, entitled "An Act to provide for the investment of the Special School Fund in the bonds of railroad companies incorporated by the State," and the amendments thereto, which principal and interest is secured by the bonds of said railroad company, made and executed to the State of Texas under said act and amendments; and

Whereas, Said railroad company, by failure to pay the interest and sinking fund of said indebtedness, has not complied with its obligations under said act of August 13th, 1856, and the amendments thereto, and has also not complied with the act of 13th of August 1870, entitled "An Act for the relief of railroad companies indebted to the State for loans from the School Fund;" and

Whereas, Because of such failure, the Governor of the State is required, by said acts of the Legislature, to cause said railroad to be sold in satisfaction of said indebtedness;

Now, therefore, be it known that in conformity with said acts of the Legislature, I, EDMUND J. DAVIS, Governor of said State, will, on WEDNESDAY, the 15th day of February, A. D. 1871, cause to be sold the said "Houston Tap and Brazoria Railroad," and the charter rights of said company, including the road-bed, right of way, grading, bridges, iron rails, equipments and masonry, and all the stock subscribed for in said company, all the depots and depot stations, and all the property owned by said company as necessary to its business—said railroad being about (50) fifty miles long.

Such sale to take place, at public auction, on said (15th) fifteenth day of February, A. D. 1871, at the door of the Capitol of the State at Austin, between the hours of 10 a. m. and 12 o'clock m., and the sale to be to the highest cash bidder; *provided, however*, that the Governor reserves the right, should he deem it advisable, to buy said property in, for the benefit of the School Fund, should no cash bid be made sufficient to cover the principal and interest due on the School Fund.

In testimony whereof I have hereunto signed my name, and have caused the great seal of the State to be affixed, at the City of Austin, this 12th day November, A. D. 1870, and of the independence of Texas the thirty-fifth. EDMUND J DAVIS, Governor.

[L. S.]

By the Governor: JAMES P. NEWCOMBE, Secretary of State.

PROCLAMATION of SALE of the TEXAS AND NEW ORLEANS RAILROAD—By the Governor of the STATE OF TEXAS—In the name and by the authority of the State of Texas—Whereas, The railroad company known as that of the "Texas and New Orleans Railroad", is largely indebted to the school fund of the State of Texas, for principal and interest of the special school fund, loaned to the same under the act of the Legislature of August 13th, 1856, entitled "An Act to provide for the investment of the special school fund in the bonds of railroad companies incorporated by the State," and the amendments thereto—which principal and interest is secured by the bonds of said railroad company, made and executed to the State of Texas, under said acts and amendments; and

Whereas, Said railroad company, by failure to pay the interest and sinking fund of said indebtedness, has not complied with its obligations under said act of August 13th, 1856, and the amendments thereto, and has also not complied with the act of 13th of August, 1870, entitled "An Act for the relief of railroad companies indebted to the State for loans from the special school fund;" and

Whereas, Because of such failure, the Governor of the State is required, by said acts of the Legislature, to cause said railroad to be sold in satisfaction of said indebtedness;

Now, therefore, be it known, that in conformity with said acts of the Legislature, I, EDMUND J. DAVIS, Governor of said State, will, on TUESDAY, the 14th day of February, A. D. 1871, cause to be sold the said "Texas and New Orleans Railroad," and the charter rights of said Company, including the road-bed, right of way, grading, bridges, iron rails, equipments, and masonry, and all the stock subscribed for in said Company, all the depots and depot stations, and all the property owned by said Company as necessary to its business—said railroad being about one hundred and eight (108) miles long.

Such sale to take place, at public auction, on said 14th day of February, A. D. 1871, at the door of the Capitol of the State, at Austin, between the hours of 10 a. m. and 12 o'clock m., and the sale to be to the highest cash bidder; *provided, however*, that the Governor reserves the right, should he deem it advisable, to buy said property in, for the benefit of the school fund, should no cash bid be made sufficient to cover the principal and interest due the school fund.

In testimony whereof, I have hereunto signed my name, and have caused the great seal of the State to be affixed at the City of Austin, this 12th day of November, A. D. 1870, and of the Independence of Texas the thirty-fifth. EDMUND J. DAVIS, Governor.

[L. S.]

By the Governor: JAS. P. NEWCOMB, Secretary of State.

THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT Makers, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 15 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).

CHARLES S. HELLER.

Philadelphia August 1, 1870.

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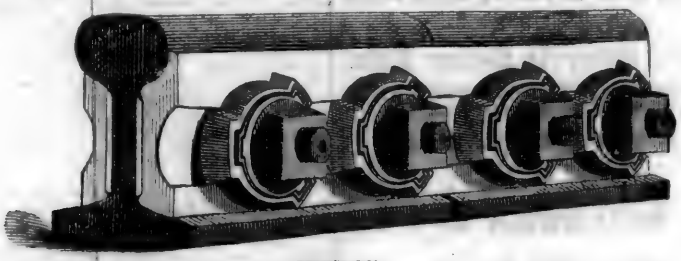
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We confidently claim for the PATENT COMPENSATING FISH-JOINT:

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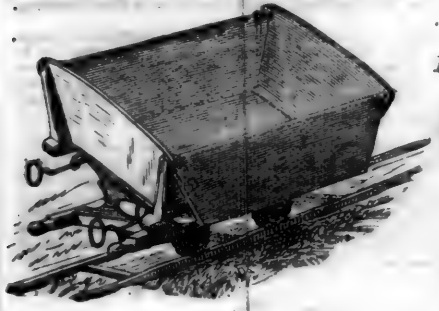
That it can be applied in repairing and relaying with the least trouble and delay.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York Saturday, January 21, 1871.

On the Use of Cast Iron in the Construction of Iron Bridges.

A Criticism on "THOMAS C. CLARKE'S Criticism of F. C. LOWTHORP'S paper 'On the use of Cast Iron for Compressive Members in the Construction of Iron Bridges,'" published in the AMERICAN RAILROAD JOURNAL of December 17, 1870.

If my paper was not "published by the Society in the usual course of its papers," can Mr. C. state the reason why? Or can he inform me what object the committee of publication, (of which his friend Gen. Geo. S. Green, was chairman) had in view, in (when they *did* publish it) first expunging from it several important paragraphs, and then circulating it minus the engraving which should have accompanied it, and without which it could not be properly understood.

The following are the paragraphs which were omitted:—(1). Having recently had my attention directed to an article published in the Feb. No., 1870, of the Journal of the Franklin Institute of Phila., Pa., over the initials "A. P. B.," in which the writer in his attempt at criticising "A Work on Iron Truss Bridges for Railroads," by Brevet Col. W. E. Merrill, U. S. A., after quoting the names of numerous authors, arrives at the strange conclusion, that cast iron is an unsafe material to use in such structures.

(2). Believing the article in question—appearing as it did in a leading Journal of science—was calculated to mislead many who are deeply interested in the subject, but whose time is so taken up in the discharge of other duties as to prevent their investigating the matter, I have been led to prepare and read before you the following facts and observations:

(5). I think it very remarkable indeed that A. P. B. who has enjoyed the great advantage of examining so many authors, should have done it in a manner so superficial as to overlook the results of the numerous experiments of such men as Tredgold, Hodgkinson, Whipple and Maj. Wade of the U. S. Ordnance Corps; as also the practical experience of such well-known engineers and builders of bridges, as Whipple, Bollman, Fink, and others; or surely he would never have taken for granted the statements of Mr. Edward Clarke, that "Cast Iron Changes its Length nearly twice as much as Wrought Iron for every Ton of Imposed Load," and "that it does not recover itself fully after the load is removed, even when that load is but *one ton to the inch*."

These properties A. P. B. observes, "are sufficient to give wrought iron the preference for compressive members in bridge construction."

In contradiction to the preceding, I quote the following facts:

(43). Having described the details of the two bridges, I will proceed to show the advantages which I think the one possesses over the other.

(44). In the Linville Bridge, the lower chord bolts must be drilled exact or they will not have a bearing, and being flat, expose about ⅗ more surface for painting and corrosion than would round bars of equal area. The whole strain is thrown upon the connecting pins at every panel. Should one of the chords, main or counter diagonals break, it could not be replaced except with great difficulty and danger, as the least spreading of the truss would prevent the pins re-entering the eye holes.

(47). In the Linville Bridge, the whole length of the interior and exterior of the shaft of the post M. M. from E. to E. is exposed to corrosion, and there is little or no chance afforded for repainting the interior.

(48.) Although in the drawing, which is a correct copy of a lithograph of the Linville bridge sent me, the important parts C. and D. are represented as of wrought iron, all I have seen or examined were made of cast iron, and the post having one round bearing, loses one third of its legitimate strength.

(50.) Any one must perceive at a glance that the upper chord of the Linville bridge, being composed of several members in sections, presents a great amount of surface both on the exterior and interior, subject to corrosion more than double what there is on the upper chord of my bridge.

(51). In conversation with the late Mr. Roebling, a short time previous to his death, he remarked to me, "I do not like the upper chord of the Keystone Co.'s bridge, I see no possible way to prevent interior corrosion."

(52). A few years since, Prof. McGowan (I think that was the name,) before a scientific association in London, remarked, in allusion to the wrought iron bridges of Great Britain:

"Our Iron Bridges are gradually melting away, forty tons of rust having been removed from the outside of the Britania bridge, which does not indicate nearly the whole amount of corrosion, as that of the interior has not been taken into consideration."

(53). Mr. L., in order to secure a square bearing for the nuts of the upper ends of his main and counter diagonals, uses a cast iron angle block (G. G. figs, 6 and 7,) some of which broke on the Easton bridge, I have been informed, during the process of erecting and adjusting; had they formed a part of the chord itself, such an accident could not have occurred.

(54.) In placing the angle block G. on top of the chord, as is done by Mr. L., a large amount of the effective strength of the chord is lost, for it will be perceived that if a force acting on the main diagonals H. H. be resolved into the counter-acting vertical and horizontal forces, the latter will be found exerting itself along the upper surface of the top chord, instead of the central axis of the same, the tendency of which is to buckle it. For a common, but much worse example, see fig. 5.

(55.) In a top chord 21 inches wide, Mr. L. can use but two main and one counter diagonal. In my bridge, the upper chord which is of cast iron,

is composed of one member in sections and the bearings for the mains and counters are always so arranged that the resolution of their forces into the vertical and horizontal ones invariably cause the latter to be exerted along the line of their axes. In an upper chord of 15 or 16 inches diameter or width I can use double the number of main and counter diagonals of equal size, that Mr. L. can in his chord of 21 inches, and my chord has the further advantage of angle bearings which cannot break. As there is safety in numbers there certainly must be more in double than in half the number of bolts.

(56.) However much Mr. Edwin A. Clarke may distrust the use of cast iron in bridges, Mr. Linville has shown great confidence in it, or he would not have made his end posts, and main and counter diagonal bearings entirely of it, as also all of the intermediate post bearings, as he has done in all of the bridges built for the Penn. C[illegible] R. Co. across the Schuylkill river, including the one for the Junction R. R. which has a span of 250 feet. Indeed it would be highly criminal for any engineer or builder to use cast iron in parts of such vital importance if he thought it unsafe.

(63.) So far as my own experience goes, which has been of many years and over a tolerably broad field, I have endeavored to give you a true statement, as I have also, so far as my time would permit of such facts as have a bearing upon the subject, which I have been able to collect from the experiments and writings of others.

In justice to the Society I should state that upon my speaking of the action of the committee, some of the members present expressed their surprise and indignation at such a lack of courtesy, one of them offering a resolution which was promptly adopted, to the effect that "hereafter no paper read before the Soc. and referred to the pub. committee shall be either abridged or published without the full consent of the author."

As the article of A. P. B. was published in a leading scientific Journal, mine which was a reply, was of course intended for the public as well as for the Society. As for the "facts and observations," of which there appeared to be too many for the committee, the paper speaks for itself. I gave no list of my bridges, merely mentioning four by way of illustration.

Mr. C. remarks, "*if* moreover *it can* be shown that some of his bridges are strained beyond what the best practice of the engineering profession has fixed as the limits of safety;" would it not have been more prudent in him to have ascertained whether the parts in question *were* so strained, before so expressing himself. Had he done so, I think he would have found himself mistaken. I do not suppose my works to be perfect, but when I discover errors, endeavor to correct them.

It was to be expected that one of the great advantages to be derived from an association of Civil Engineers, would be the critical examination of Public Works, Scientific essays, etc., by whomsoever designed and constructed, or written; but it seems that my attempt in that direction has provoked considerable feeling, which I much regret.

In reference to cast iron columns my critic ys, "but there is another fact to be taken into ccount, and that is, that a compressive force acting along the axis of a column will produce a tensile strain acting at right angles to it." Now I assert that a column along whose axis is erected a compressive force can be affected by no other strain, unless it bends from weakness. And Mr. C. knows that posts or upper chords so defective, will be found in no bridge designed and constructed by a competent engineer or builder.

Again, he says, "Mr. Lowthorp quotes Hodgkinson, whose experiments *are our sole* authority upon the strength of cast iron struts. From his experiments Hodgkinson derived a formula which is the best means we have of ascertaining the strength of any cast iron columns. By this formula a hollow cylindrical cast iron column whose length does not exceed 14 or 15 diameters (which is about the proportion of Mr. Lowthorp's upper chord) will bear before failing about 50,000 lbs. pr. sq. in. The factor of safety as usually taken by engineers is from 1-5 to 1-7 of the ultimate strength. Mr. Lowthorp admits that in one instance he has subjected his cast iron upper chords to a strain of 19,000 lbs. pr. sq. in. and wishes us to believe, on his sole authority, that the elasticity of the metal is not impaired. It is evident that Mr. Lowthorp has not followed the excellent advice of Mr. Whipple, quoted by himself."

I am surprised at Mr. C.'s making the last remark, for if he will but refer to his memory he will recollect that at the time of the letting of the Quincy Bridge, I remarked to him, in substance, as follows, "I do not see the propriety of submitting the cast iron to a uniform strain regardless of the lengths and diameters of the pieces (according to his specifications "the wrought iron must not be submitted to a tensile strain of more than 10,000 lbs. pr. sq. inch, nor the cast iron to a compressive strain of more than 6,000 lbs. pr. sq. in."). It is evident if we take three posts or columns of the respective lengths of 10, 20, and 30 ft. and of equal diameter and sectional area, that the forces required to break them will differ greatly, owing to the want of perfect uniformity in the texture or particles of the materials. Was I not the first that suggested to him the idea of proportioning his columns in lengths, diameter, and sectional area, according to the loads they would be required to bear. If not, why did he draw up his specifications in the manner mentioned, when in some cases 6,000 lbs. would be entirely too much, and in others much too little for economic safety.

My chords vary in length and diameter, according to the weight they are required to sustain, the one alluded to, as bearing a strain of 19,000 lbs. pr. sq. in. was, I believe, about 11 diameters in length.

Hogdkinson—high as he justly stands with the Engineering profession—is not our *sole* authority upon the strength of cast iron struts. Mr. S. Whipple from numerous experiments, has also produced a formula, and has constructed a table which, for all practical purposes, is quite as safe as Hodgkinson's. In proof of which I deduce the following: According to H. a column of 30 diameters length broke with a load of 32,595 lbs. pr. sq. in. Whipple's safe load (for R. R.) on such a column is 5,400 lbs. or about 1-6 of the breaking strain. A second column of 34 diameters length broke with a load of 26,282 lbs. pr. sq. in. W's safe load for the same is 4,554 lbs. or about 1-6 of the ultimate strength. A third column of 40 diameters length broke when loaded with 25,098 lbs. pr. sq. in. W's safe load for which, is 3,625 lbs. or about 1-7 of its ultimate strength. According to Mr. W's tables, the safe load which hollow cylindrical columns—for R. R. purposes—may bear, varies from 2,500 lbs. to 3,600 lbs. pr. sq. inch, on columns from 2 to 40 diameters in length.

Not having Hodgkinson's work at hand, I have referred to his tables as published in "Francis Work on the Strength of Cast Iron Pillars," from which, page 24, I quote as follows, "Hodgkinson's experiments indicate that wrought iron pillars with flat ends, of lengths equal to 30 diameters, are only about one-tenth stronger than cast iron pillars of the same dimensions. In a single experiment on a wrought iron pillar with flat ends of a length equal to about 15 diameters, *the strength was nearly* 40 *per cent. less than that of a like pillar of cast iron.* This great difference in the relative strength of cast and wrought iron pillars of different lengths in proportion to their diameters, arises from the greater strength of wrought iron to resist a tensile force, and *its less strength to resist a crushing force*, the strength of short pillars depending mainly on the power of the material to resist the latter force."

According to the preceding quotation a cast iron post of 30 diameters and ⅛ inch thickness is stronger than one of wrought iron of same length and diameter and 7-16 inch thick, and, of course, much cheaper; and for upper chord pieces which are shorter very much safer and cheaper; the action of gravity on the latter is hardly worth noticing.

Both Hodgkinson's and Whipple's experiments were made, I believe, on cast iron of average strength.

If "Hodgkinson is our *sole* authority on the strength of cast iron struts," why quote the absurd statement of E. Clarke that cast iron takes a set even under the first ton of compression?

Mr. C. speaks of it being an impossibility to detect flaws, honey-combs, &c., in castings; in this he is mistaken, such imperfections generally appear at the surface, and can readily be detected by those familiar with cast iron work. That the case is very different in regard to wrought iron has already been demonstrated by my paper. As however, Mr. Clark does not appear to comprehend that paper, I would advise him to take a walk along the line of a new Railroad laid with rails of the best wrought iron, and see if he can detect any flaws, and then let him repeat that walk after the road has been in use a few years, and state what other reason than that of defective welding, he can give for such a multitude of imperfect rails as he will find.

Finally; Mr. C. remarks, "No man in his senses would allow of the use of cast iron in the floor beams of a bridge." It occurs to me that he would not have made that remark, had he recollected the fact of his having suspended the draw-bridge at Quincy from the *cast iron cap* of the pivot pedestal, the strain on which is the same as that on floor beams when loaded.

A skilful engineer will be governed by circumstances; if he cannot procure the best material, he will so proportion his work with the material at hand as to insure perfect safety.

Believing that my paper has been fully vindicated, I remain, &c.

F. C. LOWTHORP,
Trenton, N. J.

January 16, 1871.

Philadelphia and Reading Railroad.

At the annual meeting of the stockholders of this company, held in Philadelphia on the 9th inst., the following report was presented:

To the Stockholders of the Philadelphia and Reading Railroad Company:

The managers submit the following report of the receipts and expenditures for the year ending November 30, 1870, together with the Treasurer's general balance sheet, exibiting the financial condition of the company at that date.

The following tabular statement in detail for each branch of traffic shows the comparative results of the year:

	1869.	1870.		
Travel	Passengers, 435,754	Passengers, 446,328	$1,205,539	Inc. $21,533
Merchandise	Tons. 1,422,738	Tons. 1,754,943	1,690,444	Inc. 110,821
Coal	4,239,457	3,750,990	6,498,871	Dec. 1,847,369
Mail	1,579,623	....	84,242	Inc. 5,072
Miscellaneous	6,346,240	....	142,271	Inc. 73,029
Gross receipts	29,170		$9,571,367	Dec. $1,637,014
Gross expenses	69,342		6,508,786	Dec. 367,527
	$11,208,881		$3,062,581	Dec. $1,269,487
Net profits	6,875,813			
Gross expenses including renewal fund, rents of lateral roads, taxes, &c., in the year 1869 were 61 35-100 per cent. of gross receipts.	$4,332,068			
Gross expenses, including renewal fund, rents of lateral roads, taxes, &c., in the year 1870 were 68 per cent. of gross receipts.				

The receipts and expenses per passenger and per ton have been as follows:

	1869. Cost.	Received.	1870. Cost.	Received.	pr. ct.
Per passenger	$1 44.0	$2 71.7	$1 32.4	$2 70.1	1.8
Merchandise, per ton	59.7	1 11.0	46.1	96.3	
Coal, per ton	88.8	1 96.9	99.8	1 78.3	

In this statement and in those of a similar character which have appeared in previous reports of the company, the amounts representing the cost per passenger and per ton of merchandise and coal respectively, include only such expenses as appear in the transportation and income account under the heads of running account, workshop account, depot account, superintendence account and roadway department—the latter embracing bridges, buildings, machinery, Richmond wharves, police and sundries—and do not include the items under the several heads of drawbacks and allowances, rents and ground rents, &c., renewal fund and interest on bonded debt, and on bonds and mortgages; and in ascertaining the cost and receipts per ton of coal, the divisor used has been the aggregate coal tonnage of the main line only. To exhibit the actual cost of these several items of traffic, including all the disbursements of the company shown under the heads last named, and to show the average cost and receipts per ton of coal, calculated as well upon the coal tonnage of the main line only, as upon the entire coal tonnage of the company, the following statements have been prepared:

1. Including renewal fund, rents of laterals, taxes, interest, &c., and based upon coal tonnage of main line only:

1870.			
Per passenger	cost $1 84.8	received	$2 70.1
Mdse., per ton	cost 68.1	received	96.8
Coal per ton	cost 1 85.2	received	1 78.3

2. Including renewal fund, rents of laterals, taxes, interest, &c., and based upon entire coal tonnage of the company on main line, and on the branches or laterals:

Per passenger	cost $1 84.8	received	$2 70.1
Mdse., per ton	cost 68.1	received	96.8
Coal, per ton	cost 1 09.5	received	1 40.3

In all of these statements it must be borne in mind that the entire cost of working the road, renewal, interest, &c., is charged against passenger, merchandise and coal traffic, leaving nothing to the debit of the receipts from mail and miscellaneous service.

The result of the year's business, as condensed from transportation and income account, may be stated thus:

Receipts over cost of working the road		$3,062,581 70
Add balance of interest account, &c.	$221,718 08	
Less drawb'cks on traffic of 1869	$71,692 37	
Loss on busin's of Schuylkill Canal as below	11,973 88	
	83,666 25	
		$138,051 83
Amount to credit of reserved fund 1869	$623,743 32	
Amount of United States tax on dividend of Jan., 1870, deducted from income in last report, which was not paid and which, by decision of U. S. Circuit Court, is not due.	110,828 48	
		734,571 80
Amount heretofore deducted from income for account of sinking fund of loans, now all either converted into st'k or cancelled.	$636,050 60	
Less other sinking funds over invested	143,713 01	
		492,337 59
		$4,427,542 92
From which deduct—		
Debit balance of renewal fund.	$56,204 67	
Interest on bonded debt	517,747 00	
Interest on bonds and mortgages	65,426 63	
Sinking funds	68,600 00	
		707,978 80
Dividend fund of 1870		$3,719,564 62
Out of which has been paid in July, 1870:		
Five per cent. dividend on $30,401,600 28	$1,520,080 01	
United States & other taxes, do.	123,179 56	
		1,643,259 57
		$2,076,305 05

There has been declared a dividend payable in cash on the 27th of December, 1870, of 5 per cent. on the preferred and common stock

$31,411,600 28	$1,570,580 01	
State tax	78,429 00	
		1,649,109 01
		$427,196 04
From this deduct the following sums for new work, the aggregate of which is charged against income account as representing the average gold premium upon the amount of the convertible 7 per cent. bonds of the company issued upon a currency basis during the year:		
New tracks and sidings, main line	$158,770 11	
New tracks and sidings, laterals	27,522 93	
New bridges	5,145 98	
New depots	19,727 55	
New retaining wall Mt. Carbon and Port Carbon Railroad	11,667 61	
New hoisting and dumping machine at Richmond	2,447 75	
		225,281 47
Balance of reserved fund		$201,914 57

During the year just closed the coal traffic of the company was very seriously diminished in consequence of the protracted suspension of mining operations in the first and second coal fields. For two weeks in the month of March, and for the entire period between April 1st and August 1st, there was an almost total cessation of transportation of anthracite coal, and out of the forty weeks constituting the shipping season of 1870, fully one-half was lost to the company, to the coal operators, and to the workmen themselves.

Nearly all the miners and laborers of the several anthracite coal fields of Pennsylvania, are united in an organization known as the Workingmen's Benevolent Association, the avowed object of which is to protect its individual members, by securing a uniform rate of wages, based upon, and rising and falling with the market price of coal. In the year 1869 the three transporting and mining companies of the Wyoming and Lackawanna regions refused to pay their workmen upon any basis of wages that would be affected by the price of the commodity, and a disagreement between the operators and the workingmen of the Lehigh region occurring at the same time, the result was the protracted strike of 1869, which continued for five months in the Wyoming, Lackawanna and Lehigh coal fields. Pending this strike the operators and workingmen of the first and second coal fields agreed upon a basis of wages under which work was resumed in all the regions depending for an outlet upon the roads of this company, and the large tonnage of 1869 was obtained. The rate of wages thus agreed upon that year was based upon $3 per ton of coal at Port Carbon as the minimum price, and recognized the right of the workingmen to be paid upon this $3 basis, no matter how much lower the market price of coal would fall. As the supply in 1869 was very much curtailed by the suspension in the other regions, the price of coal was high, and the operators, taking advantage of the idleness of their competitors, were enabled to pay wages upon this basis and realize some profit from their business; but at the opening of trade in 1870, after the companies and operators of the other regions had either compromised with their men or accepted the terms of the basis, it became evident that the high rate of wages which prevailed in Schuylkill, Northumberland and Columbia counties in 1869 could not be paid by the operators, for it was well known that if all the coal fields were producing largely the average price of coal at Port Carbon would not exceed from $2 25 to $2 50 per ton, and that if wages at the $3 basis of 1869 were paid, the cost of the coal at Port Carbon would not exceed the market price.

Under these circumstances the coal operators' association, known as the Anthracite Board of

Trade, proposed a new basis for 1870—recognising $2.50 as the minimum price of coal at Port Carbon—but the workingmen insisted upon the basis of 1869, refused to accept the proposition, and suspended work. After being idle for four months, and entailing a loss upon the members of their association of at least $1,500,000, and of twice that amount upon the other interests connected with the trade, work was resumed on the 1st of August, under a compromise basis, which might probably have been obtained during the first week of the strike but for the feeling existing between the contending parties.

The strike of 1869 in the upper regions enabled the operators of the first and second coal fields to obtain high prices and to pay high wages, and the suspension of 1870 in the lower coal field enabled the Wyoming and Lackawanna Companies and the Lehigh operators to do the same. The capacity of production bears such a proportion to the demand for consumption that a stoppage of any one large region enables the operators and workingmen of the others to realize large prices for their coal and high wages for the labor, and thus a disposition is engendered on the part of those interested in mining to look upon the coal trade as a speculation, in which the unfortunate disagreements between labor and capital in one section may be turned to the profit of both in another, always at the expense of the public, and ultimately to the injury of every industry connected with the trade.

The controlling power in the Workingmen's Association is held by the delegates from the upper coal fields, who, by their votes in the general council, are enabled to force a suspension of the first and second coal fields, the result of which is to raise the price of coal, and enable the workingmen represented by the majority to obtain high rates of wages at the expense of the idleness and suffering of those represented by the minority. Another great evil results from the attempts of the Workingmen's Association to enforce the short-sighted policy of raising prices by stopping the production of coal, forgetting that high prices and uncertainty of supply will drive away buyers, force manufacturers to turn to other fuels, and prevent the natural increase of demand which would soon supply a certain market for any temporary over production.

There can be but little doubt that an organization like that of the Workingmen's Benevolent Association, acting in each region independently of the other, dealing directly with the representatives of their employers, and in all cases of difference referring to the decision of some disinterested umpire, instead of resorting to a strike, would be productive of good results.

These questions are, of course, to be settled entirely by the operators and, the wordingmen themselves, but as the frequency of strikes and the uncertainty and irregularity of the supply of coal seriously affect the great manufacturing interests of the Schuylkill Valley, as well as the traffic of the company, the managers have thought it advisable to announce, and they will enforce such a policy in the adjustment of tolls as will probably prevent the recurrence of any long, continued strike in the future.

In view of the long suspension of the past year, the stockholders of the road may be congratulated upon the fact that the coal tonnage has been greater than that of any previous year, with the exception of 1869, and that while the charges of transportation upon coal have been less than they have been for seven years past, the rates of passenger fares reduced ten per cent. below what they were in 1869, and the charges upon merchandise freights as low as, or probably lower than those of any other road in Pennsylvania, the total expense of operating the road for the year has been but 68 per cent. of the gross receipts, and the net profit has been over three million of dollars.

The entire coal tonnage of the main line for the year was 3,750,990 tons, and the actual number of tons of coal transported on the main line and branches was 4,633,504, leaving 882,514 as the tonnage of the branches not included in that of the main line. During the four months ending November 30, the coal tonnage of the road was greater than that of any four months of any previous year. Notwithstanding the reduction of rates, and the decrease of travel and merchandise traffic, which always attends a suspension of the coal trade, the receipts for merchandise, passenger, mail, &c., have been greater during the last year than in any previous year of the company's existence. The condensed table accompanying this report shows the receipts from these sources for each year since the year 1850, and exhibits the gratifying fact that they have increased from $292,227 in 1850 to $984,388 in 1860, and $3,072,496 in 1870.

During the year the graduation and masonry of the Perkiomen Railroad, between Schwenksville and Green lane have been completed, the construction of the Pickering Valley Railroad has been pushed rapidly forward, and the whole line will be ready for the superstructure early in June next. The Lebanon and Pine Grove branch has been finished and put into operation; the Allentown Railroad, between Topton and Kutztown, has been completed, and a large amount of work has been done between Kutztown and Port Clinton; the extension of the Lorberry Creek Railroad to the coal openings upon the Fishing creek estate has been constructed, and a number of branches to new collieries in the other coal regions have been built, all of which are expected to be productive during the coming year.

The system of railways now controlled and worked by the company aggregates 1,168 miles of single track, as shown in detail by the accompanying report of the Chief Engineer, and to operate all of these lines, together with the Schuylkill Canal, require the services of a force of over 12,000 employees.

During the year new cars and engines to the value of $367,620 04 have been added to the property of the company, and in addition thereto $224,172 36 has been expended in rebuilding engines and cars, and charged to renewal fund.

The rolling stock of the company is now in a very high state of efficiency. The rebuilding of engines and cars, to take the place of those worn out or destroyed, and the large amount of repairs annually expended on those in use, have kept it at all times practically equal to what it was when new, as a very large amount of this equipment has been, during the last few years, paid for out of the surplus earnings of the company, and charged to income account as expenses. The amount charged to locomotive engines and cars in the capital account of the company, $6,082,149 77, but very inadequately represents its extent or value. Some idea of the amount of this equipment may be formed from the fact that the rolling stock of the company, if placed in one continuous line upon a track, would form a train of over fifty-five miles in length. To replace this rolling stock would cost at least $11,500,000, and the following table exhibits a moderate estimate of its present value:

266 first-class locomotives...	$11,500	$3,059,000
43 2d, 3d and 4th class locomotives, average.....	4,000	170,000
5,728 eight-wheeled coal cars.	525	3,006,150
4,437 four-wheeled iron and wooden cars....	195	865,215
3,331 four-wheeled navigation cars....	175	582,925
1,479 eight-wheeled freight cars, average....	690	1,020,510
196 four-wheeled freight cars, average	185	85,260
101 eight-wheeled pass. cars.	8,850	888,850
43 baggage & express cars..	1,650	70,950
462 cars in transportation and roadway departments, and sundry rolling stock in each, as per statement D.....		250,000
		$9,448,860

The Real Estate of the company is worth in cash, at a moderate estimate, fully fifty per cent. more than is charged against it, and it is believed that, if a fair inventory of all of the property of the company at its present value was taken, it would show it to be worth fully ten millions of dollars more than the united capital and debt of the company.

The product of the rolling mill during the year was 17,557 tons, which cost to re-roll an average of $21.30 per ton. The following statement exhibits in detail the number of tons of rails rolled by the company during the last three years, with the quantity of each year's product worn out up to November 30, 1870, and shows that out of an aggregate of 43,565 tons only 1,252¼ tons, or less than 3 per cent. of the entire amount, has been removed from the road:

Years.....	1868.	1869.	1870.	Total.
	Tons.	Tons.	Tons.	Tons.
Product	8,971	17,037	17,557	43,565
1868—worn out...	5			5
1869—worn out...	175	2¼		177¼
1870—worn out...	904	164¼	1¼	1,070
Total worn out.	1,084	166¼	1¼	1,252¼
Per cent	12	.0698	.00085	.028

During the year four more steam colliers have been added to the property of the Company—two of 800 tons burden and two of 1,000 tons each, these, together with the two of 600 tons burden constructed during the year 1869, represent an investment of $588,486 30. The entire receipts of the fleet during the year were.....$199,727 43
Expenses 183,004 12

Balance $16,723 31

The difficulty of obtaining coal freights during the suspension of mining, and a necessity of employing the vessels in a general merchandise coasting trade, together with the costs of remedying several defects in their original construction, so greatly increased the expenses that until the end of October the line was in debt—the profits for the single month of November being greater than the credit balance of the entire year. With constant employment during the year in the coal trade between Richmond and one or two eastern and southern ports, it is expected that the line will meet the expectations indulged when it was originated, and become a source of revenue to the company.

The several companies known as the Mahanoy and Broad Mountain Railroad Company, the Mahanoy Valley Railroad Company, the Enterprise Railroad Company, the Shamokin and Trevorton Railroad Company, and the Zerbe Valley Railroad Company, have been merged into one corporation, called the Mahanoy and Shamokin Railroad Company, and the investments of the company in all these five several railways now appear consolidated in the Treasurer's general account, under the head of Mahanoy and Shamokin Railroad Company's stock.

A very complete and extensive new iron foundry has been built during the year at Reading, which, for very many years to come, will supply all the wants of the company.

Annexed to the report will be found the usual detailed statement showing the amount of property added to the capital of the company during the year, and also a statement showing the value of a new work charged to income account, as representing the difference between gold and currency upon the amount of the new convertible bonds issued during the year.

Upon the 12th of July last, after a negotiation of many months, the company entered into a lease and contract with the Schuylkill Navigation Company and took possession of the works and property of the latter company, thus terminating, in a friendly spirit, and, it is believed to the satisfaction of the holders of the securities of both companies, a rivalry that had existed so many years. A full copy of the lease and contract is annexed to the report for the examination of the stockholders.

The business of the canal since the date it passed into the control of this company is shown by the following statement:

Receipts from coal from July 11 to November 30, inclusive		$867,937 79
Receipts from merchandise from July 11 to November 30, inclusive		55,438 86
Receipts from water rents from July 11 to November 30, inclusive		20,112 76
		$443,488 91
Expenses—repairs	$85,433 39	
Current expenses	22,746 11	
Expenses of landings	25,881 84	
Net loss in working canal between June 1 and July 11, when under control of the Schuylkill Navigation Company, and accounted for to said company	13,147 58	
		146,708 42
Profit in working canal six months		$296,780 49
Less loss in working line of boats owned by the company		40,295 46
		$256,485 03
Proportion of rent from June 1 to November 30, inclusive		268,458 91
Net loss charged to profit and loss		$11,973 88

The capacity of the canal will be very much increased in 1871 by the addition to the transportation stock of over one hundred new boats, which are now being built. When these are added to the number on hand, the canal will be fully equipped for a business of 40,000 tons of coal per week. The capacity of the railroad in 1871 will be at least 140,000 tons of coal per week, so that at the opening of the shipping season of 1871 the two lines will be equipped for a coal tonnage of 180,000 tons per week, in addition to the merchandise and passenger traffic, and exclusive of the coal tonnage of the laterals, which does not pass over either the main line of railroad or the canal. The numerous collieries situated upon the laterals of the company will be able to furnish a much larger tonnage.

It is a gratifying fact that the consumption of coal in 1870 exceeded that of 1869 by about 2,000,000 tons.

With moderate prices and a continuous trade for 1871, it is believed that the market will take fully 1,500,000 tons more than was produced in 1870. The experience of the past year, and the suffering incurred by the workingmen, in consequence of the protracted strike which resulted so disastrously to them, seem to afford some guaranty that the business of the company will not soon again be suspended for any great length of time by similar causes. If a tonnage approximating to the capacity of the avenues of the transportation controlled by the company is furnished, the managers feel confident that it can be transported at such rates as will secure the market to the transporters without effecting the customary dividend to the stockholders.

Upon the 1st of December, 1870, the railroads and property of the Philadelphia, Germantown and Norristown Railroad Company, the Chestnut Hill Railroad Company and the Plymouth Railroad Company passed into the possession and control of this company under leases for 999 years, copies of which will be found annexed to this report. For some years the managers have felt the necessity of providing more tracks for the accommodation of the business of the company between Norristown and Philadelphia, and it was thought better to lease the Philadelphia, Germantown and Norristown Railroad and its branches than to incur the cost of widening the road and laying additional tracks upon the western side of the river. Although the rent paid for these roads is high, there can be but little doubt that the largely increased local traffic upon them will soon compensate the company for the outlay, while the advantages of securing an outlet for distribution, extending through so great a portion of the thickly settled districts of the city, can hardly be overestimated.

The attempts of the officers of the Internal Revenue Department of the United States Government to collect taxes upon dividends and coupons, since January 1, 1870, for which there was no warrant of law whatever, was promptly resisted by the managers, and the State courts applied to for relief. Injunctions were obtained restraining the officers of the United States from attempting to collect the tax, and, upon a test case being made before the United States Circuit Court a decision was rendered fully sustaining the position taken by the managers. During the past eight years this company has paid in cash for United States and State taxes over four millions of dollars, of which amount more than one-half was paid to the Federal Government for Internal Revenue taxes. So long as the law existed the company paid the taxes with regularity, but when it expired and an attempt was made to levy taxes to a large amount upon no other warrant than the peremptory order of the Commissioner of Internal Revenue, the managers felt it to be their duty to protect the rights of the stockholders by a resort to the courts.

Prodeedings have also been taken to recover from the Government a large amount of taxes paid by the company prior to the year 1866, upon dividends and coupons paid to non-resident aliens, which at that date were not taxable. During the last year $84,124 15 of this amount was refunded by the Government, and as much more will probably be recovered during the present year.

It is with very great regret that the Managers close the report for the year by alluding to the loss sustained by the company in the death of its faithful and efficient Secretary, Mr. William H. Webb, who died at his reridence in Germantown, on the evening of December 23, 1870, in the 36th year of his age. Thoroughly conversant with all the details of his office, zealous and prompt in the discharge of his duties, he possessed to the fullest extent the confidence and respect of every one connected with the company, while the gentleness of his manner and the blameless purity of his life endeared him as a friend to all who knew him. The vacancy occasioned by his death has been filled by the election by the Managers of Mr. J. W. Jones, late Purchasing Agent and Auditor of the company.

By order of the Board of Managers.

FRANKLIN B. GOWEN, President.

Railroads in Arkansas.

The following extracts relating to the progress of railway construction in Arkansas are taken from the annual message of Governor Clayton:

In my first message to the General Assembly delivered July 3d, 1868, I took occasion to recommend the passage of a bill authorizing the loan of the bonds of the State to aid in the construction of railroads. The Legislature acted promptly in the matter, and passed a bill which at the general election following was submitted to the people, and approved by a very large majority. To the passage of this and its auxiliary, the Funding Bill, may be attributed the impetus that has been given to several of our most important railroad enterprises. All of the roads to which aid was awarded but one, are in rapid process of construction. The completion of these railways will be of incalculable benefit to the State at large, and will doubtless eventually result in making this, our capital city, one of the great railroad centres of the United States.

MEMPHIS AND LITTLE ROCK R. R.

The following is a statement of the present condition of the work on this road furnished to Hon. R. C. Brinkley by the Chief Engineer, J. L. Meigs, December 13, 1870:

"Miles of track laid, 115.77; miles of track to be laid, 15.35, of the road-bed upon which the track is yet to be laid, 3.14 miles are ready for the rails; 1.41 miles are nearly completed, and 3.76 miles are half done; the remainder, 6.84 miles, have strong forces actively at work on them. White River bridge masonry will be ready for the drawbridge by January 1st, and the river piers are believed to be so far advanced as not to be in danger of an overflow this winter. The iron drawbridge is complete, together with the iron work of the fixed spans. The wooden work and brace pieces are sawed and ready for transportation. More than one hundred men are at work on the road and the arrangement for the completion of Cache River Valley earth work and pile work are such that there is no ground to apprehend delay from high water. We may now confidently expect the completion of the road early in 1871."

LITTLE ROCK AND FORT SMITH R. R.,

Is now open to Lewisburg, fifty miles, and has been running regular trains to that point since November 21. Fifty miles more are already graded, and the ties are down ready for the iron. This second division will be ready for travel in February, and the entire road from Little Rock to Fort Smith will be completed on or before the 1st of January, 1872. The track, locomotive, passenger and freight cars are first class in every respect. Close connections are now made by stages from Lewisburg to all points from there to Fort Smith and Van Buren and points beyond.

LITTLE ROCK, PINE BLUFF AND NEW ORLEANS RAILROAD.

The following report of J. E. Sickles, Chief Engineer, is submitted:

"Fifty-five miles of the road-bed of the Little Rock, Pine Bluff and New Orleans railroad have been graded, bridged and furnished with crossties, and sixteen miles of the track has been laid.

"The work was commenced in January last, and has been steadily prosecuted westward from the nearest available landing on the Mississippi river during the summer months, and notwithstanding the sickliness of the season, which was unprecedented, a large force of laborers has been kept employed. The number of laborers now at work will reach at least six hundred, and, at the present rate of progress, I think it entirely safe to promise that the road will be opened to Pine Bluff before the first of March A. D. 1871. The preliminary surveys between Pine Bluff and Little Rock have been completed, and the corps of engineers are now engaged surveying the route from Monticello, southward through Hamburg to the State line."

MISSISSIPPI, OUACHITA AND RED RIVER RAILROAD.

The following report of this road is from Hon. Thomas Bowen, its President:

"I have to report that between forty and fifty miles of the Mississippi, Ouachita and Red River Railroad, commencing at the Mississippi river, have been graded, bridged and tied, and that between sixteen and twenty miles of the track (being about one-eighth of the line) has been laid, and the road for that distance put into operation. We have two locomotives and a number of box and flat cars. The work is progressing in a manner highly satisfactory to the management, and the survey and engineering is progressing from Camden, west. The people along the line of the road have been extremely liberal in voting corporate subscriptions, and I feel entirely safe in saying that the road will be completed to Camden by the last of June next, unless prevented by causes unseen at this time. The Company had contracted for seventy five miles of iron, the delivery of a large portion of which has been delayed, otherwise we could have been running the road to Saline river, fifty miles from the eastern terminus, some time since."

☞ The Philadelphia *Ledger* says that measures are in progress to build a railroad from Woodstown (N. J.) to Pennsgrove; another from the same village to Bridgeton; another from Woodstown to Swedesboro'; and another from Bridgton to Salem. Charters for these roads will be granted by the Legislature at this session.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	---- ----
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,282,200	J. & J.	July '70 4
Atlantic & N. Carolina...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	25,879,928	---- ----	---- ----
" " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,660,000	A. & O	Oct. '70 5
Baltimore City Passenger...	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaw re.....100	996,250	---- ----	---- ----
Berkshire*.....100	600,000	J.A J&O	Jan.'71 1½
Bloasburg & Corning.*.... 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany 100	13,725,100	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,900	---- ----	---- ----
Do., do. pref..100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....100	1,891,500	J. & J.	Dec. '70 4
Boston and Maine.....100	4 076,974	J. & J.	Dec. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J A J.O.	Dec.'70 2½
Broadw'y &7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City.....10	1,000,000	F.M.AN	Nov. '70 3
Brooklyn City & Newt'n..100	393,800	---- ----	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buff., New York & Erie*..100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie.....100	6,000,000	F. & A.	Aug '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	July '69 3
Cape Cod 50	721,926	J. & J.	D., '70 $2½
Cape May and Millvi le* . 50	447,000	J. & D.	Dec. '70 3
Catawissa.....50	1,150,000	---- ----	---- ----
Catawissa, pref.....50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov '70 3½
Central of Georgia.....100	4,666,900	J. & J	July'70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,000,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct. 68 2½
Chemung*.....100	380,000	J.A J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Dec. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept. '70 5
Chicago, Buri. & Quincy . 50	13,826,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*.100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	14,890,162	J. & D.	Dec.'70 5
" pref.100	18,159,097	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,600,000	A. & O.	Oct. '70 4
Cincinnati City Passenger....	---- ----	J'n &J'ly	Jan.'68 2
" Street.....	---- ----	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	5,958,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen.100	10,460,900	---- ----	---- ----
Columbus and Xenia*.... 50	1,786,200	M.J.S.D.	Dec. '70 2
Concord.....50	1,500,000	M. & N.	Nov '70 5
Concord & Porte., guar....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn 100	500,000	---- ----	---- ----
Conn. & Passump. Rivers.100	139,000	---- ----	---- ----
Do. do. pref.100	1,824,100	F. & A.	Dec. '70 3
Connecticut River.....100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley.....50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	---- ----	---- ----
Dayton and Michigan*....100	2,340,646	---- ----	---- ----
Delaware*.....50	594,260	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee.....100	452,350	---- ----	---- ----
" " pref.100	2,095,000	---- ----	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City..100	1,573,641	J. & J.	Dec. '70 3½
Do do. pref.100	1,987,351	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Dec. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	854,600	---- ----	Jan. '71 3
East Tenn. and Georgia ...100	1,290,067	---- ----	---- ----
East Tenn. and Virginia...100	1,902,000	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Aug'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	Dec.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,534,910	Annual	Dec'69 7
Erie & Pittsburg 50	962,990	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	3,143,445	---- ----	---- ----
Fitchburg.....100	3,540,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Phila.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.).....50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....10	---- ----	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,500,000	J.A J&O	Dec. '70 3
Hannibal and St. Joseph..100	5,000,000	---- ----	Aug'70 3½
Do. do pref.100	5,233,850	---- ----	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	125,000	---- ----	---- ----
" pref 100	1,180,000	J. & J	Dec. '70 4
Huntingdon & B'd Top ... 50	494,390	---- ----	---- ----
" " pref. 50	190,750	J. & J.	Jan. 69 3
Illinois Central.....100	25,278,710	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'71 1½
Joliet & North. Indiana*..100	500,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	525,500	F. & A.	Feb.'70 4
Lackawanna & Bloomsb... 50	1 325,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,555	J. & J.	Jan. '67 5
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A J&O	Dec.'70 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.*.....50	3,572,400	M.J.S.D.	Dec. '70 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan.'71 3½
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island.....50	3,000,000	F.M.AN.	Aug.'68 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref.100	545,315	J. & J.	Jul. '70 4½
Louisville and Nashville..100	3,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '70 3
Lowell Horse 100	55,850	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central.....100	1,611,500	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	3,029,778	---- ----	---- ----
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,450,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	---- ----	Dec. '70 3
Memphis and Charleston..100	6,312,725	---- ----	June'69 3
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250 000	J. & J.	Dec '70 5
Michigan Central 100	11,197,348	J. & J.	Dec '70 5
Middleboro' and Taunton.100	147,300	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehl.*. 50	323,375	J. & J.	Jan '71 4
Millville and Glassboro' ..100	406,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	7,666,104	Dec. 1870	Dec.'70 7s
" " " pref.....100	9,744,468	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Dec. '70 4
Mobile and Ohio 100	3,762,400	---- ----	---- ----
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	7,880,100	---- ----	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell.....100	720,000	M. & N	Nov. '70 5
Nashville & Chattanoogs..100	2,066,544	---- ----	---- ----
Naugatuck.....100	1,436,600	F. & A.	Dec. '70 5
New Bedford & Taunton.100	500,000	J. & J.	July '70 4
New Haven & N. London..100	755,528	---- ----	---- ----
N. Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug '70 5
New London Northern.....100	895,000	---- ----	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,428 350	A. & O.	Oct. '70 4
New York and Harlem.... 50	6,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S.C.) pref.100	155,000	---- ----	May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	---- ----	Feb.'71 5s
Norwich & Worcester 100	1,263,600	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,040,000	J. & J.	Jan.'71 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	---- ----	---- ----
" " pref.100	3,500 000	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	Dec.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Dec. '70 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,515	---- ----	---- ----
Panama.....100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,500	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	500,000	J. & J.	Jul. '69 8
Petersburg.....100	1,326,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	July '70 4
Philadelphia and Reading 50	28,280,350	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,585,550	A. & J.	Oct. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt.....100	9,063,300	J. & J.	Dec. '70 4
Philadelphia City 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J.A J&O	Jan.'71 1½
Pittsfield and N. Adams..100	450,000	J. & J.	Jan. '71 3
Portland and Kennebec....100	552,300	J. & J.	Jan '70 3
Do. Yarmouth Stock...100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	1,800,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	---- ----	---- ----	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb g..100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport 100	88,460	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Dec.'70 4
Rutland preferred.....100	---- ----	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute..100	2,500 000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand. Mansf. and Newark.100	901,341	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,289,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	185,000	.....	Dec.'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line.....100	616,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	---- ----	May'70 –
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	---- ----	---- ----
South Shore 100	250,685	---- ----	Jul. '69 3
South Western, Georgia...100	3,929,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	257,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	---- ----	---- ----
Stockbridge & Pittsfield*100	448,700	---- ----	---- ----
Summit Branch..... 50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,314,130	---- ----	---- ----
Taunton Branch 100	250,000	J. @ D.	Dec.'70 4
Tennessee and Alabama ..100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'71 6
Third Avenue (N. Y.).....100	1,750,000	---- ----	May '70 –
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	---- ----	---- ----
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	---- ----	---- ----
Tol., Wabash and West...100	11,700,000	---- ----	---- ----
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	221,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	834,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	---- ----	---- ----
Virginia Central 100	3,353,679	---- ----	---- ----
Virginia and Tennessee...100	3,606,300	---- ----	---- ----
Western Union 100	2,707,693	---- ----	---- ----
West Jersey 50	1,200,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,775	---- ----	---- ----
Winchester and Potomac....	---- ----	J. & J.	Jan. '71 3
Warren.....100	1,547,650	---- ----	---- ----
Worcester and Nashua ... 75	1 522,500	J. & J.	Dec.'70 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Feb. '71 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat.. 50	8,759,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'71 6
" (preferred).....100	1 175,000	F. & A.	Feb.'70 6
Pennsylvania 50	4,300,000	---- ----	---- ----
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 888,895	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	---- ----	---- ----
Union..... 50	---- ----	---- ----	---- ----
" preferred 50	2,007,850	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'66 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 3
Central Coal 50	2,000,000	J. & J.	July'66 5
Fulton Coal.....	---- ----	J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	---- ----	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal.....	200,000	---- ----	---- ----
Short Mt. Coal..... 50	800,000	---- ----	Dec.'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '70 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Dec.'70 3
Wilkesbarre Coal..... 100	3,400,000	J. & J.	Jan.'67 5
Wyoming Valley Coal ...100	1,250,000	M. & N.	Nov.'69 5
Adams Express.....	10,000,000	F. & A.	Aug. '66
Am. Merchants Union Exp.100	10,000,000	---- ----	---- ----
United States Express 100	6,000,000	FMA&N	July'70 3
Wells, Fargo & Co. Exp...100	6,000,000	FMA&N	N'v.'69 2½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,160	51,831	60,029	81,166	95,525	121,702	174,812	181,297	200,550	212,109	128,168	75,871	1,470,663
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,554	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,383	633,758	768,720	729,274	784,099	807,815	833,413	804,800	761,600	612,805	7,983,573
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,485
1865	280,503	27[illegible]	299,063	258,480	322,278	356,270	535,955	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,[illegible]	290,111	269,249	329,851	371,544	321,597	367,269	322,638	360,223	323,030	271,247	3,695,143
1867	243,787	157,832	285,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	350,169	4,162,861
1868	273,117	275,140	267,094	279,121	363,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,506,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,564
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	495,635	488,658	432,492	356,599	4,831,740
Chicago, Rock Island and Pacific:													
1853	140,024	130,225	122,512	126,796	144,995	170,937	130,142	160,306	210,729	216.030	196.435	201.134	1,959,267
1854	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375.860	324.865	336,617	321.037	3,096,470
1855	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389.489	307,522	270,073	201,779	3,313,514
1856	241,395	183,385	257,230	209,099	277,506	306,693	238,925	317,977	400.941	426.474	345,028	260,268	3,466,922
1857	292,047	224,621	272,454	265,869	297,625	276,681	297,513	444,024	566.403	599,549	442,275	377,053	4,358,614
1858	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1859	333,319	368,208	398,740	385,256	449,982	523,841	455,607	632,652	736,555	594.156	479 236	393,468	5,684 100
1870	401,275	449,655	560,393	445,200	507,900	529,512	462,400	556,100	597,600	638,121	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,658	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	465,354	585,623	747,942	702,691	767,508	946.707	932.683	754.671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	558,948	925,983	808,524	797,475	1,000.086	1,200.216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	993,658	885,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,697	1,211,150	1,180,933	1,076,674	1,251,940	1,507.479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037.974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,360	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,969	203,695	218,347	271,425	287.451	293,296	262,798	250,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320.025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,356	319,012	317.887	339,239	319,573	284,156	.....
Illinois Central:													
1852	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414.543	410,336	372,593	359 463	3,445,827
1853	209,944	271,085	275,648	289,224	334,687	407,992	343,929	511,305	478.576	496,433	437,679	424,531	4,571,028
1854	327,900	416,588	459,762	423,797	406,378	510,100	423,578	640,179	799 236	661.391	657.141	603,402	6,329.447
1855	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643.887	518,088	7,181,208
1856	603,053	506,266	505,465	411,605	559,250	567,679	480,626	578,253	571.348	661.971	588,219	564,066	6,546,741
1857	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	735 530	823,901	727,810	613,329	7,160,992
1858	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889.967	931,530	685.401	681,041	7,817,629
1859	659,138	524.693	709,645	568,282	640,975	778,261	696,228	841,363	979.401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,874	597,571	695,258	759,215	645,768	861,358	870.584	852,171	841,991	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	95,388	103,378	98,043	106,921	104.886	113,504	112,962	123,502	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	100,594	114,716	121.217	142,823	132.387	123,383	1,276,713
1868	92,433	81,599	95,452	108,461	95,416	95,924	108,413	126,356	121.519	125,065	119.169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140 473	132,869	131,019	108,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,398	158,531	144,023	141,376	1,418,680
Michigan Southern & Northern Indiana:													
1854	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402 219	407.107	448.934	411,806	4,120,183
1855	363,996	366,361	413,974	366,180	351,489	387,095	301,613	418,575	486.808	524.760	495,072	351,799	4,826,727
1856	312,846	277,234	412,715	413,970	418,[illegible]4	384,684	338,858	384,401	429 177	496.655	429.545	362,218	4,650,828
1857	305,857	311,088	395,372	409,248	357,[illegible]0	307,968	313,130	434,318	488 388	530,871	429.785	380,034	4,663,508
1858	362,021	338,335	378,735	452,429	399,8[illegible]0	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible]92	408,189	727,045*	838,777*	1,229.725*	1,279.602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,639	174,002	172,189	216,624	295.956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308.168	375,488	339,794	306,186	3,163,045
1864	252,436	278,848	348,802	338,276	271,553	265,750	263,344	346,781	408.445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	338,052	324,956	399,646	429.161	493,640	414,604	305,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,962	284,977	313,021	395,993	464.778	506,286	412,954	380,373	4,371 073
1868	343,316	304,315	396,880	415,758	369,226	325,501	321,013	392,942	456.973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,614	403,645	366,823	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,080	405,283	363,187	326,591	378,880	467,990	511,447	453,873	387,827	4,755,988
Milwaukee and St. Paul:													
1867	319,765	240,755	261,143	316,256	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,606
1868	369,223	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024.045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	550,544	578,923	586,581	625,547	774.732	1,040,102	801.195	[illegible]	7,250,869
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808.318	908,313	791,014	529,758	.....
North Missouri:													
1869	119,721	94,927	136,263	149,154	139,660	150,416	160,149	155,556	231.662	235,513	248.528	208,596	2,024,855
1870	218,101	196,207	239,161	239,490	249,000	268,493	196,724	229,099	264.690	235,240	266,536	295,725	2,902,299
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332.400	278,006	246,243	275,950	3,311,077
1865	259,223	259,116	313,914	271,527	220,916	204,463	249,285	344,700	350.348	372,618	412,563	254,319	3,798,005
1866	207,541	246,109	326,236	277,424	283,130	258,925	247,262	305,454	278.701	370,762	302,426	261,613	3,[illegible]
1867	242,793	219,065	279,647	284,729	252,939	240,185	234,633	322,521	385.371	379,367	336,666	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,820	217,082	194,455	287,557	307.122	283,329	274,687	233,561	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,226	192,364	275,220	292.503	328,044	298,027	254,826	2,918,563
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318.957	355,187	316,054	250,471	3,188,137
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	284,273	249,349	184,411	262,515	350,613	329,948	295,708	271,397	3,154,395
1870	200,879	250,617	294,874	289,550	288,221	253,328	280,449	343,195	353.677	341,378	321,869	295,106	3,493,923
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	253,996	294,285	338,725	414,707	443 994	463,873	466,557	454,826	4,040,857
1863	336,685	361,834	396,771	429,929	505,517	464,809	451,864	574,486	714.302	815,592	746,955	526,009	6,324,666
1864	486,742	532,786	617,021	569,384	757,178	936,185	711,457	1,170,241	1,125.635	1,144,851	1,032,149	812,178	9,695,510
1865	668,053	608,305	116,215	923,283	416,841	566,979	967,194	1,121,205	1,351 579	1,419,232	1,196,955	702,686	10,063,025
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,541	1,252,386	85[illegible]742	687,793	874,974	425,990	10,637,124
1867	500,488	534,561	705,615	836,603	965,358	903,974	864,637	993,104	873.153	956,858	837,351	586,779	9,268,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006.631	1,159,726	1,113,398	859,924	8,735,063
1869	479,286	525,490	755,433	904,834	499,462	630,685	1,232,903	1,454,026	1,294.621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,632	166,015	222,953	195.884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,158	188,162	171,736	158,066	172,933	220,788	219.160	210,340	205,695	180,971	2,318,402
1868	127,598	138,392	149,164	155,388	130,545	140,408	143,987	204,597	196.910	210,473	174,500	158,696	1,935,758
1869	132,623	127,617	175,950	171,868	157,398	164,153	144,164	186,889	202.228	205,750	189,351	160,065	2,006,256
1870	162,396	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,656	.....	.....
St. Louis and Iron Mountain:													
1870	93,758	95,610	105,033	103,716	117,625	116,942	107,534	122,000	124,154	127,093	121,795	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,798	270,630	317,052	322,078	304,810	309,591	364,724	382,996	406,766	351,786	333,480	3,800,886
1868	278,712	265,187	257,800	286,525	260,529	293,344	283,833	454,209	450,203	427,808	328,271	299,439	4,016,208
1869	284,193	240,395	242,705	311,833	312,630	348,891	310,800	450,248	470,720	422,369	323,577	434,284	4,252,543
1870	312,133	295,645	295,299	318,699	340,892	348,832	322,756	466,431	508,042	441,296	425,687	388,264	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	705,602	623,560	617,555	758,467	999,665	837,388	716,329	6,708,185
1870	533,529	500,189	539,238	706,606	802,556	746,440	643,068	664,061	728,521	719,698	570,168	483,838	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Jan. 1, 1871.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107½
" " " ..... coupon		5	" "	1874	105½
Loan of June 22, 1860 ..... registered	matured.	5	" "	1871	....
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	189,733,100	6	" "	1881	110½
" " " ..... coupon		6	" "	1881	110½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	106½
" " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	494,892,550	6	May & Nov.	1882	108½
" " " (5-20s).....coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s)...registered	3,113,600	6	" "	1884	108½
" " " (5-20s).....coupon		6	" "	1884	108½
Loan of June 30, 1864 (5-20s)...registered	104,139,000	6	" "	1884	108½
" " " (5-20s).....coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s)...registered	185,975,750	6	" "	1885	108½
" " " (5-20s).....coupon		6	" "	1885	108½
" " 2d series (5-20s)...registered	269,535,550	6	Jan. & July.	1886	107½
" " " (5-20s).....coupon		6	" "	1886	107½
" " 3d series (5-20s)...registered	339,774,600	6	" "	1887	107½
" " " (5-20s).....coupon		6	" "	1887	107½
" " 4th series (5-20s)...registered	39,666,250	6	" "	1888	108½
" " " (5-20s).....coupon		6	" "	1888	108½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107½
" " " (10-40s)....coupon		5	" "	1904	107½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95–'99	110½
Certificates of Mar. 2, 1867, and July 25, 1868..	43,550,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	33,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	143,087	var	.....	Due.	....
Treasury Notes (7-30s).....	550,900	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,907,950	6	.....	Due.	....
Temporary Loan of June 30, 1864	80,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,101,086	nil.	.....	Dem.	....
Fractional Currency	39,995,089	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
" — " " (extended).....	2,414,800	5	" "	'83–'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70–'86	....
" — " " (" extended)..	782,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94–'95	96½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	1899	57½
" — " Aid Bonds.....	1,500,000	7	April & Oct.	1899	57
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	108
" — " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds.....	470,500	7	" "	'83–'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My, '61,(10 or 20yr)	7,518,692	6	Jan. & July.	'71–'81	101½
" — " Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
" — " Nov., 1863		6	" "	1883	....
" — " My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
" — " May 1, 1865,(free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	86½
" — " " (" ")	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81
" — " " (" ")	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
" — " " (sterling).....	72,000	6	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69–'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" " " " ".....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	90
" — " "	339,000	6	May & Nov.	1879	....
" — "	160,000	5	April & Oct.	'69–'73	....
" —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69–'06	67½
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	70
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	6	" "	1908	87
" — " " (Funding).....	494,800	6	Various.	'86–'88	65½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
" — "	171,000	6	Various.	'75–'78	97½
" —War Loan of 1861.....	800,000	6	" "	1871	100
" — " " 1863.....	535,000	6	Mar. & Sept.	1883	97½
" — " " 1864.....	2,832,500	6	June & Dec.	1889	97½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1836.....	502,000	5	J. A. J. & O.	1865	....
" — " "	2,252,112	5	" "	'89–'90	....
" — " " converted	1,214,580	5	" "	'89–'90	....
" —Currency Bonds of 1837.....	209,500	6	" "	1890	95½
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834–'35.....	1,438,428	6	" "	'70–'85	96
" — " " 1838–'39.....	525,005	6	" "	'89–'99	95½
" — " " 1838–'30.....	46,252	5	" "	1890	79
" Defense Loan of 1864–'68	2,040,100	6	" "	1883	102
" —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69–'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
" — " " dollar	1,166,500	5	" "	'90–'94	95½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	105
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	103
" — " "	162,000	6	June & Dec.	'70–'72	....
" — "	50,000	6	" "	1877	107½
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
" — " " "	650,000	6	" "	'72–'73	104½
" — " " "	720,000	6	" "	'71–'75	....
" — " " "	1,430,000	6	" "	1876	104½
" — " " 1862.....	600,000	5	" "	'77–'78	....
" —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1850	98
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96½
" — " " '64–'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " dol.	4,379,500	5	" "	1894	94½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	56,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	96½
" —Two Million Loan	1,728,000	6	" "	'73–'83	100
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	90
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82–'90	....
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	85
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	99½
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	99½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86–'96	....
" — " of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,009	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
" — "	5,726,800	6	" "	1873	102½
" — "	2,250,000	6	" "	1874	....
" — "	500,000	6	" "	1875	....
" — "	900,000	6	" "	1877	....
" — "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" —Bonds.....	22,186,000	7	" "	1877	106
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69–'91	45½
" — " (new).....	3,059,045	6	" "	'92–'98	22½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	39½
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	102
" — " (").....	4,095,309	6	" "	1881	100½
" — " (").....	2,400,000	6	" "	1886	102½
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds.....	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — "		5	" "	"	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72–'82	103½
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	105
" — " " "	7,909,600	6	" "	1877	102½
" — " " "	9,273,050	6	" "	1882	104
" — " " "	910,200	5	" "	'72–'87	105
" —Military Loan.....	2,820,750	6	" "	1871	....
Rhode Island—War Loan of 1861.....	39,500	6	April & Oct.	1871	104½
" — " of 1862.....	1,167,000	6	Mar. & Sept.	1882	100
" — " of 1863.....	214,000	6	April & Oct.	1883	99
" — " of 1864.....	776,000	6	Jan. & July.	1895	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	99
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	101½
" — " (stg.).....	484,445	5	" "	1886	71½
" —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	100
" —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	....
" —Funding Bonds	1,282,971	6	" "	'70–'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60½
" — "	2,9,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	64½
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	64½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	100
" — " Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	66½
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	61½
" — " Bonds	3,446,000	6	" "	'80–'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1500	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	6*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	868,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1868	1,710,500	6	April & Oct.	"	1885	94
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	57
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	55
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1865	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1900	24
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1856	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,600,608	7	April & Oct.	New York.	1895	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	954,345	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1890	....
Camden and Amboy:						
Sterling Bonds, skg fund £313,650	1,518,066	6*	Jan. & July.	London.	1860	....
" *Loan*, £300,200 & £184,000	2,000,000	5*	March & Sept.	"	1864	....
Loan for $800,000	323,040	6	April & Oct.	New York.	1870	90
Loan for $675,000	675,000	6	" "	" "	1875	95½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	97½
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	95
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	96½
Camden and Atlantic:						
1st Mortgage	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $250 000	205,000	6	Feb. & Aug.	Philadelphia.	1897	85
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	8,556	7	Jan. & July.	New York.	1916	87
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'90	98½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	856,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,385,000	7	Jan. & July.		1893	103
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.		1893	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York	1888	110
Trust Mortgage, convertible	150,000	8	" "	" "	1888	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1851	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	95½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1886	97
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	94
1st Mortgage, Green Bay Ext.	360,000	7	" "	" "	1885	87½
Equipment Bonds	161,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	57½
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,507,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	955,000	7	May & Nov.	" "	1875	86
1st Mortgage (Peninsula R.R.)	856,000	7	March & Sept.	" "	1898	89
1st Mort. (Chi. & Mil. R.W. 85 m)	1,125,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	97½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	72
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	80
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	95
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	78
Consol. S. F. Mort.	5,000,000	7	May & Nov.	" "	1890	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mort. S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1902	82½
Columbus and Indiana Central:						
2d Mortgage	521,000	7	May & Nov.	New York.	1886	66
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	282,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1990	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	93½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	85½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1895	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	642,000	7	March & Sept.	" "	1864	....
3d Mortgage	700,000	7	April & Oct.	" "	1869	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1870	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1891	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,851,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1885	95½
1st Mortgage (construction)	990,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1890	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	800,000	6	" "	" "	1896	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	100½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	95
Edgefield and Kentucky:						
Tennessee Loan	570,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	90½
Income Bonds	570,000	5	April & Oct.	"	1872	68½
European and North American:						
1st Mortgage (Danger to Wint.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	95
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1920	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	79½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	559,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1909	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1909	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	96
Georgia:						
Bonds	692,000	7	J. & J.	Augusta.	70'–78	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1896	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	6*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	6*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £48,700	226,500	5*	— & —	"	Unred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1988	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	104½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	103
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	100
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 20.32 m.)	461,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,600	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	557,045	7	April & Oct.	"	1896	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1858	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1858	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1881	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	207,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	800,000	8	Jan. & July.	New York.	1883	100
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1998	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	350,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	93
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1876	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,620,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	83,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'00–'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'76	98
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,225,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	95
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	78½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1860	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1860	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	95½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	95½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1898	91½
2d Mortgage	1,890,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1896	105½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1896	94½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	85½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	920,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '66 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1892	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	98
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,669,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,485,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'92	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1887	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1892	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1899	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	98
New London Northern:						
1st Mortgage	90,000	7	Jan. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1895	....
New Mortgage	220,000	7	April & Oct.	New York.	1893	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1897	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	89
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	87
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1868	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,050,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'75–'78	98
Extension Bonds	250,000	6	May & Nov.	" "	1892	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	308,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1878	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1869	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	86
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1860	98
Chattel Mortgage	360,000	10	April & Oct.	"	1887	113
2d Mortgage	276,500	7	May & Nov.	"	18—	94
North Shore, L. I.						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	91½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	92½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	455,500	6	Jan. & July.	Baltimore.	1873	95½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$559,000	6	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		6	" "	"	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	80½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $3,000,000	1,552,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	85½
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	81
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	95
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	75½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						....
1st Mort. guar. by R. W. & O	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	
St. Louis Loan	700,000	6	" "	" "	'71–'73	97
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	98,847	7*	April & Oct.	London.	1875	
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						....
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1850	100½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	90½
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	75
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (General)	5,000,000	6	" "	"	1881	102½
2d Mortgage	4,000,000	6	" "	"	1901	91½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	85½
Philadelphia, Germant. & Norist'n						87½
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						....
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	
Bonds of 1861	106,000	6	Jan. & July.	"	1871	103
Bonds of 1836-43-44-45 and 46	2,497,800	6	" "	"	1880	98½
Bonds of 1857, convertible	171,500	6	" "	"	1886	98½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	80
Philadelphia and Trenton:						105
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						....
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						....
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	Dul
Port Huron and Lake Michigan						
1st Mortgage for $16,000 p.m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'89–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$220,000	6	April & Oct.	Boston.	1883	95
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	108
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	158,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	800,000	7	May & Nov.	New York.	1890	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	226,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	460,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	74½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	66
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	611,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1891	100
2d Mort. conv. into com. stock	967,500	7	" "	"	1903	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	529,000	10*	Feb. & Aug.	Sacramento.	1851	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 62 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	60½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	99½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,565,000	7	April & Oct.	New York.	1884	82½
2d Mortgage ($5,000 per mile)	860,000	7	Jan. & July.	" "	1505	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1896	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	"	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000		7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1906	....
Salem and Lowell:						
1st Mortgage	225,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1880	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	833,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,028,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,081½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'75-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1880	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	68
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78½
Consol. M. (T., W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	75½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95-'99	...
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N.Y.&Boston	'87-'89	63
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	42½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	41
Equip. Loan (Vt.C. & Vt.& Cn.)	1,000,000	8	May & Nov.	Boston.	'77-'89	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	200,200	7	[illegible]	New York.	1860	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " " 2d class	850,000	7		"	1890	....
" " " 3d class	154,000	7		"	1890	....
" " " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	93
2d Mortgage	23,500	6	" "	" "	1868	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	79
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1894	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	89
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	97
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	708,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	" "	"	1890	59
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	" "	" "	1899	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81
Western Union:						
1st Mortgage for $8,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,264,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)		A				
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	90
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	87
Convertible Loan	1,496,879	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	87,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	75½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	48
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	11
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	79

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad: Main Line	Branch Lines	2d Track and Sidings	Railroad in progress	Rolling Stock: Engines	Cars: Pass.	Cars: R. M. E.	Cars: Freight	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*	—	—	4,183,000	915,000	1,205,943	—	25.0	21,132	259,735	284,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.....Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*	—	—	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	85
Jan. 31, 1870	132.0	—	27.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	—	—	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,926	—	50	....
Jun. 30, 1869	26.5	5.0	4.0	—	7	10	3	115	Androscoggin.....Maine.	800,000	—	—	—	—	425,000	—	—	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.5	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased to Cheshire.)			—	7,500	—	100	....
Jun. 30, 1869	80.7	—	8.8	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,511	46,381	86.7	—	—	—	362,666	119,162	8	100	95
Jun. 30, 1869	287.5	58.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	20,000,000	20,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶..N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*	.....	.....	2,494,960	3,483,992	.....	.....	—	(Leased & oper. by Grand Trunk of Canada.)			—	—	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris..N. Y.	217,345	—	—	—	194,250	20,000	—	—	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.0	6,640,721	.....	.....	8,724,916	2,968,809	8	100	135
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31 1869	29.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	25	20	6	863	Belvidere Delaware.....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders. —No returns.)			—	—	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,255,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	151
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg.....Mass.	1,073,622	274,636	—	34,607	872,000	648.000	104.954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal.....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	485,099	124.3	.....	7,510,140	4,187,460	524,564	155,263	6	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	2
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell.....Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,230,812	1,071,881	247,195	8	100	138½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine.....Mass., N. H. & Me.	4,379,295	716,719	273,629	102,601	4,471,274	—	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,371,339	549,949	10	100	147
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	402,681	10	100	146
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Leased to Erie.)			—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.....N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,067	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,269	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	—	—	—	—	—	—	—	—	(Leased & oper. by Grand Trunk of Ca.)			—	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and operated by Erie.)			—	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,372	.....	.....	.....	1 60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No returns 100 miles recently completed.)			—	—	—	100	....
Apr. 10, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,632,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	98
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	121½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124.583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,382	—	—	—	332,925	350,000	.....	.....	—	(Leased & oper. by Camd & Amboy.)			42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod.....Mass.	1,277,499	123,864	64,258	28,051	801,900	125,000	78,489	8,214	65 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased and oper. by West Jersey.)			—	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	—	—	—	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	—	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased and oper. by Illinois Central.)			—	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	—	—	—	8,000,000	7,620,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			475,300	—	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	—	—	4,666,800	786,000	—	—	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	108½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,195	970,890	49,521	3½	100	28
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	28	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,200	58,995,777	.....	.....	742.0	2,899,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)		—	—	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,087	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,786	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie & N.Centrl.)			30,000	—	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,848	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No returns published.)			—	—	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.....New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	713,536	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500.000	437,500	—	—	(Leased to Phila. and Read.)			101,774	2,331	—	50	....
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	64
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,857,163	961,621	16,590,210	4,649.750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	114½
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(No returns.)	.....	.....	—	—	100	152
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	5,000,000	—	—	—	3,916,000	810,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	104	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,048,923	15,147,900	917,789	541,424	1,166.0	5,913,288	115,457,459	364 747,240	12,535,423	3,478,419	9	100	71½
Mar. 31, 1870	493.0	50.5	98 0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,641 79	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,415,475	8½	100	105½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	—	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	—	—	—	—	(Leased and oper. by Kentucky Central.)			—	—	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	—	.....	.....	3,027,450	2,033,000	776,398	—	98.0	251,442	2,863,280	2,052,740	221,949	3,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	—	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700.00	*	107,865	167,865	3,186,396	2,401,056	155,466	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	23½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	292,505	2 641,230	5,444,455	346,181	48,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	50.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,325,000	2,200,000	125,000	.....	80.0	576.046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,596	5,034,071	8	100	80½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lake Superior and Mississippi.....Minn	(In progress and no returns.)				5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Oct. 31, 1869	101.0	98.5	199.4	—	135	30	13	5,938	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Lehigh Coal and Navigation Co.)						150.3	1,286,387	.....	.....	1,945,598	748,900	—	50	....
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,673,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	120½
Dec. 31, 1869	15.0	0.7	.....	15.0	4	1	—	206	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Jun. 30, 1869	84.2	—	47.9	—					Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....		(Operated by L. M. and Col. & Xenia.)					—	100	....
Oct. 31, 1869	28.3	3.0	24.7	—					Little Miami and Col. & Xenia (Joint)..O.	7,786,469	*	[Leased Dec. 1, 1869 to Pitts. Cin. & St. Lou. at $4 80,000 p.a.						196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6¼	100	....
Dec. 31, 1869	9.0	—	.....	—	2	10	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	916,658	.....	2,646,100	795,500	.....	.....		(Leased to Phila. and Read.)			301,290	242,940	8	50	57½
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Branch and Sea-Shore..New Jersey.	223,446	—	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	185.0	196.6	38.5	74.0	67	45	29	1,177	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472 183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	67½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,565 951	1,176,690	8,650,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,964,659	1,142,113	7	100	70½
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lowell and Lawrence.... Massachusetts.	332,883	30,276	.....	3,875	200,000	67,700	1,523	2,152						21,786	6	100	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	.....	.....	10,000	—	(Leased to Summit Branch.)			63,996	6,996	16	50	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Brunswick .....Georgia.	(Completed in Dec. 1869.	*	no accounts yet published.				Bonds $10,000 p.		m ind	orsed by Georgia.)					—	100	....
Jun. 30, 1869	34.2	—	7.1	—					Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	185
Oct. 31, 1869	12.7	26.7	24.5	—					McMinnville and Manchester.¶..Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....		(Leased to Phila. & Reading.)			128,589	loss.	—	50	....
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,800	*	72,124	23,999	1,000,000	—	5,609	90,514	26.0	81,204	1,021,977	942,664	132,510	102,110	10	100	137½
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	.....		(Owned & oper. by Concord.)					—	100	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,900	.....	.....	1,391,346	147,681	—	50	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,900	(Oper. by L. & Nashv.)				1,582,000	99,842		82.6	299,091	.....	.....	408,525	464	—	100	
Dec. 31, 1869	15.0	9.0	.....	285.0	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper. by L. & Nashv.)	1,074,280	2,582,000	599,810	—	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	26	1,897	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....		[Under construction.]					—	100	....
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,130	13,225,848	3,020,989	176,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	117½
Sept 30, 1869	13.0	—	0.5	—					Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	6.6	—	....	—					Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	56.966	.....		(Oper. by Erie.)			44,008	14,434	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Millstone and New Brunswick..N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	.....		(Operated by New Jersey.)			14,531	4,850	6	100	....
Oct. 31, 1869	24.5	58.8	52.3	—					Milwaukee and St. Paul .....Wisconsin.	35,379,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	52½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,956,450	—	—	—		(Leased to Phila.& Reading.)			305,282	305,282	8	50	104
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mineral Point.....Wisconsin.	1,529,000	—	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,912	2,944,756	4,650,980	1,701,933	.....	236.0	.....	.....	.....	.....	.....	—	100	
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,264,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	388,975	162,233	—	100	9
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Girard*.....Alabama.	1,294,430	150,786	284,206	85,468	1,232,728	531,500	50.643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,259	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	85	Montgomery and Eufala.....Alabama.	1,031,964	120,856	93,776	67,337	464,950	502,000	128,521	18,291	40.0	41,648	625,721	.....	66,211	12,914	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	166	Montgomery and West Point ..Alabama.	2,444,767	350,607	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No report received.)	617,707	856,855	79,971	6,857	—	100	....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,052	*	.....	.....	7,880,100	11,779,000	.....	.....		(Leased to Dela., Lacka. and West'n.)					7	100	82
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	30,375	720,000	—	15,000	99,375	28.7	236,052	8,360,778	5,539,930	472,574	93,814	10	100	88½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,868	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,755	*	.....	.....	1,157,736	3,464,050	.....	.....		(Operated by Louisville & Nashville.)					—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,338,900	146,000	82,303	201,008	57.0	197,782	.....	.....	589,929	190,465	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,939	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	[In hands of bondholders.]				972,000	.....	.....	119.0	.....	.....	.....	.....	.....	—	—	....
Oct. 31, 1869	14.9	—	2.8	—					Newcastle and Beaver Valley.....Penn.	424,468	—	.....	.....	605,600	136,300	2,000	.....		(Leased & oper. by P.Ft.W.& Chicago.)			104,737	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—					Newcastle and Frenchtown....Delaware.	150,000	—	.....	.....	150,000	—	—	—		(Owned & oper. by P., W. & B.)			77,837	44,644	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....		(Included in United Companies)					10	100	123
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,758	5,741,442	6,006,886	419,620	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶..L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	—	.....	.....	[Owned and operated by Charles Morgan of New York City.]								1,362,364	562,383	—	100	5½
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5,907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,553	9,244,621	8	100	91½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....							—	100	
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,092,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	131½
Sept. 30, 1869	62.3	—	64.1	—	37	38	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	39,247,430	6,736,230	2,160,561	837,115	10	100	144½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....		(In course of construction)					—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—					Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—		(Leased to New York Central.)			60.000	6	100	
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	188,320	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	5.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102.629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	25,701	1,053,980	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	5.0	116.0	—	—	—	—	North Louisiana and Texas	La.						7,500,000	13000,000			72.0								100	
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*								381.0				2,084,486	432,124	—	—	21	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064			3,150,000	3,688,439	133,476		67.7	460,143			1,132,731	463,114	5	50	90	
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407			5,675,377	289,010	3,218	97.6	404,631	5,252,948		671,076	168,918	—	100		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134				5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	83½	
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767			3,068,400	115,600			82.5	409,036	5,935,262	19,110,456	689,626	256,271	8	100	107	
Sept 30, 1869	21.3	—	4.5	—	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*				400,000			35.3	46,773			325,369	65,764	8	100		
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	(Owned	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,967	8	100	106½	
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*			by Provi	ncial Gov	ernment.)			145.0				281,138					
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929		5,035,800	941,800	387,687	208,922	122.0	532,120		31,199,413	1,045,222	356,839	6	100	90	
Dec. 31, 1869	340.0	53 0	....	—	26	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754		23,714,125	6,152,850	492,321		340.0	1,926,156	30,459,363	69,838,274	2,915,547	643,720	—	100	31½	
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,168	830,232	45,000			4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	92½	
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310		4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	96	
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262		2,488,757	4,350,546	1,019,396	47,357	270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72	
Dec. 31, 1869	5.0	4.0	1.3	—	—	—	—	—	Orange and Newark	New Jersey.	800,000	*				300,000	500,000			9.0				169,088	29,747	—	100		
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*				300,000	610,000			—	(Leased	to R.W. &	Ogdensb.)	125,564	62,782	—	100		
Sept. 30, 1869	36.3	—	24.7	—	9	9	4	66	Oswego and Syracuse	New York.	1,445,986	*				490,400	591,000			36.3	112,232	3,414,428	2,955,461	280,555	60,907	8	100		
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918				3,406,084	7,793,742			336.0	1,764,760			3,213,058	894,345	—	100		
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	*				7,000,000	3,734,136			47.6		nine m	onths.	1,105,219	340,861	—	100	70	
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	*				630,000				—	(Leased	to Erie)			58,400	8	100		
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*				500,000	500,000			—	(Leased	to Erie)					100		
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*				284,500	85,000			—	(Leased	to Erie.)			26,500	6	100		
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*				342,150	160,000	36,542		—	(Leased	to Camden	and Amboy.)				100		
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*				33,493,112	23,862,092	2,054,452		643.0	9,574,632			17,250,812	4,757,785	10	50	125½	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000.000	*				3,200,000	592,500	383,000		47.0						—	10	225	
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York.	N.Y. & Penn.	2,449,079					1,061,700	3,000,000			—	(Leased	to Chic. R.	I. and Pac	(Completed Sept. 13, 1869.)			100		
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000					1,200,000	600,000			—	(Leased	to Erie)			125,000	8	100		
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000			83.0		(Complet	ed July 1,	1869.)			100		
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*				1,000,000				12.0		(In pr	ogress.)				100		
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*				1,325,200	241,894			82.3	164,357			245,634	97,975	3	100		
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164				218,000	800,000	291,686		46.0	124,224			196,672	9,272	—	50		
Oct. 31, 1869	287.6	2 0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*				6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50	54	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	443,888			1,595,750	55,900			24.3	376,303			697,620	287,492	10	50	160	
Dec. 31, 1869	98.4	38.2.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061				29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	98½	
Oct. 31, 1869	28.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	*	339,675			1,259,100			80,555	26.5				1,077,560	274,081	10	50	118	
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042		9,520,850	2,367,000	534,547	434,787	99.7	962,579			2,565,302	876,094	8	50	102½	
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,289	Phg, Cin. & St. Louis	Pa. & W. Va.	Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184		201.0	1,849,510			2,434,101	531,883	—	50		
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*				1,795,253	1,891,000	294,917		72.0	425,341	4,912,563	16,286,331	608,919	207,354	—	50		
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*				19,583,948	13,563,000	72,093		480.6	5,253,584			8,181,631	2,891,199	9½	100	93½	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247				450,000				—					27,450	6	100	85½	
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*				784,700	1,182,988			109.5	354,754			632,763	217,872	6	100		
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*				1,500,000				51.3	303,266			575,036	175,586	6	100	120	
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	*				350,000				—	(Leased	to Concor	d.)		24,500	7	100		
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*				170,000	200,000		11,496	26.0				80,083	22,015	—	100		
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*				437,917	57,000	18,500		15.0	37,960			112,572	21,642	—	100		
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772		2,000,000		55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½	
Dec. 31, 1869	97.0	—	....	—	11	14	—	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*				1,500,000	80,000			97.0				208,000	141,000	3	100		
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583				606,848	1,000,000	952,859		54.0	155,070			207,799	55,879	—	50		
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285		3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,468,686	30,164,875	1,594,002	504,247	7	100	92	
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480		4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,025	6,271,192	609,403	212,070	—	100		
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720		1,414,136	482,678	25,186	559,887	75.5				332,025	132,491	—	100		
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743		847,100	320,296	40,331		46.4	90,998	1,258,994	1,422,279	160,946	37,343	—	100		
Sept. 30, 1869	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	1,250,000	*				650,000	600,000			—		(Not in o	peration.)				100		
Sept. 30, 1869	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*				427,402				22.0		(No	returns.)				100		
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338		3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	124½	
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487			4,381,400		331,828		188.0	679,869	8,347,127	16,336,225	874,855	187,329	—	100	40½	
Dec. 31, 1869	132.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,689,500	*				2,100,000	2,589,500			132.0				753,000	376,000	—	100	72½	
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*				4,340,000	6,700,000			—		(Oper. by	Ind. & St.	Louis.)	611,800	—	100	32	
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*				10,000,000	4,000,000			—			abo	ut 90 000			—	100	47½	
Dec. 31, 1869	150.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.							2,725,000			—	(Leased	to Chi. &	Alton.)		240,000	—	100		
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.		(Unfinished.)				2,000,000	1,000,000			—		(No	returns.)				100		
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,060,000	*				1,500,000	4,500,000			—	(Leased	to Terre H	aute and I	ndianapo	lis.)		100		
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.							2,020,000			—	257,004	2,776,686	3,570,574	373,445	138,411	—	100		
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989		2,732,615	166,000	231,072	79,514	—	189,152			338,693	179,941	—	100		
Dec 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*				190,550	100,000			—	(Leased	to West J	ersey.)		16,833	6	50		
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,500		243,305	226,900	535	91						17,500	1½	100		
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*				904,832	2,307,742			116.3	271,076			429,212	101,024	—	100		
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*				1,289,150	97,000	106,120		54.0	155,070			172,494	27,393	—	50		
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841					576,050				—	(Leased	to Phila. a	nd Reading.)			5	50		
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.							210,000			80.0							100		
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007		999,050	796,830	891,180	25,521	119.3				282,215		—	100		
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.						2,481,062	3,079,100			200.0				460,000			100		
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			—	(Leased	by Northern	Central.)			6	50		
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*				1,227,000	800,000			45.5				61,504	22,091	—	100		
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	*				100,000	37,800			20.0	(Oper. by	Jeff. Mad.	and Ind.)	32,448	7,408	—	100		
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732.900	*				677,900	55,000			50.0				310,182	47,424	6	100		
Dec. 31, 1869	101 8	6·5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*				1,788,000	3,256,320			—				294,476	90,000	—	100		
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000					230,000	500,000			—	(Leased	and oper. by	Portland & Ken.	36,000		—	100		
Dec. 31, 1869	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	439,694					438,300				—	(Leased	& oper. by	Cen. of N.	Jersey.)	26,296	6	100		
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	165,729		5,819,275	4,057,351	355,501		—	801,171		(In	progress.)	1,382,167	595,507	—	100		
Dec. 31, 1869	50.0	—	—	133.0	3	—	—	—	South and North Alabama	Ala.						1,500,000	1,000,000			—						—	100		
Nov. 30, 1869	21.6	—	1.9	—	8	12	2	8	South Shore	Massachusetts.	462,167	89,426		9,566		259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100		
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*				497,750	850,000			63.0	180,560	5,597,645	2,094,921	221,816	66,552	10	100		
Sept. 30, 1869	123.0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	*	192,420	430,168		1,365,600	2,133,800	978,116	299,727	133.0	292,029	2,201,096	10,725,243	440,961	186,123	—	100		
Dec 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	[cost to	completi	on.]		3,000,000	1,500,000			—						—	100		
Dec. 31, 1869	72.0	—	...	200.0	11	4	2	194	Southern Minnesota	Minnesota.										—						—	100		
Dec. 31, 1869	148.3	—	....	159.2	10	12	4	424	*South Pacific* ¶	Missouri.							25,000p m			100.0				348,218	203,473	—	100		
July 31, 1869	142.0	114.5	21.9	20.5	30	14	18	396	Southwestern	Georgia.	4,587,313	*		131,063		3,930,000	699,500	37,155	41,811	257.5	384,922			916,116	360,386	8	100	104	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1869	68.0		3.4		5	4		31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0				61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0				180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,604	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....		.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....		.....	.....	.....	.....	21,176	6	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	607									
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....		(In progress to be completed June 1870.)						50	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,560,000	*	.....	.....	1,470,130	1,707,050	.....	.....	12.0	40,000			79,887	18,001	3	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.			(Will form a part of the Rondout and Oswego Line.)		250 700		21,181	33,414	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818					11.1	64,100	2,202,375	839,342	229,868	23,184	8	100	104
Jun. 30, 1869	—	—	177.0	—	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	*	3,274,000	.....	654,000	2,620,000	.....	.....								50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503,198			1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432			395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	15	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western. O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0				4,252,343	1,200,938	—	100	51
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....		(Leased to Hudson River.)					7	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....		(Leased to Vt & Mass. R. R.)						50	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	.....	.....	.....	.....		(Leased to Pennsylvania.)			8,407,553	4,203,926	—	100	104
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	—	5,591,000	654,530	swamped 33,762,300	107,907,308	.....	.....	1,038.0							100	161
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]						100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	60	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....		54,450	2 244,178	734,763	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....		(Leased by Vermont Central.)					8	100	105
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331		var.	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,000	207,343	75,862	70,082	2,860,000	724 500	111,646	.....	107.0	266,607	8,603,057	3,889,481	567,568	loss.	—	100	70
May 31, 1869	23.7	—	.....	—	—	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....		(Leased to Rutland.)					2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0							100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,647,650	511,400	.....	.....	18.3	(Leased by Del. Lc.&W'tn.)			483,537	102,479	—	100	....
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			454,758	154,618	7	100	87½
Dec. 31, 1868	7.0	—	.....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0				58,123	18,448	7	100	....
Dec 31, 1868	23.0	—	.....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....								100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	5	100	....
Sept. 30, 1868	—	—	.....	93.0	.....	.....	.....	.....	West Shore Hudson River...New York.	619,446	.....	.....	.....	684,046	957 600	97,500	.....	35.5	201,280						100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	525,578	.....	526,700	612,300	6,024	.....	—	[In progress.]			330,571	63,761	—	50	....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	(Built by State of Georgia.)	.....	.....	.....	.....	.....								100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,650,000	*	.....	.....	1,942,000	.....	.....	.....	138.0							100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	750,000	1,800,000	.....	.....	43.0				943,607	266,320	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	.....	*	.....	.....	6,500,000	.....	.....	.....	46.0				42,834	6,820	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....				138,802	44,719	—	100	10
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	Western Union....Wisconsin and Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	.....				.....	.....	—	100	....
Aug. 31, 1869	94.0	—	....	86.0	.....	.....	.....	.....	West Jersey.....New Jersey.	2,007,467	*	[Now forming a division of the Milwaukee and St. Paul						—	(Leased to Pennsylvania.)					—	50	81
Dec. 31, 1869	20.0	—	.....	51.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	No returns for year.]						100	....
Dec. 31, 1869	20.8	—	.....	28.0	—	—	—	—	Whitehall and Plattsburg ¶....New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....								100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	.....	.....	.....	.....	20.0	(Operated during construct'n by M. & St. P'l.)			652,184	256,308	10	50	125
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	200,000	.....	.....	.....		13,430	90,746	159,099	14,663	7,147	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilmington, Charlotte & Rutherford. N.C.	3,600,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased to Boston, Con. and Montreal.)			159,261	12,000	6	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilm. Colum. and Augusta..N. C. & S. C.	[W. & M. RR. sold	Jan. 5, '70	$525,000.	.....	1,200,000	2,000,000	400,000	.....	148.0	(no returns.)						100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	5,000,000	.....	.....	.....		[no returns.]						100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilmington and Weldon ¶....N. Carolina.	3,976,968	*	11,662	184,126	734.812	789,300	.....	.....	19.3	1,857 (Leased to Northern Central.)						100	....
Dec. 31, 1868	38.1	—	.....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	1,463,775	1,484,665	272,624	.....	151.0							100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	213,000	.....	.....	.....		(Recently opened.)			550,938	80,873	—	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,182	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131¼
									Wrightsville. York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....		(Leased to Northern Central.)						100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,308,019	—	641,582	112,080	1,983,563	2,089,400	—	—	13.6								
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	.....	184.5				493,210	342,827	6	50	76
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,160,476	.....	.....	108.0				110,610	.....	10	100	121½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,647,883	—	.....	.....	4,999,600	(See Cam. & Amb. R.R.)			161.0				1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	.....	.....	64,000	899,759	662,246	.....	161.0				104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	.....	.....	48.0				405,174	213,374	—	50	67½
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2 0 0,000	1,130,447	74,087	63,226	102.0	(5 p. c. on preferred stock.)			431,246	184,848	—	100	33
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	.....	4,300,000	1,961,000	.....	.....	354.0				736,303	258,436	—	50	46
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4.797,185	7,165,256	588,689	.....	109.2				1,159,085	598,519	—	50	16½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,741,263	—	.....	.....	2,002,746	2,632,310	195,232	.....	45.0				167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6				43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1.100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....					124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¼	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	—	—	100	100	....
Sept. 30,'69	10.76	135	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,422	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,780	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	.....	...	B'klyn Flatbh & Coney Isl.N.Y.	.....	10,000	100,000	(Not	in operation.		—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston).....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock, E.B.&B.(N.Y.C)N.Y.	859,100	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia.....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.38	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	31
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	.....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,033	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	45
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	120,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	66	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	16
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'68	2.50	.....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	.....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,300	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston.....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	89	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston).....Mass.	1,594,492	1,250,000	—	233,457	821,332	134,567	10.0	100	100	70
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	.....	...	Passenger (Cin.) .....O	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45½
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	50	20	12
Oct. 31, '69	12.86	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	24
Oct. 31, '69	8.25	155	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton ....N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	60	11	Salem and Danvers.....Mass.	192,300	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.)....Pa.	47,463	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	16.00	634	98	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	56
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston.....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.58	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	28	10th & 11th sts. Citizen's Ph.).Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	65½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	22	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	21½
Sept. 30,'69	0.50	32	1	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	y Troy &	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston).....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	303,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,453	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	54,750	—	626	3,600	2,812	4	100	100	....
Nov.26 '69	4.00	44	—	Worcester .....Mass.	89,573	75 500	72,000	25,000	not now	oper'g.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter est Rate.	Inter est Payable.	Principal Payable.	Market Price
Albany:	$	pc			
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	50,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.:					
1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	316,500	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1893	92½
Central Park, N. & E.River:					
1st Mortgage.....	628,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, B'Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st. & G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1873	85½
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M&N	1876	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1876	....
Middlesex (Boston					
1st Mortgage sinking fund	90,038	6	J.&D.	1894	91
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1881	85½
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	M&N	1878	....
Quincy:					
Plain bonds.....	66,424	6	var.	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,800	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers:					
1st Mortgage.....	52,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.)					
1st Mortgage.....	83,700	7	J.& J.	1875	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston):					
Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1883	....
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1876	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1879	90
Worcester:					
1st Mortgage.....	72,000	6	A.&O	1879	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Prices.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	75
Cayuga and Susquehanna,* guar.	589,110	...	5	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	99
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	85½
Chicago and Alton, pref.	2,425,400	7	10	117
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	83½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	79
Erie, preferred	8,536,910	7	7	47½
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	97½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	72½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	70½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	83
St. Louis, Alton and T. H., pref.	2,040,000	7	7	57½
Sandusky and Cincinnati, pref.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,060	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	54
Union, preferred	.....	8	...	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	9

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	32 —	@ 34 —
Pig, American, No. 1		30 —	@ — —
Pig, American, No. 2		28 —	@ 29 —
Pig, American, Forge		25 —	@ 27 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
	STORE PRICES.		
Bar, Swedes, ordinary sizes		— —	@110 —
Bar, Refined		75 —	@ 80 —
Bar, Common		70 —	@ 72 50
Scroll		97 50	@125 —
Ovals and Half-round		97 50	@125 —
Band		92 50	@ 95 —
Horse Shoe		95 —	@ — —
Rods, ½@3-16 inch		82 50	@ — —
Hoop		102 50	@140 —
Nail Rod	per lb.	— —	@ — 6¾
Sheet, Russia, as to No.'s	(gold)	— 10½	@ — 11
Sheet, Single D. and T. Common		— 4½	@ — 6
Rails, English	(gold) per ton.	56 —	@ 58 —
Rails, American, at Works in Penns.	c'y.	70 —	@ 75 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— 16	@ — 17
American, Spring, do.		— 9	@ — 11
American Machinery do.		— —	@ — 12
American German do.		— 9	@ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d. @10d	per 10 0lb	4 37½	@ 4 50
Clinch		5 87½	@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	23 @	— 28
Copper		— —	@ — 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 39	@ — 40
Straits	(gold).	— —	@ — 40
English	(gold).	— 33½	@ — —

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal per box.	8 62½@ 8 87½	10 — @ 10 25
I. C. Coke	7 37½@ 7 62½	8 37½@ 8 75
Coke Terne	6 — @ 6 75	6 75 @ 7 75
Charcoal Terne	7 75 @ 8 25	8 75 @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).	per gall.	— 14	@ — 14½
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 18½
Refined, prime L. S. to W. (110 @115 test)		— —	@ — —
Refined, Standard White (in ship'g order).		— —	@ — 25
Refined, prime White (in shipping order).		— 26	@ — —
Refined, S. W. (in jobbing lots)		— —	@ — 27
Refined, S. W. (in tin)		— 29½	@ — 31
Naptha, Refined, (65 @ 73 gravity)		— 9½	@ — —
Residuum	per bbl.	4 —	@ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 18.

	Th. 12.	F. 13.	Sat. 14.	M. 16.	Tu. 17.	W. 18
Canton Co.	68½	....	68½	....	....	....
Central Pacific 6s	90½	90½	90½	90½	90½	90½
Central of N. Jersey	103½	103½	103½	103	103½	....
Chicago & Alton	....	....	114½	114½	....	115
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	152	....	....	152½	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	72½	71½	71½	71½	71½
" pref.	....	82½	83½	82½	83	82½
" 1st M.	....	97	....	....	....	....
" S. F.	....	....	98½	....	....	....
" Consol.	....	....	....	....	87½	....
Chic., Rock Isl. & Pac.	106½	106½	105½	105½	106½	106½
Chi., R. I. & Pa. 7s, 1896	97	....	....	97	96½	97½
Clev., Col., C. and Ind.	88	87½	88	83½x	....	....
Clev. and Pittsburg	105	....	105	104½	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	77	....	78	....	78½	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	100	100	....	....	....	....
Col., Chi., & Ind. C.	18	18½	18	17½	18	17½
" 1 M.	....	82½	82½	82½	82	82½
" 2 M.	....	....	....	....	60	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	122	....	....	....	121½	121½
Del. Lack. & Western	104½	103½	103½	103½	103½	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
Dubuque & Sioux City	90	....	....	....	....	....
Erie Railway	21½	22½	22	22	21½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	95	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	89½	....	....	....	90	....
" 4 M. 7s, 1880	....	....	....	....	84	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Grent Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph.	87½	85½	85	80	81	81½
" pref.	100½	100	98	91	92½	94
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	139	....	....	....	....	134x
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	93½	94½	93½	88½x	89½	89½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	20
" 2d pref.	....	....	....	....	....	....
Michigan Central	117½	....	117½	117½	117½	117½
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	98½	....	....	....	98½	....
" 2 M.	95	....	95	96	....	95½
Mariposa Mining Co.	....	5	....	5½	....	....
" pref.	....	9½	9	9	9	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	51½	52	51½	51	51½	52
" pref.	73½	73½	72½	72½	72½	72½
" 1st mort.	91½	91½	....	....	....	91½
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	95	....	....	....	....	94½
Missouri 6s	89	89	89½	90	....	....
" H. & St. J. 1ss.	....	....	....	....	....	88½
Morris and Essex	88½	88½	88½	88½	88½	88
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	98	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	91	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	92½	91½	92½	91½	....
" certificates	88½	88½	88½	88½	....	87½
N. York and Harlem	....	....	....	....	132	132½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	101½	....
N. Carolina 6s, old	45½	45½	45	45½	45½	45½
" new	....	....	....	....	22½	22½
Ohio and Miss.	31	31½	31	30½	31½	31½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	41½	42	41½	41½	42	41½
Panama	....	....	....	73½	....	....
Phila. and Reading	99½	....	97½	97½	98½	98½
Pitts., Ft. W. & Chi. gtd.	93	93	93½	93½	....	93½
" 1 M.	....	....	....	....	....	....
" 2 M.	95	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	4½	....	....	....	5	....
St. L., Alton & T. H.	....	30	30½	32	....	....
" pref.	....	....	56½	57½	58	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	85	....	....	84½	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	64	63½	63½	64	63½	63½
" new	63½	63½	63½	63½	63½	63½
Tol., Wab. & Western	49½	50½	50½	50½	50½	51
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	94
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific	13½	14½	14½	14½	14½	14½
" 1st mort.	73½	74½	74½	75	75½	75½
" L. Gt. 7s	....	....	....	60	....	63
" Inc. 10s	36½	37	38½	....	40	42
Virginia 6s, old	67	....	....	....	....	66½
" new	61½	....	61	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 18.

	Th.12	F.13	Sat.14	M.15	Tu.17	W.18
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	105½	....	....
U. S. 5s, 10-40s, coup	107¼	107½	107½	107½	107½	107¾
U. S. 5s, 10-40s, reg	....	....	....	....	107½	....
U. S. 6s, 1881, reg	....	110½	....	....	110¼	....
U. S. 6s, 1881, coup	110¾	....	110⅝	110¾	110¾	110¾
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, ..ty	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	109	108¾	....	....	....
U. S. 6s, 5-20s, c. 1862	108¾	109½	109⅝	109¾	109¾	109¾
U. S. 6s, 5-20s, reg. '64	....	....	109¾	....	....	....
U. S. 6s, 5-20s, c. 1864	108¾	....	109	108¾	108¾	....
U. S. 6s, 5-20s, reg. '65	....	108¾	....	108⅝	....	....
U. S. 6s, 5-20s, c. 1865	108⅛	108⅛	....	....	....	108⅜
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	107⅛
U. S. 6s, 5-20s, c. n. '65	107¼	107¼	107½	107⅜	107⅜	107⅜
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	108¼	108¼	108	108⅛	108⅛	107⅛
U. S. 6s, 5-20s, reg. '68	....	....	108½	108⅜	....	....
U. S. 6s, 5-20s, c. '68	108¼	108¼	108¼	....	....	108⅜
U. S. 6s, Pac.R.R.issue	110¼	....	110½	110¼	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 17.

	W.11	Th.12	F.13	Sat.14	M.16	Tu.17
Catawissa	....	....	....	....	....	....
.. preferred	38	38	....	37½	37½	....
Camden and Amboy	121¼	121	121	120½	120½	120½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	98
.. mort. 6s, '89	95	....	95	95	96½	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	39¼	....	....
.. 7s	....	....	....	....	90½	....
Lehigh Navigation	34	33½	33½	33¼	33½	33½
.. 6s, 1884	83	83½	83½	83½	....	84½
.. Gold L	87½	87½	87½	....	....	....
.. R. R. L	....	....	....	....	....	....
Lehigh Valley R. R.	60	60	60	59½	60	60
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	96	....	....
Little Schuylkill R.R.	....	....	....	43½	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	52	52	52	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	45	....	....	....
.. 6s, 1880	....	....	....	....	....	98
.. 7s	93½	....	94½	....	94	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	62	62	62	62	62	62
.. 1st M	100¾	....	....	100¾	....	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	102½	....	....	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	105	....	105	....	....	....
.. 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	100	100½	100	....	....	100½
.. new	100¼	100½	100¼	100½	100½	100½
Philad., Germ. & Nor	79	....	79	79	79	80
Phila. & Reading	49½	49¾	49½	49	48¾	49½
.. 7s, 1893	105	....	....	....	....	....
Philadelphia and Erie	27	....	....	....	....	....
.. 6s	....	....	....	....	....	....
.. 7s	87	87½	87½	....	87¾	....
Schuylkill Navigation	....	8¼	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882	74	74	74	....	....	73¾
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	80	....	....	80
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	11	11	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	57	....	56	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 17.

	W.11	Th.12	F.13	Sat.14	M.16	Tu.17
Baltimore City 6s, 1875	94	....	....	....	....	94½
.. 1886	....	....	....	....	....	....
.. 1890	....	93¾	93¾	93¾	....	....
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	94½	....	94	94	....	....
Marietta & Cin. 1st M	94½	94½	95	94¾	95	....
.. 2d M	77¾	78	....	78½	....	....
Northern Central	42	42	41½	....	....	....
.. bonds, 1885	91¾	....	....	....	....	....
.. .. 1900	89¾	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 18.

	Th.12	F.13	Sat.14	M.16	Tu.17	W.18
Boston and Albany	150½	....	151	151	151	151
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	147	....	....	....	....	....
Boston and Providence	....	....	....	146	....	....
Boston, Hartford & Erie	....	....	....	2	....	....
.. 7s, new	22	22½	22½	23	23	24
Cheshire, pref	....	85½	....	....	....	85½
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	139	....
Eastern	119	....	....	119½	120	120½
Fitchburg	135	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	137½	....	....
Michigan Central	117¼	117¼	117¼	117½	118	117½
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	88	88½	88½	89	90	90
.. pref	108	108	....	....	....	108½
Old Colony & Newport	95½	95½	....	96	96	96
Ph., Wil. & Baltimore	50¾	50½	50¾	51	51½	51¾
Portl'd, Saco & Ports	120	....	120	120	120	....
Union Pacific	....	....	14¼	14¾	14¾	14¾
" 6s	72¾	73¾	74¼	74½	75	75¾
" Land Grant 7s	55	....	56	57½	58½	60
" Income 10s	33¾	34	35	35½	36¾	36
Vermont & Canada	105	....	105½	....	105	105
Vermont & Mass	69½	....	....	70	....	70
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	102	....	....	....	....
Metropolitan	69½	....	....	....	69½	70
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	7¾	7¾	....	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	1¼
Pittsburg	....	....	....	....	....	....
Quincy	25	....	....	....	24	24

London Stock Exchange.

	—Closing Prices.— Dec. 23.	Dec. 30.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	28 — 29	28 — 29
Detroit and Milwaukee 1st mort. 7s	65 — 69	65 — 69
Do. 2d mort. 8 p. c.	65 — 69	65 — 69
Erie shares 100 dol. all paid	— —	— —
Do. sterlg. 6 p. c. convertible bonds	63 — 65	63 — 65
Do. 3d mort. 7 p. c. 1883	— —	— —
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— —	— —
Do. 100 dol. shares, all paid	111½—112½	113 —114
Marietta and Cin. R. R. bonds 7 p. c.	— —	— —
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	91 — 93	91 — 93
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	93 — 94	93 — 94
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, January 21, 1871.

Stock Exchange and Money Market.

The Money market has been more active than usual at this season of the year,—chiefly in the line of call loans, which have been in quick request at from 7 per cent. currency to the same rate in gold, on a less liberal offering of capital, from banks as well as through private channels. At the close on Wednesday, the tendency was in favor of responsible borrowers, with 7 per cent. in currency as the most general quotation to the Stock Exchange firms. Mercantile credits have met with a fair demand, on the basis of 7@8½ per cent. per annum, for the better grades. Part of the activity in Money, through the week, was due to the preparations, on the part of the city, to liquidate its Revenue bond debt of $5,750,000 of which amount, $3,500,000 were paid off on Saturday, and the balance on Monday following. The pressure on Tuesday and Wednesday was largely due to speculative manipulations of the market. The city banks, last week, had their deposit line enlarged $11,864,949; their specie average, $2 632,213; and their legal tender reserve, $1,544,501. They added $3 632,995 to their loan and discount averages, and diminished their circulation $64,914. The U. S. Sub Treasury, last week, gained $2,743,590 of currency, and $207,252 of coin, as the result of the week's business of the office.

The specie reserve of the city banks according to the latest return is $28,990,404, against $37,510,467 same time last year. The city bank deposits are now $213,408,774, against $202,396,331 week ending Jan. 16, 1870. The legal tender reserve amounts to $50,575,911, against $52 248,475 same time last year. The circulation now stands at $32,049 804, against $23,966,823 same time last year. The loans are now $269,211,022, against $259,101,106 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $85,531,901 a day, against a daily average of $100,288,596 the preceding week. The current week's exchanges average about 112 millions a day. The city banks, last week reported a gain of $2,632,213 of specie, $11,364,949 of deposits, and $1,544,501 of legal tender notes. They increased their loans $3,632,995; and reduced their circulation, $64,914.

The city bank exchanges on Wednesday were 102½ millions.

National Bank notes to the amount of $569 340 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $338,824,198. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,685,319 leaving, with the existing 1,612 banks, (having an aggregate capital of $430,299,301,) an actual circulation at this date, of $305,738,879. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $347,223,700; and for the public deposits, $15,769,500—making a total of $362,993,200. The Treasury Department last week redeemed and destroyed $544,000 of worn and mutilated fractional currency, and issued $763,319 of new.

The cash balance in the Treasury Department at the opening of business on Wednesday, was $27,200,000 in currency, and $103,500,000 in coin, including $30,500,000 in certificates.

The U. S. Sub-Treasury receipts, week ending with Jan. 14, were $6,479,248 in coin, (including $2,977,000 from customs duties,) and $6,944 827 in currency; payments, $6,686,500 in coin, (including $3,819,933 of coin interest,) and $4,201 287 in currency; balance at the close of the week, included $61,873,350, of coin, against $61,581,202 the preceding Saturday, and $10,345,543 of currency, against $7,601,952 at the close of the preceding week. The business of the Office on the first three business days of the current week, was as follows. Monday, receipts, $731,168 in coin, (including $627,000 from customs) and $212,041 in currency; payments, $1,031,771 of coin (including $474,353 of coin interest), and $667,453 of currency. On Tuesday, receipts, $693,584 in coin, (including $617,000 from customs,) and $197,763 in currency; payments $515,394 of coin (including $479,999 of coin interest), and $448,697, of currency. On Wednesday, receipts, $624,340 in coin (including $504,969 from customs), and $236,092 in currency; payments, $479,506 in coin

(including $461,014 of coin interest) and $1,150,072 of currency. The balance at the close of business on Wednesday included $8,926,722 of currency, and $61,377,821 of coin, against a balance a week previous of $8,345,105 currency, and $62,916,240 coin.

The U. S. Sub-Treasurer retired, last week, $2,682,044 of coin certificates, received for customs.

Government revenues yielded rather more liberally, during the week. The excises during the past week yielded 2¾ millions; customs at the port of New York, $2,935,044, and at the outports about $970,000 (in coin) more, making the grand total income for the week equal to about $7,046,000 in currency. The income of the Government, from excises, since July 1, 1870, has been $87,793,808.

Gold has been without remarkable activity since our last, and the range of the price has been from 110⅛@111, closing on Wednesday at 110⅝, as on the preceding Wednesday. There has been less disposition to operate on speculative account. The export drain has been light, less than half a million last week. On Wednesday, the shipments were $198,000, all in Mexican dollars. The customs call has been more extensive.

The Treasury Department under its official programme for January, will sell Gold, during the month, as follows: Thursday, January 26, one million. And buy Five Twenties, as follows: Wednesday, January 25, one million.

The customs revenue on Wednesday was $504,969. The coin interest disbursements at the Sub-Treasury were $461,013.

The export drain was $495,373 week ending with January 14, against $232,923, same week preceding year. The shipments since July 1, 1870, have been $12 389,014, against $17,401,053 same time in 1869–'70. The exchanges at the Gold Exchange Bank, which were 26⅛ millions on Friday, of last week, were 32⅛ millions on Saturday; 32¾ millions on Monday; 43⅞ millions on Tuesday; and 27 millions on Wednesday.

The customs demand for Gold last week, averaged $498,174 a day; thus far, this week, it has averaged $583,000 a day, or equal to a weekly aggregate of $3,498,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $46,335, and since Jan. 1, 1871, $79,246, against 263,783 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $76,930,758, against $68,925,986 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $56,474,484 against $57,477,806 same time in 1869–'70.

The customs revenue at the port of San Francisco, from Jan. 1 to Dec. 31st, 1870, was $7,752,181, against $8,339,379 in 1869.

The specie exports by steamer and railway, from San Francisco, in all, in 1870, were $33,566,898, against $37,287,118 in 1869.

Foreign Exchange has been quoted firm on a moderate volume of business. Bankers' bills have not been offered freely. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109⅜; sight bills on London, 109⅞@110⅛. The offerings of produce bills have been fair. The week's exports of domestic produce have been to the currency value of $4,607,757, and since Jan. 1, 1871, $13,569,683, against $8,156,050 same time in 1870.

The dealings in Government securities have been rather more extensive at generally well supported prices, though the unexpectedly large offerings of bonds to the Sub Treasury, at the Bond purchase on Wednesday, had the effect of temporarily depressing values. At the close, the market was firm, and the available supply of the coin-bearing issues, moderate.

On Wednesday, Government bought in two millions of Five-Twenties at 107 06@107 29, ex-interest. The amount of bonds offered was $6 842,000.

U. S. sixes of 1881 closed here on Wednesday of the current week at 110⅛@110¾; U. S. Five-Twenties of 1862, 109⅛@109¼; U. S. Five-Twenties of 1864 at 108½@108¾; U. S. Five-Twenties of 1865, 108⅝@108¾; U. S. Five-twenties of 1865 consolidated, 107⅜@107½; U. S. Five Twenties of 1867, 107⅛@108; U. S. Five-twenties of 1868, 108⅛@108⅜; U. S. Ten-forties at 107⅝@107⅞; U. S. Six per cent. currency bonds, 110@110¼.

State bonds have been in fair demand, at firmer, though irregular prices.

Railway bonds have been in good request for investment purposes at generally buoyant prices. Central Pacific Sixes have been selling more freely, closing at 90⅛@90¾. The very favorable exhibit of the earnings of the Central Pacific Road for 1870 has stimulated the demand for the Bonds of the Company. The average of the monthly earnings of the Road, in 1870, was $665,276, against a monthly average of $472,490 in 1869, showing an increase of $192,786 in the average monthly earnings, last year, or an aggregate increase of $2,313,432 in the earnings of the whole year. Chesapeake and Ohio Sixes have been in moderate demand at 90 and interest. Union Pacific Sixes have been quoted up to 75¼@75½.

The Union Pacific Company will buy on Feb. 1, $50,000 of their Land Grant Mortgage Bonds, under sealed proposals received at the office of the Company, in Boston, to the hour of noon on that day.

Railway and miscellaneous share property has been quite freely dealt in, and notwithstanding the more active Money movement, prices have been quoted stronger but quite variable, closing buoyantly. Union Pacific stock has been closed at 15⅛@15⅜. Western Union Telegraph closed at 47¼@47½

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 4.	Jan. 10.	Jan. 16.
Consols	92¼	92⅜	92⅛@92¼
U. S. 5-20's of 1862	89⅝	89⅝	90⅛@90¼
U. S. 5-20s, 1865	89⅛	89¼	89⅛@89¼
" 1867	88¼	88¼	88⅛
" 10-40s	87¾	87¾	88@88⅛
Erie	19½	18¾	——
Ill. Central	113½	114	——
At. and Gt. West	28½	28½	——

General Business has been less active in most lines, though Provisions have been moving more freely, the demand for them having been more liberal, chiefly for shipment and on speculative account. Breadstuffs closed firm, but dull. Middling upland cotton closed on Wednesday at 15⅜ cts. per lb. The stock of cotton now here is given at about 78,500 bales. The receipts at the port this week, have averaged about 4,500 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 1,896,013 bales, against 1,501,777 bales same time in 1869–'70; exports same time 1,105,371 bales, against 792,247 bales same time in 1869–'70; stock on hand at latest dates, 549,900 bales, against 487,062 bales same date 1869.

At the Live Stock markets, this week, Beeves have been in less request from 8@16c. per lb.; week's receipts, 6,526. Milch cows quiet at $40 @$110 each, receipts, 73. Veal calves in moderate demand at from 5@12½c per lb.; receipts, 100. Sheep have been in less request at from 4@7½c. per lb.; receipts, 23,157. Swine in pretty active request at 7⅜@7¾c. per lb., all live weight; receipts, 15,736.

Foreign merchandise has been quiet, and less firm. The dry goods entries at this port, last week, were $1,811,342, making with the general merchandise imports a total of $5,640,792, against $4,552,895 same week last year.

Ocean freights closed tame and weak, with a more liberal supply of tonnage available For Liverpool we quote flour at 2s. 6d. by sail, and 2s. 9d.@3s. by steamer per bbl.; grain at 5½d. by sail, and 6d.@6¼d. by steamer per bushel; cotton at ⅛@⅜d. by sail and ⅜ by steamer per lb.; and heavy goods 17s. 6d. @30s. by sail, and 30s.@55s. by steamer, per ton. Total number of vessels in port on Wednesday, 624.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending January 10th, and since the beginning of the year:

	1870.	1871.
For the week	$2,462,778	$4,607,757
Previously reported	5,693,272	8,961,926
Since Jan. 1	$8,156,050	$13,569,683

The imports for the week ending Dec. 31, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,297,855	$1,811,342
Gen. merchandise	3,255,040	3,829,450
Total for the week	$4,552,895	$5,640,792
Previously reported		
Since January 1	$4,552,895	$5,640,792

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 81; do., 7s, 88⅛; do. 7s, gold, 94⅛; North Carolina 6s, Special Tax, 18¼; South Carolina 6s, new, Jan. and July, 60⅛; do., April and Oct., 61; California 7s, 108; New York State 7s, Bounty Loan reg., 106; Louisiana 6s, old, 67½; Alabama 8s, 96⅝; Arkansas 7s, issued to L. R. and Ft. Smith R. R., 60; Brooklyn 6, W. L., 92½; Great Western (Ills.) 1st mort., 1888, 90; Quincy and Toledo 1st mort., 82; Chicago and Northwestern Interest bonds, 91⅛; Ohio and Mississippi consol. bonds, 85⅞; Tolodo, Peoria and Warsaw 1st mort., W. D., 83; do. 2d mort., 68; North Missouri 1st mort., 83; do. 2d mort., 65; Hannibal and St. Joseph 8s, conv., 103; St. Louis, Jacksonville and Chicago 1st mort., 92¼; Pacific 7s, guar. by Mo., 97; Buffalo, New York and Erie 1st mort., 89; New Jersey R. R., 123; Rome, Watertown and Ogdensburg R. R., 124⅛; St. Louis and Iron Mountain,

47½; do. 1st mort., 89⅝; New York and New Haven R. R., 144½; Western Union Telegraph, 47⅜; Quicksilver pref., 7½; Am. Mer. Union Exp., 41⅞; Adams Exp., 66½; U. S. Exp., 86½; Consol. Gregory gold, 0.30; Smith and Parmalee gold, 0.25.

Philadelphia.—Pennsylvania R. R. Gen'l mort. coupon, 94; do. reg., 96; Pennsylvania and New York Canal 7s, 92¼; Connecting R. R. bonds, 85½; West Jersey 7s, 97; do. 6s, 89; Stubenville and Indiana bonds, 92; Phila. and Reading R. R. Deben. bonds, 80; do. 6s, 1843-'80, 96½; Wilmington and Reading 7s, 92½; Pennsylvania Canal, 6s, 80; Schuylkill Nav. 7s, Boat Loan, 81; Lehigh Nav. conv. loan, 78⅝; Oil Creek and Allegheny River R. R., 46⅛; do., 7s, 81; Chesapeake and Delaware Canal, 38; Ridge Avenue R. R., 7½; Pennsylvania State coupon 5s, 104; Shamokin Coal, 7. The latest quotations are: City 6s, 100@100½; do. free of tax, 100⅛@100⅝; State 5s, coupon, 104@104; do. 6s, W. L., 105¼@—; do. 1st series, 102@—; do. 2d series, 104@—; do. 3d series, 106@—; Reading, 49⅜@49⅜; do. 7s, 1893, 105@105; do. mort. 6s, 1880, 96@96½; Camden and Amboy, 120¾@121; do. mort. 6s, 1889, 96@97; do. 1888, 97@—; do. 1889, 93¼@—; Penn. R. R., 92½@93; do. 1st mort., 100¾@101; do. 2d mort., 102@—; do. Gen'l mort. coupon, 94@95; do. reg., 95⅝@96⅛; Little Schuylkill R.R., 43@43⅝; Morris Canal, 83@86; do. pref., 78@77; do., 6s, 83@84; do., scrip 7s, 70@—; Susquehanna Canal, 6@8; do., 6s, 47@49; Schuylkill Nav., 8¼@8¼; do. pref., 17@17½; do. 6s, 1882, 73½@74; Elmira and Williamsport pref., 39½@40; do. 7s, 1878, 90½@90½; do. 5s, 58@60; Lehigh Coal and Navigation, 33½@33¾; do. 6s, 1884, 84½@85; do. R.R. Loan, 90½@90½; do. Gold Loan, 86¾@87¼; North Pennsylvania, 44½@46; do., 6s, 97@98¼; do., 7s, 94@94½; do. Chattle 10s, 113@—; Philadelphia and Erie, 27@27¼; do., 6s, 91@91⅝; Minehill, 51@52; Catawissa, 12@15; do. pref., 37⅞@38¼; Lehigh Valley, 60½@60⅝; do., 6s, 95@96; do. 6s, reg., 101@103; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 56½@57; Thirteenth and Fifteenth, 22¼@24; Spruce and Pine, 24@25¾; Green and Coates, —@45; Chestnut and Walnut, 44@44¾; Hestonville, 15@16; Union, 42@—; Germantown, 30@31.

Boston.—Michigan Central R. R. 8s, 1890, 106¼; Vermont Central 1st mort., 87¾; do. 2d mort., 41; Rutland R. R., 40½; do. pref., 85; do. 7s, new, 80; Cincinnati, Sandusky and Cleveland R. R., 28½; do. 7s, 80; Indianapolis and Cincinnati, 7¼; Western R. R. 6s, 1875, 101; Phila., Wil. and Balt. R. R. 6s, 1887, 94; Burlington and Missouri R. R. 8s, in Nebraska, 93⅞; Missouri River, Fort Scott and Gulf 1st mort. 10s, 101¾; Kalamazoo, Allegan and Grand Rapids 8s, 93; Vermont Central and Vermont and Canada 8s 103; Missisquoi R. R. 7s, guar., 82½; Keokuk and St. Paul R. R. 8s, 99; Stanstead, Shefford and Chambly R. R. 7s, 1887, 84½; Atchison, Topeka and Santa Fe 1st mort. 7s, 1899, 80; Cedar Rapids and Missouri 7s, 1916, 87; Connecticut and Passumpsic Rivers R. R. 7s, 98⅞; Agricultural Branch R. R. 6s, 1884, 85¼; Burlington and Missouri River R. R. 7s, Land Grant, 90; Mansfield and Framingham R. R. 45; Eastern (N. H.) R. R., 110⅞; Norwich and Worcester R. R., 106½; Boston WaterPower Co., 20⅛; Cary Imp., 7⅞; Massachusetts 6s, 1872, gold, 104¼; New Hampshire 6s, 99; Boston 6s, 1880, currency, 100⅞; do. 5s, 1886, gold, 93¾; do. 1882, gold, 94¼; Bangor 6s, 1899, 88; Albany 6s, 1896, 91¾; Portland 6s, 1886, 94½; Chicago 7s, River Imp., 97⅛; do. 6s, 1882, 94; St. Louis County 7s, 1885, 95⅝; do. 1876, 97½; Cook Co., Ills., 7s, 97½; Salem 6s, 1916, 98¾; Cambridge 6s, 1883, currency, 99¼; Salem 6s, 1877, 99⅛; Charlestown 6s, 1876, 98; Allouez Mining Co., 75c; Hanover, 30c.

Baltimore.—Orange, Alex. and Manassas bonds, 75½; Northern Central 6s, 1900, gold, 92¼; Orange and Alexandria 1st mort. 6s, 83; Central Ohio R. R., 26; Virginia 6s, old, reg., 51; do. 1866, 61; do., 1867, 56; Maryland Defense bonds, 102; Memphis City 6s, 49¾; Virginia Coal and Iron Co., 0.32. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90@90⅛; Baltimore and Ohio, 135@139; do. 6s, 1875, 93½@94; do. 1880, 92@—; do. 1885, 94@95; Northern Central, 41¾@42; do. 6s, 1885, 91¾@92; do., 1900, 89@89½; do. 6s, 1900, gold, 92¼@95; N. W. Va. 1st mort., 93½@96; do. 2d mort., 91@—; do. 3d mort., 1885, 90@90¼; Marietta and Cincinnati 7s, 1892, 94¾@95; do., 2d mort., 78½@79; Central Ohio, 25@30; do. 1st mort., 85@86¾; Western Md. 6s, 1890, 76@79; do., guar., by Baltimore City, 93¾@95; do. 2d mort., guar., —@86; do. 6s, pref., 60@60; do. 6s, guar., by Washington Co., 80@80¾; Richmond and Danville bonds, 76@77; Orange and Alexandria 1st mort., 6s, 83@86; do., 2d mort., 6s, 73½@75; do. 3d mort., 8s, 83@84; do. 4th mort., 8s, 78¾@80; Orange, Alex. and Manassas 7s, 75@76; Virginia and Tennessee 8s, 78@80; do., 6s, 1st mort., 80½@81; do. 6s, 2d mort., 70@—; Baltimore 6s, 1875, 94@94½; do. 1884, 92@92⅝; do., 1886, 93@—; do., 1890 94¾@95; do., 1893, 96@97; do., 1900, 92¾@93; do. 5s, 1838-'70, 75@80; Memphis City 6s, 49¾@50½; Maryland Defense Loan, 1888, 101¾@102¼; City Passenger R. R., 20@21; George's Creek Coal, 57@62; Atlantic Coal, 1.50@1.50.

☞ The Boston *Journal* of January 12, says: We notice the first public sale of the Missisquoi Sevens, a branch road from the Vermont and Canada to be operated by the management of the Vermont Central and Vermont and Canada, and the interest guaranteed by these roads. The whole amount of the loan is $500,000. We look upon this home security, lying in New England, as a very safe investment, and at the price at which it is sold as profitable as any in the market.

☞ The contract for 3000 tons of Steel Rails for A. T. Stewart's Hempstead Railroad has been awarded to Hermann Boker & Co., for their German Puddled Steel Rails, on terms not made public.

☞ The Parkton and Manchester Railroad is nearly half graded between Parkton and Manchester.

☞ The Quincy Mining Company have declared a dividend of $4 per share, payable on the 6th of February.

☞ The California and Oregon Railroad is completed to Tehama, 122 miles above Sacramento.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU ST.,
NEW YORK, Jan. 20, 1871.

United States Five-twenty Bonds, if allowed to run until 1875, will pay but FOUR PER CENT. Gold on the investmant at present market rates, while they are likely to be funded at a lower rate of interest before that time.

THF FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY, at present market price, will pay nearly SEVEN PER CENT. in gold on the investment, and cannot be called in or the interest reduced under twenty-five years.

A difference of from FIFTEEN to TWENTY PER CENT. may be realized in exchanging Government Bonds for Central Pacific, or saved in making new investments.

The safety and value of the First Mortgage Bonds of the Central Pacific Railroad Company are thoroughly established and universally recognized.

The value of the property, the immense and increasing revenues of the Company, and its able and honorable management, assure the security of the principal and prompt and regular payment of interest beyond question.

We have introduced them into our regular business upon the same basis as Government Bonds, and buy and sell them as freely at current market rates, and are prepared to furnish them to investors or others at daily quotations.

We buy and sell Government Bonds, Gold, and Coupons, execute orders in miscellaneous securities at the New York Stock Exchange, make collections, receive deposits subject to check at sight, allow interest on balances, and do a general banking business.

FISK & HATCH.

No. 20 WALL-ST., NEW YORK, Jan. 2. 1871.
In connection with the house of
JAY COOKE, MCCULLOCH & Co.,
No. 41 Lombard-st., London,
We are prepared to purchase and sell
STERLING EXCHANGE,
To issue
COMMERCIAL CREDITS AND CIRCULAR LETTERS FOR TRAVELERS *available in all parts of the world*,
To EXECUTE ORDERS IN SECURITIES,
To make
CABLE TRANSFERS OF MONEY,
And to transact any business pertaining to an
AMERICAN BANKING HOUSE IN LONDON.
JAY COOKE & Co.

☞ RAILROAD BONDS.—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

☞ The Fairbanks patent for railroad track scales has just been extended by the commissioner of patents for seven years, the proofs showing that these scales have been but in use to the amount of $789.000.

☞ The contract or lease of the Portsmouth, Saco and Portland Railroad to the Eastern and Boston and Maine Roads, which was made in 1847, terminated on the 20th inst.

Journal of Railroad Law.

RAILROAD COMPANIES—LAW OF DAMAGES WHEN SERVANTS OF COMPANY ARE INJURED THROUGH NEGLIGENCE OF CO-EMPLOYEES.

The facts in the late case of The Pittsburg, Fort Wayne and Chicago Railway Company *vs.* Devinney, (17 Ohio, 197,) are fully and clearly stated in the following opinion by

BRINKERHOFF, J.—The bill of exceptions sets forth all the evidence given on the trial below; but it would be a useless labor to repeat it here. It is enough to say, that it establishes, beyond reasonable question, the fact that the plaintiff below, being a brakeman on a train going east, received the injury of which he complains, through the negligence and misconduct of the conductor or engineer, or both, in charge of the train number eleven going West, and with which the train on which the plaintiff below belonged, and on which he was serving, came in collision.

The motion for a new trial on the ground that the verdict was against the evidence, and the latter part of the charge of the Court below to the jury, both, therefore, present the distinct question, whether—in the absence of any evidence that the railroad company had knowingly or negligently employed an incompetent conductor or engineer for the train, through the faulty running of which the collision occurred—the company is, in law, responsible for an injury received by a brakeman of one train, in consequence of the negligence or mismanagement of the conductor or engineer of another train of the same Company?

A comprehensive summary of the branch of the law applicable to this question, as settled by cases so uniform and numerous that it is needless to cite them, in England, New York, Massachusetts, Pennsylvania, and the most of the other States of the Union, is thus stated by Read, J. delivering the opinion of the Supreme Court of Pennsylvania, in Caldwell *vs.* Brown, 6 Am. L. Register N. S., 752:

"A servant, by entering into his master's service, assumes all the risks of that service which the master cannot control, including those arising from the negligence of his fellow servants. In case of an injury to one servant by the negligence of another, it is immaterial whether he who causes and he who sustains the injury are or are not engaged in the same or similar labor, or in positions of equal grade or authority. If they are acting together, under one master, in carrying out a common object, they are fellow servants. The master, indeed, is bound to use ordinary care in providing suitable structures, engines, tools and apparatus, and in selecting proper servants, and is liable to other servants in the same employment if they are injured by his own neglect of duty. But it makes no difference, whether, the master is an individual or a corporation; in either case he is responsible to his servants for his own negligence but not for that of their fellow servant."

But on this general doctrine a single exception has been engrafted in this State—first, by a divided Court, in Little Miami Railroad Company *vs.* Stevens, 20 Ohio, 415, and afterwards by a full Court in C. C. and C. R. R. Co. *vs.* Keary, 3 Ohio St., 201, and thenceforward recognized by this Court in subsequent cases. That exception is this, that where one servant is placed in a position of subordination to, and subject to the orders and control of another servant of a common master, and the subordinate servant, without fault of his own, and while in the performance of his duty, is injured through the negligence of the superior servant, while acting in the common service, an action lies in favor of the inferior servant so injured, against the master.

But this is the extent and limit of the exception. Beyond it no case in Ohio has ever gone: but on the contrary, the language of the Court in all the cases is careful to exclude the conclusion that an action might be maintained against the master by one servant, who has been injured through the negligence of a fellow servant, where no relation of superior and subordinate existed between them.

And the case of Whalen *vs.* The M. R. and L. E. R. R. Co., 8 Ohio St., 249, turned upon this limitation. The decision in that case was made by a unanimous bench; and we are unable to see how the rulings of the Court below can be sustained without overruling that case.

The case of Hutchinson *vs.* Railway Company, decided by the Court of Exchequer in 1850, (5 Ex. R., 342,) is even more closely in point. There, in one aspect of the case assumed by the Court to be the true one, the party injured was, as here, employed as a servant of a railway company on one train, and was injured by a collision with another train, occurring through the negligence of other servants of the same company in the management of the latter train. The Court held that the company was not responsible, unless the company had been culpably negligent in the selection of the servant or servants through whose fault the injury arose; and no such negligence appeared in that case, as there does not in this.

Indeed in all the books, I am unable to find a single case which would justify the rulings of the Court below, with the single exception of Chamberlain *vs.* Mil. and Miss. R. R. Co., 11 Wis., 239, which seems to go to the full length of holding that a master is in all cases liable for an injury received by one servant, by means of the negligence of a fellow servant engaged in a common employment, irrespective of any circumstances of superiority, subordination, rank or grade. In going to this extent, I believe the Supreme Court of Wisconsin stands alone. A majority of this Court is unwilling to follow it, believing, as we do, that it would be wrong in itself, and disasterous in its tendencies to every business requiring many hands to prosecute it. Yet I am unable to see how, if we sustain the rulings of the Court below, we can, on any well grounded distinction, stop short of proceeding to the same extreme length.

Employers are not omniscient, and if they were, they would hardly be able to find employees whose vigilance was incapable of relaxation, and whose carefulness would never lapse into negligence. It is therefore unreasonable to expect such results from employers of ordinary penetration and insight into character, and wrong to exact it from them. And if it be a crime, or quasi crime, as some who argue the question of the masters responsibility seem unconsciously to intimate, to put in operation the tremendous and dangerous enginery and natural forces which modern civilization has discovered, invented and applied, it is surely a sufficient answer to a claim of responsibility on that ground against the employer, on the part of the employee, to say that the latter is a voluntary *particeps criminis*. And in the consideration of questions arising under the law regulating the rights and obligations of master and servant, it is important that we should not forget that the same rules which we apply as against railways and other rich and powerful corporations, must also be applied with equal hand to private employers of labor in analogous cases.

The true general rule is, and so it must be, that when men are employed for the prosecution of a lawful but hazardous business, they assume the hazards of such employment arising from the negligence of co-employers, and stipulate for compensation, according to their estimate of such hazards; subject, however, to this exception, that the master is liable for such injuries as accrued to the servant from the negligence of a fellow servant in the selection of whom the master has been culpably negligent; and to this we in Ohio have added the further exception of a case where the servant injured is subordinate to, and acting under the orders of, the culpable fellow servant.

For the reasoning on which the decisions establishing this exception are based, the members of this Court, as now constituted, are not responsible; nor are we at all bound to carry out their logic to its ultimate consequences. In subsequent cases, strictly analagous in their facts, those decisions will doubtless be accepted as authoritative; but the case now before us does not require us to review them.

In adding this last named exception to the rule elsewhere generally established, we have already diverged from the general current of judicial decision elsewhere. A majority of the Court are unwilling to increase the divergence; doubting, as we do, the wisdom of such a step, and being unwilling to assume the responsibility of what would savor so strongly of judicial legislation.

A majority of the Court are of opinion that the Court of Common Pleas erred in overruling the motion for a new trial, on the ground that the verdict was against the evidence, and also in the latter part of the charge to the jury, as being calculated to mislead the jury into the belief that the plaintiff below was entitled to recover on the facts of the case above assumed to be shown by the record.

Judgment reversed, and cause remanded to the Court of Common Pleas.

☞ Hon. James M. Stone of Charlestown, Mass., has been elected President, James S. Draper of Wayland Clerk, and Col. F. J. Parker of Boston Treasurer of the Massachusetts Central R. R. Co. The expenditures of the past year have been $9,771 82. It is estimated that three-quarters of a million additional, amounting to $3,750,000 in all, will be ample to complete all the equipments.

☞ The traffic receipts of the European and North American Railway in December, 1870, were $21,102 85, against $15,387 54 in 1869, and $14,779 31 in 1868.

☞ The old board of officers of the St. Louis, Vandalia, Terre Haute and Indianapolis Railroad were re-elected on the 12th inst.

Metropolitan (Mass.) Railroad.

The following is the report of the Directors of the Metropolitan Railroad for the year ending Nov. 30, 1870:

During the year ending Nov. 30, 1870, the income has been as follows:

From passengers and tickets sold		$822,697 69
From other roads, as tolls or rent for use of road	6,592 64	
From other sources	13,249 35	
Total earnings		$842,539 68
The total expenses have been		708,219 97
Net earnings		$134,319 71
Add surplus of 1869		77,802 86
Total		$212,122 57
From which paid dividends, January and July	$125,000 00	
U. S. internal revenue tax on same	6,578 94	
		131,578 94
Leaving a surplus of		$80,543 63

ASSETS.

Road	$974,490 04
Real estate and buildings	288,565 04
170 cars	153,165 94
914 horses	113,669 69
Sleighs and coaches	59,623 35
General equipment, consisting of engines, machinery, grist mill, tools, snow ploughs, harnesses, etc	47,138 71
Hay, straw and grain	9,891 63
Cash and sundry accounts	37,900 01
Tremont street land account	75,425 14
	$1,759,869 55

LIABILITIES.

Capital stock	$1,250,000 00	
Notes & bills payable	230,668 08	
Sundry accounts	28,492 88	
Outstanding tickets	17,685 42	
		1,526,846 38
Excess over liabilities		$233,023 17

The cars and other vehicles of the Company have run, during the year ending Nov. 30, 1870, 243,500½ round trips, a total distance of 2,059,043 miles, and have carried in all 14,681,316 passengers, being an average of 5641 miles run, and 40,223 passengers carried, for each day in the year.

The increase in cost of road is $10,502 98, and has arisen from the construction of additional tracks.

Five new cars have been built at the Company's shop during the past year, and cost of same charged to general expense of repairs.

The lease of land occupied by the car house and stable at East Boston having expired, the same has been purchased by the Company.

Land has been purchased on Warren street, and stable and car house built, for the better accommodation of our business.

The increase of floating debt arises from cost of building new tracks, the purchase of land at East Boston and on Warren street, and the building of new stable and car house on Warren street.

☞ N. G. Hickborn has been elected President, H. Herriman Clerk, and C. Gordon Treasurer of the Penobscot Bay and River R. R. Co. The office of the company is at Belfast, Me. The length of the road is fifty miles extending from Rockford to Winterport.

☞ The earnings of the New Jersey Southern Railroad for the six months ending December 31, 1870, were $292,261 41, against $166,514 31, for the corresponding period of the previous year—an increase of $125,747 10, or about 78 per cent.

New York Central and Hudson River R.R.

According to the official report required by law to be submitted annually to the State Engineer at Albany the operations of the New York Central and Hudson River Railroad Company for the year ending September 30, 1870, were as follows:

The receipts were:

From passengers	$6,738,592
Freight	14,489,216
Other sources	1,135,511
Total	$22,363,319

The payments, other than for construction, were:

Transportation expenses	$14,066,079
Interest	1,093,841
Dividends on stock	6,863,241
United States tax on earnings	168,975
Rents	60,000
Sinking fund	111,183
Total	$22,363,319

The capital stock and debts of the company are as follows:

Stock	$45,000,000
Consolidated certificates	44,428,330
Funded debt	13,681,807
Floating debt	1,167

New York and Harlem Railroad.

A report from the New York and Harlem Railroad Company to the State Engineer for the year ending September 30, 1870, gives the following statements:

The receipts were as follows:

From passengers	$1,048,887
From freight	1,288,688
Mail service	12,587
Expresses	15,964
Rents receivable	48,468
Haulage of cars	85,788
Miscellaneous	1,000
New Haven Co.—use of road	207,695
Total	$2,709,077

The payments, other than for construction, were as follows:

For transportation expenses	$1,685,472
For interest	363,506
For dividends on stock—8 per cent.	631,578
United States tax on earnings	26,216
Cash on hand	2,305
Total	$2,709,077

The stock and debts of the company are as follows:

Capital stock	$8,000,000
Funded debt*	5,072,840

* Real estate mortgage not included in above, $629,000.

☞ The following gentlemen have been elected directors of the Philadelphia, Wilmington and Baltimore Railroad Company for the ensuing year: Isaac Hinckley, Sam'l M. Felton, William Sellers, Samuel Welch, Jesse Lane, Joseph Bringhurst, Samuel Harlan, Thomas Whitridge, Thomas Kelso, Thomas Donaldson, Jacob Tome, Nathaniel Thayer, S. M. Shoemaker and Wm. Minot. President, Isaac Hinckley; Vice-President, Enoch Pratt; Secretary and Treasurer, Alfred Horner.

☞ George M. Lefevre has been elected President of the Pennsylvania and Delaware Railroad Company. The directors are: J. M. Pomeroy, Levis Pennock, Jr., George B. Pharpe, Martin Landenburger, Charles Brothers, J. M. Broomall, George Jones, and Samuel R. Parke.

Pacific Mutual Insurance Company.

HOWARD BUILDING, 176 BROADWAY,
NEW YORK, January 12, 1871.

The following statement of the affairs of this Company is published in conformity with the requirments of Section 12 of its charter:

Outstanding premiums, Jan. 1, 1870		$106,924 04
Premiums received from Jan. 1, to Dec. 31, 1870, inclusive		484,840 67
Total amount of Marine premiums		$591,764 71

This Company has issued no policies, except on cargo and freight for the voyage.

No risks have been taken upon time or upon hulls of vessels.

Premiums marked off as earned, during the period as above		$506,753 79
Paid for losses and expenses, less savings, &c., during the same period	$345,355 70	
Return Prem.	$42,670 02	

The Company has the following assets:

Cash in Bank	$76,532 35
United States, and other stocks	417,918 38
Loans on stocks, drawing interest	272,540 00
	$766,990 73
Premium notes and bills receivable	175,133 84
Subscription notes in advance of premiums	56,000 00
Re-insurance, and other claims due the company, estimated at	18,575 83
Total assets	$1,016,700 40

SIX PER CENT. INTEREST on the outstanding Certificates of Profits, will be paid to the holders thereof or their legal representatives, on and after Tuesday the 7th day of February.

FIFTY PER CENT. of the OUTSTANDING CERTIFICATES OF THE COMPANY OF THE ISSUE OF 1866, will be redeemed and paid in cash, to the holders thereof or their legal representatives, on and after Tuesday, the 7th day of February next, from which date interest on the portion redeemed will cease. The Certificates to be produced at the time of payment and cancelled to the extent paid.

A dividend in Script of TWENTY PER CENT. is declared on the net amount of Earned Premiums for the year ending December 31st, 1870, for which Certificates will be issued on and after Tuesday, the 4th day of April next.

Trustees.—John K. Myers, A. C. Richards, G. D. H. Gillespie, C. E. Milnor, Martin Bates, Moses A. Hoppock, B. W. Bull, Horace B. Claflin, W. M. Richards, A. S. Barnes, Egbert Starr, A. Wessen, John A. Bartow, Oliver K. King, Alex M. Earle, William Loconey, Wm. T. Blodgett, H. C. Southwick, Wm. Hegeman, James R. Taylor, Adam T. Bruce, Albert B. Strange, A. Augustus Low, Emil Heinemann, Jehial Read, John R. Waller, William A. Hall, Francis Moran, Theo. W. Morris, Stephen C. Southmayd.

President.—JOHN K. MYERS.

Vice President.—WM. LECONEY.

Secretary.—THOMAS HALE.

Laflin and Rand Powder Co.

The attention of Contractors is called to the advertisement of the LAFLIN & RAND POWDER Co., 21 Park Row, N. Y., on the second page of the JOURNAL. The specialty of this company is the delivering to large engineering operations, the kind of explosive substance best adapted to the work in each case. Contractors will find their commodious office, opposite the Astor House, to be a general depot for Railroad and other information upon all points connected with practical work.

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, Rolling Stock, &c., for the week ending Jan. 10, 1871, and each bearing that date. Reported for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

110,826.—Insulated bolt for Railway Rails, John W. Cochran, New York, N. Y.

110,880.—Car Coupling, George H. Weeks, Allegan, Mich.

110,890.—Spark Arrester, Darwin Beach, Oskosh, Wis.

110,901.—Railway Car Platform, Renselaer A. Cowell, Cleveland, Ohio.

110,906.—Railroad Car Ventilator, John M. Dexter, Elmira, N. Y.

110,935.—Valve Gear, William R. Reece, Tremont, Pa.

☞ The California Pacific Railroad Company, whose road begins at Vallejo, in Solano county, twenty-eight miles north northeast of San Francisco, and runs northward, has just elected a board of directors, consisting of Ed. H. Green, of London; Julius May and Rudolph Sulybach, of Frankfort; M. K. Jesup, of New York; John P. Jackson, Eugene L. Sullivan, F. G. Atherton, John Parrott and Milton S. Latham, of San Francisco.

☞ The indebtedness of the State of Florida is $1,285,875 60, the greater part of which is held by the different trust funds of the State and by the Indian Trust Fund at Washington. The taxable property of the State is estimated at $50,000 000.

☞ Messrs. JAY COOKE & Co. have now thoroughly organized their Foreign Exchange Department, Wall-street, corner of Nassau, ground floor, in connection with Messrs. JAY COOKE, MCCULLOCH & Co., No. 41 Lombard-street, London, and advertise to open commercial credits, circular credits to travelers, available in all parts of the world; to make transfers of Money by Cable, and to execute orders in Securities.

☞ The January 1871 interest on Virginia and Tennessee Railroad bonds is now being paid at the office of the company, in Lynchburg, Va. A tax of 2½ per cent. is deducted on the interest paid January 1, 1871, on all Railroad bonds.

☞ Trains commenced running through, upon a regular schedule, from Macon to Augusta on the 27th ult.

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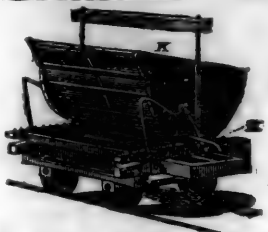
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OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Jan. 7, 1871.

A DIVIDEND OF FIVE PER CENT., in gold, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 30th day of January inst., to the holders of full paid shares registered at the close of the 14th day of January inst., after which date, and until the 4th day of February next, the transfer books will be closed.

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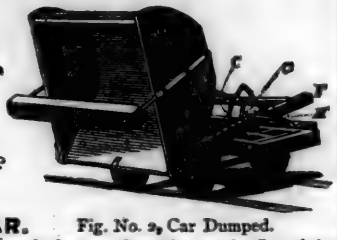


Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever, H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 5 Tryon Row, New York.

PROCLAMATION of the SALE of the HOUSTON TAP AND BRAZORIA RAILROAD, by the Governor of the State of Texas, in the name and by the authority of the State of Texas.—Whereas, The railroad company known as that of the "Houston Tap and Brazoria Railroad" is largely indebted to the School Fund of the State of Texas, for principal and interest of the Special School Fund loaned to the same under the act of the Legislature of August 13th, 1856, entitled "An Act to provide for the investment of the Special School Fund in the bonds of railroad companies incorporated by the State," and the amendments thereto, which principal and interest is secured by the bonds of said railroad company, made and executed to the State of Texas under said act and amendments: and

Whereas, Said railroad company, by failure to pay the interest and sinking fund of said indebtedness, has not complied with its obligations under said act of August 13th, 1856, and the amendments thereto, and has also not complied with the act of 13th of August 1870, entitled "An Act for the relief of railroad companies indebted to the State for loans from the School Fund;" and

Whereas, Because of such failure, the Governor of the State is required, by said acts of the Legislature, to cause said railroad to be sold in satisfaction of said indebtedness;

Now, therefore, be it known that in conformity with said acts of the Legislature, I, EDMUND J. DAVIS, Governor of said State, will, on WEDNESDAY, the 15th day of February, A. D. 1871, cause to be sold the said "Houston Tap and Brazoria Railroad," and the charter rights of said company, including the road-bed, right of way, grading, bridges, iron rails, equipments and masonry, and all the stock subscribed for in said company, all the depots and depot stations, and all the property owned by said company as necessary to its business—said railroad being about (50) fifty miles long.

Such sale to take place, at public auction, on said (15th) fifteenth day of February, A. D. 1871, at the door of the Capitol of the State at Austin, between the hours of 10 m. and 12 o'clock m., and the sale to be to the highest cash bidder; *provided, however*, that the Governor reserves the right, should he deem it advisable, to buy said property in, for the benefit of the School Fund, should no cash bid be made sufficient to cover the principal and interest due on the School Fund.

In testimony whereof I have hereunto signed my name, and have caused the great seal of the State to be [L. S.] affixed, at the City of Austin, this 12th day November, A. D. 1870, and of the independence of Texas the thirty-fifth. EDMUND J DAVIS, Governor.

By the Governor: JAMES P. NEWCOMBE, Secretary of State.

PROCLAMATION of SALE of the TEXAS AND NEW ORLEANS RAILROAD—By the Governor of the STATE OF TEXAS—In the name and by the authority of the State of Texas—Whereas, The railroad company known as that of the "Texas and New Orleans Railroad" is largely indebted to the school fund of the State of Texas, for principal and interest of the special school fund, loaned to the same under the act of the Legislature of August 13th, 1856, entitled "An Act to provide for the investment of the special school fund in the bonds of railroad companies incorporated by the State," and the amendments thereto—which principal and interest is secured by the bonds of said railroad company, made and executed to the State of Texas, under said acts and amendments; and

Whereas, Said railroad company, by failure to pay the interest and sinking fund of said indebtedness, has not complied with its obligations under said act of August 13th, 1856, and the amendments thereto, and has also not complied with the act of 13th of August, 1870, entitled "An Act for the relief of railroad companies indebted to the State for loans from the special school fund;" and

Whereas, Because of such failure, the Governor of the State is required, by said acts of the Legislature, to cause said railroad to be sold in satisfaction of said indebtedness:

Now, therefore, be it known, that in conformity with said acts of the Legislature, I, EDMUND J. DAVIS, Governor of said State, will, on TUESDAY, the 14th day of February, A. D. 1871, cause to be sold the said "Texas and New Orleans Railroad," and the charter rights of said Company, including the road-bed, right of way, grading, bridges, iron rails, equipments, and masonry, and all the stock subscribed for in said Company, all the depots and depot stations, and all the property owned by said Company as necessary to its business—said railroad being about one hundred and eight (108) miles long.

Such sale to take place, at public auction, on said 14th day of February, A. D. 1871, at the door of the Capitol of the State, at Austin, between the hours of 10 a. m. and 12 o'clock m., and the sale to be to the highest cash bidder; *provided, however*, that the Governor reserves the right, should he deem it advisable, to buy said property in, for the benefit of the school fund, should no cash bid be made sufficient to cover the principal and interest due the school fund.

In testimony whereof, I have hereunto signed my name, and have caused the great seal of the State to be [L. S.] affixed at the City of Austin, this 12th day of November, A. D. 1870, and of the independence of Texas the thirty-fifth. EDMUND J. DAVIS, Governor.

By the Governor: JAS. P. NEWCOMB, Secretary of State.

THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT Makers, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 15 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).

CHARLES S. HELLER

Philadelphia August 1, 1870.

THE

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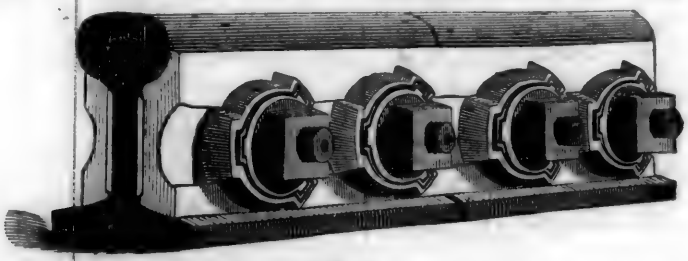
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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

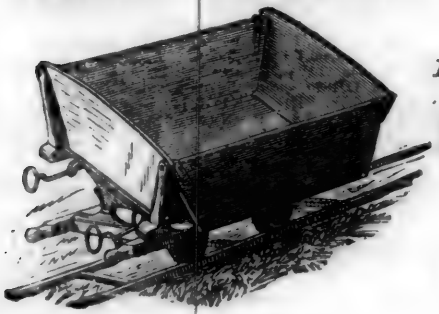
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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Departure of 20th every month will touch at San Jose Guatemala.

Steamer AMERICA will leave San Francisco Feb. 1, 1871, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. THURSDAY, Jan. 19. Freight for Central American and South Pacific ports will be received until 4 P. M. on WEDNESDAY, Jan. 18, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, January 28, 1871.

ERRATA.—In Mr. Lowthorp's article published in our last issue, page 66, second column, and second line from top of page, for "erected," read *exerted*. Also, third column, same page, seventh line from top, for "2,500 lbs.," read 25,000 *lbs.*

Prospects of Railroad Earnings.

Without entering upon an elaborate review of the general condition of railroad property in the United States, it may be found interesting to collate and present a few considerations bearing upon the probable earnings of railroads during the next few months at least, and perhaps for a longer period. Doubtless the facts are known to most of those directly interested; but to group them together in their proper relations may be necessary to the thorough understanding and appreciation of them.

First, then, the effect of the revised tariff. About mid-summer, Congress passed a law materially reducing the impost duties on many leading articles of import—coffee, tea, sugar, spices, etc.; and placed many others on the free list; but provided that this law should not go into effect till January 1, 1871. It requires but little business knowledge to understand that the result was to restrict the trade in the articles which were to be thus reduced in cost. We may say this without touching even remotely upon the general subject of impost duties. During the fall months dealers in the interior have been accustomed to lay in their winter stores of "groceries," when a large proportion of the transportation of such goods was done by canal and lake. The desire to get the advantage of the reduced tariff naturally induced the trade to limit purchases previous to the 1st inst. to the most pressing needs. We therefore find the interior of the country quite bare of sugar, tea, molasses, coffee, rice, and many other staples, with no means other than the railroads afford for the transportation of the goods which they may require. This state of affairs must continue, with minor exceptions, till about the first of May, and naturally increase largely the quantity of merchandise to be moved westward over the railroads from the seaboard, and that, too, at a season when a great many cars, under the most favorable circumstances, must be returned empty.

Secondly, the hog crop. The packing season shows, thus far, that about 1,800,000 hogs have been slaughtered, against about 1,300,000 for the corresponding period in the last season—an increase of about 500,000 hogs. But the actual increase is even greater than the apparent, for the hogs are now much fatter and heavier than last year. To reckon, therefore, the hog crop at an increase of fifty per cent. over that of last season is not unreasonable. The whole crop must of course be moved by rail. There is, at the seaboard, an unusually large demand for hog products—bacon, lard and pork—for export; partly stimulated by the lower prices as compared with late years, and partly arising out of the needs of the European belligerents. The provisioning of the British navy brings us large orders, while the devastation caused by the war in France creates a demand upon Great Britain from whence she formerly drew supplies.

Third, the supplies of breadstuffs. Partly through speculation, and the anticipation of higher prices as the result of the war in Europe, the late crop of wheat was not marketed freely, and the close of inland navigation found the Atlantic seaboard with deficient supplies of grain. In this market alone, the stocks of wheat and corn are about a million bushels less than last year at this date, and the demand is far more peremptory and general at this time than it was then. The drought which prevailed in the late summer and early autumn months nearly ruined the corn crop of New England, and so crippled that of the Middle and South-Atlantic States, that they have much less to spare, to be shipped coastwise in sail vessels, than last winter. England, too, with a recent advance in her markets of five shillings per quarter, shows a disposition to take Indian corn from us, after an abstinence of nearly two years. The late crop of corn at the West was a magnificent one, both in respect to its quality and condition. It is coming into the Western markets very freely; and the accumulating stocks must be relieved, as well as the needs of the Atlantic States be supplied, exclusively by rail. Last winter we did not bring much corn eastward by rail; not more than one-third as much as we shall now require, on a very moderate calculation. Last winter, and in the spring before the opening of canal navigation, more than two million bushels of wheat were delivered in this market by rail. With a smaller stock, and a larger demand, it is not extravagant to estimate that at least three million bushels of wheat and half as much corn must be brought to us by rail in the next few months.

There is another advantage which the great trunk roads will have this season over last. Then, they were obliged to stimulate the eastward movement of grain by putting rates of freight exceptionally low. Now, the eastward movement takes place at highly remunerative rates.

We do not now recall a single fact, or circumstance, which should throw a cloud over the agreeable prospect which the above facts seem to present to those interested in railway property, and must offer our congratulations upon a state of affairs embracing a combination of advantages rarely enjoyed.

☞ The opening of the first division of the Poughkeepsie and Eastern Railroad to Stissing, twenty-one miles, was celebrated on the 24th inst.

The Newark Bay Pivot Draw Bridge.

EDITOR AMERICAN RAILROAD JOURNAL:

Dear Sir:—In my article of the 16th inst., criticising the Criticism of Mr. T. C. CLARKE, I did not allude to the breaking of the Newark Bay Pivot Draw Bridge, feeling conscious that no one acquainted with the circumstances would attribute it to a fault in its construction. The untair allusion to it, however, by Mr. Clarke, renders it necessary for me to do so.

Reaching the scene of the disaster very soon after it occurred, I will state what I believe to have been the cause, which is as follows:

The track rails, in the long line of pile trestling approaching the Draw had contracted (from the very cold weather) so as to leave a space of three or more inches between it and the end of the Bridge, and, as a consequence, the locomotive being driven at a reckless rate of speed (which was demonstrated by the effects produced), its truck wheels first sunk in the depression caused by the three inch space, and then jumped forward, the flanges of the left ones alighting on the top of the rail, and after passing on some six or eight feet turned to the left, running off of the ends of the shorter cross-ties, (between the ends and central part of the bridge the cross-ties are but eight feet long, with the exception of one long one for each panel; the panels being about 18 ft. long,) jumped several spaces of about 13 ft. in the clear, each, breaking all of the long cross-ties in its course, when it knocked a post out of the centre truss; the right wheel, in the meantime, breaking off the shaft of the pinion of the turning gear. Some part of the locomotive next came in contact with the cap of the pivot, which weighs some 1,700 lbs., making an indentation in it about 8½ inches long, and from ¼ to ⅜ of an inch deep, after which it is supposed that the engine plunged into the centre truss, causing that part of the structure to buckle and go down with the locomotive. The plunging of the engine truck must necessarily have jerked back the lock bolts of the Draw, and the last blow of the locomotive, doubtless, knocked the ends some few inches out of line, in which condition it is said to have been found. On my arrival at the bridge the East end was resting on the East abutment, the part near the pier though submerged, being still held in position by the counter-diagonal-suspension-bolts. The Western half of the bridge was yet in position and, although minus a post, a platform car heavily loaded with lumber was safely pushed over it.

Owing to the grade line of the railroad being located so very near the surface of the water, the bridge has frequently been endangered. On one occasion a schooner was run into it at the rate of 8 or 9 knots an hour. It was, of course, considerably injured on the one side; but in about one hour, the opposite track was made passable for the trains. The schooner, however, fared worse, the bowsprit and foremast being broken short off even with the hull, and a clean sweep made back to the main-mast. At the point of fracture the bowsprit measured 16x18 inches square, and the foremast 18 inches in diameter (it was 8 sided) and both of good sound pine timber.

On another occasion, when the "Communipaw," one of the largest ferry boats in New York harbor, was passing by, it struck and made a short bend in one of the main-suspension-diagonal-bolts, giving it a set from which it did not recover; the tensile strain on the rod at the time being fully 40,000 lbs.

The very short space of time (only two weeks) in which R. E. RICKER, Esq., the Superintendent of the railroad, was enabled to get the bridge in running order again, notwithstanding the exceeding cold weather at the time, and the very exposed situation, was truly extraordinary, and reflects great credit upon his untiring energy.

It is impossible for any iron truss bridge to resist such a blow. If such a force were applied to the outside of a brigde of 200 ft. or 300 ft. span, it would knock it entirely off its bearings. On one occasion I was present when a locomotive collided with the rear end of a coal train, knocking 12 heavily loaded cars off the track. What folly, then, for a man to talk of slender wrought iron columns, already under a heavy compressive strain, resisting such a force. No; our only safety consists in having our bridges made abundantly strong for sustaining the moving load, and each of the track rails well guarded with additional rails spiked inside, similar to the manner in which the safety switches and frogs are protected, as also the short curves of street railways.

Indeed I think our first class railroad companies would be the gainers if they would also have such guards placed in all lines of trestle work, and high and steep embankments. A guard timber at two feet or so from the rail can be of little use, for if the wheels once leave the track, there is no knowing where the trucks may cause the locomotives or cars to plunge.

Guard rails, of the kind I have suggested as being the most efficient, were placed upon an iron bridge I erected several years ago for the Central Railroad Co. of New Jersey, over Middle Brook. On one occasion COL. JAMES MOORE, Chief Engineer, informed me that as a train of loaded coal cars were rapidly approaching the bridge, one of them got off of the track, but one of the guard rails drew the wheels of the car in, and confined them close to the track, enabling it to pass safely over the bridge, after which the coupling broke and the car fell over. I know of no other bridge at the present time, which is guarded in a similar manner.

That Mr. Clarke has had some unusual advantages for obtaining valuable information relative to the construction of iron bridges, I am well aware. Of the following resources Engineers and Builders do not generally avail themselves. Several parties, myself among the number, were invited to prepare plans, and to offer bids for the construction of the Quincy Bridge. Having so prepared myself, the appointed time found us on our way to Quincy, where I soon met with other parties who had come for the same purpose. On the morning following our arrival we called at the office of the Engineer; upon being introduced to Mr. C., made known our business, and after some conversation, left in his charge our plans and bids, as also all bills of materials, etc., for the purpose of enabling him to examine and report to the Directors or Executive Committee his opinion regarding their respective merits.

Day after day we looked for that committee, but they did not make their appearance until the seventh day, and after detaining us two days longer (for the purpose, I suppose, of enabling Mr. C. and his assistant to copy all he could desire from detail drawings, diagrams of strains, bills of materials, etc.,) we were informed that they would not decide at present, but would let us know by mail to whom the contract would be assigned.

Some months subsequently I met one of my competitors, and upon inquiring who received the contract, received this reply: "No one; it is being made at the 'Detroit Bridge and Iron Works,'" (in which, we were told, one or more of the Quincy Bridge directors were heavily interested, and of which Charles Kellogg, of the late "reliable firm" of Kellogg, Clarke & Co., was Superintendent). On asking whose plan had been adopted, the reply was, in substance, "I presume it is one furnished by Mr. Clarke, which he has been enabled to get up from the various plans we (the bidders) furnished for his inspection."

It seems very strange that Mr. C. should, in publishing such a voluminous description of the Quincy Bridge as he did, have failed to describe by sectional drawings, etc., such an important part as the *Pivot*, and *Pedestal* on which it turns; as is always customary in works of the kind.

Such being at least one of the instances, to my knowledge of Mr. C.'s gaining valuable information, I charge him with ingratitude in making the statement he did, without knowledge of the facts, in regard to the Newark Bay Bridge disaster. I say ingratitude, because the information he received from myself alone, which cost me much labor and expense, and for which I received not even thanks, entitled me to, at least, a correct, and *not* a *supposititious* statement. There were no wedges under the ends of the Newark Bay Draw, but simply rollers, and the ends were firmly secured with strong lock bolts in a manner similar to the Pivot Bridge of the Pennsylvania Railroad Co. over the Schuylkill at Philadelphia.

As there ought always, practically speaking, to be a space of from ⅛ to ¾ of an inch at the shifting ends of all switches, turn-tables and Pivot Bridges, there must of necessity occur some slight jar from passing trains.

Had Mr. C. not made an error in his calculations, the ends of his Quincy bridge would not have sunk so very much below the level of the track of the fixed spans as to require the use of the "powerful cams," which he says "*My* firm" are going to make further improvements in, for the Hudson River Bridge. A more simple arrangement ought to have answered for any slight depression.

I regret being obliged to allude to the Quincy Bridge, but as Mr. C. has seen fit to bring it before the public in the manner he has, I consider it only justice to others as well as to myself, to state a few of the facts in regard to it, which he has omitted.

Hoping I have not trespassed too much upon your time and space, I remain very respectfully,

F. C. LOWTHORP.

☞ The work on the extension of the East Brandywine and Waynesburg Railroad to New Holland, is progressing rapidly. This road is to be continued from New Holland to intersect the Reading and Columbia road, at or near Manheim, or with the Pennsylvania road at some point in Lancaster county.

Boston and Providence Railroad.

The earnings of this road for ten months ending September 30, 1870, were as follows:

From passengers		$576,424 28
" freight		431,190 76
" rents		11,697 73
" expresses		19,523 39
" mails		4,207 50
" interest, etc		4,881 90
" dividends		1,200 00
		$1,049,125 56
Expenses, viz:		
Coal, wood and water	$71,132 52	
Repairs of railroad	55,615 93	
Sleeper account	18,658 44	
New iron	63,176 04	
Repairs of locomotive	29,668 68	
Two new locomotives	24,000 00	
Repairs passenger cars	27,050 79	
New passenger cars	14,100 00	
Repairs freight cars	11,011 01	
New freight cars	20,000 00	
Repairs stations, etc	69,106 37	
Repairs bridges	7,605 28	
Repairs fences	1,726 19	
Snow account	1,632 93	
Gratuities and damages	8,713 28	
Passenger department	88,323 41	
Freight department	105,657 39	
Miscellaneous expenses	19,586 78	
Switchmen and gatemen	21,668 15	
Taxes and insurance	25,620 85	
Interest paid	696 55	
	$697,526 06	
U. S. and State tax	72,792 13	
		770,318 19
Balance, as the net earnings for ten months carried to Income Account		$278,807 37
Add balance from previous years		410,614 69
Total		$689,422 06
From which deduct dividend 5 per cent. paid July 1, 1870		185,000 00
Balance to new account		$504,422 06

By an Act of the Legislature passed at its last session, the several railroad corporations in this Commonwealth were required to make up their accounts, and change the period of their returns, to the 30th day of September, instead of the 30th day of November in each year.

In consequence of this change, the directors are compelled to limit their customary report of the operations and affairs of the corporation for the present year to a period of ten months, from the first day of December, 1869, to the first day of October, 1870.

Under these circumstances, it will be apparent to the stockholders that the accompanying tables from the Treasurer's books can only furnish a statement of the actual results of the business of the corporation for the ten months embraced in them, and afford no means of instituting the usual comparison of the receipts and expenditures between the present and previous years.

In the absence of the requisite materials for these customary statements and comparisons, the directors take pleasure in stating generally, that the year has been a satisfactory and prosperous one,—and that as an approximate estimate of our gross receipts the earnings have been fully equal to those of the corresponding period of the last year. When it is considered that the receipts of that year were enlarged by several exceptional items, arising out of the marked increase in our earnings for the month of June, derived from the stimulus given to our local travel by the occurrence of the Musical Jubilee in Boston, and the transfer of several suspended accounts of former earnings which were adjusted in that year, the result is a gratifying proof of the steady and substantial advance in the value of the property of the corporation, and its healthy and progressive capabilities of making remunerative returns to its stockholders.

While the directors have steadily pursued the policy indicated in their last report, of increasing the facilities and accommodation of the public, in the renewal of our equipment, rolling stock, and motive power, and the introduction upon them of new and valuable inventions designed to promote the safety and comfort of passengers, they have not withheld the necessary expenditures for the erection of new station houses and the improvement of existing ones, which the increase of population and traffic on the line of the road has seemed to demand.

The most important of these have been the completion and occupancy of the new freight station in Boston,—an improvement which our experience has already proved was not made a day too soon to meet the exigencies of our business, and the substantial and commodious character of which has been already satisfactorily tested. This model structure, six hundred feet in length by one hundred and twenty-five in width, covering an area of seventy-five thousand square feet or nearly two acres of land, has elicited the highest ecomiums, both from the managers of railroads who have visited it from all parts of the country, and from the most intelligent freighters, who see in it, not only the greater facilities it furnishes for moving their merchandise, but the vastly greater security it affords to their property while deposited within its spacious walls. It will also be gratifying to the stockholders to know, that while it meets with such acceptance and approval from the public, its durability and adaptation to the future wants of the corporation have been carefully considered by the directors in its construction. Its erection has been accomplished mainly by days' work under the most faithful supervision, with a degree of despatch highly creditable to the mechanics employed upon it, and limited only by the time necessary to secure the highest degree of fidelity and skill in the performance of the work. The completed edifice will give us convenient and permanent freight accommodations for our increasing business, at a great saving of annual expenditure, and enable us in the future to handle our freight in the most expeditious and economical manner.

In conjunction with the Mansfield and Framingham, and the Taunton Branch Railroad corporations, we have made a considerable outlay in the purchase of land and the erection and enlargement of the necessary buildings at Mansfield, including a commodious and substantial engine house and turn-table, to meet the requirements of our freight business at that point, which promises, by the new connections opened and opening to us, to grow into largely increased importance.

We have also, under the authority given by the Legislature at its last session, in the Act incorporating the Attleborough Branch Railroad corporation, entered into an agreement with that corporation for a lease of its road, now nearly completed, and which will probably be in operation early the present year. It is confidently expected that the connection which this arrangement will establish between our main track at Attleborough and the enterprising and thriving community at the other terminus of the branch, a distance of about four miles, will be mutually advantageous to all the parties interested in its construction and maintenance.

The laying of the "third track," referred to in our last annual report, has been prosecuted with as much diligence as the nature of the work, and the desire of the directors have felt to secure the land required for its construction by negotiations and purchase, rather than a resort to litigation with its numerous owners, would permit. The removal, by blasting, of a large mass of rock at a point upon the line known as the "Roxbury Ledge," has been expedited as rapidly as was practicable, having a prudent regard to the security of the populous neighborhood by which it was surrounded, and the safety of our trains passing it at nearly all hours of the day, and it has at length been completed without accident or injury to persons or property.

Upon the completion of the new iron bridge at Centre Street, in place of the inadequate and unsightly structure known as "Hog Bridge," there will remain no further obstacle to the completion of the track, which we hope to have in successful operation the coming Spring.

The improvements which the laying of another track made a present necessity at this point, where the road was narrowed to a width barely sufficient for the passage of the trains, in a low, marshy soil, between high embankments, although requiring a large expenditure, were of such vital importance to the road as to have become absolutely indispensable, independent of the requirements of a third track—and without the necessity which that imposed, could not have been much longer delayed at whatever cost to the corporation. It is a subject of congratulation, that by an amicable and satisfactory negotiation with Mr. Lowell, the proprietor of the adjoining estate, these great improvements have been made possible at a reasonable cost, and that a portion of our road which, from its original construction, has been an eyesore to stockholders and passengers alike, will be soon transformed into one of its most commodious and attractive sections.

It is doubtless known to most of the stockholders that negotiations have been for some time pending between the City of Boston and this corporation, to enable the former to extend its spacious thoroughfare known as Columbus Avenue, from its present terminus in the rear of our passenger station, to Pleasant Street and Park Square. Although the accomplishment of this enterprise is not within the authority of the City Government except with the consent of this corporation, and although its consummation involves very serious consequences to us, yet the directors have not failed to see that so important an improvement will continue to be pressed both upon the City Government and upon this corporation with constantly increasing urgency and force. They have therefore been disposed to meet the municipal authorities in a just and liberal spirit, and they feel that this disposition has been clearly indicated in the course of their negotiations. That the stockholders may have the opportunity to judge for themselves how far the directors are justified in this conclusion, they have appended to this report the correspondence they have had with the Committee on streets, embraced in the report of that Committee (City Doc. No. 114) of the present year, which very clearly and fairly exhibits the progress and present position of these negotiations.

TRIAL BALANCE, SEPTEMBER 30, 1870.

Construction and equipment		$3,780,168 97
Cash and cash funds		10,086 27
Stoughton Branch railroad stock		40,000 00
Mansfield and Framingham railroad stock		15,000 00
Real estate		407,130 86
Materials on hand		179,580 21
Balances due from other roads, etc.		47,903 50
		$4,429,909 50
Capital stock		$3,700,000 00
Unclaimed dividends		5 753 00
Notes payable		25,000 00
Renewal fund		60,048 94
Balances due to other roads, etc		134 685 50
Income account		504,422 06
		$4,429,909 50

President.—JOHN H. CLIFFORD.

Directors.—John H. Clifford, Samuel T. Dana, Geo. W. Hallet, J. Huntington Wolcott, T. P. L. Goddard, Wm. R. Robeson, F. M. Weld.

Treasurer.—BENJ. B. TORREY.

Superintendent.—A. A. FOLSOM.

☞ H. Wood, Esq., of Philadelphia, has been elected President of the Philadelphia and Baltimore Central Railroad Co.

Port Huron and Lake Michigan Railroad.

To the Stockholders of the Port Huron and Lake Michigan Railroad Company:

The present annual meeting finds our company with forty-two miles of rails laid, and thirty-eight miles of road in operation. The adverse decision of the Supreme Court of this State upon the question of municipal aid to railroads, made some change indispensable in our financial policy. The localities most interested have however responded to the consequent requirements of the company in such manner as to insure the continued prosecution of our work and its completion to Lapeer city this year, and at least twenty miles more of road would have been brought into operation but for another failure on the part of the contractors for rails and other material. The arrangements heretofore reported as existing with those parties have therefore been cancelled. Everything that the company has received from them or from any other source, has been paid for, and the report of the Treasurer, accompanying this, indicates a prosperous condition of our financial affairs.

In addition to the shops and station buildings mentioned in the last yearly report, the company have completed commodious depots at the Grand Trunk crossing, at Capac, and Imlay City, and have laid over three thousand feet of side track, and have completed and put into use over one thousand feet of dock at Port Huron city. The road bed is well ditched, and the track properly ballasted and in fine condition for winter traffic. Sufficient additions have been made to the equipment to meet the increased demands of business, and nearly all repairs required are done at our own shops.

The road was opened for traffic to Capac on the 8th day of June last and to Imlay City on the 28th day of July following. The gross receipts from traffic have been $41,259 02. The number of passengers carried is 16,657 and the amount of freight moved 17,8661 3-20 tons. The running expenses have been light, being only $12,315 47. It may therefore be safely said that our brief experience has demonstrated that when the road shall be completed, the most sanguine expectations of its friends as to the business demands awaiting it will be more than realized.

E. White, *President.*

Port Huron, December 1st, 1870.

W. L. Bancroft, Treasurer, in account with Port Huron and Lake Michigan Railroad Company:

RECEIPTS.

First mortgage bonds	$505,000 00
Municipal bonds	4,400 00
Stock subscriptions	44,100 00
Traffic receipts	41,259 02
Bills payable	29,975 33
Difference in fuel ac't.	584 87
	$625,419 22

EXPENDITURES.

Construction ac't	$482,140 65
Equipment ac't.	34,492 86
Station buildings ac't.	6,292 25
Operating expenses	12,315 47
Tools and machinery	680 67
Coupons, discount and interest	29,937 10
Contingent expense ac't	2,488 26
Bills receivable	59,072 39
Balance	7,049 57
	$625,419 22

Port Huron, Nov. 1st, 1870.

President.—Edgar White.

Directors.—Edgar White, W. L. Bancroft, Port Huron; James Turrill, Lapeer; Artemas Thayer, Flint; Isaac Gale, Bennington, Mich.; W. F. Allen, Albany, N. Y.; W. F. Drake, New York.

Secretary and Treasurer—W. L. Bancroft.

☞ Samuel M. Felton, Esq., has been re-elected President of the Delaware Railroad Company.

Railroads of Massachusetts.

A tabular statement of the Railroads of the State, their Capital and Cost, Earnings and Expenses, Dividends &c., for the ten months ending September 30, 1870.

(Prepared from the Annual Report of the Secretary of the Commonwealth.)

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of Road & equipm't.	Oper. M.	Gross Earnings. Passenger.	Freight.	Other.	Total.	Expenses and Rents.	Net Earnings.	Dividends Am't.	Rate
	$	$	$	$	M.	M.	M.	$		$	$	$	$	$	$	$	p. c.
Athol and Enfield	25,600	.....	.....	25,000	.....	.....	.....	19,200	.....	(In progress 30 miles.)			.....	.....	.....	.....	....
Berkshire	600,000	.....	.....	600,000	21.01	.....	.....	600,000	.....	(Leased and operated by Housatonic.)			.....	.....	42,000	42,000	7
Boston and Albany	19,150,800	1,798,520	470,000	21,419,320	200.63	49.65	298.20	21,938,629	268.95	2,188,192	3,265,482	323,313	5,785,987	3,969,173	1,816,814	863,189	15*
Boston, Barre and Gardner	166,190	.....	41	166,231	.....	.....	.....	137,867	.....	(In progress, Worcester to Gardner, 25 miles.)						.....	....
Boston, Clinton and Fitchburg	872,600	800,500	188,652	1,861,752	41.40	1.47	7.60	1,601,018	64.12	119,626	154,834	11,820	286,680	229,864	56,716	8,600	6
Boston, Hartford and Erie	25,000,000	21,200,000	7,349,164	53,549,164	112.50	50.00	28.31	.....	220.50	201,740	264,823	4,189	470,732	359,784	110,948	.....	....
Boston and Lowell	2,215,000	255,000	384,844	2,854,844	26.75	10.89	45.75	2,653,800	65.75	392,567	499,405	42,782	934,754	747,874	186,880	88,600	4*
Boston and Maine	4,471,275	.....	450,000	4,921,275	76.26	8.79	64.36	5,171,995	146.13	940,669	575,191	47,798	11,563,658	1,052,108	511,550	239,602	5*
Boston and Providence	3,700,000	.....	.....	3,700,000	51.34	7.66	55.00	3,700,000	63.00	576,424	431,191	41,510	1,049,125	770,318	278,807	185,000	5*
Cape Cod	915,577	125,000	61,424	1,092,001	64.81	1.40	8.12	1,454,779	66.21	153,219	51,397	8,307	212,923	150,912	62,010	33,999	5*
Cheshire	2,085,925	807,000	.....	2,892,925	53.62	.....	13.00	2,639,307	53.62	176,548	422,167	18,039	616,754	532,382	84,372	44,210	2
Connecticut River	1,700,000	250,000	70,000	2,020,000	60.00	3.35	10.00	2,100,430	63.35	253,503	296,181	22,288	591,972	374,798	217,174	170,000	10
Danvers	67,500	150,000	.....	217,500	9 21	.....	0.36	244,456	.....	(Leased to and operated by Boston and Maine.)						.....	....
Dorchester and Milton	73,340	42,807	15,641	131,788	3.28	.....	.....	136,372	.....	(Leased to and operated by Old Colony and Newport.)						.....	....
Duxbury and Cohasset	15,000	.....	.....	15,000	.....	.....	.....	.....	.....	(In progress, Cohasset to Duxbury 27 miles.)						.....	....
Eastern	4,662,600	3,037,400	575,200	7,675,200	60.10	64.44	35.08	6,783,262	114.54	980,288	376,054	106,433	1,462,770	819,495	643,275	388,524	8
Easton Branch	49,662	.....	.....	49,662	3.76	.....	.....	56,144	.....	(Leased to and operated by Old Colony and Newport.)						.....	....
Fairhaven Branch	(Incl. in New Bedford and Taunton.)				15.11	.....	0.68	234,660	.....	(Owned & oper. by N.B. & Taunton.)			50,823	40,500	10,323	.....	....
Fall River, Warren and Prov.	150,000	255,450	14,000	419,450	5.79	.....	.....	330,089	5.79	25,230	1,235	350	26,815	23,014	3,801	.....	....
Fitchburg	1,640,000	.....	.....	3,640,000	61.00	.....	39.38	3,640,000	98.75	468,574	584,360	33,002	1,085,937	833,652	252,285	263,105	8
Hanover Branch	123,500	60,000	.....	183,000	7.88	.....	0.50	183,000	.....	17,500	7,090	150	25,740	28,620	.....	.....	....
Hartford and New Haven	4,800,000	744,000	.....	5,544,000	62.00	12.75	78.09	5,544,000	76.75	817,780	683,670	67,412	1,568,862	1,055,268	513,594	459,884	10
Horn Pond	2,000	.....	.....	2,000	0.66	.....	.....	15,075	.....	(Leased to and operated by Boston and Lowell.)						.....	....
Lowell and Lawrence	200,000	67,700	11,529	279,229	12.35	.....	2.39	363,158	.....	(Leas. to and oper. by Bos. & Low.)			20,404	3,641	16,763	12,000	....
Mansfield and Framingham	258,000	300,000	98,855	656,855	22.11	.....	0.57	688,185	.....	(Leas. to& oper. by B., Clin. & F'hb'g.)			9,257	.....	9,257	.....	....
Massachusetts Central	.....	.....	5,900	5,900	.....	.....	.....	5,437	.....	(Construction about to be commenced.)						.....	....
Middleboro' and Taunton	149,093	.....	253	149,345	8.54	.....	0.56	159,819	8.54	10,393	14,914	414	25,721	21,711	4,010	.....	....
Milford and Woonsocket	82,250	.....	29,500	111,750	3.88	.....	0.46	116,628	.....	(Leased to and operated by Providence and Worcester.)					2,500*	2,944	2
Monadnock	50,000	.....	.....	50,000	.....	.....	.....	40,770	.....	In progress (in Massachusetts 2.05 and in New Hampshire 13.75)					15.80 miles.	.....	....
Nashua and Lowell	720,000	.....	.....	720,000	14.57	.....	8.13	787,706	43.17	176,871	222,370	11,239	411,980	328,507	83,473	36,500	5*
New Bedford and Taunton	500,000	172,500	.....	672,500	20.18	1.41	1.39	500,000	35.45	104,215	61,360	3,566	169,141	123,571	45,570	40,000	8
Newburyport	220,340	300,000	.....	520,340	26.98	.....	2.51	597,386	.....	(Leased to and operated by Boston and Maine.)						.....	....
New Haven and Northampton	1,800,000	1,400,000	186,205	3,386,205	83.88	16.30	8.00	3,424,207	100.10	125,056	226,519	21,257	372,871	252,581	120,290	.....	....
New London Northern	1,003,500	651,500	72,500	1,727,500	100.00	.....	10.00	1,485,223	100.00	165,602	190,961	19,203	375,766	310,273	65,493	34,800	4

Norwich and Worcester	2,364,400	776,000	14,884	3,155,284	59.40	7.00	12.25	2,613,694	66.40	208,573	369,553	36,094	614,200	422,557	191,643	244,693	10
Old Colony and Newport	4,959,020	2,879,000	107,000	7,945,020	130.50	12.17	32.61	7,878,980	142.67	805,724	384,620	86,504	1,276 848	802,136	474,712	156,000	3*
Pittsfield and North Adams	450,000	....	....	450,000	18 65	.....	1.42	443,678	.....	(Leased to and operated by Boston and Albany.)						27,000	6
Providence and Worcester	2,000,000	46,000	135,000	2,181,000	43.41	1.00	14.50	2,128,285	47.29	280,174	365,271	16,152	666,717	472,562	189,155	100,000	5*
Salem and Lowell	243,305	226,900	1,287	471,492	16.88	.....	2.60	468,969	.....	(Leas.to & oper. by Bos. & Low.)			17,500	957	16,543	2,406	1.4*
South Reading Branch	209,533	....	95,547	305,080	8.15	0.23	.....	299,468	8.38	5,533	5,613	.....	11,146	19,497	Loss.	.....	....
South Shore	259,685	150,000	....	409,685	11.50	.....	1.98	501,593	11.50	51,243	7,852	3,074	62,169	43,236	19,933	.....	....
Stockbridge and Pittsfield	448,700	....	....	448,700	21.93	.....	1.09	448,700	.....	(Leas. to & oper. by Housatonic.)			31,409	.....	31,409	31,409	7
Stony Brook	267,300	....	....	267,300	13.16	.....	0.92	267,383	.....	(Leas. to & oper. by Nash.& Low.)			8,591	635	7,956	8,019	3*
Stoughton Branch	85,400	....	8,500	93,900	4.04	.....	0.79	121,911	.....	(Leas. to & oper.by Bos.& Prov.)			16,474	12,734	3,740	2,562	3*
Taunton Branch	400,000	....	23,557	423,557	11.10	0.59	1.09	392,971	11.69	61,208	39,391	1,574	102,173	78,522	23,651	10,509	4*
Vermont and Massachusetts	2,860,000	750,000	199,627	3,809,627	69.32	10.80	9.00	3,465,943	109.80	160,041	228,820	67,790	456,651	459,537	Loss.	.....	....
Ware River	240,000	239,300	....	479,300	.....	.....	.....	479,300	.....	(No part completed. Leased to New London Northern.)						.....	....
West Stockbridge	39,600	....	....	39,600	2.75	.....	.....	39,600	.....(Leas. to & oper. by B. & Al.& Hous.)				1,805	110	1,695	1,386	3½*
Worcester and Nashua	1,400,555	....	3,801	1,404,356	45.69	.....	15.50	1,806,128	45.69	165,437	272,279	14,881	452,547	295,686	156,861	77,500	5*

CITY PASSENGER AND FREIGHT RAILROADS IN MASSACHUSETTS.

Albany Street Freight	75,000	....	1,136	76,136	0.88	.....	0.08	48,277	0.88	2,654	.....	.....	2,654	2,097	557	.....	....
Boston and West Roxbury	41,000	....	....	41,000	2.75	.....	.....	41,000	2.75	(Operated by Metropolitan.)				.....	.....	.....	....
Boston and Chelsea	110,000	....	....	110,000	2.57	.....	1.19	110,000	.....	(Operated by Lynn and Boston.)			4,400	396	4,004	4,400	4*
Cambridge	727,800	150,000	74	877,874	17.14	5.97	4.32	734,671	.....	(Operated by Union.)				.....	.....	.....	9
Lowell Horse	55,830	....	....	55,830	3.82	.....	.....	49,179	3.82	25,614	.....	567	26,181	23,750	2,431	.....	....
Lynn and Boston	200,000	50,000	51,137	201,137	10.75	1.00	.....	276,221	16.17	135,288	.....	1,431	136,719	143,033	Loss.	.....	....
Malden and Melrose	200,000	45,872	....	245,872	3.41	.....	.....	60.246	.....	16,739	.....	.....	16,739	.....	16,739	.....	....
Marginal Freight	191,500	....	46,455	237,955	0.54	0.37	.....	191,834	0.91	.....	1,144	.....	1,144	1,319	Loss.	.....	....
Medford and Charleston	21,000	4,000	....	25,000	3.07	.....	.....	36,000	.....	(Operated by Middlesex.)			1,120	239	881	.....	....
Merrimac Valley	50,000	....	6,174	56,174	4.88	.....	.....	42,205	4.88	22,801	.....	575	23,376	23,376	.....	.....	....
Metropolitan	1,250,000	....	297,271	1,547,271	17.40	7.85	8.40	1,624,594	28.00	669,343	.....	15,960	685,303	587,785	97,518	125,000	10
Middlesex	400,000	100,000	81,558	581,558	4.34	0.46	2.49	530,367	4.80	170,375	.....	1,865	172,240	159,346	12,894	12,000	3
Northampton and Williamsburg	300 000	....	3,853	303,883	3.22	.....	.....	300.000	3.22	8,289	.....	1,104	9,393	10,328	Loss.	.....	....
North Woburn	25 000	8,000	11,195	44,195	2.16	.....	.....	24,012	2.16	(Leased for 10 y'rs from Oct. 1, 1869.)			1,920	.....	1,920	.....	....
Salem	150,000	35,000	22,967	207,967	5.30	2.08	.....	203,434	7.38	35,425	.....	895	36,320	36,698	Loss.	.....	....
Somerville Horse	75,000	....	....	75,000	3.61	.....	.....	75,000	.....	(Leased by Middlesex and Union.)			4,500	.....	4,500	4,500	6
South Boston	400,000	....	13,283	413,283	4.92	.....	1.51	418,891	4.92	198,258	.....	2,737	200,995	165,934	35,061	29,473	9½
Springfield	50,000	....	5,255	55,255	2.47	.....	.....	56 542	2.47	4,526	.....	.....	4,526	4,455	71	.....	....
Stoneham	38,000	....	....	38,000	2.50	.....	.....	40,044	2.50	11,757	.....	150	11,907	10,022	1,885	.....	....
Union	200,000	105,200	48,427	353,427	.....	.....	.....	349,851	26.72	354,196	.....	12,184	366,380	349.934	16,446	16,000	8
Waltham and Newton	14,750	....	19,050	33,800	2.61	.....	.....	26,835	2.61	7,888	.....	.....	7,888	10,097	Loss.	.....	....
Winnissimmet	52,900	....	....	52,900	2.25	.....	.....	62,152	.....	(Leased to Lynn and Boston.)			3 600	589	3,011	2,305	4
Worcester	40,000	20,000	8,036	68,036	3.03	0.50	.....	46,205	3.53	17,337	.....	150	17,487	19,793	Loss.	.....	....

* Dividends marked thus are for the first six months of the year 1869-'70.

Little Schuylkill Railroad and Coal Co.

PHILADELPHIA, January 9, 1871.

The managers submit to the stockholders a statement of the business of the company for the year ending November 30, 1870. As will be seen by the report of the Treasurer, the mortgage debt has been reduced $12,000 by a payment on account of lands sold to Messrs. Roberts and others, trustees. There have been $5,374 51 collected from former sales of lands and town lots, which sum is held in reserve, as it belongs to the account of "capital."

In accordance with the statement made in last report, the regular expenses of the company have not exceeded $1,500 for the year, being $1,957 91 less than the previous year.

From the profits of the year a dividend of three and one-quarter per cent., free of tax, was declared in July, and one of three and one-half per cent., free of tax, was declared December 31.

The amount required to pay semi-annual dividends of three and one half per cent., clear of taxes, (due under the present laws) is $188,160 14, being about $2,000 less than the net receipts for the past year.

By order of the Managers.

JOHN F. BLANDY, President.

INCOME ACCOUNT

for the year ending November 30, 1870:

Receipts:	
Philadelphia and Reading Railroad Company:	
Lease of 1868	$185,227 00
Rent of East Mahanoy Railroad	24,730 64
Interest on seven per cent. bonds	4,760 00
Roberts, McKean & Ingham, trustees	40,740 00
Greenwood Coal Company	9,800 00
Interest	6,393 41
	$271,651 05
Expenditures, viz:	
Interest on seven per cent. mortgage loan	$54,390 00
Rent of East Mahanoy R.R.	24,730 64
Taxes on real estate	805 03
Salaries	1,283 34
Contingent expenses	397 84
Office expenses	300 00
	81,406 85
Balance to credit of profit and loss	$190,144 20

PROFIT AND LOSS.

Cr. Balance, Nov. 30, 1869	78 337 19
Profits for the year ending Nov. 30, 1870	190,144 20
	$268,481 39
Dr. Dividend No. 24, (January, 1870, 3¼ per cent.)	$89,681 25
Dividend No. 25, (July, 1870, 3¼ per cent.)	89,681 25
Balance to credit	89,118 87
	$268,481 39

JOS. LAPSLEY WILSON,
Treasurer and Secretary.

☞ The St. Louis *Democrat* says the Cherokees have passed an order granting to the Atlantic and Pacific Railway Company (formerly south Pacific) a right of way through the lands of the reservation; also full right to take freely all the timber necessary in the construction of the road through the same.

☞ The survey for a railroad proposed from Brookline (Mass.) to Tyngsborough, through Pepperell and Dunstable, has been completed, and it is found that the route is very feasible.

☞ The extension of the Great Falls and Conway Railroad from Union Village (N. H.) to Westosipee, 28 miles, will be finished in June next.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,967	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,650,000	A. & O	Oct. '70 5
Baltimore City Passenger...	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A.J&O	Jan.'71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'70 3½
Boston and Albany 100	13,725,100	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,000	.....	.....
Do. do. pref.100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	1,891,500	J. & J.	Dec. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Dec. '70 5
Boston and Providence ...100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J.A J.O.	Dec.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '70 3
Brooklyn City & Newt'n..100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '71 5
Camden and Atlantic, pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	721,926	J. & J.	D., '70 $2½
Cape May and Millvi le* ... 50	447,000	J. & D.	Dec. '70 3
Catawissa.....50	1,150,000	.....	.....
Catawissa, pref.....50	2,200,000	M. & N	Nov'70 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jan.'71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov '70 3½
Central of Georgia.....100	4,868,300	J. & J	July '70 5
Central of New Jersey ...100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,000,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Dec. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,000	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 80	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*..100	2,227,900	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'70 5
" " pref.100	18,159,997	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific...100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger...	.....	J'n & J'ly	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,346	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*... 50	2,056,100	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Feb.'71 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen..100	10,480,000	.....	.....
Columbus and Xenia*..... 50	1,786,250	M.J.S.D.	Dec. '70 2
Concord.....50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passum'p Rivers.100	139,100	.....	.....
Do. do. Pref 100	1,822,100	F. & A	Dec. '70 3
Connecticut River.....50	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley.....50	1,316,900	A. & O	Oct. '70 4
Danbury and Norwalk ...[5]	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,330,645	.....	.....
Delaware*.....50	594,260	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	13,886,020	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,673,641	J. & J.	Dec. '70 3½
Do do. pref.100	1,987,351	J. & J.	Dec. '70 3½
Do Pref 100	392,550	J. & J.	July '70 3
East Mahanoy 50	3,883,300	J. & J.	Dec. '70 4
Eastern (Mass.).....100	492,500	J. & J.	Dec. '70 4
Eastern (N. H.).....100	654,600	.....	Jan. '71 3
East Pennsylvania.....50	1,290,067	.....	.....
East Tenn. and Georgia ...100	1,902,000	.....	.....
East Tenn. and Virginia...100	1,000,000	J.A.J&O	Jan. '68 4
Eighth Avenue (N. Y.) ...100	500,000	F. & A.	Aug'70 2½
Elm., Jeffers. & Canand*..100	500,000	M. & N.	Nov'70 2½
Elmira & Williamsport*.. 50	500,000	J. & J.	Dec. '70 3½
Do. do. pref. 50	500,000	J. & J.	Dec. '70 3½
Erie Railway 100	75,000,000	F. & A.	Feb. '66 4
Do. pref.....100	8,538,911	Annual	Dec'69 7s
Erie & Pittsburg 50	962,990	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg.....100	3,840,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	600,000	M & N.	May '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.).....50	174,245	J. & J.	Dec. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....10	.....	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,200,000	J.A J&O	Dec. '70 3
Hannibal and St. Joseph.100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa.....50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J	Feb. '71 8
Huntingdon & B'd Top ... 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	Jn. 68 3½
Illinois Central.....100	25,278,710	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 3
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'71 1½
Joliet & North. Indiana*.100	300 000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 3
Lehigh and Susquehanna. 50	8,739,800	M. & N.	May.'67 5
Lehigh Valley 50	10,781,400	J.A.J&O	Dec.'70 2½
Lehigh Luzerne.....50	344,680	J. & J.	Jan.'69 4
Little Miami.*.....50	3,572,400	M.J.S.D.	Dec. '70 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan.'71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan.'70 3
Macon and Western.....100	2,000,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	.....	Dec. '70 3
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	670,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	11,197,348	J. & J.	Dec. '70 5
Middleboro' and Taunton..100	147,200	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehl l*. 50	323.374	J. & J.	Jan '71 5
Millville and Glassboro' ...100	400,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	7,685,104	Dec. 1870	Dec.'70 7s
" " pref.....100	9,744,568	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Dec. '70 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	7,880,100	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell.....100	720,000	M. & N	Nov. '70 5
Naugatuck.....100	1,438,600	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '71 5
New London Northern.....100	886,000	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,428 350	A. & O.	Oct. '70 4
New York and Harlem.... 50	6,000,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston .100	2,000,000	J. & J	Dec. '70 4
Nig. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 5
Norfolk & Peterab'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S. C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania.....50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester ...100	2,363,000	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan.'71 3½
" " pref.100	1,994,800	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500 000	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,250,000	J.A.J&O	Dec.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Dec. '70 5
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,512	.....	.....
Panama.....100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv.100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Feb '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 5
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28,849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,053,300	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. gtd.*100	19,000,000	J.A J&O	Jan.'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '71 3
Portland and Kennebec.....100	682.300	J. & J.	Jan '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	1,800,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb'g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Dec.'70 4
Rutland preferred.....100	.....	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute.100	2,300 000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	676,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line.....100	656,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.).....100	750,000	.....	May'70 -
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia...100	3,959,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,150	.....	.....
Taunton Branch 100	250,000	J. @ D.	Dec.'70 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West....100	11,700,000	.....	.....
" pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	834,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,405	.....	.....
Virginia Central 100	2,353,675	.....	.....
Virginia and Tennessee...100	5,500,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren 100	1,547,650	.....	.....
Worcester and Nashua ... 75	1 522,600	J. & J.	Dec.'70 5

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10 000,000	F. & A.	F. b. '71 5
Delaware and Raritan.....100	2,621,300	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,838,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '68 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Dec. '70 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,465	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	582,657	511,854	609,788	579,642	535,380	467,656	5,670,882
1870	413,104	394,176	488,333	632,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,804	7,983,513
Chicago and Alton:													
1863	109,850	101,385	104.372	122 084	132,301	145,542	149,137	157.948	170,044	170,910	155,569	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	200,090	224,257	312,165	354,554	320,879	307,803	252,010	2,770,484
1865	280,503	276,283	299,063	258,480	322,278	355,270	335,985	409.250	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387.200	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,810	342,358	354,244	415,932	408,999	426,752	359,102	330,166	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,669	361 701	4,508,943
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,282	506 623	468,212	397,515	349,851	4,681,563
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	495,635	488,658	432,492	380,599	4,831,770
Chicago, Rock Island and Pacific:													
1863	140 024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243.178	224,980	307,574	375,860	324,965	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,606	306,693	238,926	317,977	400,941	428,474	345,028	300,297	3,466,922
1867	292,047	224.621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599.549	442,275	377,063	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,433	4,797,464
1869	333,319	308,208	398,740	388,386	449,932	523,841	455,607	632,652	736,555	584,156	479 236	493,408	5,684 100
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	597,000	638,121	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,100	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565.145	480,710	519 306	669.605	729,759	716.378	685,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747.942	702,991	767.508	946,707	932,683	754,671	547,342	7,976,499
1866	623,566	399,917	523,845	537,519	858,948	925,983	808,524	797,476	1,000,086	1,200,216	1,010,892	712,359	9,299,4 0
1867	696,147	574.664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879.900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	12,356,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139.284	1,034,393	1,227,518	1,259,282	1,306,338	1,037,994	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203 606	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,061	241,456	259.408	253,367	341,783	320,625	293,615	271,555	242,621	3,096,985
1870	201,500	218,000	244,161	246,046	2 0,169	274,021	249,355	319,012	317,887	339,259	319,573	284,156	3,273,719
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	330,170	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,453	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510.100	423,578	640.179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	469,573	617.682	578,403	747.469	739,736	641,589	643,857	518,088	7,161,208
1866	603,053	505,266	565,465	411,605	569,150	567,679	480,626	578.256	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,610	613,329	7,160,902
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,029
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,822,482
1870	654,587	663,391	644,874	597,571	695,253	759,215	645,768	861,358	870,584	862,171	841,991	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,301,260
1867	94,136	78,976	92,910	92,768	90,626	96,535	106,594	114.716	121,217	142,523	132,387	123,383	1,276,713
1868	92,433	81,599	98,482	108,461	96,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,296,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,623	1,390,823
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	163,581	144,023	141,376	1,418,909
Michigan Southern & Northern Indiana:													
1865	363,996	306,361	413,974	365,180	351,489	387.095	301,613	418,575	486,808	524,760	495,072	351,799	4,828,727
1866	312,846	277,234	412,715	413,970	418,4 4	384,684	338,858	384,401	429 177	496,655	429,546	352,218	4,660,328
1867	305,857	311,088	395,372	409,248	357,7 9	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,385	378,735	452.429	399,8 0	365.117	308,502	437,600	521,326	543,886	436,399	437,503	4,961,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	475,544	445,. 02	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,660,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,498	339,794	306,186	3,183,645
1864	252,435	278,548	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398.993	464,778	506,296	412,934	330,373	4,371 0 8
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	368,623	329,950	353,669	473,546	490,772	448,419	374 642	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,891	378,880	437,900	511,447	453,873	387,837	4,765,958
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775,616	438,822	5,083,008
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630.844	678,923	586,531	625,647	724,732	1,040,102	801 [illegible]	[illegible]	7,250,669
1870	396,171	382,823	377,000	443,182	730,700	755,737	636,434	661,020	808,318	908,318	791,014	529,758	7,120,421
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,838	203,505	2,024,560
1870	213,101	196,207	289,161	269,490	259,000	208,493	196,724	229,099	264,690	285,240	266,836	255,720	2,833,599
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,960	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,464	278,701	310,762	302,426	261,613	3 [illegible] 683
1867	242,793	219,065	279.647	284,729	282.939	240,135	234,633	322.521	365,371	379,367	286,096	272,063	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,087	233,861	2,984,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	324,044	[illegible]	254,596	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318,957	365,187	316,064	250,471	[illegible]
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,249	184,411	262,515	350,613	329,243	295,708	271,297	3,181,283
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,378	321,469	336,105	3,418,900
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,906	254,285	388,725	414,707	448,994	463,873	466,357	454,826	4,093,837
1863	335,685	361,834	396,771	429,929	505,617	464,809	451,884	574,486	714,302	815,902	746,955	630,600	6,324,482
1864	436,742	532,786	617,024	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,561	1,032,149	812,178	9,555,619
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 679	1,419,232	1,196,955	702 685	10 023 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996.841	1,252,386	850,742	887,793	874,974	436,990	10,687,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	993,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	661,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,169,726	1,113,398	589,924	8,735,062
1869	479,236	525,490	755,433	904,534	499,463	630,680	1,232,903	1,454,026	1,294,621	1,256,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,109,094	1,148,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,634	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,403
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,697	196,910	210,478	174,500	165,696	1,935,214
1869	132,623	127,817	175,950	171,868	157,398	164,133	144,164	186,889	202,238	205,750	189,361	160,085	2,009,286
1870	152,393	158,788	172,216	172,347	155,081	160,719	.....	167,305	175,453	163,286	150,566	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,824	122,000	124,124	127,096	121,795	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,756	333,430	3,809,306
1868	278,712	265,137	267,800	286,825	290,529	295,344	283,833	454,209	450,203	439,598	323,270	399,439	4,013,308
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	440,720	422,560	325,377	434,284	4,262,343
1870	312,133	293,645	295,296	318,099	340,802	348,632	322,756	466,431	508,042	451,293	425,697	386,254	.....
Union Pacific:													
1869	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	528,529	500,129	589,286	706,605	797,945	706,602	625,550	617,585	758,467	999,645	857,285	716,939	8,708,183
					802,566	745,450	643,056	864,051	728,521	719,096	570,165	462,998	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Jan. 1, 1871.					
Loan of J.. 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107½
.. .. coupon		5	" "	1874	105½
Loan of June 22, 1860 ..... registered	matured.	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 5, '61 and March 3, 1863 ..... registered	189,788,100	6	" "	1881	111½
.. .. coupon		6	" "	1881	112
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	104
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	494,892,550	6	May & Nov.	1882	108½
.. .. .. (5-20s).....coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s)...registered	3,113,600	6	" "	1884	108½
.. .. .. (5-20s).....coupon		6	" "	1884	109½
Loan of June 30, 1864 (5-20s)...registered	104,139,000	6	" "	1884	108½
.. .. .. 5-20s).....coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s)...registered	185,975,750	6	" "	1885	108½
.. .. .. (5-20s).....coupon		6	" "	1885	109
.. .. 2d series (5-20s)...registered	260,535,550	6	Jan. & July.	1885	107½
.. .. .. (5-20s).....coupon		6	" "	1886	108
.. .. 3d series (5-20s)...registered	339,774,600	6	" "	1887	108½
.. .. .. (5-20s).....coupon		6	" "	1887	108½
.. .. 4th series (5-20s)...registered	39,666,250	6	" "	1888	108½
.. .. .. (5-20s).....coupon		6	" "	1888	108½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s)....coupon		5	" "	1904	108½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	110½
Certificates of Mar. 2, 1867, and July 25, 1868..	43,550,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	33,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	d	.....	Due.	....
Treasury Notes of 1857, '61 and '63	143,087	var	.....	Due.	....
Treasury Notes (7-30s).....	550,900	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	d	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,907,950	d	.....	Due.	....
Temporary Loan of June 30, 1864	80,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,101,086	*nil.*	.....	Dem.	....
Fractional Currency	39,995,089	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	97½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	1899	5-7
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	103
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)		6	Jan. & July.	'71-'81	101½
.. .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. .. Nov., 1863	7,518,692	6	" "	1883	....
.. .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. .. May 1, 1865,(free)		6	" "	1885	....
.. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. ..		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	88½
.. — .. .. (" ").	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R).....	1,519,000	6	" "	'68 '74	81
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Ath. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1889	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,640	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds.....	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'90-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'96	67½
.. — .. .. (Charity Hospital)...	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	57
.. — .. .. (Funding).....	494,800	6	Various.	'85-'95	65½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1891.....	800,000	6	"	1871	100
.. — .. .. 1883.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1884.....	2,832,500	6	June & Dec.	1889	98½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. — .. .. converted.....	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	96
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95½
.. — .. .. 1838-'39.....	40,232	5	" "	1890	79
.. Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	102
.. —South Relief Loan of 1867.....	100,000	6	"	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'85	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'85-'90	....
.. .. dollar....	1,166,500	5	" "	'90-'94	95½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'73	104½
.. —	720,000	6	" "	'74-'75	....
.. —	1,430,000	6	" "	1876	104½
.. — .. .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63....	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	98½
.. — .. .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	95½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	99½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	800,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	90
.. —Consols, (interest).....	2,830,000	5	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	50
Nebraska—(No Account).....	.....	....	....	....	....
Nevada—(No Account).....	.....	....	....	....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'90	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	102½
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	105½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	45½
.. — .. (new).....	3,959,045	6	" "	'92-'98	22½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	39½
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100½
.. — .. (")....	1,600,000	6	" "	1875	102
.. — .. (")....	4,095,300	6	" "	1881	100½
.. — .. (")....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1870	103½
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	102½
.. —	7,909,600	6	" "	1877	104
.. —	9,273,050	6	" "	1882	106½
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,760	6	" "	1871	104½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	100
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	59½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	2,289,100	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	64½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	64½
Texas—No legal debt.....	.....	....	....	....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,533,962	6	Jan. & July.	long.	66½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	61½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	....	....	....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1885	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex	59,000	....	....	....	....	....
Bonds to State of Pennsylvania	3,500,000	....	....	....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	6*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1899	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1566	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1860	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	57
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	55
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1900	23½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1870	97½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1556	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	80
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1910	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	91
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £360,200 & £154,000	2 000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,040	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	94
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	89
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'75	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1865	85½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1867	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96–'00	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'96–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	93½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central of Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	28,010,000	6*	Jan. & July.	New York.	1895	90½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1899	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	103
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1893	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	100
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	85
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1891	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	92½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96½
Funded Coupons	755,000	7	May & Nov.	" "	1893	91
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	96½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	87½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1874	....
Equipment Bonds	101,000	7	April & Oct.	" "	1884	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	97½
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1888	89
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	254,000	7	" "	" "	1828	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1905	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1886	83½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1906	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1886	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	262,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1896	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1886	....
2d Mortgage	800,000	7	March & Sept.	" "	1896	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1886	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1890	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1900	....
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	80
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1875	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	88
3d Mortgage (or 2d Extension)	1,258,000	7	May & Nov.	" "	1873	96
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	78½
Consol. S. F. Mort. 5,000,000	528,000	7	May & Nov.	" "	1900	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91¼
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83¼
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	84
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1900	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	85
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	98¼
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1873	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1909	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1890	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1891	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1868)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1900	....
East Tennessee and Virginia						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1868)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	100½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	90½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	97
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	136,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	" "	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1900	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	502,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	82
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,000,000	7	April & Oct.	New York.	1881	104½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	104
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	107
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1851	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	900,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	94
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1891	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	95½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	78½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1909	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1900	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	90
2d Mortgage	2,693,000	7	" "	" "	1877	95½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	94½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	900,000	8	Jan. & July.	" "	1900	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1901	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1907	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	607,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1891	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	98
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'85–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1909	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	98
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1900	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1880	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	80
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	88
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1900	91½
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	90
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	65
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	93
Chattel Mortgage	360,000	10	April & Oct.	"	1887	113
2d Mortgage	276,500	7	May & Nov.	"	18—	94
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	95
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	90
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	455,500	6	Jan. & July.	Baltimore.	1873	96½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	97½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	86
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	81½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	95
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	84
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	79
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	75½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						....
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1922	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	96½
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (General)	5,000,000	6	" "	"	1881	91½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	87½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	....
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-42-44-48 and 49	2,497,800	6	" "	"	1880	....
Bonds of 1857, convertible	143,500	6	" "	"	1886	96½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	80
Philadelphia and Trenton:						105
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,006,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						....
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1900	90½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	625,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1870	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	74½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000		7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1872	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	68
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	72½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	77½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'96–'99	...
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N.Y.&Boston	'87–'89	70
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	66
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	40½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1862	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1899	80
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1878	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....
Western Alabama:						
1st Mortgage, guar.	800,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	89
Loan of 1896 for $1,000,000	683,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1890	97½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,061,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	87
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	" "	"	1890	59
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	" "	" "	1899	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,326,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	84½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1885	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	87½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	98
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "		1884	88
3d Loan	2,000,000	6	" "	"	1897	91
Gold Loan	2,000,000	6*		"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	87½
Convertible Loan	1,496,879	6	" "	"	1877	76½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	76
Boat Loan	232,087	6	" "	"	1886	77
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1870	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	7
Improvement Loan	1,601,670	6	May & Nov.	"	1876	76
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1875	45
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1885	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1879	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	70

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. &c.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$		$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*	.....	.....	4,183,000	915,000	1,205,943	.....	25.0	21,132	259,735	254,295	35,511	1,583	—	100	.....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga..... Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	70.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*	.....	.....	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,856	697,846	237,363	—	100	89
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley..... Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	.....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800.000	.....	.....	.....	.....	425,000	.....	.....	68.0	118,080	.....	.....	195,477	57,110	—	100	.....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	to Cheshir	e.)	.....	7,500	—	100	.....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	519,717,106	5,098,367	737,188	—	50	.....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	.....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	.....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris .. N. Y.	217,345	.....	.....	.....	194,250	20,000	.....	.....	15 5	20,032	496,333	44,213	30,123	4,891	4	100	.....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	771,871	16,267,862	8,751,750	732,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,988,809	8	100	136½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L168,572	—	100	.....
Dec. 31, 1869	29.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.... Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	.....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bou	dholders.	—No ret	urns.)	—	100	.....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	600,000	—	.....	.....	.....	.....	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)	.....	7	100	.....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,697,837	.....	.....	16,411,600	2,873,020	1,235,000	1,752,774	209.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	152
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass	1,073,622	274,636	.....	34,607	872,600	648,000	104.954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	70½
Mar. 31, 1869	93.5	30.8	0.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,466	524,564	135,263	6	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	.....	97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	1½
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,687,217	12,330,812	1,071 881	247,195	8	100	138½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,0.1	4,471,274	.....	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	147½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	.....	.....	410,611	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	149
Sept. 30, 1869	28.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	.....	.....	—	100	.....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	.....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	.....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	GrandTru	nk of Ca.)	96,338	—	100	.....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Er	ie.)	.....	7	100	.....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ... Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.00	28,606	664,730	.....	49,175	14,867	—	100	.....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No ret	urns 100 m	iles recent	ly comple	ted.)	—	100	.....
Apr. 20, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	.....	.....	1.633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	93
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	116½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	712,362	.....	.....	.....	332,825	300,000	.....	.....	—	(Leased	& oper. by	Camd &	Amboy.)	42,447	3	100	.....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Massachusetts.	1,277,499	123,864	64,258	28,051	801,900	125,000	78,489	8,214	65 8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. b	y West J	ersey.)	.....	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,266	69,591	6	25	.....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	. and W.)	54,000	.....	9	100	.....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	.....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	.....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	254.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	103½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515'195	970,890	49,521	3½	100	26
Dec. 31, 1869	742.0	128 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742 0	2,8.9,227	.....	.....	5,670,822	2,677,299	—	100	.....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	(N	o returns.)	.....	—	100	.....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)	403,785	177,249	—	100	.....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	30,000	.....	6	100	.....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	.....	.....	.....	.....	42,760	18,648	—	100	.....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	(No retur	ns publish	ed.)	.....	—	100	.....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	4,733,511	15 801,755	718,536	51,338	5	100	.....
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	to Phila. a	nd Read.)	101,714	2,331	—	50	64
Apr. 30, 1870	307 0	290 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy.. Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	4,681,563	2,004,970	10	100	115½
Dec 31, 1869	73.0	—	3.7	39.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(N	o returns.)	.....	—	100	153
May 31, 1870	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. b	y Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1869	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,905,222	.....	35.046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364 747.240	12,535,428	3 478,419	9	100	75½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 79	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	107½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	493	Cincinnati, Hamilton and Dayton.. Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	.....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. b	y Kentuc	ky Central	.)	—	100	.....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction.. O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	93.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	.....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	.....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,462	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	.....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland.. Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	24
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	40,046	—	100	.....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*				11,620,000	1,997,000			390.4	2,155,245	29,770,918	95,130,660	2,962,614	929'384	7	100	83
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981				2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)			8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283,265				6,300,475	3,883,500		610,497	225.0	1,665,141			2,383,670	908,306	8	50	106
Jun. 30, 1869	568.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	33,539,369	*				13,000,000	18,814,000	1,725,369		588.0	3,656,909	35,605,620	41,064,199	3,529,411	262,452	—	100	18½
Jun. 30, 1869	64.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200					1,786,200	248,000				(Leased	& operate	d by Little	Miami.)			6½	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*	138,029	92,610	1,500,000			75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	156
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont.	New Hampshire.	698,258	*			595,587	374,500	300,000			27.0	39,460	556,055	361,137	75,430	27,338	—	100	
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859				350,000						(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	11,573	163,938	2,087,883	795,000	208,879	68,929		110.3	140,409	3 747,271	4,799,290	529,347	192,184	6	100	85½
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000		16,147		53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	139
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300		215,000		1,278,300	1,000,000					(Leased	to Phila.	& Trent.)				100	
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000				200,000	30,000				14.6	(Oper.	by Northe	rn N. H.)	38,468	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*			1,500,000	3,443,000				34.0	337,200			791,053	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000		1,316,900	352,300				74.0	226,576		W.	523,993	143,479	8	50	110
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,783	11,200	26,391	400,000	300,000		6,454		28.0	93,222	1,549,669	969,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	313,910	15,600	300,000		413,150	510,000					(N	ot yet in o	peration.)			—	100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*			3,000,000	2,000,000					(U	nder cons	truction.)			—	100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268		261,099	2,393,140	4,278,300	112,579			141.4				1,061,856	421,277	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*			76,000	527,449	12,768			31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000				309,276	715,000					(Lens. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018				891,206	892,750				253.4	[Leased	and oper.	by Phila.,	Wilm. and	Balt.]	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,260,000			14,100,600	3,3 8,000	2,190,000			184.0	1,820,258			2,417,324	637,845	10	50	104
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*			3,872,500	4,310,000								830,241	365,392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*	111,386	186,778	2,647,350	6,825,048	2,341,923	104,063		189.0	614,243			1,615,618	666,267	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000				480,000						(Leased	and operat	ed by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124		(Leased	& oper. by	Ill. Centr.)	1,290,589		7	100	80
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*			1,000,000	550,000				79.0				188,832		—	100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000				280,000						(In	progress.)				—	100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000				700,000	1,000,000					(Leased	to Boston,	Hart.& Fis	hkill.)		—	100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800		2,500		89,800	175,000	2,000				(Leased	to Pennsy	lvania.)			—	50	
Nov. 30, 1869	44.1	54.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222		144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	120½
Dec. 31, 1869	38.5	—	1 9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000				280,000	570,000					(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	—	100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604				392,550						(Leased	to Phila.	& Readin	g.)		6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599				1,209,200	495,900					(Leased	to Phila.	& Readin	g.)		7	50	84
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶	Tenn & Ga.	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,562,958		270.0				1,278,864	562,682	—	100	
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶	Tenn.					(Consolid	ated in t	he East	Tennessee	e, Virg		Evan	Virginia and	Georgia.)						
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.								(Oper. by			sville, H	enderson	& Nashv.)					
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000						(Leased	to Northe	rn Central.)	25,000	25,000	5	100	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000			1,000,000	1,620,000					(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	56
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575			78,636,910	23,398,800				845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	22
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000		999,600	2,577,590		57,800		101.2	484,530			824,611	383,028	—	50	
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	98	European and North American ¶	Maine.	2,094,883	148,659				3,000,000					58,493			129,726	56,196	—	100	
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*			[Owned	by Domi	nion of	Canada.]		140.0	185,967	4,832,715	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	23.5	—	....	5.45	....	....	....	....	Europ. & N. American W. Div.	N. Bruns.	1,743,037	*			803,750	1,853,907	18,001				(Not	in in comp	lete opera	tion.)			100	
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377		132.0	306,838			516,804	166,699	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.										64.0						—	100	
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089		21,759	208	150,000	238,450	17,000			5.8	10,881	398,465		29,687	6,815	—	50	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000				90,000			60			(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	
Nov. 30, 1869	51.0	42.8	80 8	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000			547,050		93.8	614,525	22,134,414	16,941,140	1,290,594	341,680	8	100	137½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000				150,000	100,000	100,000				(Oper. by	Belvide	re Delaw	are.)			100	
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,269,094	*	173,376	1,149,692	1,099,100	1,867,500	441,208	124,854		90.0	208,113			466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5 300,000	*			3,000,000	2,300,000				154.0						—	100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*			800,000	1,500,000					(Not	in complet	e operation	n.)		—	100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,001	99,266		230,845		99,266			23.0	12,800			69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.						575,000				52.0	[Operat	ed by Rec	eiver.]			—	100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,166,000	*	1,283,389	595,500	4,156,000	615,500	388,618	886,260		232.0	801,823			1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.										40.0	[In progr	ess and n	o part in c	ompl te o	pera'n.]	—	100	
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000				1,000,000	1,000,000					(Owned	and oper.	by Mich. Ce	n. since A	pl. 1870.]	—	100	
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶	Canada.	90,720,865	*								1,380.0	7,071 893			7,153,924	1,607,631	—	100	
July 31, 1869	229.0	105.5	132 0	—	99	140	45	1,829	Great Western ¶	Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,895		334.5	2,676,393			3,934,114	1,780,516	4	100	
Sept. 30 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶	S. Carolina.	3,061,218	*	80,495		1,510,374	1,902,157				104.2	125,000			365,528	146,211	—	100	
Aug. 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,073	*			8,000,000	8,938,000	1,009,073			275 0				2,941,997		—	100	88
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550				1,182,550	700,000		23,069			(Leased	to Pennsy	lvania.)			7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven	Connecticut	3,407,285				5,300,000	927,000				74.5	613,585	140,926	18,568,582	1,861,682	548,219	14	100	165
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford. Prov. and Fishkill.	Conn. & R. I.	4,704,866	*			2,037,939	2,055,500				130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900		1,809,555	500,000	100,000			32.0	20,800			60,495	3,008	—	100	
Oct. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic	Connecticut.	2,105,558	*	161,843	315,624	2,000,000	291,000	123,768	163,257		119.8				743,808	166,231	—	100	
Dec. 31, 1869	144.0	38 0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶	Texas.	5,000,000	*			3,000,000	2,000,000				125 0				1,040,400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.										50.0	[Is being	continued	to Whar	ton Color	'do Riv.]	—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	164	37	1,077	Hudson River	New York.	19,919,537	*			16,020,000	4,309,220				160.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt	Penn.	2,202,174	*			706,580	1,927,614				58.8	191,777			291,564	5,882	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,508			970.9	5,414,403	53,306,016	283,336,118	8,823,482	3,652,516	10	100	139½
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progress	is now o	perating	St. Lou.s,	Alton &	T. H. R.	R.)		194.0				1,774,867	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,067	*			5,685,497	7,358,931	675,628			289.0	1,205,686			1,921,274	707,492	—	100	71
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.										75.0						—	100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.											[Project	ed.]				—	100	
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*			132 411	35,000				13.0	24,000	234,368	664,541	73,307	11,855	—	100	
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500		400 000	180,000				11.0				32,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*		87,031	515,465	1,895,000	143,106	131,303		116.0				391,849	212,727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jamestown and Franklin	Penn.	1,765,248		35,000		603,077	1,000,000	688,228				(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	849	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	587,179	1,632,923		225.0				1,140,099	408,486	—	100	67
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000				1,000,000	500,000					(Leased	and oper.	by Chicago	& Alton.)		7	100	91
Dec. 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000				300,000	800,000					(Leased	and oper.	by Michigan	Central.)		8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324				180,250	800,000				4.6	16,472	1,040,193	5,589,807	107,612	49.553	—	100	
Dec. 31, 1869	487.5	34.0	22.8	143.0	50	85	11	1,026	Kansas Pacific	Kansas & Col.					5,072,500					486.0	963,512			2,225,859	839,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	19	16	300	Kentucky Central	Kentucky.						1,209,000	(Stock swamped.]			112.0		[Operated	by bondh	olders.]			—	100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.										16.0	[No	returns.]				—	100	
Dec. 31, 1869	31.0	—	1.8	34.0	2	1	1	20	Knoxville and Kentucky ¶	Tennessee										31.0	[No	returns.]				—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	984	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,325,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	986,332	356,650	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	695,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,321	Lake Shore & Mich. S..N.Y., P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	92½
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,080,650	4,673,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	120½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	.....	.....	....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint)..O.	7,786,469	*	(Leased	Dec. 1 1	869 to Pb	g Cin. & S	t. L. at 4	80,000 p.a.	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6	100	....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	87½
Dec. 31, 1869	9.0	—	.....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	93.5	77.0	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472 183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,645	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	74.0	67	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 961	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence... Massachusetts.	332,883	30,276	.....	3,675	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.0	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869, n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	.....	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,600	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
.....	.....	.....	.....	.....	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	.....	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49.500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	23,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	137½
Mar. 31, 1870	19.0	—	1.0	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	536	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,514	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶...Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,582,000	590,810	.....	130.6	457,576	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	.....	100	....
May 31, 1870	284.8	—	57.5	—	100	97	26	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	118½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	.....	100	....
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50.966	.....	.....	(Oper.	by Erie.)	.....	44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	.....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,404	—	.....	.....	96,750	—	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	.....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	54
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	—	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	104
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	essees.)	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	90
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 000	—	—	—	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.]	.....	7	100	32
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,639,930	472,574	93,814	10	100	88½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanoogs ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.6	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	.....	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	(In han	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	ds of bon	dholder	s.]	605,000	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	.....	100	....
Oct. 31, 1869	6.0	—	.....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	136,300	2,000	.....	.....	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11½	100	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	.....	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	(In	cluded in	United Co	mpanies)	.....	10	100	123½
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	54
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	—	.....	.....	[Owned	and oper	ated by	Charles	Morgan	of Ne	w York C	ity.]	.....	.....	.....	.....	....
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603.697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,184,089	474,419,753	15,586,616	6,531,131	8	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	94½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,962	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	31	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	132
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	142½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cour	se of con-t	ruction)	.....	.....	.....	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,468	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	.....	—	(Leased	to New Y	ork Centr	al.)	60.000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,380	1,336,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	576,230	102,629	682,708	223.0	.....	.....	.....	668,117	257,006	—	100	....
Feb. 28, 1866	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,145,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	264,164	108,725	—	100	....

Dec. 31,	1869	72.0	—	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.											72.0						—	100		
Feb. 28,	1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*				7,500,000	13000,00 0			581.0				2,084,480	432,124	—	—	21	
Oct. 31,	1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476			67.7	460,143			1,132,731	463,114	5	50	88½	
Dec. 31,	1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	416,407		5,675,377	289,010	3,218		97.6	404,631	5,252,948		671,076	168,918	—	100		
Oct. 31,	1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,666,586	2,989,134			5,000,000	7,005,500	592,582			332.4	1,469,366			2,928 468	977,748	6	50	88	
Mar. 31,	1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600				82.5	409,036	5,935,262	19,110,436	689,620	256,271	8	100	107	
Sept. 30,	1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000				35.3	146,773			325,369	65,764	8	100		
Nov. 30,	1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	218,074	2,363,700	754,000	49,920	241,530		66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	105	
Jun. 30,	1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)			145.0				281,138							
Mar. 30,	1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922		122.0	532,120		31,199,413	1,045,222	356,839	6	100	99½	
Dec. 31,	1869	340.0	53 0	....	—	86	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,821			340.0	1,926,156	30,459,353	69,838,274	2,915,547	648,720	—	100	36	
Oct. 31,	1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000				98.5	406,010			2,014,427	978,925	10	50	92½	
Nov. 31,	1869	130.5	12.2	43.9	—	38	70	18	396	Old Colony and Newport	Massachusetts.	7,203,195	666,816	202.500	137,310	4,943,420	2,971,000	61,000	294,109		142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	95½	
Sept. 30,	1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357		270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72	
Dec. 31,	1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000				9.0				169,088	29,741	—	100	....	
Dec. 31,	1869	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,999	*			300,000	610,000					(Leased	to R.W &	Ogdensb.)	125,564	62,782	—	100	....	
Sept. 30,	1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000				36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....	
Feb. 28,	1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742				336.0	1,764,760			3,213,058	894,346	—	100	....	
Sept. 30,	1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	*			7,000,000	3,734,136				47.6		nine m	onths.	1,105,219	340,861	—	100	64½	
Dec. 31,	1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	*			630,000						(Leased	to Erie.)			53,400	8	100	....	
Dec. 31,	1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*			500,000	500,000					(Leased	to Erie)					100	....	
Dec. 31,	1869	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*			284,500	85,000					(Leased	to Erie.)			26,500	6	100	....	
Dec. 31,	1869	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*			342,150	160,000	36,542					(Leased	to Camden	and Amb	oy.)			—	100	....	
Oct. 31,	1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452			643.0	9,574,632			17,250,812	4,757,785	10	50	125½	
Oct. 31,	1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000			47.0						10	50	225	
Oct. 31,	1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079	*			1,081,700	3,000,000						(Complet	ed Sept. 1	3, 1869.)			—	100	....	
Dec. 31,	1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	*			1,200,000	600,000					(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....	
Dec. 30,	1869	82.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000				83.0		(Complet	ed July 1,	1869.)			—	100	....	
Dec. 31,	1869	12.0	—	....	78.0	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000					12.0		(In pr	ogress.)				—	100	....	
Dec. 31,	1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894				82.3	164,357			245,634	97,975	3	100	....	
Oct. 31,	1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	291,686			46.0	124,224			196,672	9,272	—	50	....	
Oct. 31,	1869	287.6	2·0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974			289.6	2,273,856			3,262,705	loss.	—	50	54	
Oct. 31,	1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900				24.3	376,303			697,620	287,492	10	50	160	
Dec. 31,	1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592				480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	98½	
Oct. 31,	1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	—	329,675		1,259,100			80,555		26.5				1,077,559	274,081	10	100	118	
Oct. 31,	1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,218,042	9,520,850	2,367,000	534,547	434,787		99.7	962,579			2,565,302	876,094	8	50	102	
Oct. 31,	1869	193.0	8.0	24.0	—	77	31	16	1,239	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,561,398	2,327,941	196,000		5,423,200	10,036,690	421,154			201.0	1,849,610			2,434,101	581,833	—	50		
Oct. 31,	1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917			72.0	425,341	4,912,563	16,286,331	608,919	207,354	—	50		
Oct. 31,	1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093			480.6	5,253,684			8,131,531	2,891,199	9½	100	94	
Nov. 30,	1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000										27,450	6	100	85½	
Dec. 31,	1869	63.0	9.5	7.0	—	17	21	12	246	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988				109.5	354,754			632,763	217,872	6	100		
May 31,	1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000					51.3	303,266			575,036	175,586	6	100	120½	
Mar. 31,	1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—			350,000						(Leased	to Concor	d.)		24,500	7	100	....	
Mar. 31,	1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496		26.0				80,083	22,015	—	100	....	
Nov. 30,	1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500			15.0	37,960			112,572	21,542	—	100	....	
Nov. 30,	1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000		55,000	28,544		47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½	
Dec. 31,	1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000				97.0				208,000	141,000	3	100	....	
Oct. 31,	1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859			54.0	155,070			207,799	55,879	—	50		
Sept. 30,	1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647		161.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92	
Sept. 30,	1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	96,480	4,000,000	2,680,700	228,674	1,906,158		190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100	....	
Sept. 30,	1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142.720	1,414,136	482,678	25,186	559,887		75.5				332,025	132,491	—	100	....	
Sept. 30,	1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331			46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100	....	
Sept. 30,	1869	38.3	—	....	—	—	—	—	....	Richmond and York River ¶	Virginia.	1,250,000	*			660,000	600,000						(Not in o	peration.)				100	....	
Sept. 30,	1869	22.0	—	31.0	—	—	—	—	....	Roanoke Valley	Va. & N. Carolina.	482,612	—			427,402					22.0		(No	returns.)				100	....	
Sept. 30,	1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,336	3,000,000	2,000,000	9,821	476,970		218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	125	
Sept. 30,	1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,381,400		331,828			158.0	679,669	8,347,127	16,336,225	874,855	187,329	—	100	40½	
Dec. 31,	1869	132.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589,500				132.0				753,000	376,000	—	100	72½	
Dec. 31,	1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000						(Oper. by	Ind. & St.	Louis.)	611,800		100	33½	
Dec. 31,	1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000							about 60,000				100	48	
Dec. 31,	1869	150.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.		—				2,725,000					(Leased	to Chi. &	Alton.)		240,000		100		
Dec. 31,	1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.		(Unfi	nished.)		2,000,000	1,000,000						(No	returns.)				100		
May 31,	1870	158.2	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000					(Leased	to Terre H	aute and I	ndianapo	lis.)		100		
Dec. 31,	1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000					257,004	2,776,680	3,570,874	878,448	138,411	—	100		
Dec. 31,	1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,980	2,732,515	186,000	531,072	79,514			189,152			338,698	179,941	—	100		
Dec. 31,	1869	16.6	—	—	—	—	2	1	12	Salem	New Jersey.	278,328	*			180,550	100,000					(Leased	to West J	ersey.)		17,500	1½	100		
Nov. 30,	1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,900	243,305	226,900	535	91							16,833	6	50		
Jun. 30,	1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*			904,832	2,307,742				116.3	271,076			429,212	101,024	—	100		
Oct. 31,	1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,800,702	*			1,269,150	97,000	106,120			54.0	155,070			172,494	27,393	—	50		
Oct. 31,	1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	—			576,050						(Leased	to Phila. a	nd Readin	g.)		5	50		
Dec. 31,	1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.						210,000				80.0							100		
Dec. 31,	1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007	999,050	796,830	891,180	25,521		119.3				282,215			100		
Dec. 31,	1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	6,079,100				200.0				460,000			100		
Oct. 31	1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—			869,450	700,000					(Le	ased by N	orthern C	entral.)		6	50		
Dec. 31,	1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*			1,227,000	800,000				45.5				61,504	22,091	—	100		
Dec. 31,	1869	20.0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—			100,000	37,800				20.0	(Oper. b	yJeff.Mad.	and Ind.)	32,448	7,408	—	100		
May 31,	1869	50.0	—	2.5	—	10	18	4	80	Shore Line	Connecticut.	732,900	*			677,900	55,000				50.0				310,182	47,424	6	100		
Dec. 31,	1869	101 8	6·5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,256,320					(Leased	and oper.	by Portlan	d & Ken.)	36,000	—	100		
Dec. 31,	1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000	—			230,000	500,000					(Leased	& oper. by	Cen. of N.	Jersey.)	26,296	6	100		
Dec. 31,	1869	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	439,694	—			438,300						801,171			1,382,167	496,507	—	100		
Dec. 31,	1869	137.0	100.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,275	4,057,351	355,501						(In progres	s.)			100		
Dec. 31,	1869	50.0	—	—	133.0	3	—	—	—	South and North Alabama	Ala					1,500,000	1,000,000											100		
Nov. 30,	1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,162	99,429		9,500	259,683	150,000	7,944	21,000		11.5	49,204	1,222,256	60,911	67,962	9,513	—	100		
Sept. 30,	1869	57.0	0.2	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,555	*			497,750	850,000				63.0	150,560	5,597,645	2,094,921	221,815	66,552	10	100		
Sept. 30,	1869	123 0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	—			1,365,600	2,133,800	973,116	299,727		133.0	292,029	2,201,096	10,725,243	440,921	108,125	—	100		
Dec. 31,	1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	(cost to	completion.)		3,000,000	1,500,000											100		
Dec. 31,	1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.																	100		
Dec. 31,	1869	148.8	—	....	169.2	19	12	4	424	*South Pacific* ¶	Missouri.						26,000p m				100.0				348,218	203,473	—	100		
July 31,	1869	143.0	114.5	22.9	26.5	30	14	18	396	Southwestern	Georgia.	4,567,313	*		131,053	3,939,900	609,600	87,166	41,811		257.5	384,922			910,116	360,386	8	100	104	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0		3.4		5	4		31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	.....	.....	751,200	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	184	Sterling Mountain.....New York.	502.468	*	.....	.....	800,000	350,000	.....	.....	7.0	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267.384	—	.....	.....	267,300	.....	.....	.....	—	.....	.....	.....	.....	21,176	6	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	697	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	(In pro	gress to be	completed	June 187	0.)	—	50	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,900	*	.....	.....	1,470.130	1,707,050	.....	.....	81.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	(Will form	a part	of the	Rondout	and Oswego Line.)	.....	.....	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	22,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	5	100	....
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	*	3,274,000	.....	654,000	2,620 000	.....	.....	—	.....	.....	.....	.....	.....	—	100	104
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	50	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	100	100
Dec. 31, 1869	228.0	—	11.4	—	44	15	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	50	51½
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western. O. I. & Ill.	23,390,000	*	1,078,607	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	....
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,989,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	49½
Nov. 30, 1869	50.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.	R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	—	.....	.....	swamped	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	36,245,978	*	5,501,000	654,630	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	8,407,653	4,203,926	—	100	22½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley. .N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	.....	.....	.....	—	(Leased	by Vermo	nt Central.)	.....	.....	8	100	104½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	297,343	75,802	70,082	2,860,000	724.500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	—	100	70
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	783,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547.650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'tn.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	—	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of	receiver.)	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	—	—	....	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	—	525,578	.....	684,046	357 600	97,500	.....	35.5	201,230	.....	.....	330,571	62,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	—	(Built by	State of	Georgia.)	.....	.....	.....	—	[in	progress.]	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	.....	.....	—	.....	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	.....	1,022,450	1,800,000	304,413	.....	—	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	[No	w forming	a division	of the	Milwaukee and	St. Paul	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	81
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	No retu	rns for ye	ar.]	.....	.....	—	100	....
Aug. 31, 1869	94.0	—	86.0	—	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	51.0	—	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	—	(No	return.)	.....	.....	.....	.....	20.0	(Operat	ed during	construct'	n by M. &	St. Pa'l.)	—	100	....
Dec. 31, 1869	20.8	—	28.0	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	.....	.....	.....	—	13,436	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased	to Boston,	Con. and M	ontreal.)	12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	108	Wilmington, Charlotte & Rutherford. N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no	returns.)	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta. N. C. & S. C.	(W & M.	RR. sold	Jan. 5, '70	$525,000.	5,000,000	.....	.....	.....	—	.....	.....	.....	130,261	82,375	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076.968	*	11,662	184,126	1,463,775	1,484,668	272,624	.....	181.0	1,887	(Leased t	o Northern	Central.)	.....	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233.000	—	.....	.....	213,000	.....	.....	.....	—	(Recen'l	y opened.)	1,254	550,965	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	14,000	7	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	1,160,782	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	151½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg. Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	(Le	ased to N	orthern C	entral.)	.....	—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,308,010	—	—	541,532	112,050	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal....Md. & Va.	10,506,300	—	—	—	—	8,229,594	—	—	—	184.5	—	—	—	493,210	342,827	6	50	76
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	—	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,899,668	—	—	—	—	15,000,000	3,169,476	.....	.....	408.0	—	—	—	110,610	.....	10	25	....
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,647,682	—	—	—	—	4,999,600	(See Cam. & Amb. R.R.)			161.0	—	—	—	—	—	—	100	117
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	—	64,000	899,750	662,246	.....	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	—	8,739,800	14,375,891	.....	.....	161.0	—	—	—	104,961	3,849	—	50	....
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	—	—	2,200,000	1,130,447	74,087	63,226	48.0	—	—	—	405,174	213,374	—	50	68
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	94,149	—	4,300,000	1,961,000	.....	.....	102.0	(5 p. c. o	n preferre	d stock.)	431,246	184,848	—	100	33
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,186	238,906	.....	4,797,185	7,165,256	588,689	.....	354.0	—	—	—	735,303	258,436	—	50	52
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,741,283	—	—	—	—	2,002,746	2,632,310	195,232	.....	109.2	—	—	—	1,159,085	508,519	—	50	16½
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	—	2,907,850	3,000,000	20.000	.....	45.0	—	—	—	167,435	81,714	—	50	14
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	—	—	1.100,000	708,000	86,000	.....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	—	—	800,000	600,000	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
																						124,895	29,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Nov. 30,'69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,900	23,300	334,093	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	.....	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury..Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,782	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not in operation.)			—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	608	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	651	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	31
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	45
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	16
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	.....	.....	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	56
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679		—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,499	1,250,000	—	233,457	821,332	134,567	10.0	100	100	69½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	10	6	Northampton & Wmburg..Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,802	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton)....Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	44
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	5.	50	25	24
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	55	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	56	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,300	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	16.00	654	96	Second Avenue (N.Y. City).N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	199,300	10,000	401,156	69,532	10	50	50	57
Oct. 31,'69	5.62	127	10	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	15	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.80	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,885	16,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30, 69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper 5	y Troy &	Lansb.	—	100	100	....
Oct. 31,'69	28.25	546	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	55	43
Nov. 30,'69	—	449	74	Union (Boston).....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	....
Sept. 30,'69	15.50	55	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,586	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,464	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	55
Oct 31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	50	50	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,090	2,812	4	100	100	....
Nov.30 '69	4.00	44	—	Worcester .....Mass.	89,578	75 000	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	P.			
Albany.: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	...
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1876	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1888	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1878	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	'	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	6	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,000	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,000	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	500,000	6	J.& J.	1883	...
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85½
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	56,454	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	43,300	6	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1900	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	615,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	200,000	7	J.& J.	—	...
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	...
Union (Boston): Real estate mortgages....	100,000	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1876	99
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed.	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	...
Catawissa,* pref. and guar.	2,200,000	7	7	76½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	....
Central Ohio, preferred.	400,000	7	7	29
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred.	2,017,815	7	3	86
Chicago and Alton, pref.	2,425,400	7	10	117
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	55½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred.	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed.	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed.	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	79
Erie, preferred	8,536,910	7	7	46½
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	99
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.		...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	95
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed.	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	74
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	73
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	456 000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred		7	7	81
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56½
Sandusky and Cincinnati, pref.	445,5 8	6	6	36½
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	75½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,883,997	6	6	34½
Union, preferred.	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	...
Mariposa Mining, pref.	5,774 400	7	7	9½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	30 — @ 34 —
Pig, American, No. 1		30 — @ — —
Pig, American, No. 2		28 — @ 29 —
Pig, American, Forge		27 — @ 28 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —
	Store Prices.	
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		75 — @ 80 —
Bar, Common		70 — @ 72 50
Scroll		97 50 @125 —
Ovals and Half-round		97 50 @125 —
Band		92 50 @ 95 —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		82 50 @ — —
Hoop		102 50 @140 —
Nail Rod	per lb.	— — @ — 6½
Sheet, Russia, as to No.'s	(gold)	— 10½@ — 11
Sheet, Single D. and T. Common		— 4½@ — 6
Rails, English	(gold) per ton.	56 — @ 58 —
Rails, American, at Works in Penna.	c'y.	70 — @ 73 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 16 @ — 17
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d.@10d.	per 10 0lb	4 37½@ 4 50
Clinch		5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— — @ — 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 39½@ — 40
Straits	(gold).	— 34½@ — 34½
English	(gold).	— 33½@ — 34

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 62½@ 8 87½	9 75 @ 10 —
L. C. Coke	7 37½@ 7 75	8 37½@ 8 75
Coke Terne	6 23 @ 7 25	7 — @ 8 —
Charcoal Terne	7 75 @ 8 25	8 75 @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk).	per gall.	— 14 @ — 15
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 18½
Refined, prime L. S. to W. (110 @115 test)		— — @ — —
Refined, Standard White (in ship'g order)		— — @ — 24½
Refined, prime White (in shipping order)		— 26 @ — —
Refined, S. W. (in jobbing lots)		— — @ — 27
Refined, S. W. (in tin)		— 29½@ — 31
Naptha, Refined, (65 @ 73 gravity)		— — @ — 9½
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	3d. C.	(Old List.) 4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	...per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25
Canton Co.	....	70	70	....	....	
Central Pacific 6s.	90½	90½	90½	90½	90½	
Central of N. Jersey.	103½	104	104	....	104	
Chicago & Alton.	114½	....	....	115	115	115½
" pref.	....	....	....	....	117	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	152	....	....	153	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.	71½	71½	....	73½	75	76
" pref.	83½	83½	84½	85½	85½	86½
" 1st M.	....	96½	....	....	....	96½
" S. F.	....	....	....	....	....	....
" Consol.	87½	87½	87½	....	87½	....
Chic., Rock Isl. & Pac.	105½	106½	106½	106½	106½	106½
Chi., R. I. & Pa. 7s, 1896	97½	97½	97½	....	97½	98
Clev., Col., C. and Ind.	88	....	....	....	....	....
Clev. and Pittsburg.	106	105½	106	105½	105½	
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	90	....	....
" 4 M.	....	78½	....	....	....	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	100½	....	....	....	....
Col., Chi., & Ind. C.	18	18½	18½	18½	18½	18½
" 1 M.	83	83½	83½	85½	85½	83½
" 2 M.	....	....	84	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal.	121½	....	....	....	....	117s
Del. Lack. & Western.	103½	103½	104	104	104	103½
" 1 M. 7s.	....	....	....	....	....	....
" 2 M. 7s.	....	....	....	....	....	....
Dubuque & Sioux City.	89	....	....	....	....	....
Erie Railway.	22½	22½	22½	22½	22½	22½
" pref.	47	....	....	46½	....	....
" 1 M. 7s, 1897.	....	....	....	97	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	....	....	....	....	....	....
" 4 M. 7s, 1880.	....	....	....	....	....	....
" 5 M. 7s, 1888.	....	80	....	....	....	....
Great Western 2d mort.	81½	....	....	....	81½	....
Hannibal & St. Joseph.	84½	86½	85	84½	88	
" pref.	97½	97½	96½	97½	99	
Hudson River.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central	....	....	133½	133½	....	
" bonds	....	....	....	107	....	
Lake Shore & Mich. S'th.	89½	90½	91½	92	92½	
Lake Shore Div. bonds.	92½	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	117½	....	117½	....	118½	
" S.F. 8s, 1882.	....	....	....	....	....	....
" conv. 8s, '69.	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	....	99	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	5	....	....	....	....	....
" pref.	8½	....	....	8½	9	9½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul.	52½	53½	53½	53½	53½	54½
" pref.	73	73½	73½	73½	73½	73½
" 1st mort.	91½	....	....	91½	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	94½	....	94½	....	....	....
Missouri 6s.	90½	90½	....	89	89½	90
" H. & St. J. iss.	88	88½	88½	89	....	
Morris and Essex	88½	88½	88½	89½	89	88½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1878.	....	....	....	....	....	....
" 7s, conv. '76.	....	....	....	....	....	....
" 6s, S.F. 1883	91	....	....	....	....	....
" 6s, S.F. 1887.	88	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	94½	94½	93½	95½	
" certificates.	88½	89½	90½	90½	90½	
N. York and Harlem.	131	....	132	132½	131½	132
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	....	101½	....
N. Carolina 6s, old.	45½	....	46	....	45½	....
" new	22½	22½	....	23½	....	....
Ohio and Miss.	31½	32	32½	34½	35½	36½
" pref.	....	....	72	....	72½	72
" 1st M.	....	....	....	....	97½	....
Pacific Mail S. S. Co.	43½	43½	42½	42½	41½	42
Panama	70	....	70	69	66	65
Phila. and Reading.	98½	99	98	98½	98½	98½
Pitts., Ft. W. & Chi. gtd.	94	93½	93½	93½	93½	94
" 1 M.	....	102	....	....	....	....
" 2 M.	96	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	5	....	5½	....	7½	8
St. L., Alton & T. H.	....	32½	32½	33½	....	
" pref.	57½	57½	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	84½	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old.	64½	64½	....	64½	64½	64½
" new	64½	64½	....	....	64½	64½
Tol., Wab. & Western.	51½	51½	51½	52½	52	52½
" pref.	....	....	....	75½	....	....
" 1 M.	94	....	....	....	....	....
" 2 M.	85½	....	....	....	....	86
" Equipment.	....	....	73½	....	....	....
Union Pacific.	17½	21½	22½	23	22½	23½
" 1st mort.	77½	77	77½	77½	77½	77½
" L. Gt. 7s.	65½	66½	67½	70	....	....
" Inc. 10s.	42½	58	59	67½	....	66
Virginia 6s, old.	....	65½	....	66½	....	....
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	105⅝	105¼
U. S. 5s, 10-40s, coup	108	108	108¼	....	108⅜	108⅜
U. S. 5s, 10-40s, reg	107⅞	....	108¼	....	108¼	108⅜
U. S. 6s, 1881, reg	110¾	....	....	....	111¼	....
U. S. 6s, 1881, coup	111	111	110¾	110¾	111¼	
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, " 1y	....	....	....	....	....	104
U. S. 6s, 5-20s reg. '62	....	....	....	....	108⅛	....
U. S. 6s, 5-20s, c. 1862	....	....	109¾	109¾	109¾	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	108¾	109¼	108⅞	108⅝	....	109
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	108⅞	108⅞	109	109
U. S. 6s, 5-20s, r. n. '65	107⅜	....	....	107⅜	....	....
U. S. 6s, 5-20s, c. n. '65	107⅜	107⅜	107⅜	107⅜	107⅜	107⅜
U. S. 6s, 5-20s, reg. '67	107⅜	108	108¼	....	108¼	108⅛
U. S. 6s, 5-20s, c. 1867	108	108¼	108¼	108¼	108¼	108⅜
U. S. 6s, 5-20s, reg. '68	....	108¼	....	....	108¼	108⅜
U. S. 6s, 5-20s, c. '68	108¼	108¼	108¾	108¼	....	108⅜
U. S. 6s, Pac.R.R.issue	110	110¼	....	110¼	110¼	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	....	....	38½
Camden and Amboy	121½	121½	121½	116½	....	116½
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	94	....	....	....	....
" mort. 6s, '89	....	....	....	96½	95	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	39½	....	....
" 7s	....	....	....	90½	....	....
Lehigh Navigation	33¾	33¾	34¾	33¾	....	34
" 6s, 1884	84½	85	85	85	....	....
" Gold L	87	86½	87	87	87½	....
" R. R. L	....	....	91	....	....	....
Lehigh Valley R.R	60½	60½	60½	60½	60	60½
" 6s new coup	94½	....	....	....	....	94
" 6s new reg	....	....	96	....	....	....
Little Schuylkill R.R	....	....	....	....	43½	43½
" 7s	....	....	....	....	....	....
Minehill	52	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	44¼	....	....	....
" 6s, 1880	....	....	98	....	....	....
" 7s	94	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	41¾	....	....	....
Pennsylvania R. R	62½	62¾	62½	62¼	62	62¾
" 1st M	100½	....	....	100¾	....	....
" 2d M	....	102½	102¾	....	....	....
Penn. State, 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	106½	....	....	....
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	100½	....	....	....	100⅜	....
" new	100⅜	100⅜	100¾	100⅞	100⅜	100⅜
Philad., Germ. & Nor	80	....	80	....	....	....
Phila. & Reading	49½	49½	49¼	49	49	49½
" 7s. 1893	....	....	....	....	....	....
Philadelphia and Erie	27	27	....	27	27	....
" 6s	....	....	....	....	....	....
" 7s	87½	....	....	87½	87⅜	87½
Schuylkill Navigation	8⅜	....	....	....	8½	8⅜
" pref	17	....	....	....	....	17½
" 6s, 1882	73½	....	....	....	74	74½
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	7	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	15
Hestonville, (Horse)	15½	16	....	....	....	....
Chestnut & Wal	44	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	57
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts	22	....	28	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Baltimore City 6s, 1875	95	95	....	....	95	95
" 1886	....	....	....	....	....	....
" 1890	95	95	95	....	95½	95
" 1884	....	94	94	....	....	95
" 1900	....	....	....	94	94	94
Balt and Ohio	....	....	....	136½	....	136½
" bonds, 1875. 94	....	....	....	....	....	94
" " 1880	....	....	....	....	....	....
" " 1885	....	94½	94½	....	....	94½
Marietta & Cin. 1st M	95	96½	95½	....	....	95½
" 2d M	78½	78	....	....	....	....
Northern Central	....	41½	41½	....	41½	41½
" bonds, 1885. 91½	92	....	92	....	92½	
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	93½
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
Boston and Albany	151½	151½	151½	152	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	147½	....	....	....	....	....
Boston and Providence	....	....	....	....	149	....
Boston, Hartford & Erie	1¾	....	1¾	1¾	1¾	....
" 7s, new	23¾	23¾	23¾	23¾	....	23½
Cheshire, pref	86	85½	85½	....	....	86
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	120½	120½	....	....	120½	120⅝
Fitchburg	....	135	138	....	....	137½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	117⅝	118	117⅝	117⅝	117⅝	117⅝
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	89½	89¾	89¾	89½	....	89½
" pref	108½	....	....	....	....	108½
Old Colony & Newport	96	....	95¾	96	96	95¾
Ph., Wil. & Baltimore	51⅝	51⅝	51½	51½	51	51
Portl'd, Saco & Ports	....	120½	120½	....	....	....
Union Pacific	....	21½	23¾	22⅞	20	....
" 6s	75½	76½	77¼	....	77¾	74½
" Land Grant 7s	63	65	....	68	66½	66
" Income 10s	38	63	56	55	56	61½
Vermont & Canada	....	105	....	104½	....	104½
Vermont & Mass	70	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	69½	....	69½
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	7¼	....
Franklin	....	....	....	2¼	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	24	....	24	....	....	....

London Stock Exchange.

	Closing Prices. Jan. 6.	Dec. 30.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	28 — 29	28 — 29
Detroit and Milwaukee 1st mort. 7s	65 — 69	65 — 69
Do. 2d mort. 8 p. c.	65 — 69	65 — 69
Erie shares 100 dol. all paid	— —	— —
Do. sterlg. 6 p. c. convertible bonds	63 — 65	63 — 65
Do. 3d mort. 7 p. c. 1883	— —	— —
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— —	— —
Do. 100 dol. shares, all paid	114 —115	113 —114
Marietta and Cin. R. R. bonds 7 p. c.	— —	— —
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	92 — 94	91 — 93
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	90 — 91	93 — 94
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	93 — 95	92 — 94
Do. with option to be paid in Phila.	93 — 95	92 — 94

American Railroad Journal.

Saturday, January 28, 1871.

Stock Exchange and Money Market.

Money has been working easier for the borrowing interest through the week, despite the persistent speculative manipulations of the supply, and the less favorable weekly exhibit of the city banks, the latter showing a general falling off in the resources, with an increase in the loan and discount averages. The speculative inquiry for aid has been less urgent, and has been met with promptness on the basis of 5@7, mostly 5@6 per cent. on call to the Government houses and the leading Stock Exchange firms. The mercantile demand has been comparatively moderate, and prime commercial credits have been in more favor with lenders on the basis of the legal rate of 7 per cent. per annum. At the close, the tendency of the whole market was to increased ease. The glut of national bank notes continues, embarrassing the city banks, which manifest some eagerness to distribute it, even at a fractional discount, in exchange for legal tender notes. The outstanding circulation of the national banks of the whole country is now over 306¼ millions.

The specie reserve of the city banks according to the latest return is $28,520,495, against $39,454,008 same time last year. The city bank deposits are now $211,690,030, against $207,479,828 week ending Jan. 23 1870. The legal tender reserve amounts to $49,774,557, against $54,619,433 same time last year. The circulation now stands at $31,988 274, against $33,806.721 same time last year. The loans are now $270,853,791, against $259,592,756 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $94.778.069 a day, against a daily average of $85,581,901 the preceding week. The current week's exchanges average about 93 millions a day. The city banks, last week reported a loss of $469,309 of specie, $1,713,744 of deposits, and $801,364 of legal tender notes. They increased their loans $1,642,769; and reduced their circulation, $61,530.

National Bank notes to the amount of $569 340 were issued last week by the Treasury Department. Deducting from the grand total issue to 1741 banks the currency returned, including worn out notes, amounting to $36,194,638, the existing 1,636 banks, (with an aggregate capital of $430,299,301,) retain an actual circulation of $306,288,567. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $348,867,200; and for the public deposits, $15,719,500—making a total of $364,086,700. The Treasury Department last week redeemed and destroyed $719,100 of worn and mutilated fractional currency, and issued $704,366 of new.

The cash balance in the Treasury Department at the opening of business on Monday, last was $26,294,000 in currency, and $101,823,000 in coin, including $30,950,000 in certificates.

The U. S. Sub-Treasury, last week, reduced its coin balance $571,302, and its currency reserve, $2,921,966. On Wednesday of this week, it closed with a balance of $7,120,615 in currency, and $61,096,519 in coin, against a balance a week previous of $8,926,722 currency, and $61,377,321 coin.

The U. S. Sub-Treasurer retired, last week, $2,865,287 of coin certificates, received for customs.

Government revenues, from excises, during the past week were about two millions; customs at the port of New York, $3,176,287, and at the outports about $1,050,000 (in coin) more, making the grand total income for the week equal to about $6,668,915 in currency. The income of the Government, from excises, since July 1, 1870, has been $89,763,755.

The Gold speculation has been comparatively tame and uninteresting, the price showing very slight changes from day to day. The extremes of the week were 110⅛@110¾, and the closing quotation on Wednesday was 110⅝. The customs drain, last week, exceeded a daily average of half a million. Thus far, this week, it has been equal to only about $308,000 a day. The exports of specie last week were $807,868. The shipments on Wednesday of this week were $63,520 in silver bars. The Gold interest disbursements at the Sub-Treasury, last week, were $2,849,596, and through the first half of this week, $725,225.

The Treasury Department under its official programme for January, sold a million of Gold, on

Thursday, January 26, at equal to the market rates.

The customs revenue on Wednesday was $286,000. The coin interest disbursements at the Sub-Treasury were $164,228.

The export drain was $807,363 last week against $600,088, same week preceding year. The shipments since July 1, 1870, have been $43,196,377, against $18,001,141 same time in 1869–'70.

The customs demand for Gold last week, averaged $549,167 a day; thus far, this week, it has averaged $307,736 a day, or equal to a weekly aggregate of $1,846,416. The arrivals of specie from Europe, Havana and other foreign ports last week were $79,471, and since Jan. 1, 1871, $159,416, against 270,377 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $80,277,409, against $71,701,481 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $58,824,080 against $59,824,576 same time in 1869–'70.

Foreign Exchange has been quoted quite firm, and inclined to buoyancy, on a lighter general offering of prime bills, and a pretty fair demand. Bankers' sixty day bills on London closed on Wednesday at 109¼@109⅜; sight bills on London, 110@110¼.

Government securities have been quoted higher, on a reduced offering of nearly all issues, and a more active inquiry, particularly for the May and November Five-Twenties, the issue of 1867, and the Ten-Forties. At the close, the market was generally strong and buoyant.

On Wednesday, Government bought in a million of Five-Twenties at 107 33@107 50, ex-interest. The amount of bonds offered was $2,247,000.

U. S. sixes of 1881 closed here on Wednesday of the current week at 111½@111¾; U. S. Five-Twenties of 1862, 109½@109¾; U. S. Five-Twenties of 1864 at 109@109⅛; U. S. Five-Twenties of 1865, 109@109⅛; U. S. Five-twenties of 1865 consolidated, 107⅞@108; U. S. Five Twenties of 1867, 108¼@108⅜; U. S. Five-twenties of 1868, 108⅝@108⅞; U. S. Ten-forties at 108⅝@108⅞; U. S. Six per cent. currency bonds, 110⅝@110¾.

State bonds have been in fair demand, at firmer, though irregular prices.

Railway bonds have been in fair demand at generally firmer prices. Central Pacific Sixes have been selling more freely, closing at 90⅝@90¾. Chesapeake and Ohio Sixes have been in moderate demand at 90 and interest. Union Pacific Sixes have been quoted up to 77½@77⅝.

Railway and miscellaneous share property has been more active, and decidedly stronger, though variable, as to prices. The tendency at the close of Wednesday was to higher values, in nearly all instances, on an enlarged volume of dealings. Union Pacific stock has been closed at 22½@22¾. Western Union Telegraph closed at 47⅜@47½.

There has been a somewhat livelier movement in general business. Foreign goods have been in more request, and held with increased confidence. Domestic Produce has been quoted stronger in the leading instances with a freer movement in Cotton, Breadstuffs and Provisions. Middling upland cotton closed on Wednesday at 15⅛ cts. per lb. The receipts at all the ports, since Sept. 1, 1870, have been 2,040,514 bales, against 1,597,176 bales same time in 1869–'70; exports same time 1,226,964 bales, against 842,872 bales same time in 1869–'70; stock on hand at latest dates, 547,729 bales, against 469,589 bales same date 1869.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 10.	Jan. 16.	Jan. 24.
Consols	92⅜	92⅛@92¼	92½
U. S. 5-20's of 1862	89⅜	90⅛@90¼	90⅛
U. S. 5-20s, 1865	89¼	89⅛@89⅜	89¾
" 1867	88¼	88⅝	88⅞
" 10-40s	87¾	88@88⅛	88¾
Erie	18¾	—	18⅞
Ill. Central	114	—	110
At. and Gt. West	28½	—	27½

At the Live Stock markets, this week, Beeves have been in light stock and quite moderate request from 9½@16c. per lb.; week's receipts, 4,861. Milch cows quiet at $40@$110 each, receipts, 75. Veal calves in fair demand at from 5@12½c. per lb.; receipts, 796. Sheep have been in moderate request at from 4½@9c. per lb.; receipts, 24,895. Swine in better demand at 7¾@8⅜c. per lb., all live weight; receipts, 11,796.

Ocean freights have been quoted lower and irregular as to rates, on a moderate business. For Liverpool we quote flour at 2s. 6d. by sail, and 2s. 9d.@3s. by steamer per bbl.; grain at 5¼d. by sail, and 6¼d.@6d½. by steamer per bushel; cotton at ¼@$\frac{5}{16}$d. by sail and $\frac{5}{16}$@⅜ by steamer per lb.; and heavy goods 15s.@30s. by sail, and 25s.@40s. by steamer, per ton.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending January 24th, and since the beginning of the year:

	1870.	1871.
For the week	$2,696,806	$5,134,499
Previously reported	8,156,050	13,569,683
Since Jan. 1	$10,852,856	$18,704,182

The imports for the week ending Jan. 21, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,571,194	$2,045,948
Gen. merchandise	2,786,324	3,544,586
Total for the week	$4,357,518	$5,590,534
Previously reported	4,552,895	5,640,792
Since January 1	$8,910,413	$11,231,326

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 59½; do., April and Oct., 60¼; North Carolina 6s, Special Tax, 18½; Georgia 6s, 81½; do., 7s, 88; do. 7s, gold, 94¼; Alabama 8s, 97½; Arkansas 7s, issued to L. R. and Ft. Smith R. R., 60; New York State 7s, Bounty Loan reg., 105½; Louisiana 6s, levee bonds, 72; Pacific R. R. 7s, guar. by Mo., 96¾; Hannibal and St. Joseph 8s, conv., 104; St. Louis and Iron Mountain, 48; do. 1st mort., 89⅞; Chicago and Northwestern Interest bonds, 91; North Missouri 1st mort., 83½; Ohio and Mississippi consol. bonds, 86; Chicago and Milwaukee 1st mort., 92½; Milwaukee and St. Paul 1st mort. Iowa Div., 86; Buffalo, New York and Erie 1st mort., 90; N. Y. and Harlem consol. bonds, 91⅛; Galena and Chicago 2d mort., 95; New York and New Haven R. R., 143¼; New Jersey R. R., 123½; Albany and Susq. R. R., 89; Rome, Watertown and Ogdensburg R. R., 125; Brooklyn 6, W. L., 92½; Quicksilver pref., 10; N. J. Central R. L. scrip, 80; Western Union Telegraph, 46⅝; Adams Exp., 66⅝; U. S. Exp., 89; Am. Mer. Union Exp., 42½; Wells Fargo Exp., 86.

Philadelphia.—Oil Creek and Allegheny River R. R., 46¼; do., 7s, 81½; Connecting R. R. bonds, 87; Pennsylvania and New York Canal 7s, 92½; Pennsylvania R. R. Gen'l mort. coupon, 94½; do. reg., 96; Phila. and Reading Deben. bonds, 80; West Jersey 7s, 97½; Penna. Canal, 26; Penna. State 6s, Inc. Plane bonds, 103½; Fulton Coal, 5; Shamokin Coal, 7. The latest quotations are: City 6s, 100¼@100½; do. free of tax, 100⅞@100⅞; State 5s, coupon, 103@104; do. 6s, W. L., 105@—; do. 1st series, 102½@104; do. 2d series, 104@105; do. 3d series, 106@108; Reading, 49⅛@49¼; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 95@96; Camden and Amboy, 116@116½; do. mort. 6s, 1889, 95½@96½; do. 1883, 96@—; do. 1889, 94@—; Penn. R. R., 62¼@62⅜; do. 1st mort., 101@101; do. 2d mort., 102@103; do. Gen'l mort. coupon, 93½@95; do. reg., 95½@96⅛; Little Schuylkill R. R., 43½@43¾; Morris Canal, 33@37; do. pref., 75@80; do., 6s, 82@88; do., scrip 7s, 70@—; Susquehanna Canal, 6½@8; do., 6s, 4½@50; Schuylkill Nav., 8¼@8½; do. pref., 17⅛@17¼; do. 6s, 1882, 74⅛@74¼; Elmira and Williamsport pref., 39@40; do. 7s, 1878, 90@91; do. 5s, 58@60; Lehigh Coal and Navigation, 34⅛@34¼; do. 6s, 1884, 85@86; do. R.R. Loan, 90@90⅛; do. Gold Loan, 87@87⅜; North Pennsylvania, 44@44; do., 6s, 98@99; do., 7s, 94¼@—; do. Chattle 10s, 113@—; Philadelphia and Erie, 26⅞@27; do., 6s, 92@—; Minehill, 51½@52; Catawissa, 12@15; do. pref., 38@38⅛; Lehigh Valley, 60@60¼; do., 6s, 94½@96; do. 6s, reg., 101@103; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 57@57½; Thirteenth and Fifteenth, 22½@23½; Spruce and Pine, 24@25⅜; Green and Coates, —@45; Chestnut and Walnut, 44@44¾; Hestonville, 15¾@16; Union, 42@—; Germantown, 30@30½.

Boston.—Vermont Central 1st mort., 87⅞; do. 2d mort., 40⅝; Cedar Rapids and Missouri 7s, 1916, 87; Agricultural Branch R. R., 1st mort. 6s, 1884, 85; Michigan Central R. R. 8s, 1890, 106⅞; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 94; Burlington and Missouri 7s, Land Grant, 91; do. 8s, in Nebraska, 93¾; Illinois Grand Trunk 8s, 99; Quincy and Warsaw 8s, 96¾; Eastern R. R. 6s, 1889, 96¼; Connecticut and Passumpsic Rivers R. R. 6s, 95; Cincinnati, Sandusky and Cleveland R. R. 24; do. 7s, 1890, 80; Rutland R. R. pref., 81; Missisquoi R. R. 7s, 82½; Norwich and Worcester, 105; Indianapolis and Cincinnati R. R., 7⅝; Worcester and Nashua R. R., 132¾; Boston Water Power Co., 20⅜; Cary Imp., 8; Essex Co., 130; Maine 6s, 1889, 98¾; Missouri 6s, 1874, 94⅝; Massachusetts 5s, 1894, gold, 95¼; Cook Co., Ills., 7s, 97½; Boston 6s, 1880, currency, 101; do. 5s, 1882, gold, 96; do. 1894, 95¼; Charlestown 5s, 1887, 92⅞; Roxbury 5s, 1877, 92¾; Lynn 5s, 1882, 86⅜; Bath 6s, 1888, 88½; do. 1891, 89¼; Portland 6s, 1890, 94½; Albany 6s, 1896, 91⅞; St. Louis City 6s, 1888, 86; St. Louis County 7s, 1885, 95⅝; Chicago 7s River Imp., 97¾; do. 7s, sewerage, 98; Roxbury

5s, 1875, 96½; Salem 6s, 1877, 99⅜; Hanover Mining Co., 50c; Hancock, 45c.

Baltimore.—Virginia 6s, old, reg., 50⅛; do. 6s, 1866, 60; do. 1867, 55¾; Maryland Defense Loan, 102; Orange and Alexandria 2d mort. 6s, 74⅜; do. 3d mort. 8s, 84; do. 4th mort. 8s, 79; Virginia and Tennessee R. R. 8s, 80; Orange, Alex. and Manassas bonds, 75½; Pittsburg and Connellsville bonds, 90¼; Northern Central 6s, 1900, gold, 93; Western Maryland 2d mort. guar., 87; Memphis City 6s, 60½; George's Creek Coal 60; Baltimore Copper, 5. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90¼@90½; Baltimore and Ohio, 135@138; do. 6s, 1875, 93½@94; do. 1880, 93@95; do. 1885, 94⅛@94½; Northern Central, 41½@41⅝; do. 6s, 1885, 92@93; do. 1900, 89@89½; do. 6s, 1900, gold, 92@93; N. W. Va. 1st mort., 96@97½; do. 2d mort., 95@—; do. 3d mort., 1885, 90@90¼; Marietta and Cincinnati 7s, 1892, 94¾@95; do. 2d mort., 78½@78¾; Central Ohio, 25@26; do. 1st mort., 85½@86½; Western Md. 6s, 1890, 76@80; do. guar. by Baltimore City, 93¾@95; do. 2d mort., guar., —@87; do. 6s, pref., 58@60; do. 6s, guar., by Washington Co., 80@80¾; Richmond and Danville bonds, 76⅛@78; Orange and Alexandria 1st mort., 6s, 83@86; do. 2d mort., 6s, 74@74½; do. 3d mort., 8s, 84@85; do. 4th mort., 8s, 78⅞@80; Orange, Alex. and Manassas 7s, 75½@75¾; Virginia and Tennessee 8s, 79@80; do., 6s 1st mort., 80@81; do. 6s, 2d mort., 70@—; Baltimore 6s, 1875, 95@95½; do. 1884, 94@96; do., 1886, 94@—; do., 1890 95@95½; do., 1893, 96@97; do., 1900, 94@—; do. 5s, 1838–'70, 70@80; Memphis City 6s, 50¼@51; Maryland Defense Loan, 1883, 102@102⅝; City Passenger R. R., 19@21; George's Creek Coal, 60@60½.

Erie Railway.

From the Annual Report of this company made to the State Engineer and Surveyor at Albany for the year ending September 30, 1870, the following figures are obtained: Length of road, Jersey City to Dunkirk, 459 miles; length of double track, including sidings, 289¾ miles; length of branches owned by the company, 364¼ miles; length of double track on same, 60 miles. Number of engines, 440; number of first class passenger cars (rated as 8-wheel), 220; second class and emigrant do., 54; baggage, mail and express do., 71; freight, do., 8,840. Miles run by passenger trains, 2,900,189; do. by express trains, 6,426,190. Number of passengers carried, 3,275,025; miles travelled by passengers, 185,589,109. Tons (of 2,000) of freight carried, 4,852,505; total tons carried one mile, 898,862,718. The freight carried consisted of: products of the forest, 198,620; animals, 271,245; vegetable food, 468,976; other agricultural products, 111,155; manufactures, 348,423; merchandise, 440,353; other articles, 3,013,733—total, 4,852,505.

EXPENSES OF MAINTAINING THE ROAD.

Repair of road bed and railway, excepting cost of iron	$1,972,947 09
Cost of iron used in repairs	1,141,480 00
Repairs of buildings	247,140 90
Repairs of fences and gates	44,892 93
Taxes on real estate	283,732 72
Total	$3,689,693 64

Of the above total, $996,217 27 were allotted to passenger transportation and $2,693,476 87 to freight transportation.

EXPENSES OF REPAIRS OF MACHINERY.

Engines and tenders	$1,312,798 33
Passenger and baggage cars	340,215 54
Freight cars	778,105 12
Tools and machinery in shops	110,163 82
Incidental expenses	60,408 24
Total	$2,601 691 05

Of the above, $700,034 87 were allotted to passenger transportation, and $1,901,666 18 to freight ransportation.

EXPENSES OF OPERATING THE ROAD.

Office expenses, &c.	$245,932 34
Agents and clerks	1,056,701 27
Labor—loading & unloading freight	581,575 01
Watchmen and switch tenders	207,372 09
Wood and water station attendance.	39,944 45
Conductors, baggage and brake men	966,049 39
Enginemen and firemen	945,653 99
Fuel, cost and labor of preparing for use	992,896 01
Oil & waste for engines and tenders	146,757 19
Oil and waste for freight cars	27,981 73
Oil and waste for passenger cars	5,262 35
Loss and damage of goods	163,189 77
Damage for injuries of persons	36,972 08
Damage to property	9,263 78
General superintendence	167,280 28
Contingencies	187,794 49
Total	$5,781,026 20

Of the above, $1,609,286 89 were allotted to passenger transportation and $4,172,339 31 to freight.

RECEIPTS FOR THE YEAR.

From passengers	$3,166,877 34
From freight	13,328,027 25
Storage	6,778 95
Telegraph	35,951 06
Rents	75,953 86
Mails	167,805 15
Pavonia ferry	85,535 45
Hire of cars	5,749 51
Operating sundry railroads	306,733 09
Total	$16,179,461 66

PAYMENTS FOR THE YEAR OTHER THAN FOR CONSTRUCTION.

Transportation expenses	$12,073,010 89
Hudson river ferry	285,952 44
Operating telegraph	110,099 19
Interest on funded debt	1,646,623 00
Rents	1,089,351 79
Internal revenue tax	83,417 28
Interest	264.048 55
Operating Twenty-third str't ferry.	32,933 46
Operating sundry branches	250,360 21
Hire of cars	18,578 28
Sundries	280,637 41
Operating Atlantic and Great Western Railway	886.470 59
Total expenses	$16,471,483 09

COST OF ROAD AND EQUIPMENT.

For graduation and masonry	$2,427,315 08
Telegraph	12,666 52
Superstructure, including iron	3,406,046 54
Passenger and freight stations, buildings and fixtures	1,342,799 25
Engine and car houses, machine shops, machinery and fixtures	1,827,613 83
Land, land damages and fences	512,104 03
Locomotives and fixtures and snow ploughs	3,518,095 98
Passenger and baggage cars	914 023 40
Freight and other cars	4,008,468 64
Pavonia and Twenty-third street ferries	582,548 16
Engineering and agencies	55,443,905 59
Total	$78,945,587 02

STOCKS AND DEBTS OF COMPANY.

Capital stock	$33,536,910
Funded debt	28,898,800

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU ST.,
NEW YORK, Jan. 27, 1871.

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Journal of Railroad Law.

RAILROAD COMPANIES—RULE OF DAMAGES—PRUDENCE TO BE EXERCISED BY PARENTS—ALSO BY INFANTS.

The facts of the late case of O'Flaherty and wife *vs.* The Union Railway Company, (45 Mo., 70.) are fully and clearly stated in the following opinion by

WAYNE, J.—This was an action by plaintiffs, as parents, to recover from defendant, an incorporated street railroad company, the statutory penalty of $5,000 for killing their child, a little girl aged about two years and eight months. The evidence shows that the accident occurred on Carr street, in the City of St. Louis; that the mother of the child dressed it, and sent it, under the protection of an elder sister about eight years of age to a lot across the street to play and yet fresh air; that after being there for a time the child, unobserved by its elder sister, escaped and undertook to make its way home across the street. While crossing the street, and on the railway track, one of defendant's cars came along and ran over it, completely crushing its skull. It is also most clearly established by the testimony that the car was being driven at a rapid rate. Some of the witnesses say that the team was running; others, that it was going at a very fast trot, and that the driver, instead of looking ahead and having his hand on the brake in order to avoid accidents, was looking behind through the car, and holding on the dashboard maintaining his position. When the car was from thirty to fifty feet distant from the child, there was a woman looking out of the upper story window on the street, who saw the danger and cried out, trying to give the alarm to the driver; but his mind was diverted to another direction, and no effort was made to stop the car till the child was run over and killed outright. It further seems that the street over which the car was traveling was an uphill grade, and had the car been driven with proper speed, and had the driver exercised prudence, management and care, the accident might easily have been avoided and the child's life saved.

On behalf of the plaintiffs, the court in substance instructed the jury that if the child's death was caused or occasioned by the negligence, carelessness or unskilfulness of the driver, servant or employee of the defendant whilst running its car on the railroad, and whilst the same was in his charge as driver, and, without negligence on the part of the child or its parents, then the jury should find for the plaintiffs; that, although the jury might believe from the evidence that the plaintiffs or their deceased child were guilty of neglect or imprudence which contributed remotely to the death of the child, yet if the servant, employee or driver of the defendant was guilty of misconduct or carelessness in the management of the defendant's car, which misconduct or carelessness was the immediate cause of the death of the deceased, and with the exercise of ordinary prudence and care on the part of said servant, employee or driver, the death of the child might have been avoided, then the defendant was liable. To these instructions the defendant at the time excepted.

For the defendant the court instructed the jury that before the plaintiffs could recover in the case, they must establish affirmatively two facts, to wit: *First*, that the deceased child came to its death from the careless acts or conduct of the defendant's agents or servants in the management of its car; *Second*, that neither of the plaintiffs nor the little girl in charge of the deceased child, nor deceased child itself, were guilty of any negligence or carelessness immediately contributing to the injury and death of the child.

The defendant asked two additional instructions. The first was that if the jury found from the evidence that the deceased child was but two years and eight or ten months old, and that it was sent upon the streets in the City of St. Louis by its mother, in charge of a sister eight years old, and, while thus attended, it was left alone upon the streets, or was permitted to go out of the yard where its sister was engaged at play, and while thus alone, it attempted to cross a public thoroughfare in said city traversed by street cars and other vehicles drawn by horses, unattended by any one, sufficiently near to protect it from harm, and in so doing it received the injuries complained of, from which it died, the plaintiffs could not recover. The second instruction was in substance, that if the deceased child was but two years and eight months or ten months old, and attempted to cross from the north side to the south side of Carr street, unattended by any one in charge of it or sufficiently near to it to give it aid, care and protection in crossing said street, and that said street was a public thoroughfare used for street cars and other vehicles drawn by horses, and that said child, while so attempting to cross said street, came in contact with the horses or car of defendant and was knocked down and run over, then these facts constituted such carelessness as would prevent the plaintiffs from recovering. The last two instructions the court refused to give, and the defendant excepted. The jury found a verdict for the plaintiffs on which judgment was rendered and the defendant appealed.

The instructions given for the plaintiffs are wholly unobjectionable, for it is the established doctrine of this court that in an action for damages on account of negligence or unskilfulness, it should be left to the jury to say whether, notwithstanding the imprudence or neglect of the injured person, the defendant could not, in the exercise of reasonable care and diligence, have prevented the injury. The instruction given for the defendant was sufficiently favorable to it, and went as far as the prior rulings in this State on this subject would permit. But the instructions refused were based on an entirely different theory, and asked the court to declare, as matters of law, that permitting the child to go out under the circumstances as detailed, was of itself negligence and preclude a recovery.

In discussing the question of infantile responsibility in a case in this court, we held that the same rigid rule, in determining what would be a bar to an action on the ground of contributory negligence, would not be applied to an infant, an idiot, or an insane person, as to one who had arrived at an age to possess ordinary judgment and discretion. All that was necessary to give a right of action for an injury inflicted by the defendant was that the injured person should have exercised care and prudence equal to his capacity (Boland and wife *vs.* Missouri Railroad Co. 36 Mo., 484). The young and the old, the lame and infirm, are entitled to the use of the street, and more care must be exercised towards them by persons controlling or managing cars and vehicles than towards those who have better powers of motion. A child or young person can not be expected to possess that vigilant foresight which would be exacted of a person of maturer years. But it does not thence follow that they are to be denied the privilege of going on the streets, and, if they do so go, they may be killed with impunity. In the case of a child two or three years old, no knowledge or foresight can be expected. This fact persons who traverse the streets in conducting cars are bound to know and govern their actions accordingly. In Mangam *vs.* Brooklyn Railroad Company 38 N. Y. 455, the action was for injuries done to an infant three or four years old. The proof showed that the child was left in the house with the front door locked, that he got out into the street through the front window, and then went down one street and crossed another, in front of the mules drawing the car, that he got out of the way of the mules, but was struck by the dashboard of the car and knocked down, and received the injury; that the driver of the car had caught a pigeon, which he had in his hand, and was sitting down looking at it, having wound his lines around the brake, and was paying no attention to his team, or to what might be on the track, at the time of approaching the place of collision, nor until after the occurrence, the inference is that the team was going along leisurely, and the driver was simply guilty of inattention, but had he been at his post vigilantly performing his duty, the accident might and would have been avoided. Yet the court held that the child being in the street under such circumstances would not warrant the conclusion, as matter of law, that the parent was guilty of negligence, and at most the question of fact should be submitted to the jury.

I think it may be stated as a sound proposition that to constitute negligence in the parents there must be an omission of such care as persons of ordinary prudence exercise, and deem adequate for the required purpose. In the present case it appears that the unfortunate little child was never permitted to go out on the street alone, unattended, but it was frequently sent out under the care of its sister. Although the sister was but eight years old, she might have been entirely adequate to afford it protection under ordinary circumstances. It is the only attendance many people are capable of affording their children. To say that it is negligence to permit a child to go out to play unless it is accompanied by a grown attendant, would be to hold that free air and exercise should only be enjoyed by the wealthy who are able to employ such attendants, and would amount to a denial of these blessings to the poor.

The evidence is clear that the driver was guilty of the most reckless misconduct and criminal disregard of human life. Had he been driving in moderation, and attentive to those duties which his situation demanded, this accident could never have happened. But the whole question was fairly submitted to the jury, and they have passed upon it by their verdict. The verdict can only be disturbed by attempting to withdraw this case from the operation of the established law of this State, and we do not feel particularly called upon

to invent new rules for the purpose of screening and protecting wrong-doers. I think the judgment is right, and therefore advise an affirmance.

Judgment affirmed. The other judges concur.

Receipts and Shipments of Produce at Milwaukee.

The following figures will show the receipts and shipments of the leading articles of produce at Milwaukee for the year 1870, as compared with those of 1869:

RECEIPTS.

	1870.	1869.
Flour, bbls	763,615	807,763
Wheat, bus	19,060,991	17,745,238
Corn, bus	435,050	487,564
Oats, bus	638,231	722,949
Rye, bus	190,934	208,804
Barley, bus	585,704	247,499
Beans, bus	6,880	9,923
Peas, bus	23,483	24,438
T. Seeds, lbs	148,215	151,570
C. Seeds, lbs	186,490	58,202
Eggs, bbls	8,241	9,014
Lard, lbs	28,188	75,270
Tallow, lbs	247,859	275,072
Butter, lbs	3,736,632	2,335,000
Hops, bales	14,753	39,972
Hides, No	124,426	87,115
Wool, lbs	1,959,912	2,501,666
Dressed Hogs, No	94,884	85,351
Live Hogs, No	67,377	58,296
Cattle, No	13,118	12,221
Pork, bbls	4,622	6,526
Lumber, ft	79,491,000	72,382,000
Shingles, No	15,143,000	25,927,000
Lath, ft	8,747,000	9,985,000
Salt, bbls	182,333	175,673
Sugar, bbls	78,173	71,691
Sugar, hhds	4,389	3,359
Coffee, sks	23,167	24,749
Pig iron, tons	11,919	11,066

SHIPMENTS.

	1870.	1869.
Flour, bbls	1,225,340	1,220,058
Wheat, bus	16,027,771	14,272,799
Corn, bus	103,173	93,806
Oats, bu	210,187	351,768
Rye, bus	61,684	120,662
Barley, bus	468,610	78,035
Beans, bus	4,927	5,762
Peas, bus	28,862	26,948
Potatoes, bus	6,819	8,154
Hops, bales	14,252	41,421
Eggs, bbls	8,183	3,620
Pork, bbls	77,655	69,805
Pork, tcs	15,819	9,646
Beef, bbls	4,427	7,538
Beef, tcs	10,012	2,185
Lard, bbls	2,335	1,180
Lard, tcs	9,862	8,568
Bulk Meats, lbs	4,717,630	2,014,100
Bacon, boxes	5,875	5,298
Butter, lbs	3,075,949	1,501,668
Dressed hogs, No	3,459	1,955
Live hogs, No	2,630	2,442
Cattle, No	10,070	5,632
Hides, No	32,092	38,157
Wool, lbs	2,807,140	2,535,840
Feed, lbs	11,990,000	9,943,000
Feed, sks	43,788	75,000
Pig iron, tons	7,277	4,270

	1870.	1869.
Rec'pts flour reduc'd to bus	3,818,075	4 038,815
" wheat, bus	19,060,991	17,745,288
Total	22,879,066	21,784,053
Shipm'ts flour red'cd to bus	6,126,700	6,100,290
" wheat bus	16,027,771	14,272,799
Total	22,154,471	20,373,089

The following table shows the receipts and shipments of wheat to and from Milwaukee for the last thirteen years:

	Receipts, bus.	Shipments, bus.
1858	4,876.171	3,994,213
1859	5,580,681	4,732,957
1860	9,108,458	7,568,608
1861	15,930,706	13,300,495
1862	15,630,995	14,915,680
1863	13,485,419	12,837,620
1864	9,147,274	8,992,479
1865	12,043,659	10,479,777
1866	12,777,557	11,634,740
1867	12,523,464	9,598,452
1868	12,750,578	9,878,090
1869	17,745,238	14,272,799
1870	19,060,991	16,027,771
Total	160,761,191	138,833,681

The following table will show the receipts of coarse grains at that point for the past thirteen years:

	Oats, bus.	Corn, bus.	Rye, bus.	Barley, bus.
1858	762,745	107,941	21,976	180,843
1859	391,162	156,341	47,733	124,016
1860	178,963	123,404	52,382	109,789
1861	151,346	114,931	73,448	63,961
1862	282,765	258,954	154,576	147,997
1863	948,429	358,450	158 662	233,447
1864	1,055,844	460,575	88,541	198,325
1865	657,492	270,758	134,300	149,443
1866	1,817,230	789,080	383,000	152,696
1867	1,156,319	698,684	287,302	192,007
1868	986,172	615,138	207,538	235,879
1869	709,728	476,273	198,515	250,410
1870	638,231	435,050	190,934	585,704
Total	9,736,426	4,875,579	1,948,967	2,624,556

Cleveland and Pittsburg Railroad.

At the annual meeting of the stockholders of this company held at Cleveland on the 4th inst., the directors presented a report of the operations of the road for the fiscal year ending Nov. 30, 1870, from which we abstract the following figures:

The gross receipts from the traffic of the road have been:

From transportation of freight		$1,949,505 03
From transp. of passengers		623,144 90
" " mails, express, &c.		100,824 66
		$2,673,474 59

The operating expenses have been:

For account of motive power and cars	$622,752 89	
For ac'ct maintenance of way and structures	381,311 71	
For account transportation expenses	339,993 28	
For account general expenses	192,253 09	
		1,536,310 97
Balance net earnings		$1,137,163 62

A comparison of these results with those of the previous year gives the following:

Increase in gross earnings	$262,797 73
Increase of operating expenses	79,661 30
Increase in net earnings	$183,136 43

While this increase in gross earnings is, as heretofore, derived largely from the coal and ore traffic, it is a gratifying fact indicative of the growth and development of the general business of the road, that considerably more than half of the same arises from the traffic of a miscellaneous character, other than the great staple named.

Of the increase in operating expenses, $56,000 represents the cost of rebuilding 75 box and flat stock cars missing from the equipment at the commencement of the year, and for an indefinite period previously. Deducting this unusual and exceptional item, the increase in expense is moderate, when contrasted with the large increase in earnings.

The net income for the year is stated as follows:

Net earnings as above		$1,137,163 62
Surplus received from P., Ft. W. & C. Railway, account joint earnings (subject to future revision as per contract)		72,091 97
		$1,209,255 59
Deduct from this:		
Mortgage interest, &c.	$302,914 65	
Lease of track P. Ft. W. and C. railway	85,000 00	
Sinking Fund, net cost mortgage bonds 1,900 retired	29,596 00	
		417,510 64
Surplus earnings		$791,744 95

Four dividends were paid during the year, each of 2½ per cent., and amounting in the whole to $754,323 33.

There remains an unappropriated surplus to the credit of the net earnings at the close of the fiscal year, of $221,925 19, as shown by the balance sheet hereinafter given, being a surplus of say $30,000 over the amount required to meet the next regular quarterly dividend.

The report next, in a general account current, exhibits the details of the financial operations for the current year. Issues of capital stock, as shown in the account to be some $240,750, are accounted for as follows:

For conversion 2d mortgage bonds	$138,500 00
For conversion 3d mortgage bonds	99,500 00
For exchange of fractional scrip, &c.	2,750 00
Total issues	$240,750 00

A further reduction of indebtedness under the second and third mortgages, has been made by conversion of bonds into capital stock, amounting in the aggregate of $238,000.

Changes in the outstanding issues of bonds under the consolidated and sinking fund mortgage of 1,900, have taken place as follows:

Bonds sold	$159,000 00
Retired in sinking fund	25,000 00
Increase during the year	$124,000 00

The total number of bonds executed under this mortgage remains the same as stated in the last Annual Report.

The following recapitulation illustrates the entire operations in these securities to the close of the year:

Bonds executed—1,850 bonds		$1,350,000 00
Bonds outstanding	$528,000 00	
Bonds retired in sinking fund and cancelled	87,000 00	
Bonds in hands of Farmers Loan & Trust Co., Trustees	735,000 00	
		$1,350,000 00

The fourth and last series of Dividend Bonds issued by the Company in the year 1857, fell due January 1st, 1870. Owing to irregularities of the Ohio Life Insurance and Trust Co., through whom the most of these bonds were disbursed, no proper entry of the issues ever came upon the books of the company and the account has been apparently overpaid.

The bonds and scrip presented, however, being of unquestionable authenticity, there was no alternative but to pay them.

The disbursements on this account have been:

For dividend bonds retired and cancelled have been	$10 950 00
For dividend scrip	614 00
Total	$11,564 00

So far as any trace can be obtained, but $500 of these bonds remained outstanding at the close of the year, $400 of which has since been paid, and the series practically liquidated.

The roadway and equipment is stated in the

report to be in excellent order. Quite a number of new cars and engines having been built.

The financial condition of the Company at the close of the year, is set forth in the following:

BALANCE SHEET.

Construction		$8,852,638 99
Equipment		2,284,468 04
Machinery and tools		84,788 26
Personal property		40,033 09
Telegraph line		16,913 72
Total construction and equip.		$11,278,837 10
Assets	$635,992 02	
Liabilities	415,972 04	
		220,019 98
Total debit		$11,498,857 08
Capital stock		$7,482,225 00
Scrip issues		12,363 26
Total capital stock		$7,494,588 26
2d mortgage bonds	$790,500 00	
3d mortgage bonds	1,358,000 00	
4th m'rt. bonds	$1,096,000 00	
Scrip issues	8,843 63	
	1,104,843 63	
Mort. bonds of 1900.	528,000 00	
Total funded debt		3,781,343 63
Bills payable		1,000 00
Net earnings		221,925 19
Total credit		$11,498,857 08

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Jan. 17, 1871, and each bearing that date. Reported for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

110,950.—Railroad Car Ventilator, William C. Betts, Brooklyn, N. Y.

111,006.—Joint for Railway Rails, William W. Robinson, Ripon, Wis.

111,010.—Iron Viaduct, C. Shaler Smith, Baltimore, Md., assignor to the Baltimore Bridge Company, same place.

111,036.—Steam Boiler, Adolph Brase and Lemuel Salladay, Sciotoville, Ohio.

111,096.—Railroad Spike, Henry Fostrick, New York, and Reinhold Boeklen, Brooklyn N. Y.

EXTENSION.

Arrangement of Railroad Platform Scales, Samuel G. Lewis of Philadelphia, Pa., executor of Lea Pusey, deceased. Letters Patent No. 16,286, dated October 23, 1856.

☞ A movement is on foot to build a railroad from Petersburg, Va., through Dinwiddie and Mecklenburg counties in that State, and Person, Caswell and Alamance counties, to Greensboro,' in North Carolina.

☞ The net earnings of the Union Pacific Railroad for the year 1870, from July to December inclusive, were $1,894,006 63, against $1,644,393 09 for the corresponding time in 1869, showing a net gain $249,613 54.

☞ The Portland and Ogdensburg Railroad began surveys east from St. Johnsbury on the 17th. The bridge over the Passumpsic is to be built at once on the ice.

☞ It is stated in the Richmond *Dispatch* that orders have been given to let the whole line of the Chesapeake and Ohio Railroad, not already under contract, on the 1st of April. And it is further ordered by the board that the road shall be in operation from the terminus, at the junction of the Big Sandy river with the Ohio, to the falls of the Kanawha, in July next.

☞ The Butler branch of the West Pennsylvania Railroad was formally opened on the 18th inst.

☞ RAILROAD BONDS—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

INTERCOLONIAL RAILWAY OF CANADA.

Tenders for Iron Bridge Superstructures.

The Commissioners for the construction of the Intercolonial Railway are prepared to receive Tenders for TWENTY-ONE SPANS OF IRON BRIDGE SUPERSTRUCTURE of one hundred feet for each span, and also for sixteen spans of Two Hundred feet for each span.

Printed specifications showing the tests which each span will be required to bear; information as to the location of the different bridges; and forms of tender, can be obtained at the offices of the Commissioners or at those of the Chief Engineer, at Ottawa, Canada; or at the Banking House of Messrs. Morton, Rose & Co., Bartholemew Lane, E. C., London, England.

Parties tendering must submit their own plans of the mode in which they propose to construct the Bridges, and must state the price of each span f. o. b., at the place of shipment; and also the price of each span completed in place.

Tenders for additional spans of one hundred feet, and for spans of eighty feet, will also be received at the same time. Specifications are being prepared and can be had within a few days on application at the places above named.

Tenders marked "Tenders for Bridges" and addressed to the Commissioners, at Ottawa, will be received up to 6 O'CLOCK P. M., of THURSDAY, the 6th day of APRIL, 1871.

The Commissioners will not be bound to accept the lowest or any tender.

A. WALSH.
ED. B. CHANDLER.
C. J. BRYDGES.
A. W. McLELAN.
Commissioners.

Intercolonial Railway,
Commissioner's Office,
Ottawa, 19th January, 1871.

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BANKERS,
Corner of Pine and Nassau Streets,
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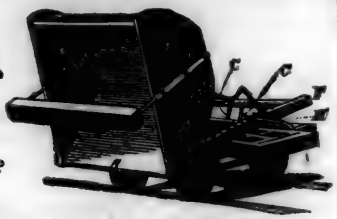


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever, H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Jan. 7, 1871.

A DIVIDEND OF FIVE PER CENT., in gold, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 30th day of January inst., to the holders of full paid shares registered at the close of the 14th day of January inst., after which date, and until the 4th day of February next, the transfer books will be closed.

THOMAS E. WALKER, Treasurer.

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PATENT COMPENSATING FISH-JOINT,



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VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

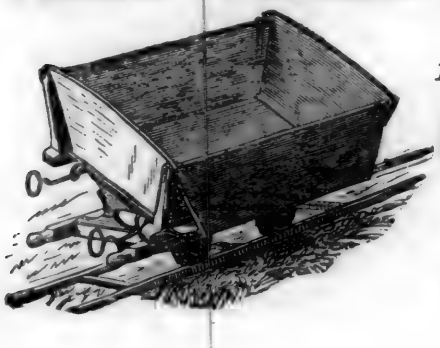
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 4TH AND 20TH OF EACH MONTH,

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One hundred pounds baggage free to each adult. Medicine and attendance free.

Feb. 4, RISING STAR, Capt. H. P Conner, connecting with the SACRAMENTO, Capt. Farnsworth.

Departure of 20th every month will touch at San Jose Guatemala and Punta Arenas.

Steamer GREAT REPUBLIC will leave San Francisco March 1, 1871, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, Feb. 3. Freight for Central American and South Pacific ports will be received until 4 P. M. on THURSDAY, Feb. 2, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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RITCHIE & BOYDEN,

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Opposite Market st. Depot.

$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 5.] SATURDAY, FEBRUARY 4, 1871. [WHOLE No. 1,815. VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, February 4, 1871.

The Northern Pacific Railroad.

Messrs. JAY COOKE & Co., the Fiscal Agents of the Northern Pacific Railroad Company, announce the issue of the new Seven-Thirty Gold Loan of that Company; which they offer at par and interest in currency.

In presenting a loan of this character there are certain considerations which seem to commend it to the special favor of capitalists, and of all who desire a safe, profitable and permanent investment.

The Northern Pacific Railroad is now building westward from Lake Superior. Enough money has been paid in by the stockholders to construct and equip the first division of the road—from Lake Superior across Minnesota to the Red River of the North—223 miles. The money for this branch—six millions of dollars—has been paid in, and the work is being rapidly pushed to completion.

At the same time arrangements have been completed for beginning the road at the Western terminus on Puget Sound and the Pacific Ocean. This work will commence in the Spring—and in a little time the road will be in the process of building at each end.

The character of this bond—its terms, obligations and security, the care taken to guard in the remotest degree the interest of every bondholder—must commend it in an eminent degree to the public. All the experience gained by this house from more than thirty years' familiarity with banking business and with every variety of securities, has been devoted to the perfecting of this bond, and making it as far as possible a perfect security.

In the first place, these bonds are a first mortgage issue on a railroad over two thousand miles in extent, together with the rolling stock, buildings, and all other equipments.

In the second place, it is a first and only mortgage upon a land grant of more than fifty millions of acres. To every mile of completed road the Government gives the Company over twenty-two thousand acres of land. This land is given in alternate sections, reaching from twenty to fifty miles on each side of the track. The grant embraces agricultural, timbered and mineral lands.

It will thus be seen that the franchise of the road and its vast endowment extends over a broad, fertile belt of land, from Lake Superior and Wisconsin, through the richest portions of Minnesota, Dakota, Montana, Idaho, Oregon and Washington, to Puget Sound and the Pacific Ocean.

At the outset of this enterprise the Northern Pacific Railroad purchased and partially consolidated with their line the St. Paul and Pacific Railroad, embracing three hundred miles of completed road in Minnesota, on which there is now a growing and prosperous business. This combination removes, what might at the eastern terminus, otherwise be regarded as the rivalry of conflicting interests.

The extent and value of the endowment in lands bestowed upon the Northern Pacific Railroad, by the Government, cannot be too highly valued. This grant alone has been estimated to be larger in area than all New England with Maryland combined, or as large as Ohio and Indiana.

The history of the Illinois Central Railroad, whose land grant was one of the earliest experiments in the matter of Government endowment, shows the vast and increasing value of such a grant when judiciously held and administered in the interest of bondholders. The State of Illinois gave to this corporation some two million and a half acres. At this time the revenues from these lands amount to some twenty-four millions of dollars, and there is every reason to suppose that they will reach thirty millions of dollars. At the time when this grant was bestowed upon the Illinois Central the lands had no greater relative value than the lands in the possession of the Northern Pacific Railroad.

Before accepting the agency of the road, Jay Cooke & Co. had the lands embraced in this grant carefully examined by competent and impartial agents. The reports of these gentlemen satisfied the fiscal agents of the great value of these lands, their fertility and wealth, their timber and mineral importance, their mildness of temperature, their perfect adaptibility to every want of a large agricultural and industrial population.

The agents of the loan might be permitted to adduce as additional evidence of the enormous value of this grant the objections of the honorable Senators and Representatives who opposed the endowment, when before Congress. "In all this belt of country west of the Rocky Mountains," said a distinguished Representative, "there is a forest which, opened up by railroad, will, for the purpose of ship-building, and for all the purposes of commerce, at home and abroad, be worth hundreds of millions of dollars." "No person," remarked an eminent Senator, "can study the topography of the country, can bring to bear his knowledge of the climatic influences, without knowing that these plains are fertile; that they are clothed with grass and timber, worth untold millions of money; that it is a vast and valuable grass-producing and grain-growing region—a large proportion of it covered with forests, the like of which cannot be found elsewhere on this continent, from which the great commercial powers of the world are now obtaining the timber out of which they now construct their merchant fleets." In this same debate the land grant was spoken of as "a grand empire" by one Senator; as "an empire in itself" by another; "a belt," remarked still another Senator, "one hundred and twenty miles wide and reaching two thousand miles in extent, sufficient of itself to make twenty States, and more than twenty States."

In presenting these illustrations of the general and material value of the property represented by this loan, attention is earnestly requested to the security and profit of these bonds:

They are free from United States tax, and are issued of the following denominations: Coupons, $100, $500 and $1,000. Registered, $100, $500, $1,000, $5,000 and $10,000.

Both principal and interest payable in American gold coin, at the office of Jay Cooke & Co., New York City—the principal at the end of 30 years and the interest (at the rate of seven and three-tenths per cent. per annum) half yearly, first of January and July.

While the Government does not directly guarantee the bonds of the road, it thus amply pro-

vides for their full and prompt payment by an unreserved grant of land, the most valuable ever conferred upon a great National improvement.

In order to still further watch and protect the interests of every bondholder, it may be proper to state that the Trustees under the mortgage are Messrs. Jay Cooke of Philadelphia and J. Edgar Thomson, President of the Pennsylvania Central Railroad Company. They will directly and permanently represent the interests of the First Mortgage bondholders, and are required to see that the proceeds of land sales are used in purchasing and cancelling the bonds of the company, if they can be bought before maturity at more than 10 per cent. premium; otherwise the Trustees are to invest the proceeds of land sales in United States bonds or real estate mortgages for the further security of Northern Pacific bondholders. Also, that they have at all times in their control, as security, at least 500 acres of average land to every $1,000 of outstanding first mortgage bonds, beside the railroad itself and all its equipments and franchises.

These bonds will be at all times receivable, at 1.10 in payment for the company's lands, at their lowest cash price.

The registered bonds can be exchanged at any time for coupons, the coupons for registered; and both those for others, payable, principal and interest, at any of the principal financial centers of Europe in the coin of the various European countries.

In recapitulating the advantages of the loan, it is well to remember—

I. This is a first mortgage on the railroad and land grant.

II. The railroad will be continuous, under one management, for two thousand miles, and will connect the Pacific with Lake Superior and the Mississippi.

III. It will open up to American enterprise the rich and noble Red River country of British America.

IV. The land grant is absolutely a surety to the bondholders.

V. This land grant is larger than that ever given to any national improvement.

VI. It embraces a region of fertility, mildness in temperature, and capable of enormous development.

VII. The lands in themselves will build the road and leave a large surplus.

VIII. By the Northern Pacific Railroad the Lakes are 600 miles nearer the Pacific than by any other route.

IX. The Northern Pacific is the short cut route to the Indies, and lessens the distance between China and London over 1,200 miles.

X. Its elevation is so much less than other lines that the climate is milder, less snow falls and the gradients are easier.

XI. It intersects and drains navigable streams, which control a vast outlying region.

XII. It will be practically an international route, controlling the trade of British America.

XIII. The interest on these bonds, so well secured, makes them the most profitable investment in the market.

XIV. The care taken in the preparation and the indorsement of the bonds makes the interest of the holder absolutely secure.

XV. The denominations in which the bonds are issued makes them a popular loan, while the fact that they represent land and may be so redeemed, gives them an additional value to settlers and emigrants.

The nearest bank or banker will supply these bonds in any desired amount and of any needed denomination. Persons wishing to exchange stocks or other bonds for these can do so with any of our agents, who will allow the highest current price for all marketable securities.

Those living in localities remote from banks may send money or other bonds direct to us by express, and we will send back Northern Pacific bonds at our own risk and without cost to the investor. For further information, pamphlets, maps, &c., call on or address the undersigned or any of the banks or bankers employed to sell this loan.

For sale by

JAY COOKE & CO.,

Fiscal Agents Northern Pacific Railroad Company, 114 South Third street, Philadelphia; corner of Nassau and Wall streets, New York; 452 Fifteenth street, Washington, D. C.; by National Banks, and by brokers generally throughout the country.

Boston and Lowell Railroad.

The receipts from operations of this road for the year ending September 30, 1870, were as follows:

From passengers		$473,011 22
" freight		599,024 17
" mails		6,426 20
" expresses		18,558 04
		$1,097,019 63
Expenses, viz:		
Repairs of road	$146,376 11	
" engines	46,613 37	
" cars	86,976 45	
" bridges	17,460 54	
" depots, etc.	50,467 01	
Fuel	107,939 48	
Freight department and watch	82,334 68	
Conductors, etc.	29,408 37	
Engine and firemen	45,165 80	
Stationmen	19,279 45	
Switch and gatemen	16,361 27	
Office expenses	11,371 99	
Advertising, etc	6,623 75	
Gratuities and damages	13,418 44	
Taxes and insurance	76,296 08	
Oil and waste	17,498 51	
Removing ice and snow	2,275 35	
Miscellaneous	35,023 43	
		810,890 08
Net receipts		$286,129 55
To which add accumulation of interest upon the sinking fund		21,800 36
Total net income		$307,929 91
From which deduct—		
Rents, balance account	$50,399 38	
Interest, balance acc't	15,299 59	
Int. on scrip, Jan. 1, 1871	10,980 00	
Dividend, 8 per cent.	177,200 00	
Charged Trustees sinking fund	21,800 36	
		275,679 33
Balance, transferred to contingent fund		$32,250 58

The increase of business upon the roads operated by this company, is about 12 per cent. on passengers, as compared with last year.

The earnings have been increased about fifty-four thousand dollars.

Seventy-five thousand miles more have been run, being an increase 15 per cent.; producing a corresponding increase of expenses, amounting to about forty-two thousand dollars.

Dividends at the rate of 8 per cent. per annum, free of all taxes, have been paid to the stockholders; 1 per cent. has been carried to the sinking fund, and there remains in contingent fund a surplus balance of the earnings of the year, of ($32,250 58,) about 1½ per cent. on the capital.

A much larger show of income would have been exhibited, but for the reductions in tariff, made at the commencement of the season. The freight on coal to Lowell was at that time reduced 16⅔ per cent., and on Iron and many other articles of heavy merchandise 10 per cent. A very considerable reduction was made at the same time on mileage tickets. The estimated falling off in receipts, from these causes, was not less than forty thousand dollars.

Believing that the interest of the road is promoted by conceding to the public the lowest possible tariff, consistent with the maintenance of first class accommodations, and reasonable dividends, we have from time to time increased the train and station facilities, and diminished the scale of tariff prices, as fast as the increased traffic and the decreased cost of material would warrant.

In 1865 the price of a single ticket between Boston and Lowell, was one dollar, and season tickets were thirty-five dollars per quarter. In 1866 a reduction was made, to ninety cents for a single ticket, and thirty-two dollars per quarter. In 1868 a further reduction was made to eighty cents single, and thirty dollars per quarter. Package tickets were sold at the rate of ten for seven dollars and a half. Thus actually reducing the fare to seventy-five cents.

In 1870 the fare was further reduced by sale of a ticket good to the purchaser for one thousand miles of travel, for twenty dollars; bringing down the fare between Boston and Lowell, to customers paying for one thousand miles in advance, to fifty-two cents, or two cents per mile.

These reductions on both freight and passenger tariffs, together with the additional expenses caused by putting on new trains, have kept the net income of the road down to an extremely moderate return upon the investment, and it would seem that the public patrons of the road have reason to be satisfied with both the extent and price of accommodations furnished.

At the last annual meeting you authorized the directors to locate upon, and purchase or take land, for terminal facilities in Boston, under the Act of 1869, and to erect such structures thereon as might be required for the purpose. Much time was spent in negotiations with the Eastern Railroad, for a joint occupancy of the granted territory. That Company finally declined to avail themselves of the Act, so far as the occupancy of any of the territory covered by it was concerned, and we have accordingly located only upon so much of the land as seemed to be required for our separate purposes. Our new location as now filed, covers the ground between our present passenger station and the northerly line of Nashua Street; taking one square only, out of the three which were authorized to be taken by the grant. The amount of land located upon, exclusive of Andover Street, is about seventy-five thousand feet. The adjacent grounds, now owned by this company and used for passenger station purposes, contain something over fifty thousand feet; making, with the street, which is to be closed, a building site of about two hundred and ten feet frontage on Causeway Street, with a depth of about seven hundred feet to the river. Some of the owners of land located upon, have been willing to sell at a satisfactory price, and deeds have been taken of several lots. Negotiations are in progress with others. But, with the majority of owners, the price is held so much above any rate obtained in that vicinity previous to our location, that it will probably become necessary to call out the commissioners, and take it under an appraisal. Early measures will be initiated for action in this direction.

Since the last meeting, we have, as then authorized by you, purchased the Stoneham, and the Lexington and Arlington Railroads, and, under the Act granted by the last Legislature, connected the latter with our main line, at Somerville, by the construction of about two and a quarter miles of new road. This connection was opened for public travel on the first day of December, 1870, and the Lexington trains were discontinued from the Fitchburg road at that date. We are now running seven trains a day each way, over that branch. The additional accommodations furnished, together with a reduction of about 10 per cent. on the fares, appear to give great satisfaction to the patrons of the road, and there are indications of a largely increased business.

The number of persons now holding season tickets on that line exceeds two hundred.

As business increases upon the road, we have found a necessity for large additions to the roll-

ing stock. Since 1858, when the Salem and Lawrence equipment was added to the rolling stock of the Boston and Lowell and Nashua and Lowell Roads and Branches, there has been a further increase of about 50 per cent. to the number of locomotives, 70 per cent. to passenger cars, 100 per cent. to baggage cars, and 60 per cent. to merchandise cars.

The joint roads now have forty-six locomotives, fifty-seven passenger cars, twenty-six baggage cars, and eleven hundred and thirty freight cars. Orders have also been given out for construction and purchase during the present winter, of about one hundred thousand dollars worth of additional rolling stock, to meet our growing wants.

For the purpose of purchasing Branch Roads and enlarging the terminal facilities at Boston, authority has been granted by the Legislature to increase the capital stock. At the last meeting you sanctioned an issue under this Act, to bring the capital up to three millions of dollars.

The bonds of 1853, which were convertible into stock at the option of the holder, ($440,000) have been so converted, with the exception of $55,000 now outstanding. The capital has thus already been carried up, from $1,830,000 to $2,215,000. We now propose, subject to your approval, to dispose of additional new stock, to the present stockholders, in accordance with the specific requirements of law, by offering to them one new share at par for every three shares now held. Assessments will be made on these new shares, as money is wanted for the improvements, and interest allowed at the rate of seven per cent. on the instalments paid in, as called for, until the whole amount is assessed and paid up, when the new stock will be placed in dividend account, on the same footing as the old.

TREASURER'S BALANCE SHEET, Sept. 30, 1870.

Road bed	$458,117 14
Superstructure	367 824 62
Land and land damages	560,047 46
Real estate and buildings	922,049 31
Bridges and culverts	119,557 16
Engineering	47,359 07
Engines	92,801 76
Passenger cars	34,204 75
Merchandise cars	56,338 85
Cash	127,322 95
Notes receivable	4,354 88
East Cambridge Flats	72,708 64
Trustee of sinking fund	398,205 20
Material charged to Boston and Lowell and Nashua and Lowell Railroad	131,618 88
Suspense account	9,940 64
Lexington and Arlington Railroad and Extension	141,590 00
Stoneham Branch Railroad	47,400 00
Real estate on Andover Street, Boston	14,660 00
	$3,601,100 81
Capital stock	$2,215,000 00
Bonds of 1853	55 000 00
Bonds of 1864	200,000 00
Notes payable	381,000 00
Unclaimed dividends	1,553 00
Unclaimed coupons	103 95
Salem and Lowell Railroad	2,187 50
Scrip dividend of 1866	366,000 00
Contingent fund	275,306 86
Dividend No. 68, "Declared,"	88,600 00
Dividend on scrip	10,980 00
Coupons due October 1st	5,370 00
	$3,601,100 81

President.—F. B. CROWNINSHIELD.

Directors.—F. B. Crowninsoield, J. G. Abbott, Wm. Minot, Jr., Hocum Hosford, Edward W. Codman.

Manager.—GEORGE STARK.

Superintendent.—JOHN B. WINSLOW.

Treasurer.—C. E. A. BARTLETT.

An Extensive Company.

The "Laflin & Rand Powder Co." are the largest manufacturers of gunpowder, not only in the United States, but in the world. Their principal office is at 21 Park Row, but they have branch offices in Philadelphia, St. Louis, Chicago and other places, with agencies in nearly all our principal cities. Their organization is a consolidation into one corporation of four different companies which had previously been more or less under the same ownership. Of their nine establishments for making powder, four are located at different points in the State of New York, three in Pennsylvania, one in Maryland, and one in Wisconsin. They own several manufactories for kegs, barrels, machinery and similar appliances; one of the largest of which, situated in this city, is entirely devoted to the preparation of metallic canisters. Each of their powder works is necessarily extensive, as the nature of the business requires it to be conducted in widely detached buildings with of course separate motive power. On this account water is generally employed and the extent of their business can be inferred from the fact that this company keep over seventy water wheels in constant operation, although steam is employed in some places as being locally more economical. The transportation of powder is sometimes dangerous and always expensive; hence it is largely conducted in their own vessels or railroad cars, especially adapted to the purpose. Also when finally brought to market, public safety requires that magazines be erected for its storage at all distributing points, the expense of which, with land sufficient to secure the buildings from molestation and the neighborhood from danger, of itself involves a large capital.

Several of their works are employed exclusively upon gunpowder for use in fire arms. The one built in 1807, at Newburgh, Orange Co., New York, and still running, has given its name to the "Orange Rifle Powder," a title which will be recognized at once by all our readers who have leisure for "dog and gun." This is the powder, which, after fifteen months competitive trial between makers of our own and other countries, was adopted by the Russian Government and is now used by them. Several other European countries have also been supplied by this company.

Contrary to the general idea, the demand for powder is far greater in peace than in war. The main business of the Laflin & Rand Co. is in supplying our great engineering operations with material especially adapted to their wants. The quality of powder required in mining bituminous coal for instance, is very different from that which most economically removes the hard quartz work of our silver mines. Moreover, the product of one is wanted in as large masses as possible, the other with the utmost comminution. The working of a marble quarry for slabs or the same limestone for burning furnishes another familiar example. So too, a single railway cutting can frequently employ to advantage a different grade of powder in the side-hill, in the tunnel, and in its "approach." A noted contractor recently discharged, simultaneously, by means of this company's electrical apparatus, some 40 different blasts within supporting distance of each other, which contained three different kinds of powder, and on measuring found his profits to be over $1,500 from the one explosion. The amount of money which can be saved by adapting means to ends in this matter will astonish those who have not investigated the subject. The question of explosives is becoming a very practical one to engineers in this day of railroads. We want the most foot-pounds work for the fewest pennies. For years there have been more powerful substances than gunpowder, as the fulminates, nitro-glycerene, gun-cotton and the like, but beyond the objection of danger from their generally unstable and sensitive character is the insuperable one of cost, and powder will be apt to hold its place until, relatively speaking, we can buy more gas for the price of saltpetre or find a cheaper base than charcoal.

To meet this requirement has been the object of the Laflin & Rand Powder Co. They make it their business to inform every mining superintendent, engineer or contractor who applies to them, at once, of just what he requires for the work in hand, and then to keep him supplied at his place of operations, promptly and cheaply. How well they have succeeded can be seen by the marks of their powder "graven on the rocks" of all our great engineering triumphs from the Erie Canal to the Pacific Railroad.

Important to Railroad and Steamship Cos.

The Manhattan Oil Company, of No 16 Broadway, N. Y., give notice in another column, that they are prepared to supply Mason's Sperm, Manhattan Signal (for head lights), Extra Lard, Tallow and Mystic Coal Oils, besides Sperm, Elephant, Whale, Paraffine, and in fact every description of oil required in the Lubrication of Machinery. This is the oldest Company in the United States which manufacture the purest unadulterated oil, and consumers can rely on the statements and testimonials which they have received from the leading Railroad and Steamship Companies in this country. Circulars containing the merits of the Oils of this Company can be had on application at their office. The Directors of this Company are: James M. Motley, Edward Rowe, T. M. Niven, James Murphy, Nathan A. Baldwin, J. Carothers, Geo. W. Quintard, Wm. A. Seaver and Philip M. Millspaugh.

Queen Anne's and Kent Railroad.

We learn that this important work is progressing as favorably as could be desired under the enterprising contractors, Messrs. Robert Irwin, Sons & Co., of Baltimore, to whom the contract for completing about nineteen miles of the road was awarded last fall. The entire line is twenty-six miles in length, extending from Massey's Cross Roads to Centreville, Md. It connects at the first named place with the Townsend branch of the Delaware railroad, which in a length of nine miles, unites with the Delaware road. The residue of the work, at present being constructed by Messrs. Irwin, Sons & Co., is to be put in running order for $170,000. They have six miles of track laid, and by May next anticipate its completion, ready for operation. From Centreville an additional line of six miles is to be built, connecting it with deep navigable water on the lower portion of the Chester river, thus giving easy access to the markets of Baltimore, Philadelphia and New York.—*Annapolis Republican.*

☞ The Martinsburg (Va.) *Statesman* says that Mr. Marsh, the contractor on the Martinsburg and Potomac Railroad, has commenced work with a full force of hands at the Powell Bend section of the road. He expects shortly to place a number of hands at the Martinsburg and middle sections also, and is confident of completing the road by the 1st of October next.

☞ The Halifax *Citizen* says that the Intercolonial Railway Commissioners have signed contracts for 27,000 Sleepers for Sections Nos. One, Two, Four, Seven and Twelve. They advertise for tenders for a twenty-one span Iron Bridge superstructure, the spans to be of one hundred feet each: also for a similar bridge of sixteen spans of two hundred feet each. Tenders to be received till the 6th of April.

☞ The net profits of the European and North American Railroad Company for 1870 was $109,886 12.

☞ The Elkton (Md.) *Whig* says the Columbia and Port Deposit Railroad is now under contract from Mr. Snyder's contract to Safe Harbor, to be finished in fifteen months, work to commence thirty days from date of contract.

Commerce of New York.

We give below, from the *New York Journal of Commerce* a statement of the Commerce of New York for 1870, in comparison with that for the five preceding years. It will be seen that the total foreign imports at New York in 1870, were $315,200,022, being $8,586,832 in excess of any former calendar year on our record. The following is a comparison of the annual result for each year since 1850:

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851.	$119,592,264	$9,719,771	$2,049,543	$131,361,578
1852.	115,336,052	12,105,342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,860,238
1856.	193,839,646	17,902,578	1,814,425	213,556,649
1857.	196,279,362	21,440,794	12,898,033	230,618,129
1858.	128,578,256	22,024,691	2,264,120	152,867,067
1859.	213,640,363	28,708,732	2,816,421	245,165,516
1860.	201,401,683	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30,353,918	37,088,413	162,768,790
1862.	149,970,415	23,291,625	1,390,277	174,652,317
1863.	174,621,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2,265,622	218,125,760
1865.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284,033,567	13,001,588	9,578,029	306,613,184
1867.	238,297,955	11,044,181	3,306,339	252,648,475
1868.	232,344,418	11,764,027	7,085,389	251,193,834
1869.	275,779,976	14,789,235	15,788,462	306,357,673
1870.	289,618,878	13,716,500	11,864,644	315,200,022

In the above table are included, under the head of dutiable, the duty-paying goods entered directly for consumption, as well as those entered for warehousing; these, with the free goods and specie, make the total entered at the port. All the figures referring to the imports represent only their foreign gold cost, freight and duty unpaid. The specie and bullion landed here, came mostly in transit to foreign ports, and most of it will be found again among the exports.

The following table will show the classification of imports at New York for the years—

	1868.	1869.	1870.
Dry goods.	$80,905,834	$94,726,417	$109,498,523
Gen. mdze.	163,202,611	195,842,794	193,886,855
Specie....	7,085,389	15,788,462	11,864,644
Total....	$251,193,834	$306,357,673	$315,200,022

This shows that out of $315,200,022 imported last year, everything known as dry goods, including all miscellaneous articles sold by the trade amounted to only $109,498,523, while $193,886,855 are given under the head of general merchandize, and include tea, coffee, sugar, metals, spirits, spices, drugs, fruits, seeds, china, glass, etc., etc. The cash duties received in 1870, amounted to $185,810,995 85. This was collected upon $282,890,846 dutiable goods thrown upon the market.

The following is a quarterly statement of the exports from New York to foreign ports, exclusive of specie, for the years named:

Quarter.	1868.	1869.	1870.
1st.....	$42,033,866	$36,566,924	$40,776,407
2d.....	41,381,668	48,705,409	47,514,407
3d.....	36,549,086	54,938,449	46,241,837
4th.....	44,101,182	55,021,124	61,413,082
Total....	$164,066,102	$195,226,706	$195,945,733

The shipments of gold are counted at their tale value; but all others, with unimportant exceptions, are given at their market value in paper money at the time of shipment.

Foreign imports entered at New York during the years 1865, 1866, 1867, 1868, 1869, and 1870:

ENTERED FOR CONSUMPTION.

	1865.	1866.	1867.	1868.	1869.	1870.
January	$5,217,495	$18,556,726	$11,046,856	$7,855,830	$11,698,755	$11,970,771
February	5,178,774	17,389,505	13,364,912	10,386,053	14,206,473	13,739,351
March	7,066,126	15,200,809	11,373,974	11,999,520	17,890,058	14,447,775
April	5,528,575	13,366,448	10,800,747	9,652,649	13,836,593	14,423,458
May	6,592,157	13,563,551	9,439,747	10,244,318	12,514,151	13,027,399
June	8,542,271	10,682,723	8,947,379	8,786 471	10,510,444	12,267,273
July	10,175,820	14,304,403	11,036,960	12,193,589	12,560,232	13,579,723
August	15,903,743	14,560,161	13,547,834	14,005,112	15,895,735	18,722,322
September	16,748,595	13,228,489	13,149,846	14,152,546	12,938,666	17,745,075
October	16,357,232	13,812,206	10,224,405	11,294,439	10,288,541	14,087,056
November	16,655,761	10,688,544	8,193,013	9,707,521	11,015,790	14,004,294
December	14,500,606	8,447,064	6,416,343	7,458,965	9,080,463	12,716,366
Total	$128,467,155	$163,800,629	$127,541,016	$127,737,013	$152,434,901	$170,730,863

ENTERED WAREHOUSE.

January	$4,510,225	$10,241,576	$9,087,702	$6,647,871	$9,378,719	$10,122,477
February	5,568,127	11,626,677	11,211,014	9,297,632	8,548.655	9,334,667
March	7,872,555	9,539,100	9,069,756	12,391,956	13,428,973	11,826,891
April	7,448,371	10,159,657	13,327,839	10,780,668	16,497,691	13,137,232
May	5,288,049	13,902,407	10,896,675	10,641,079	12,876,131	10,474,170
June	7,123,972	10,967,050	10,478,305	10,063,867	12,380,145	10,484,645
July	7,845,947	11,301,274	11,226,514	10,573,083	10,705,702	10,042,048
August	7,553,260	8,123,406	9,340,292	8,280,600	10,008,548	9,965,682
September	4,936,209	7,817,045	6,676,707	6,804,640	8,840,059	7,748,840
October	5,903,993	8,113,869	7,096,411	6,850,498	5,841,349	7,163,067
November	9,184,116	8,345,859	6,414,609	7,050,229	6,913,527	9,886,963
December.	10,506,502	10,105,018	5,931,115	5,325,282	7,925,576	8,701,333
Total.	$83,741,146	$120,232,938	$110,756,939	$104,607,405	$123,345,075	$118,888,015

FREE GOODS.

January	$840,129	$1,238,757	$717,810	$778,296	$1,243,777	$1,108,271
February	620,063	1,504,253	918,364	718,777	1,190,397	757,538
March	830,450	1,179,177	923,377	821,682	1,702,591	979,288
April	961,026	1,152,683	1,232,997	964,488	1,202,080	1,006,584
May	818,818	959,416	1,140,103	887,657	1,256,112	1,115,039
June	953,226	1,002,330	1,043,040	783,149	1,277,514	1,475,026
July	886,430	899,549	766,786	1,094,543	1,214,472	988,444
August	836,533	931,877	844,664	828,188	1,322,924	1,141,295
September	795,468	840,082	854,987	1,421,652	1,200,764	1,409,353
October	795,508	1,471,951	754,881	1,294,991	879,329	1,193,348
November	1,159,248	873,514	1,082,066	1,323,254	1,151,880	1,491,905
December	913,937	947,999	765,106	847,350	1,147,395	1,050,409
Total	$10,410,837	$13,001,588	$11,044,181	$11,764,027	$14,789,235	$13,716,500

SPECIE.

January	$52,268	$72,771	$126,719	$136,574	$221,278	$1,523,856
February	106,704	172,122	136,491	415,875	1,882,755	1,536,442
March	243,242	285,854	145,867	1,299,776	1,771,668	2,441,679
April	236,492	161,817	271,710	871,079	4,818,287	805,025
May	177,085	393,073	376,725	477,485	403,267	667,807
June	236,032	94,549	499 184	838,111	914,005	188,150
July	253,640	345,961	56,606	126,442	202,487	194,990
August	182,072	269,221	540,244	846,821	159,927	430,726
September	194,224	5,193,473	345,669	906,558	1,364,904	592,496
October	77,942	1,434,158	362,789	554,862	3,580,817	417,860
November	236,526	802,937	181,319	220,316	156,286	2,734,075
December	127,054	352,093	263,016	891,490	312,731	331,538
Total.	$2,123,281	$9,578,020	$3,306,339	$7,085,389	$15,788,462	$11,864,644

TOTAL IMPORTS.

	1865.	1866.	1867.	1868.	1869.	1870.
January	$10,620,117	$30,109,830	$20,979,087	$15,418,571	$22,542,529	$24,725,375
February	11,473,668	30,692,557	25,630,781	20,818,337	25,827,280	25,367,998
March	16,082,373	26,204,940	21,512,974	26,512,934	34,793,290	29,695,633
April	14,174,464	24,840,605	25,633,293	22,268,884	36,354,651	29,372,299
May	12,876,109	28,818,447	21,852,250	22,150,539	27,049,661	25,284,415
June	16,855,321	22,736,652	20,967,908	20,471,598	25,082,108	24,415,094
July	19,161,838	26,851,187	23,086,866	23,987,657	24,682,893	24,805,205
August	24,475,608	23,884,665	24,273,034	23,960,721	27,387,134	30,260,025
September	22,674,496	27,079,089	21,027,209	23,285,396	24,344,393	27,495,764
October	23,134,675	24,832,184	18,438,486	19,994,790	20,590,036	22,861,331
November	27,235,651	20,710,854	15,871,007	18,301,320	19,237,483	28,117,237
December	26,048,099	19,852,174	13,375,580	14,023,087	18,466,215	22,799,646
Total	$224,742,419	$306,613,184	$252,648,475	$251,193,834	$306,357,673	$315,200,022

WITHDRAWN FROM WAREHOUSE.

January	$5,653,554	$7,424,385	$9,380,484	$6,731,624	$8,506,630	$8,674,238
February	5,673,619	7,666,543	11,794,156	9,049,339	9,880,388	9,981,615
March	5,795,512	7,344,644	13,318,411	10,296,124	9,661,447	9,985,931
April	7,880,008	8,640,360	8,838,610	10,140,834	8,954,512	12,822,634
May	10,277,070	9,450,591	9,245,943	9,045,351	8,379,918	10,615,377
June	6,346,958	8,967,431	6,910,287	6,658,943	7,604,330	8,354,527
July	8,612,411	9,084,242	7,560,396	6,829,796	8,151,534	8,463,853
August	9,661,136	10,530,593	10,490,050	9,676,657	11,706,296	11,305,475
September	8,042,603	11,091,194	9,928,471	10,935,659	11,121,143	10,732,135
October	4,699,328	8,789,836	7,728,761	8,892,665	10,704,752	8,802,588
November	4,249,381	6,186,725	6,378,248	6,104,542	7,818,234	6,326,530
December	3,632,662	4,564,836	5,202,239	5,675,429	5,509,480	5,596,030
Total.	$80,524,342	$100,241,282	$106,776,056	$100,036,963	$107,998,664	$111,659,983

RECEIPTS OF CUSTOMS AT NEW YORK.

	1866.	1867.	1868.	1869.	1870.
January	$12,437,474 16	$9,472,248 48	$7,133,428 42	$9,615,894 43	$9,840,502 99
February	12,008,273 74	11,466,418 42	9,699,752 39	11,996,628 46	11,750,424 06
March	11,173,154 62	10,977,418 19	11,195,861 33	13,027,672 02	11,977,323 42
April	10,950,896 78	9,372,701 48	10,023,029 37	10,727,099 86	12,799,598 49
May	11,418,492 10	9,340,766 73	9,723,476 45	9,698,820 34	11,473,412 25
June	9,559,898 38	7,725,135 60	7,678,200 69	8,411,294 83	9,740,549 89
July	11,507,186 60	9,505,432 94	9 237,920 50	10,045,078 14	10,592,841 37
August	12,349,760 82	12,623,300 45	11,995,596 18	13,845,030 69	15,078,512 90
September	12,284,144 66	11,712,164 78	12,916,782 29	11,975,804 75	14,182,516 12
October	11,002,048 08	8,682,889 05	10,059,277 34	10,554,660 92	11,161,364 60
November	7,716,883 67	6,931,212 90	7,309,086 88	8,540,788 60	9,017,823 32
December	5,707,547 99	5,276,301 32	6,327,300 78	6,590,945 65	7,696,126 44
Total	$128,079,761 60	$114,085,990 34	$113,296,712 62	$125,019,718 69	$101,772,905 94

Exports from New York to foreign ports during the years 1865, 1866, 1867, 1868, 1869, and 1870:

DOMESTIC PRODUCE.

	1865.	1866.	1867.	1868.	1869.	1870.
January	$16,023,621	$19,784,997	$12,911,689	$13,766,496	$12,672,824	$11,833,151
February	15,042,505	16,768,120	14,615,040	13,543.674	10,507,041	11,180,695
March	13,898,565	23,291,485	19,679,955	12,882,808	11,942,672	14,965,213
April	7,220,709	22,526,822	16,979,383	13,976,761	14,671,026	13,741,650
May	7,833,565	12,281,623	12,615,022	14,297,029	15,443,499	14,167,414
June	8,079,802	9,601,089	14,346,769	10,634,544	16,555,107	16,811,500
July	12,521,246	13,057,476	13,666,098	10,538,848	18,450,323	15,965,557
August	14,500,860	12,646,004	12,116,096	12,750,918	17,975,524	12,599,436
September	12,763,484	1,635,610	11,102,100	11,316,492	16,510,324	15,157,390
October	20,986,936	14,593,664	16,679,540	13,954,602	18,419,645	16,018,569
November	22,763,327	13,651,464	20,056,540	13,881,126	16,836,617	24,125,836
December	22,562,534	16,817,615	13,442,177	14,523,280	17,828,174	19,173,650
Total	$174,247,154	$186,655,969	$178,210,409	$156,075,578	$187,812,776	$185,740,061

FOREIGN FREE

January	$105,421	$38,301	$114,207	$12,680	$7,965	$63,623
February	74,793	26,605	36,803	36,387	4,941	46,162
March	307,221	57,167	31,133	24,761	31,102	50,590
April	57,544	130,254	38,389	113,489	4,600	45,157
May	54,500	131,393	23,492	183,986	49,261	29,879
June	35,417	55,074	43,214	32,946	59,001	38,395
July	28,236	27,269	20,168	37,975	27,020	24,522
August	45,045	50,720	24,096	18,192	54,356	23,116
September	64,003	29,373	9,498	80,593	16,960	11,451
October	33,235	32,061	4,446	10,822	71,862	1,905
November	109,155	64,001	8,515	9,763	44,159	1,963
December	24,165	44,265	82,694	39,330	37,433	15,721
Total	$938,735	$706,483	$436,655	$600,924	$408,660	$352,034

FOREIGN DUTIABLE.

January	$432,556	$284,909	$422,751	$669,151	$472,228	$996,392
February	633,509	400,782	800,663	441,528	312,830	713,289
March	191,927	320,165	764,138	655,881	615,121	927,292
April	433,395	654,019	845,824	648,960	733,461	911,018
May	759,857	567,872	665,031	852,544	583,846	918,306
June	131,425	606,255	713,137	641,409	605,608	851,068
July	262,593	401,724	382,595	444,735	604,923	727,794
August	135,172	226,786	717,161	558,078	594,339	808,944
September	200,854	306,244	890,851	803,255	699,680	923,627
October	252,072	186,108	797,235	740,477	577,743	638,930
November	208,091	268,600	610,460	517,907	512,226	785,553
December	238,606	551,657	533,115	415,675	693,260	651,405
Total	$3,440,410	$4,967,102	$8,142,961	$7,389,600	$7,005,270	$9,853,638

SPECIE AND BULLION.

January	$3,184,853	$2,706,336	$2,551,351	$7,349,825	$3,214,380	$2,683,392
February	1,023,201	1,807,030	2,124,461	4,203,825	3,232,083	2,194,256
March	381,913	1,045,039	1,891,141	3,694,912	2,389,968	1,521,601
April	871,249	588,875	2,261,283	6,095,179	1,767,601	1,698,616
May	7,255,071	23,744,194	9,043,154	15,936,231	2,512,330	4,485,373
June	5,199,472	15,890,956	6,724,272	11,823,628	2,335,531	4,257,362
July	723,986	5,821,459	13,519,894	10,584,558	6,474,624	16,922,451
August	1,554,398	1,587,851	1,714,594	4,690,989	3,027,940	10,548,076
September	2,494,973	834,550	2,201,988	1,954,723	1,763,171	4,616,856
October	2,516,226	1,463,450	1,182,031	1,608,739	2,531,076	2,416,356
November	2,046,180	3,776,690	1,733,261	1,181,085	1,126,845	4,896,257
December	2,752,161	3,297,270	6,854,548	1,717,905	1,732,899	1,950,879
Total	$30,003,683	$62,553,700	$51,801,948	$70,841,599	$32,108,448	$58,191,475

TOTAL EXPORTS.

January	$19,746,451	$22,814,543	$15,999,998	$21,798,152	$16,367,397	$15,576,558
February	16,774,008	19,002,537	17,576,967	18,225,414	14,056,895	14,134,402
March	14,779,626	24,713,856	22,366,367	17,258,362	14,978,863	17,464,696
April	8,582,897	23,899,970	20,124,879	20,834,389	17,176,688	16,396,441
May	15,513,346	36,937,067	22,346,699	31,269,790	18,588,936	19,600,972
June	13,446,116	26,153,374	21,827,392	23,132,527	19,555,247	21,958,345
July	13,536,061	19,307,928	27,588,755	21,606,116	25,556,890	33,640,324
August	16,235,475	14,511,361	14,571,947	18,018,177	21,652,159	23,979,572
September	15,523,314	12,805,773	14,204,407	14,155,063	18,990,135	20,709,324
October	23,788,469	16,275,283	18,663,252	16,314,640	21,600,331	19,075,760
November	25,126,753	17,750,755	22,408,776	15,589,881	18,519,847	29,809,609
December	25,577,766	20,710,807	20,912,534	16,705,190	20,291,766	21,791,205
Total	$208,630,282	$254,883,254	$283,591,973	$234,907,701	$227,335,154	$254,137,208

Imports and Exports of Coal.

The following is the quantity and value of Bituminous Coal imported into, and Anthracite and Bituminous exported from the United States for the fiscal year ending June 30, 1870:

Imports:	Tons.	Value.
From Dominion of Canada	168,180	$384,287
Other British Provinces in N. America	75,499	228,819
Other countries	177,004	497,210
Total, tons and value	420 683	$1,110,316
Imports in 1869	423,816	
Decrease in 1870	3,133 tons.	

Exports:	Tons.	Value.
Anthracite coal	121,098	$803,135
Bituminous coal	106,820	603,223
Total	227.918	$1,306,358
Exports in 1869	283,787	
Decrease in 1870	55,869 tons.	

The average value of all the Bituminous coal imported is about $2 64 per ton at the shipping ports. The average value of coal imported from Nova Scotia alone is about $2 34 per ton, gold, at the shipping ports. The average value of Bituminous exported was $4 60, and Anthracite $6 60, at the shipping ports, in currency.

Debt of Ohio.

The outstanding funded debt of the State of Ohio on the 15th of November, 1870, was as follows:

FOREIGN DEBT—PAYABLE IN NEW YORK.

Loan payable after Dec. 31, 1860, not bearing interest	$1,270 00
Loan (Union) payable July 1, 1868, not bearing interest	2,500 00
Loan payable after Dec. 31, 1870, bearing 6 per cent. interest	1,284,817 26
Loan payable after Dec. 31, 1875, bearing 6 per cent. interest	1,600,000 00
Loan payable after June 30, 1881, bearing 6 per cent. interest	4,095,309 47
Loan payable after Dec. 31, 1886, bearing 6 per cent. interest	2,400,000 00
Total foreign debt	$9,383,896 73

DOMESTIC DEBT—PAYABLE AT COLUMBUS.

Stock of 1849, not bearing interest	$1,765 00	
Union loan of 1871, bearing 6 per cent. int.	366,975 00	
		368 740 00
Total funded debt		$9,752,186 73

There is still invested in the loan of 1881 the sum of $20,058 82, which, deducted from the debt outstanding as given above, leaves the real amount yet to be paid at $9,782,077 91.

☞ The National Car Company of St. Albans, Mr. J. B. Fletcher, superintendent, have now in their service about 500 changeable gauge cars, which are in constant use on roads between Boston on the Atlantic and San Francisco on the Pacific coast.

☞ The Housatonic Railroad Company have declared an extra dividend of 8 per cent. on preferred stock, payable Feb. 1.

☞ John S. Tyler has been elected President and Geo. Lewis Clerk and Treasurer of the Granite Railway Co.

☞ Work is to commence on the Peachbottom (Pa.) Railroad on the 8th of March.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna	100	$1,774,824		
American Central	100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point	100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina	100	5,545,225		
Atlantic & Gt. Western	50	25,879,923		
" " " pref.	50	1,919,000		
Atlantic & St. Lawrence*	100	2,494,900	M. & S.	Sept '70 2
Augusta and Savannah	100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio	100	16,152,962	A. & O.	Oct. '70 4
Do. Washington Br.	100	2,680,000	A. & O	Oct. '70 5
Baltimore City Passenger		570,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq.	100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware	100	995,250		
Berkshire*	100	600,000	J. A. J. & O.	Jan. '71 1½
Blossburg & Corning*	50	250,000	J. & D.	Dec. '70 2½
Boston and Albany	100	13,725,100	J. & J.	Dec. '70 5
Boston and Chelsea	100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont.	100	450,000		
Do. do.	pref. 100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell	500	2,215,000	J. & J.	Dec. '70 4
Boston and Maine	100	4,076,974	J. & J.	Dec. '70 5
Boston and Providence	100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston)	50	400,000	J. A. J. O.	Dec. '70 2½
Broadw'y & 7th Av. (N.Y.)	100	2,100,000	J. & D.	June '70 3
Brooklyn City	10	1,000,000	F. M. A. N	Nov. '70 3
Brooklyn City & New'n	100	399,800		July '70 3½
Buffalo, Bradford & Pitts.	100	1,100,000		
Buff., New York & Erie*	100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie		5,000,000	F. & A.	Aug '70 4
Cambridge Horse (Bost'n)	100	747,800	A. & O.	Oct. '70 4½
Camden and Amboy		5,000,000	F. & A.	Feb. '71 5
Camden and Atlantic, pref.	50	600,000		
Camden & Burlington Co.	100	331,000		July '69 3
Cape Cod	60	721,928	J. & J.	D., '70 2½
Cape May and Millville*	50	447,000	J. & D.	Dec. '70 3
Catawissa	50	1,150,000		
Catawissa, pref.	50	2,200,000	M. & N.	Nov '70 3½
Cayuga & Susquehanna*	50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref.	100	755,000	M. & N.	Nov '70 3½
Central of Georgia	100	4,666,300	J. & J	July '70 5
Central of New Jersey	100	15,000,000	J. & J.	Dec. '70 4
Central Ohio	100	2,800,000	J. & D.	Dec. '70 3
Do. pref.	100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River	100	970,000		Oct. 6% 2½
Chemung*	100	250,000	J. A. J. & O	Jan. '70 3
Cheshire, preferred	100	2,017,825	J. & J.	Dec. '70 3
Chicago and Alton	100	5,145,078	M. & S.	Sept. '70 6
" " pref.	100	2,425,400	M. & S.	Sept. '70 5
Chicago, Burl. & Quincy	80	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*	100	2,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*	100	2,227,000		
Chicago & N. Western	100	14,590,162	J. & D.	Dec. '70 5
" " pref.	100	18,159,997	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific	100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton	100	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger			J'n & J'ly	Jan. '68 2
" Street			J. & J.	Jan. '64 2
Cin., Sand. & Clev. pref.	50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.)	50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind.	100	10,450,000	F. & A.	Feb. '71 3½
Cleveland & Mahoning*	50	2,056,400	M. & N	Nov '70 3½
Cleveland and Pittsburg	50	7,494,588	F. M. A. N	Feb. '71 2½
Cleveland and Toledo*	50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen.	100	10,460,900		
Columbus and Xenia*	50	1,186,200	M. J. S. D.	Dec. '70 2
Concord	50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar.	100	250,000	J. & J.	Jan. '71 3½
Coney Island & Brooklyn	100	600,000		
Conn. & Passum'c Rivers	100	139,000		
Do. do.	pref 100	1,822,100	F. & A.	Dec. '70 3
Connecticut River	100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley	100	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk	50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*	100	2,750,546		
Delaware*	50	994,200	J. & J.	Jan. '71 3
Del., Lackaw. & Western	50	13,386,020	J. & J.	Dec. '70 6s
Des Moines Valley	100	1,820,200		
Detroit & Milwaukee	100	452,350		
" " pref.	100	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat.	100	1,200,000	F. M. A. N	May '70 2½
Dubuque and Sioux City	100	1,673,841	J. & J.	Dec. '70 3½
Do do.	pref. 100	1,987,351	J. & J.	Dec. '70 3½
East Mahanoy	50	392,550	J. & J.	July '70 3
Eastern (Mass.)	100	3,883,300	J. & J.	Dec. '70 4
Eastern (N. H.)	100	492,500	J. & J.	Dec. '70 4
East Pennsylvania	50	554,600		Jan. '71 3
East Tenn. and Georgia	100	1,280,067		
East Tenn. and Virginia	100	1,902,000		
Eighth Avenue (N. Y.)	100	1,000,000	J. A. J. & O	Jan. '68 4
Elm., Jeffers. & Canand*	100	500,000	F. & A.	Aug '70 2½
Elmira & Williamsport*	50	600,000	M. & N.	Nov '70 2½
Do. do.	pref. 50	600,000	J. & J.	Dec. '70 3½
Erie Railway	100	75,000,000	F. & A.	Feb. '66 4
Do.	pref. 100	8,636,910	Annual	Dec '69 7s
Erie & Pittsburg	50	962,990	M. J. S. D.	Dec '70 1½
Evansville & Crawfordsv.	100	2,143,445		
Fitchburg	100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester	100	248,000	J. & J.	Jan. '67 3
Flint and Holly	100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.	100	750,000	M. & N.	May '70 5
Frankf. and Southw. (Ph.)	50	491,620	J. @ J.	Jan. '71 3
Georgia	100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)	50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.)	50	160,000	J. & J.	Jul. '67 2
Granite	100		M. & S.	Sept '70 4
Green and Coates St. (Ph.)	50	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven	100	3,500,000	J. A. J. & O	Dec. '70 3
Hannibal and St. Joseph	100	4,151,700		Aug '70 3½
Do. do.	pref. 100	5,078,224		Aug. '70 7
Hanover Branch, Pa	50	116,850	M. & N.	Nov. '70 5
Housatonic	100	920,000		
"	pref 100	1,180,000	J. & J.	Feb. '71 8
Huntingdon & B'd Top	50	494,350		
" "	pref. 50	190,750	J. & J.	Jn. 68 3½
Illinois Central	100	25,278,710	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.	50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind.	100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*	100	1,500,000	J. A. J. & O	Jan. '71 1½
Joliet & North. Indiana*	100	500,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So.	100	35,000,000	F. & A.	Feb. '70 4
" "	guar. 100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb.	50	1 335,000		
Leeds and Farmington*			J. & J.	Jan. '70 2½
Lehigh and Mahanoy		2,158,568	J. & J.	Jan. 67 6
Lehigh and Susquehanna	50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley	50	17,716,400	J. A. J. & O	Dec. '70 2½
Lenigh Luzerne	50	344,550	J. & J.	Jan. '69 4
Little Miami*	50	3,572,400	M. J. S. D.	Dec. '70 2
Little Schuylkill*	50	2,046,100	J. & J.	Jan. '71 3½
Lomb. and South St (Ph.)	25	90,000		
Long Island	50	3,000,000	F. M. A. N.	Aug. '66 2
Louisv., Cin. and Lex.	50	1,621,736	J. & J.	Jul. '69 3
" "	pref. 100	848,315	J. & J.	Jul. '70 4½
Louisville and Nashville	100	8,780,501	F. & A.	Aug. '70 4
Louisv., N. Alb. & Chicago	100	2,800,000		Dec. '70 3
Lowell and Lawrence	100	200 000	A. & O.	Oct. '70 3
Lowell Horse		50,800	J. & J.	Jan. '70 3
Macon and Western	100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & Bd Mount'n*	50	1,676,915		
Maine Central	100	1,611,500		
Manchester & Lawrence	100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati	50	3,029,778		
" "	1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" "	2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi		400,000		Dec. '70 3
Memphis and Charleston	100	5,312,725		June '69 3
Memphis and Ohio	100	570,000		
Metropolitan (Boston)	100	1,250,000	J. & J.	Dec '70 5
Michigan Central	100	11,197,348	J. & J.	Dec. '70 5
Middleboro' and Taunton	100	147,200	J. & D.	Dec '70 2
Middlesex (Boston)	100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*	50	223,375	J. & J.	Jan '71 4
Millville and Glassboro'	100	405,040	F. & A.	Feb. '70 5
Milw. & St. Paul	100	7,665,104	Dec. 1870	Dec. '70 7s
" " "	pref. 100	9,744,263	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven	50	3,775,000	J. & J.	Dec. '70 4
Mobile and Ohio	100	3,762,400		
Montgomery & W. Point	100	1,644,104	J. & D.	Dec. '67 4
Morris and Essex*	50	7,880,100		Dec. '70 2½
Mt. Carbon & Pt. Carbon*	50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell	100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga	100	2,056,544		
Naugatuck	100	1,498,600	F. & A.	Dec. '70 5
New Bedford & Taunton	100	500,000	J. & J.	July '70 4
New Haven & N. London	100	788,538		
N. Haven & Northampton	100	1,344,000	J. & J.	Jan. '68 3
New Jersey	100	6,250 000	F. & A.	Feb. '71 5
New London Northern	100	800,000		Dec. '70 4
N. Y. Central & Hudson R.	100	45,000,000	A. & O.	Oct. '70 4
" Certificates	100	44,428 350	A. & O.	Oct. '70 4
New York and Harlem	50	6,500,000	J. & J.	Dec. '70 4
" "	pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven	100	9,000,000	J. & J	July '70 5
N. Y., Provid. & Boston	100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*	100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar.	100	137,500	J. & J.	July '70 3
North Carolina	100	4,000,000	A. & J.	July '70 3
Northern Central	50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S.C.)	pref. 100	155,000		May '67 4
Northern of N. Hampsh.	100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania	50	3,150,150		Feb. '71 6s
Norwich & Worcester	100	2,363,600	J. & J.	Dec. '70 5
Ogdensb. & L. Champ'n	100	3,040,000	J. & J.	Jan. '71 3½
" "	pref. 100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi	100	20,000,000		
" "	pref. 100	5,500 000	J. & D.	Dec. '70 3½
Oil Creek & Allegheny R.	50	4,259,000	J. A. J. & O	Dec. '70 2½
Old Colony & Newport	100	4,848,320	J. & J.	Dec. '70 3
Orange and Newark	100	251,550		
Oswego and Syracuse	50	482,400	F. & A.	Aug. '70 4
Pacific of Missouri	100	3614,515		
Panama	100	7,000,000	J. A. J. & O	Jan. '71 3
Paterson and Ramapo	100	248,500	J. & J.	Dec. '70 4
Paterson and Hudson Riv'r	100	630,000	J. & J.	Dec. '70 4
Pennsylvania	50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*	100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal		600,000	J. & J.	Jul. '69 8
Petersburg	100	1,325,200	J. & J.	Jan. '71 3
Philadelphia and Erie*	50	6,004,200	J. & J.	Jan. '68 3
" " "	pref.	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading	50	28,849,800	J. & J.	Dec. '70 5
Do. Do.	preferred. 50	1,501,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown*	50	1,535,550	A. & O.	Oct. '70 6
Phila. and Trenton*	100	1,259,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt.	50	9,043,300	J. & J.	Dec. '70 4
Philadelphia City	50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby	50	100,000	J. @ J.	July '70
Phila. and Grey's Ferry	25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. gtd.	100	19,665,000	J. A. J. & O	Jan. '71 1½
Pittsfield and N. Adams	100	450,000	J. @ J.	Jan. '71 3
Portland and Kennebec	100	852,100	J. & J.	Jan '70 3
Do. Yarmouth Stock	100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th	100	$1,500,000	J. & D.	Dec. '70 3
Providence & Worcester	100	1,800,000	J. & J.	Dec. '70 5
Raleigh and Gaston				Jul. '69 4
Rensselaer and Saratoga	100	3,000,000	A. & O.	Oct. '70 3½
Richmond and Danville	100	2,000,000		
Richmond and Petersb'g	100	847,100		
Rich., Fred. and Potomac	100	1,041,800		
Rockport	100	88,400		Nov. '67 2
Rome, Watert. and Og'nb.	100	2,400,000	J. & J.	Dec. '70 4
Rutland preferred	100		F. & A.	Feb '71 3½
St. L., Alt. and T. Haute	100	2,300,000		
" " "	pref. 100	2,040,000	Annual.	June '70 7
St. L., Jack'nv. and Chic'o	100	1,459,429		
Sandusky and Cincinnati	100	2,089,000		
" "	pref. 100	445,596	M. & N.	Nov. '70 3
Sand., Mansf. and Newark	100	901,341		
Savannah and Charleston	100	1,000,000		
Schuylkill and Susqueh'a	50	1,269,150		
Second and Third St. (Ph.)	50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley*	50	576,050	J. & J.	Jan '71 2½
Seaboard and Roanoke	100	868,200	M. & N.	Nov. '70 4
Second Avenue (N. Y.)	100	670,000		July '70 2
17th & 19th streets (Ph.)	50	130,000		Dec. '70 2
Shamokin V. and Pottsv.*	50	869,450	F. & A.	Aug. '70 3
Shore Line	100	626,200	J. & J.	Dec '70 5
Sixth Avenue (N. Y.)	100	750,000		May '70 -
Somerville	100	75,000	M. & N.	Nov. '70 3
South Carolina	100	5,819,275		
South Shore	100	259,685		Jul. '68 3
South Western, Georgia	100	3,939,900	F. & A.	Aug. '70 4
Staten Island	100	680,000	J. & J.	Jul. '67 4
Stony Brook	100	267,300	M. & N.	May '70 3
Steubenville and Indiana	100	1,983,141		
Stockbridge & Pittsfield*	100	448,700		
Summit Branch	50	250,000	F. & A.	Feb. '71 3
Syr., Bingham. and N. Y.	100	1,314,150		
Taunton Branch	100	250,000	J. @ D.	Dec. '70 4
Tennessee and Alabama	100	595,975		
Terre Haute and Indiana	50	1,983,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.)	100	1,750,000		May '70 -
Thirteenth and Fif. (Ph.)	50		J. @ J.	Dec '70 2½
Tol., Peoria and Warsaw	100	2,700,000		
" " (E. D.) pref.	100	1,700,000	January,	1870, 11.4s
" " (W. D. pref.	100	1,300,000		
Tol., Wabash and West.	100	11,700,000		
" "	pref 100	1,000,000	M. & N.	May '70 3½
Troy and Boston	100	607,111		
Troy and Greenbush*	100	274,400	J. & D.	Jun '70 3½
Union Transport'n (Bos.)	100	200,000	M. & N.	Nov. '70 4
Union (Phila.)	50	291,475	J. @ J.	Jan. '71 4
Utica and Black River	100	834,400	J. & J.	July '70 3
Vermont and Canada*	100	2,500,000	J. & D.	Dec. '70 4
Vermont Central	100	6,000,000		
Vermont and Massachu'ts	100	2,800,000	J. & J.	July '70 0
Vicksburg and Meridian	100	357,408		
Virginia Central	100	3,353,679		
Virginia and Tennessee	100	3,506,300		
Western Union	100	4,707,663		
West Jersey	50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia	50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon	100	1,463,775		
Winchester and Potomac			J. & J.	Jan. '71 3
Warren	100	1,547,650		
Worcester and Nashua	75	1 523,600	J. & J.	Dec. '70 5
CANALS.				
Chesapeake and Delaware	50	1,818,963	J. & D.	Dec. '70 3
Chesapeake and Ohio	25	8,228,595		
Delaware Division	50	1,533,350	F. & A.	Aug. '70 4
Delaware and Hudson	100	10,000,000	F. & A.	Feb. '71 5
Delaware and Raritan	100	2,521,300	F. & A.	Feb. '71 5
Erie of Pennsylvania	50	64,000		
Lehigh Coal and Navigat.	50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation	50	728 100	J. & J.	July '70 3
Morris (consolidated)	10	1,026,000	F. & A.	Feb. '67 5
" (preferred)	100	1 175,000	F. & A.	Feb. '71 5
Pennsylvania	50	4,800,000		
Schuyl. Navigation (cons.)	50	1,808,207	F. & A.	Feb. '67 6
" " (pref.)	50	2,888,805	F. & A.	Feb. '67 6
Susq. and Tide Water	50	2,002,746		
Union	50	2,907,850		
" preferred	50			
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.				
Pacific Mail Steamsh p.	100	20,000,000	M. J. S. & D.	Sept. '69 3
West'n Union Telegraph	100	41,063,000	J. & J.	Jan. '70 2
American Coal	25	1,500,000	M. & S.	M. '70 3
Ashburton	50	2,500,000	J. & D.	Dec. '66 4
Butler Coal	25	600,000	J. & D.	Dec. '70 2
Central Coal	100	2,000,000	J. & J.	July '66 5
Fulton Coal			J. & J.	Jan. '71 4
Lackawanna Coal		200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal	40	200,000		Dec '68 2½
Pennsylvania Coal	50	3,200,000	F. M. A. & N	Aug. '70 5
Roaring Brook Coal		200,000		Dec '68 2½
Short Mt. Coal	50	800,000		Jan. '70 5
Spring Mountain Coal	50	1,250,000	J. & J.	Dec. '70 6
Spruce Hill Coal	10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '68
Adams Express	100	10,000,000		Dec. '70 2
Am. Merchants Union Exp.	100	18,000,000		July '70 3
United States Express	100	6,000,000	F. M. A. & N	Nov. '69 2½
Wells, Fargo & Co. Exp.	100	5,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	96,525	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,476,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,380	467,650	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,806	7,983,513
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,509	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,399	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,609,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,516	340,851	4,681,563
1870	293,978	323,825	344,366	334,653	295,044	411,986	421,485	501,049	498,635	488,658	432,492	386,599	4,831,770
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	240,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,315,514
1866	241,396	183,385	257,230	209,099	277,506	300,600	238,926	317,977	400,941	428,474	345,028	260,268	3,460,922
1867	292,047	224.621	272,454	268,369	207,625	276,681	297,513	444.024	566,403	599,549	442,275	377,053	4,356,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	508,350	558,387	591,209	424,589	433 455	4,797,464
1869	333,319	308,208	398,740	388,386	449,982	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 100
1870	401,276	449,655	500,393	443,300	507,900	529,512	462,400	556,100	597,609	638,121	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	566,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	545,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,269,450
1867	696,147	574.664	765,398	774,280	895,712	895,658	888,214	1,063,237	1,448,942	1,541,057	1,231,530	879,900	11,032,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	758,782	858,350	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,388	1,037,964	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,950	205,606	218,347	271,425	287,451	295,206	262,798	230,061	2,918,542
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	283,615	271,555	242,621	3,085,965
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	209,282	261,079	352,756	414,543	410,336	372,593	359,463	3,445,821
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,685	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,141,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	450,626	578,258	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,448	536,165	444,443	518,800	572,551	626,249	549,714	794,325	880,907	985,800	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	605,253	759,215	645,768	861,358	870,584	862,171	841,991	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,386	103,373	98,043	106,921	104,866	113,504	112,982	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121.217	142.823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,005
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	108,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
Michigan Southern & Northern Indiana:													
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	485,505	524,760	495.072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,[illegible] 4	384,684	338,858	384,401	429.177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,[illegible] 0	307,968	313,130	434,318	488,388	520,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,5 0	365,117	308,502	437,609	521,326	543,886	436,399	457,503	4,961,163
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible] 33	408,130	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172.189	216,024	295,956	322,309	307,474	258,634	2,630,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,156	3,163,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	395,693	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,956	380,646	429,161	493,640	414,604	308,660	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,963	464,778	506,296	412,934	380,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,614	403,646	366,623	329,950	363 509	473,546	490,772	448,419	374 542	4,744,164
1870	387,992	329,128	380,430	412,039	409,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,745,958
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	509,356	365,412	450,565	751,738	1,101,771	775,616	438,323	5,933,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,808	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,544	678,923	586,531	525,547	724,732	1,040,102	801 195	[illegible]	7,220 009
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248.838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	250,000	208,493	196,724	228,099	264,690	235,240	266,836	255,726	2,823,399
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,066	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	549,285	544,700	350,348	372,618	412,553	284.319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278.701	310,762	302,426	281,613	3 [illegible] 588
1867	242,796	219,065	279,647	284,729	282,930	240,135	254,601	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,328	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,503	328,044	298,027	254,896	2,916,543
1870	196,787	218,234	253,065	270,934	246,265	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,346	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	200,879	250,617	294,874	289,550	283,221	283,328	260,449	343,195	358,677	341,373	321,650	236,106	3,464,950
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,995	254,285	388,725	414,707	443,994	463,573	466,557	454,826	4,008,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351 579	1,419,232	1,196,955	792 685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,667,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	993,104	873,158	956,656	837,351	566,779	9,236,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	559,954	8,735,083
1869	479,236	525,490	755,433	904,834	499,463	630,690	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,243,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	102,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,200,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,695	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	165,890	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,589	202,238	205,750	189,351	160,085	2,005,266
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,524	123,000	124,124	127,096	121,796	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,966	406,756	351,789	323,480	3,899,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,533	454,209	450,205	429,808	328,270	289,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	365,377	434,284	4,222,343
1870	312,133	295,645	295,298	318,699	340,892	348,632	322,756	466.431	508,042	451,293	425,687	386,254	4,469,763
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	622,560	617 585	758.467	998,655	837,388	716,829	6,706,182
870	538,539	500,130	539,285	706,608	902,586	746,450	645,058	684 951	728 521	719,098	570,163	482,885	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Jan. 1, 1871.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	105½
" " " ..... coupon		5	" "	1874	106
Loan of June 22, 1860 ..... registered	matured.	5	" "	1871	....
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered / coupon	189,733,100	6	" "	1881	113
		6	" "	1881	113½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	104
" " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	494,892,550	6	May & Nov.	1882	108
(5-20s).....coupon		6	" "	1882	110
Loan of March 3, 1864 (5-20s)...registered	3,113,600	6	" "	1884	110
(5-20s).....coupon		6	" "	1884	110
Loan of June 30, 1864 (5-20s)...registered	104,139,000	6	" "	1884	110
(5-20s).....coupon		6	" "	1884	110
Loan of March 3, 1865 (5-20s)...registered	185,975,750	6	" "	1885	108½
(5-20s).....coupon		6	" "	1885	110
" " 2d series (5-20s)...registered	269,535,550	6	Jan. & July.	1886	109
(5-20s).....coupon		6	" "	1886	109
" " 3d series (5-20s)...registered	339,774,600	6	" "	1887	109½
(5-20s).....coupon		6	" "	1887	109½
" " 4th series (5-20s)...registered	39,666,250	6	" "	1888	109½
(5-20s).....coupon		6	" "	1888	109½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	109½
(10-40s) ....coupon		5	" "	1904	109½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	43,550,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	5	.....	.....	....
Loans of 1842, 1847 and 1848.....	33,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	143,087	var	.....	Due.	....
Treasury Notes (7-30s).....	550,900	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,907,950	6	.....	Due.	....
Temporary Loan of June 30, 1864	80,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,101,086	*ual.*	.....	Dem.	....
Fractional Currency	39,995,089	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
" — " " (extended).....	2,414,800	5	" "	'83-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	99½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	1899	50
" — " Aid Bonds.....	1,500,000	7	April & Oct.	1899	57½
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	106
" — " " 1860.....	177,500	7	" "	1880	....
" — " —Soldiers' Relief Bonds	470,500	7	" "	'81-'85	....
" — " Bounty Bonds.....	982,000	7	" "	'81-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	101½
" — " Oct.'61,(10 or 20yr)		6	" "	'72-'82	99½
" — " Nov., 1863		6	" "	1883	....
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865,(free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	88
" — " " (" ").....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81½
" — " " (" ")	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Interna. Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	100
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
" —War Loan Bonds.....	210,000	6	May & Nov.	1868	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'85-'94	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
" — " "	539,000	6	May & Nov.	1879	....
" — " "	100,000	6	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'95	....
Louisiana—State Bonds (Schools, &c.).....	994,500	6	Jan. & July.	1892	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'96	68
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	72
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	87
" — " " (Funding).....	494,800	6	Various.	'65-'88	65½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	97½
" —War Loan of 1861.....	800,000	6	"	1871	100
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	97½
" — " " 1864.....	2,832,500	6	June & Dec.	1889	100½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1890	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1885	....
" — " "	2,252,112	5	" "	'89-'90	....
" — " " converted	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	200,000	6	" "	1890	97
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834-'35.....	1,438,428	6	" "	'70-'85	96
" — " " 1838-'39.....	525,008	5	" "	'89-'90	95½
" — " " 1838-'39.....	46,232	5	" "	1890	79
" Defense Loan of 1864-'68.....	2,040,100	6	" "	1893	103
" —South Relief Loan of 1867.....	100,000	6	" "	1872	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,575,696	5	April & Oct.	'69-'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" —" " " dollar....	1,166,500	5	" "	'90-'94	95½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1906	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	105
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	103
" — " "	162,000	6	June & Dec.	'70-'72	....
" — " "	50,000	6	" "	1877	107½
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
" — " "	650,000	6	" "	'72-'73	104½
" — " "	720,000	6	" "	'74-'75	105
" — " "	1,430,000	6	" "	1876	104½
" — " " 1862.....	600,000	5	" "	'77-'78	....
" —War Fund 5-20 Loan.....	220,000	5	May & Nov.	1880	93
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99½
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " dol.	4,379,500	5	" "	1894	99½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	99½
" —Two Million Loan	1,723,000	6	" "	'73-'83	100
" —War Loan.....	200,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	89½
" —Consols. (interest).....	2,880,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	....
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	89
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
" — " of July 1, 1866..	500,000	6	Jan. & July.	1889	....
New Jersey—War Loan of 1861 (free).....	1,598,800	6	Jan. & July.	'69-'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'80-'95	....
" — " of 1864.....	503,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	709,000	7	J. A. J. & O.	1870	110
" — "	800,000	6	" "	1878	....
" — "	1,189,781	6	" "	pleas.	....
" — "	900,000	5	" "	1875	....
" — "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	106½
" — "	5,726,800	6	" "	1873	102½
" — "	2,250,000	6	" "	1874	....
" — "	550,000	6	" "	1875	....
" — "	900,000	6	" "	1877	....
" — "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" Bonds.....	22,186,000	7	" "	1877	106
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69-'91	47
" — " (new).....	3,059,045	6	" "	'92-'98	24
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	37½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	102
" — " (").....	4,093,300	6	" "	1881	100½
" — " (").....	2,400,000	6	" "	1886	102½
" —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — "		5	" "	"	....
" —Coupon Loans.....	1,642,128	5	Jan. & July.	1870	100
" — "	4,724,000	5	Various.	'72-'82	104
" —Inclined Plane Loan.....	112,000	44	Jan. & July.	1882	....
" —Redemption Loan of 1867.....	400,000	5	April & Oct.	1879	103½
" — " "	4,907,150	6	Feb. & Aug.	1872	103½
" — " "	7,909,600	6	" "	1877	104½
" — " "	9,273,050	6	" "	1882	106
" — " "	910,200	5	" "	'72-'87	....
" —Military Loan.....	2,820,750	6	" "	1871	104½
Rhode Island—War Loan of 1861.....	80,500	6	April & Oct.	1871	100
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
" — " of 1863.....	214,000	6	April & Oct.	1883	99
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	100
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
" —Funding Bonds	1,282,971	6	" "	'70-'90	29½
Tennessee—State Bonds	1,308,640	5	April & Oct.	Var.	....
" — "	259,160	6	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	26,903,000	6	Jan. & July.	long.	64
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	64
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,853,962	6	Jan. & July.	long.	66
" — " Bonds	10,965,000	6	" "	"	....
" — " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,980,801	6	" "	1870	60½
" — " Bonds	2,446,000	6	" "	'90-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	90
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94⅝
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1870	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	87
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,600	7	Feb. & Aug.	New York.	1865	54½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1890	23½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,000,608	7	April & Oct.	New York.	1893	91
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
Loan, £369,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,040	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	97
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	94½
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	89
Cape Cod Central:						
7th Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	81
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	86½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	86½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	91½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1895	....
Convertible bonds	1,500,000	7*	" "	" "	1883	107½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,860	6	Jan. & July.	Boston.	'75-'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	356,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	100
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1900	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	92½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1886	92
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	98½
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'77	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1862	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1896	89
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	384,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1900	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	6	May & Nov.	New York.	1894	83½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1890	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1896	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	80
Cleveland, Columbus and Cinc.:						
1st Mortgage	425000	7	June & Dec.	New York.	'65-'90	98½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	95
3d Mortgage (or 2d Extension)	1,358,000	7	May & Nov.	" "	1875	96
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	93
Consol. S. F. Mort. $5,000,000	528,000	7	May & Nov.	" "	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage s&g fund	15,000,000	7	April & Oct.	New York.	1908	83½
Consol. 2d Mortgage s&g fund	5,000,000	7	Feb. & Aug.	" "	1909	65½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1590	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	99½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	798,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1909	....
Dayton and Michigan						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	465,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,033,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1878	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	95½
1st Mortgage (construction)	680,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	430,277	6	" "	" "	1896	....
Mortgage (old)	640,000	6	" "	" "	1890	....
Mortgage (new)	120,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1896	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	69–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	100
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	570,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91½
Income Bonds	570,000	5	April & Oct.	"	1872	55½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83½
5th Mortgage	926,500	7	June & Dec.	" "	1888	79½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	96
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,692,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	82½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	104½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	800,000	8	" "	" "	1874	100½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1860	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	107
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	53
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1885	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Pavable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94
Little Miami:						
1st Mortgage	1,430,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	95½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	78½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,723,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	96
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1878	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
1st Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1893	105
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	90
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	80
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	950,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	[417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1892	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1892	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1875	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	99
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	420,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1891	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1893	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1900	....
1st Mort. (Hampa. & Hampd.)	200,000	6	April & Oct.	"	1876	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1876	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1886	....
New Mortgage	230,000	7	April & Oct.	New York.	1893	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1890	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	91½
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	90
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	710,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	88
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863.	1,797,000	7	Feb. & Aug.	" "	1903	91½
New York and New Haven:						
1st Mortgage	1,050,500	6	April & Oct.	New York.	1873	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'75–'76	96
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1871	....
1st Mortgage	363,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1902	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	82½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1898	66
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1890	93
Chattel Mortgage	300,000	10	April & Oct.	"	1887	113
2d Mortgage	270,500	7	May & Nov.	"	19—	96
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	93½
Consol. Mort. for $3,000,000	1,874,000	6*	Jan. & July.	"	1900	80½
Northern New Hampshire:						
Company Bonds of 1854	120,500	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	95½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	103
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	97½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $3,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	86½
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	82
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	84
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	79
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	76
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d *Mortgage*, Sterling	740,952	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,546,000	6	J. A. J. & O.	Philadelphia.	1910	96½
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,607,000	7	June & Dec.	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	78
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.						
1st Mortgage	675,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (General)	5,000,000	6	" "	"	1881	93
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1896	87½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	....
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	96½
Bonds of 1857, convertible	143,500	6	" "	"	1886	98½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1890	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	86
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1905	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	90
Port Huron and Lake Michigan						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1890	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	560,000	7	Jan. & July.	" "	1912	96
2d Mortgage (Series H)	560,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	560,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	560,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	560,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	560,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	625,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	52
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	74½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	150,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	95
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	100
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	529,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" " ")	500,000	7	— & —	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,265,000	7	April & Oct.	New York.	1894	92½
2d Mortgage ($5,000 per mile)	760,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1903	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,000,000	7	" "	" "	18—	....
St Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000		7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1900	....
Salem and Lowell.						
1st Mortgage	250,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1880	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1879	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	888,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	68
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	95½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	79
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	70½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	67
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	41
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	5	May & Nov.	Boston.	'77–'89	102½
Vermont and Massachusetts.						
1st Mortgage	559,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	298,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	62
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	97½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,061,520	5*	April & Oct.	London.	69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88½
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	51
New Preferred mortgage	600,000	6	.....	.....	...	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	...	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1908	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	81
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	**den and**	**A**	**mboy R. R.)**			
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	85½
3d Loan	2,000,000	6	" "	"	1897	91
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88½
Convertible Loan	1,496,879	6	" — "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	87,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	78½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	48
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lins.	Railroad: 2d Track and Siddings.	Railroad in progress.	Rolling Stock: Railroad.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Obsh.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.							$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*	—	—	4,183,000	915,000	1,206,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	—	Alabama and Chattanooga.....Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*	—	—	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	87½
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800,000	—	—	—	—	425,000	—	—	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	to Cheshir	e.)	—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West..N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	70½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶..N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	—	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va	24,186,268	5,026,461	16,190,943	711,871	16,267,862	6,751,750	734,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	137
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31, 1869	28.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,551	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire.....Massachusetts.	600,000	—	—	—	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	163	118	40	1,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,543,638	751 902	19,151,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,880 314	10	100	155
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg .....Mass.	1,601,018	*	100,000	68,7:0	872,600	800,500	—	30,342	64.2	186,039	9,486,106	4,854,360	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	*	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶ M.,R.I.,Ct. & N.Y.	....	*	.....	.....	.....	.....	.....	.....	172.5	398,556	11,603,003	5,936,796	470,732	110,948	—	100	1½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	138½
Sept. 30, 1870	74.3	8.5	64.3	—	46	20	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,623	4,471,274	—	—	1,000,[illegible]	144.0	849,692	44,032,919	13,399,312	1,563,6 8	511,551	10	100	150½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	—	—	504,422	63.0	454,853	22 6 .6,449	12,499,876	,049,125	278,807	10	100	151
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	—	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	GrandTru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	(Leased	and opera	ted by Er	ie.)	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	—	—	428,472	—	—	—	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota.Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No ret	rns 100 m	iles recent	ly comple	ted.)	—	100	....
Apr. 20, 1869	279.0	—	27 9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	98
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	116½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	—	.....	.....	1,120,805	995,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	—	—	—	332,925	3:0,000	—	—	—	(Leased	& oper. by	Camd &	Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	92,010	5	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased	and oper.b	y West J	ersey.)	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	—	—	—	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	586	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela.,L	and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	—	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	—	—	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	.....	docks,&c	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,968	—	100	104
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	558,750	9,985,213	16,515 195	970,890	49,521	1½	100	26
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	74 20	2,899,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(N	o returns.)	.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte,Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,848	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No retur	ns publish	ed.)	—	—	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	406	Cheshire.....New Hampshire.	2,689,307	*	313,666	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 970,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton .....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	116
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy...Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	153½
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(N	o returns.)	.....	—	100	....
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	—	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper.b	y Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	75
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific.Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	107½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick .....Ohio.	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	—	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	—	—	—	—	(Leased	and oper.b	y Kentuc	ky Centra	l.)	—	100	....
Jan. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	—	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin	and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	—	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	24½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2,641,280	5,444,455	[illegible] 346,181	46,046	—	100	....

Dec. 31, 1869	340.5	67.8							Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,830,146	397,951			11,620,000	1,997,000				390.4	2,155,245	29,770,918	93,130,080	2,962,614	229,854	7	100	83
Jun. 30, 1869	67.8	59.6							Cleveland and Mahoning	2,922,545				2,056,760	1,652,100											8	50	104
Oct. 31, 1869	167.0	49.0							Cleveland and Pittsburg...Ohio & Penn.	8,460,616	2,988,226			6,300,476	3,883,500		610,407		226.0	1,665,141						100	194
Jun. 30, 1869	588.0	12.5							Col, Chic. & Ind. Cent...Ohio, Ind & Ill	33,539,369				13,000,000	13,814,000	1,725,369			558.0	3,665,909	35,066,620	41,064,199	3,529,411			100	194
Jun. 30, 1869	64.6	13.0							Columbus and Xenia	2,034,200				1,786,200	248,000											6	100	100
Mar. 31, 1869	55.0	47.0		31	27	12	486		Concord	1,600,000			92,610	1,500,000	75,000				155,639		9,898,097	14,984,468	886,150	188,186	10	50	100
Mar. 31, 1869	27.0	23	25.0	2	4		61		Concord and Claremont...New Hampshire.	1,108,859				696,587	374,500	300,000			129.5	27.0	556,065	39,490	361,337	76,490			100	130
Mar. 31, 1869	41.0	3.2							Concord and Portsmouth...N.Hampshire.	2,966,181				2,087,883													100	130
May 31, 1869	110.3	12.0		13	11	7	334		Connecticut and Passump. Riv...Vermont.	1,842,423	201,400		11,573	795,000	208,879	68,929	110.2	190,439	8,747,271	4,709,290	529,347	192,184	6	100	854
Nov. 30, 1869	50.0	3.4		16	19	8	233		Connecticut River	1,700,000			153,938	250,000		18,147	68.4	309,976	8,923,830	6,780,848	649,196	202,840	10	100	139
Oct. 31, 1869	6.8	9.5							Connecting (Phila.)	2,278,300				1,278,300	1,000,000												100	
Oct. 31, 1869	14.6	1.1							Contoocook River	257,000				200,000	30,000				14.6	(Oper. by Northern N. H.)				38,458	15,931		50	
Mar. 31, 1869	54.0	19.0		23	6	1	420		Cumberland and Pennsylvania...Maryland.	3,800,000				1,500,000	3,443,000				34.0	337,700				791,053	76,118		50	
Oct. 31, 1869	74.0	11.0		16	14	2	232		Cumberland Valley	1,492,304				1,316,900	352,500				74.0	228,576				523,993	143,479	8	50	110
Dec. 31, 1869	74.0	4.0		6	2		62		Danbury and Norwalk	681,079	87,785			11,200	400,000		6,454	28.0	93,222	1,649,669			175,444	82,163	16	50	100
Oct. 31, 1869	14.0	1.0	37.0	2	2	1	12		Danv., Hazleton & Urbana...Penn.	313,910	15,000			300,000	510,000				(Not yet in operation.)								100	
Apr. 30, 1869			117.5						Danv., Urbana, Bloomingt'n & Pekin...Ill.	5,000,000					3,000,000	2,000,000			(Under construction.)								100	
Mar. 31, 1870	141.4	16.1		21	4	4	351		Dayton and Michigan	5,867,068	607,208		261,099	2,393,140	4,278,800	112,579		141.4		70,128		60,571	421,277			100	
Jun. 30, 1868	31.8	1.9		4	4		66		Dayton and Union	699,684				76,000	527,449	12,768		31.8		72,188		118,420	17,479			100	
Jun. 30, 1869	42.0	3.0							Dayton and Western	870,000				309,276	715,000				(Lens. & oper. by L'ke Miami.				42,632			100	
Jun. 30, 1869	94.5	4.9							Delaware, Lack. and Western	1,826,018				891,206	892,760				loss.							100	
Oct. 31, 1869	113.0	102.0		19	19	9	4,155		Delaware, Lack. and Western	11,250,000	3,250,000			14,100,600	3,378,000	2,190,000		263.4	[Leased and oper. by Phila.	1,820,253			2,417,324	637,846	10	50	104
Dec. 31, 1869	236.0	16.0	12.0	26	16	10	515		Des Moines Valley	8,182,500				3,872,500	4,310,000			184.0					830,241	365,392		100	
Dec. 31, 1869	189.0	19.0		34	30	21	524		Detroit and Milwaukee	11,467,220			186,778	6,825,045	2,341,923		104,068	189.0	614,242				1,615,615	666,207		100	
Nov. 30, 1869	28.5	1.7							Dover and Winnipisogee	480,000				2,547,350					(Leased and operated by Boston & Maine.)							100	
Dec. 31, 1869	143.5	6.1							Dubuque and Sioux City	5,257,043			107,393	3,662,125	64,707		153,124						1,290,589			100	99
Dec. 31, 1869	55.8	22.5		4	2	3	67		Dubuque South Western	1,650,000				1,000,000	660,000			70.0	(Leased & oper. by Ill. Centr.)				188,832			100	
Sept 30, 1869	41.0								Dunkirk, Warren & Pittsburg...N. York	700,000				250,000					(In progress.)							100	
Sept. 30, 1869	43.0	0.6	15.0						Dutchess and Columbia Counties...N.Y.	1,700,000				1,000,000	700,000				(Leased to Boston, Hart.& Fla'kill.)							100	
Oct. 31, 1869	17.5	0.3							East Brandywine and Waynesb... Penn.	854,800				89,800	175,000	2,000			(Leased to Penney Ivania.							50	
Nov. 30, 1869	44.1	23.0		46	76	25	724		Eastern ¶	5,734,802	847,314		654,386	382,402	4,037,800	2,900,400	144.4	960,318	67,357,609	8,896,106	1,675,258	529,914	8	100	120
Dec. 31, 1869	38.5	1.9							Eastern Shore ¶	860,000					280,000	570,000			(Leased to Phila. & Reading.)							100	
Oct. 31, 1869	7.5	3.5							East Mahanoy	391,604				392,550					(Leased to Phila. & Reading.)							50	
Oct. 31, 1869	86.0	9.8							East Pennsylvania	1,472,599				1,309,200	496,000			270.0	(Georgia.)				1,278,864			100	
Jun. 30, 1870	240.0	17.9		39	21	7	530		East Tenn. Va. & Georgia ¶...Tenn. & Ga.	9,164,694			126,522	488,828	1,969,524	4,019,056	1,235,566	1,552,068	(Consolidated in the East Tennessee, Virginia and					562,682			
Jun. 30, 1870									East Tennessee and Virginia ¶																		
Oct. 31, 1869	48.0	2.6		5	5	1	57		Edgefield and Kentucky ¶	500,000					500,000				(Oper. by Evansville, Henderson & Nashv.)							100	
Sept. 30, 1869	46.8	2.9							Elmira, Jefferson and Canandaigua...N. Y.	1,000,000					1,000,000	1,620,000			(Leased to Northern Central.)				25,000	25,000	5	100	
Oct. 31, 1869	78.0	15.2							Elmira and Williamsport...Penn. & N. Y.	2,208,000	352,000				1,000,000	1,620,000			(Leased to Northern Central.)				502,933	502,933	5	50	56
Sept. 30, 1869	459.0	386.7	431.2	267	73	7	1,447		Erie	21,164,421	7,440,675			78,636,910	25,398,800			845.7	7,761,579	128,455,158	817,829,190	16,721,500	2,179,395		100	214
Oct. 31, 1869	83.7	17.1		22	11	4	716		Erie and Pittsburg	2,693,292	1,046,893			999,600	2,677,900		57,800	101.2	484,530			834,611	383,028		50	
Dec. 31, 1869	58.0	5.0	52.0	5	5	1	96		European and North American ¶...Maine.	2,094,883	148,659				3,000,000				85,493				129,726			100	
Jun. 30, 1869	108.0	32.0	15.2	14	18	9	116		European and N. American ¶...N. Brunsw.	4,674,808				[Owned by Dominion of				Canada.]	140.0	186,967	4,332,715	3,667,494	182,705	50,646		100	
Jun. 30, 1869	23.5		5.45						Europ. & N. American W. Div. N. Brunsw.	4,745,057				803,750	1,865,907	18,001			(Not in complete operation.)							100	
Aug. 30, 1870	100.0	23.0		15	12	5	201		Evansville and Crawfordsville...Indiana	2,417,058	372,970		46,366	51,600	1,144,063	1,185,000	36,664	132.0	522,577	306,838		510,804	160,699		100	
Dec. 31, 1868	68.0	2.0	36.0	8	6	3	145		Evansville, Henderson and Nashville...Ky.				21,760	208	100,000	238,460	17,000	64.0									100	
Nov. 30, 1869	6.5								Fall River, Warren and Providence...R. I.	830,069					100,000			5.8		10,881		395,405	29,687	6,815		100	
Oct. 31, 1869	12.7	0.5							Fayette County	130,000					90,000				(Leased to Pittsburg and Connellsville.)							100	
Nov. 30, 1869	51.0	80.3	42.8	32	40	11	521		Fitchburg	3,189,951	350,149		256,425	306,374	3,640,000		547,660	93.8	614,925	22,134,414	10,941,140	1,200,504	341,880		100	136
Dec. 31, 1869	12.0								Flemington	375,000					150,000	100,000			(Oper. by Belvidere Delaware.)							100	
Dec. 31, 1869	77.0		112.5	14	15	7	169		Flint and Pere Marquette	5,300,000				173,976	1,149,692	1,099,100	1,507,600	441,208	124,864	164.0				406,797	252,707		100	
Dec. 31, 1869	184.0	3.1		7	3	2	82		Florida	2,000,000					3,000,000	2,000,000			(Not in complete operation.)							100	
Feb. 28, 1870	56.0	2.6	44.0	4	3	2	60		Ft. Wayne, Jack. & Saginaw...Ill. & Mich.	2,000,000			30,001	99,266	800,000	1,600,000	91,266					69,507			100	
Dec. 31, 1869	17.0	12.5		3	3		22		Freehold & Jamesburg Agricultural...N.J.	300,000					230,845			52.0	(Operated by Receiver.)				2,088			100	
Dec. 31, 1869	50.3	1.7		7	8	2	91		Galveston, Houston & Henderson...Texas							575,000		62.0	(Operated by Receiver.)							100	
Mar. 31, 1870	171.0	61.0	16.1	45	23	10	605		Georgia	4,156,000			1,283,300	695,506	4,166,000	615,500	388,018	886,200	232.0	801,823			1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0		280.0						Grand Rapids and Indiana	3,000,000					1,000,000	1,000,000		40.0	(In Progress and to part in complete operation.				1,167,681			100	
Dec. 31, 1869	94.0	6.5							Grand River Valley	1,000,000									(Owned and oper. by Mich. Central.)				7,153,924	1,607,681		100	
Jun. 30, 1869	229.0	106.5	197.0	86	140	46	1,939		Grand Trunk ¶	96,720,985			1,968,316	877,018	58,202,126	8,656,415	735,216	280,995	1,350.0	7,071,893			3,934,114	1,780,516	4	100	
July 31, 1869	229.0	106.5	182.0	86	140	46	1,939		Great Western ¶	25,027,297					1,610,374	1,902,167			334.5	2,676,393			385,628	146,211		100	834
Sept. 30, 1869	143.2	21.0	4.5	27	14	2	85		Greenville and Columbia ¶...S. Carolina	3,081,213				80,466				134.2	125,000			2,941,997		7	60	1124
Aug. 31, 1869	207.0	68.0	22.0	80	27	14	701		Hannibal and St. Joseph ¶	17,045,013					8,000,000	4,938,000	4,009,076	23,000	275.0								
Oct. 31, 1869	18.0	20.6							Harrisburg and Lancaster...Pennsylvania	1,882,666					1,182,666	700,000			(Leased to Pennsylvania.)							100	
Nov. 30, 1869	61.4	14.1	70.3	29			518		Hartford and New Haven...Connecticut	3,407,280					2,037,939	927,000		74.6	615,685	140,926	18,568,582	1,801,682	548,210	14	100	105
Dec. 31, 1869	122.4	7.7	15.4	24	30	16	302		Hartford, Prov. and Fishkill...Conn. & R. I.	4,704,866					2,055,500	600,000		130.1	470,699	13,662,276	6,172,157	848,685	79,025		100	
Dec. 31, 1869	74.0		44.0	18	13	2	246		Hempfield	1,010,459	41,040				1,809,595	600,000	100,000	32.0	20,600			60,495	3,008		100	
Oct. 31, 1869	74.0	6.9		18	14	6	246		Housatonic	2,105,568					1,161,843	310,624	2,000,000	123,788	168,267	119.8			745,808	166,251		100	
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	340		Houston and Texas Central ¶	6,000,000					3,000,000	2,600,000		125.0					1,040,400	661,333		100	
Dec. 31, 1869	50.0	3.7	48.0	2	2	1	21		Houston Tap and Brazoria									60.0	(In being continued to Wharton Colorado Riv.)				6,484,907	2,713,490	8	100	
Sept. 30, 1869	144.0	170.6		86	184	37	1,077		Hudson River	19,919,537				16,020,000	4,599,220			150.0	1,978,880	106,998,816	114,943,123				100	
Oct. 31, 1869	44.0	14.3	12.0	15	8	3	68		Huntington and Broad Top Mt... Penn.	2,202,174				706,580	1,927,614			58.8	191,777			291,504	5,892		50	
Dec. 31, 1869	708.0		100.0	177	100	41	214		Illinois Central	32,785,264			9,721,836	1,691,380	20,278,710	8,018,170	10,901,500	970.9	5,414,408	53,300,016	268,336,118	8,823,482	3,682,516	10	100	138
Dec. 31, 1869	100.0		72.0	60	31	13	606		Indianapolis and St. Louis	13,720,067		(Road in progress is now operating			6,085,497	7,868,931	975,628	191.0				1,774,597	Loss.		100	
Dec. 31, 1869	179.0	110.0	23.0	52	40	12	1,020		Indianapolis, Cin. and Lafayette...Indiana.									75.0				1,921,274	707,492		100	
Dec. 31, 1869	76.0		3.7	12	10	6	280		Indianapolis, Peru and Chicago...Indiana										(Project ed.)							100	
Dec. 31, 1869		1.2	225.0	3	3		14		Iowa & Missouri State Line...Iowa & Mo					827,795				13.0	24,000	234,368	664,641	73,307	11,865		100	
Jan. 30, 1869	10.0	1.0	4.0	2					Iron					250,000	249,500			11.0				82,381	22,727		100	
Oct. 31, 1869	118.0		10.7	10	10	4	166		Ironton					400,000	130,000			116.0				391,849	212,727		100	
Dec. 31, 1869	43.2	1.6	13.0						Jackson, Lansing and Saginaw...Michigan	2,598,623		87,051		35,000	615,466	1,895,000	143,106	131,306	225.0				1,140,000	403,486		100	67
Dec. 31, 1869	108.0	62.0	17.9	37	28	15	640		Jeffersonville, Madison and Ind...Indiana	6,027,342			878,633	413,927	2,000,000	3,100,000	687,179	1,692,923									100	91
Dec. 31, 1869	37.0		8.0						Joliet and Chicago	2,000,000					1,500,000	800,000			(Leased and oper. by Michigan Central.)							100	
Dec 31, 1869	44.5		10.8						Joliet and Northern Indiana...Ill. & Ind.	1,100,000					200,000	800,000										100	
Oct. 31, 1869	4.6								Junction (Phila.)	898,324					180,250	60,000		4.6	16,472	966,812			49,533	107,612		100	
Dec. 31, 1869	340.0	340.0	340.0	80	11	11	1025		Kansas Pacific						4,072,500			439.0	(Operated by bondholders.)				2,225,850	839,670		100	
Dec. 31, 1869	98.0		11.0	21	12	10	300		Kentucky Central							1,209,000	(Not known.	112.0								100	
Dec. 31, 1869	16.0								Knoxville and Charleston									16.0	(No returns.)							100	
Dec. 31, 1869	31.0		87.0	2	2	1	8		Knoxville and Kentucky									31.0	(No returns.)							100	
Dec. 31, 1869		1.8	84.0				20		Knoxville and Tennessee																		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Companies.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passenger.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
		M.	M.	M.	M.					$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	Lackawanna and Bloomsburg.....Penn.	80.0	—	27.5	—	24	9	3	934	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	.....
Jun. 30, 1869	Lake Erie and Louisville ....Ohio & Ind.	57.0	—	3.7	138.0	2	2	1	31	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	.....
Oct. 31, 1869	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	540.0	405.2	229.9	—	41	179	55	5,391	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	94
Dec. 31, 1869	Lake Superior and Mississippi.....Minn	75.0	—	.....	79.0	7	5	3	116	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1869	Lehigh and Susquehanna...Pennsylvania.	105.0	30.3	61.0	—	53	13	8	3,257	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	.....
Oct. 31, 1869	Lehigh Valley.....Pennsylvania.	101.0	98.5	192.4	—	135	30	13	5,938	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	120½
Nov. 30, 1869	Lexington and Arlington..Massachusetts.	6.6	—	0.6	—	2	5	2	10	230,758	82,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	.....
Dec. 31, 1869	Lexington and Big Sandy .....Kentucky.	15.0	0.7	.....	15.0	4	1	—	206	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	.....	.....
Jun. 30, 1869	Little Miami.....Ohio.	84.2	—	47.0	—	.....	.....	.....	.....	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	.....
Jun. 30, 1869	Little Miami and Col. & Xenia (Joint).O.	119.5	77.0	62.0	—	47	38	20	710	7,786,469	*	[Leased	Dec. 1. 1	869 to Pb	g Cin. & S	t. L. at $4	80,000 p.a.]	196.5	954,819	22,208,215	35,730,006	1,709,708	582,298	6½	.....	.....
Oct. 31, 1869	Little Schuylkill .....Pennsylvania.	28.3	3.0	24.7	—	.....	.....	.....	.....	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	87
Dec. 31, 1869	Long Branch and Sea-Shore..New Jersey.	9.0	—	.....	—	2	10	—	—	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	.....
Sept. 30, 1869	Long Island.....New York.	94.6	29.0	13.0	22.0	21	41	9	234	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	Louisville, Cincinnati and Lexington..Ky.	93.5	77.6	14.7	—	26	22	14	477	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	.....
Jun. 30, 1870	Louisville and Nashville...Ky. and Tenn.	185.0	196.6	38.5	74.0	76	45	29	1,177	13,960,705	*	3,555 951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,800,947	27,330,015	57,885,740	2,954,650	1,142,113	7	100	70½
Nov. 30, 1869	Lowell and Lawrence.... Massachusetts.	12.4	—	2.3	—	2	3	1	20	332,883	30,276	.....	3,675	200,000	67,700	1,523	2,152	.....	.....	.....	.....	.....	21,786	6	100	.....
Oct. 31, 1869	Lykens Valley.....Pennsylvania.	19.6	—	11.0	—	3	—	1	1	600,000	.....	20,000	.....	600,000	.....	.....	10,000	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1869	Macon and Brunswick .....Georgia.	185.0	10.0	5.0	—	14	8	10	160	(Comple	ted in D	ec. 1869, n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	.....
Nov. 30, 1869	Macon and Western.....Georgia.	102.5	—	11.3	—	15	9	8	222	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	582,670	220,907	12	100	135
Jun. 30, 1869	McMinnville and Manchester.†.Tennessee.	34.2	—	7.1	—	.....	.....	.....	.....	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	.....
Oct. 31, 1869	Mahanoy and Broad Mountain.....Penn.	12.7	26.7	24.5	—	.....	.....	.....	.....	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila. &	Reading.)	128,589	loss.	—	50	.....
Dec. 31, 1869	Maine Central †.....Maine.	109.8	—	10.9	—	15	19	11	287	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,992	123.8	224,243	.....	.....	585,638	160,639	—	100	20
Mar. 31, 1869	Manchester and Lawrence..N. H. & Mass.	22.4	—	2.9	—	.....	.....	.....	.....	1,000,000	*	72,124	22,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	127
Mar. 31, 1870	Manchester and North Weare..N. Hamp.	19.0	—	1.6	—	.....	.....	.....	.....	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	—	100	.....
Dec. 31, 1869	Marietta and Cincinnati.....Ohio.	190.8	86.0	36.9	—	52	23	13	589	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	.....
Dec. 31, 1869	Maryland and Delaware †...Md. and Del.	44.0	—	2.5	10.0	4	2	1	9	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1870	Memphis and Charles.Tenn., Miss. & Ala.	272.0	19.0	24.7	—	48	35	11	535	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	Memphis, Clarkesv. and Louisv. †..Tenn.	82.6	—	2.9	—	12	6	—	104	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	.....
Jun. 30, 1870	Memphis and Ohio †.....Tennessee.	130.6	—	10.3	—	19	8	—	121	3,500,000	(Oper.	by L. &	Nashv.)	1,074,280	2,528,000	590,810	.....	130.6	457,876	3,038 132	.....	799,640	98,840	—	100	.....
Dec. 31, 1869	Michigan Air-Line.....Mich., Ind. & Ill.	15.0	9.0	.....	285.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	.....
May 31, 1870	Michigan Central.....Mich., Ind. & Ill.	284.8	—	57.5	—	100	97	23	1,897	16,264,716	*	1,208,097	396,180	13,235,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	118
Dec. 31, 1869	Midland of Canada.....Canada.	42.0	23.0	7.9	23.0	11	5	5	192	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	.....
Sept 30, 1869	Middletown, Union and Water Gap.N.Y.	13.0	—	0.5	—	.....	.....	.....	.....	349,361	.....	.....	.....	109,100	215,800	50,966	.....	.....	(Oper.	by Erie.)	.....	44,068	14,434	—	100	.....
Dec. 31, 1869	Millstone and New Brunswick.N. Jersey.	6.6	—	.....	—	.....	.....	.....	.....	113,404	.....	.....	.....	95,750	.....	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	.....
Dec. 31, 1869	Milwaukee and St. Paul .....Wisconsin.	196.0	740.0	.....	—	124	73	41	2,229	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	53
Oct. 31, 1869	Mine Hill and Schuylkill Haven....Penn.	24.5	58.8	52.3	—	.....	.....	.....	.....	3,814,957	.....	.....	.....	3,356,450	.....	.....	.....	.....	(Leased	to Phila. &	Reading.)	305,282	305,282	8	50	103½
Dec. 31, 1869	Mineral Point.....Wisconsin.	33.0	10.0	3.0	—	4	3	2	40	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	.....
Aug. 31, 1869	Missis. Cent. and Tenn. †.Miss. & Tenn.	236.0	—	13.0	—	40	18	9	24	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,201,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	essees.)	—	100	9
Sept. 30, 1869	Mississippi and Tennessee †.Miss. & Tenn.	99.2	—	4.9	—	10	9	5	94	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	.....
May 31, 1869	*Mobile and Girard*.....Alabama.	83.5	—	4.5	144.5	6	4	2	64	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	.....
Dec. 31, 1869	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	472.0	14.5	.....	—	69	32	10	709	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,196,630	.....	.....	2,115,287	759,758	—	100	.....
Apl. 30, 1870	Montgomery and Eufala.....Alabama.	40.0	—	1.5	40.0	4	4	1	34	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	.....
Sept 30, 1869	Montreal and Plattsburg.....New York.	28.0	—	2.6	—	4	4	2	35	1,000,000	*	.....	.....	1,000 000	.....	.....	.....	23.0	24,178	617,707	856,855	79,971	6,857	—	100	.....
Feb. 28, 1869	Montgomery and West Point ..Alabama.	88.5	28.4	9.7	—	21	18	8	165	2,444,767	350,667	283,650	33,477	1,644,224	1,183,909	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	Morris and Essex .....New Jersey	84.0	5.0	77.0	—	55	62	11	1,509	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.)	.....	7	100	89½
Nov. 30, 1869	Nashua and Lowell....N. Hamp. & Mass.	14.6	—	3.0	—	13	15	8	240	624,300	113,406	.....	89,375	720,000	.....	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	147½
Sept. 30, 1869	Nashville and Chattanooga †..Tennessee.	120.0	12.5	8.6	—	23	4	3	164	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	.....
Dec. 31, 1869	Nashville and Decatur †...Tenn. and Ala.	172.5	—	4.7	—	20	4	2	193	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	.....
Dec. 31, 1869	Nashville and Northwestern†.Tenn. & Ky.	57.0	.....	4.5	—	10	11	5	230	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	.....
Nov. 30, 1869	Naugatuck .....Connecticut.	20.1	1.6	1.4	—	6	12	7	91	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	291,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Jun. 31, 1869	New Bedford and Taunton.....Mass.	89.0	40.0	7.2	—	9	8	8	62	452,982	47,018	6,095	8,996	500,000	172,500	.....	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Oct. 31, 1869	New Brunswick and Canada † .N. Brune.	14.9	—	2.8	—	.....	.....	.....	.....	2,500,000	(In han	ds of bon	dholder	s.)	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	.....
Oct. 31, 1869	Newcastle and Beaver Valley.....Penn.	6.0	—	.....	—	.....	.....	.....	.....	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P. Ft. W. &	Chicago.)	.....	11½	100	.....
Nov. 30, 1869	Newcastle and Frenchtown....Delaware.	83.9	16.2	6.0	—	14	15	5	195	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	.....
Dec. 31, 1869	New Haven and Northamp.Conn. & Mass.	33.9	.....	33.9	—	37	70	15	231	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	.....
Dec. 31, 1869	New Jersey.....New Jersey.	73.8	8.5	7.1	—	.....	.....	.....	.....	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	118
Nov. 30, 1869	New Jersey Southern.....New Jersey.	100.0	—	10.0	—	15	13	8	219	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	.....
Nov. 30, 1869	New London Northern..Conn. and Mass.	206.0	—	31.2	242.4	32	26	13	440	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	.....
Dec 31, 1869	N. Orleans, Jack. and Gt. North.†.L. & M.	80.2	2.0	14.0	—	13	16	5	226	6,483,906	1,551,830	.....	.....	4,742,358	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	5½
Sept. 30, 1869	*N. Orleans, Opelousas & Gt. Western* †. La.	297.8	296.0	470.0	—	292	297	94	6,274	2,050,000	.....	.....	.....	(Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.)	.....	.....	—	.....	46
Sept. 30, 1869	New York Central .....New York.	441.8	296.0	640.6	—	378	451	131	7,351	37,608,697	*	.....	.....	51,831,300	12,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	.....
Sept. 30, 1869	N. York Central and Hudson River. N.Y.	5.0	—	.....	34.8	.....	.....	.....	.....	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	583,362,876	22,071,583	9,244,621	8	100	94½
Sept. 30, 1869	N. Y., Housatonic & North.N.Y. & Conn.	130 8	2.1	45.5	—	41	81	36	709	248,304	*	.....	.....	197,800	53,952	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1869	New York and Harlem.....New York.	62.3	—	64.1	—	37	88	24	445	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,708	27,953,142	17,178,695	2,776,890	959,745	8	100	129
Sept. 30, 1869	New York and New Haven.N.Y. & Conn.	123.0	22.0	—	208.0	14	36	6	266	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,166,561	837,115	10	100	142½
Aug. 31, 1869	New York and Oswego Midland....N.Y.	62.5	—	13.0	—	17	19	6	126	3,710,584	300,279	.....	.....	3 401,324	691,000	.....	.....	.....	(In cour	se of con	truction)	.....	.....	—	100	.....
Sept. 30, 1869	N. Y., Providence and Boston..C. & R. I.	98.5	—	3.7	—	.....	.....	.....	.....	2,563,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	669,188	235,458	7	100	92
Sept. 30, 1869	Niagara Bridge and Canandaigua.N. York.	81.0	—	4.4	—	9	7	2	153	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	.....
Sept. 30, 1869	Norfolk and Petersburg †.....Virginia.	223.0	—	8.9	—	24	20	14	267	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,530	1,335,359	6,842,387	394,527	121,170	—	100	80
May 31, 1869	North Carolina †.....North Carolina.	102.0	—	.....	—	12	12	5	110	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	.....
Feb. 28, 1869	North-Eastern † .....South Carolina.									2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	.....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La										72.0							—	100	
Feb. 28, 1870	233.3	147.6	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,000			381.0				2,084,486	432,124	—	—	21
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476		67.7	460,143			1 132,731	463,114	5a	50	89½
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218	97.6	404,631	5,252,948		671,076	168,918	—	100	
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	82½
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600			82.5	409,036	5,935,262	19,110,436	689,626	256,271	8	100	107
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			35.3	146,773			325,369	65,764	8	100	
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	118½
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	233	Nova Scotia ¶	Nova Scotia	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)		145.0				281,138				
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922	122.0	532,120		31,199,413	1,045,222	356,839	6	100	89
Dec. 31, 1869	340.0	53.0	....	—	26	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321		340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720	—	100	35½
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	93
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	95½
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357	270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			9.0				169,088	29,747	—	100	....
Sept. 30, 1869	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,999	*			300,000	610,000				(Leased	to R.W. &	Ogdensb.)	125,564	62,782	—	100	....
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			336.0	1,764,760			3,213,058	894,345	—	100	....
Sept. 30, 1869	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	*			7,000,000	3,784,136			47.6		nine m	onths.	1,105,219	340,861	—	100	68
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	*			630,000					(Leased	to Erie.)			53,400	8	100	....
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*			500,000	500,000				(Leased	to Erie)				—	100	....
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*			284,500	85,000				(Leased	to Erie.)			26,500	6	100	....
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*			342,150	160,000	36,542									100	....
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,462		643.0	9,574,632			17,250,812	4,757,785	10	50	124½
Oct. 31, 1869	47.0	15.9	53.0	—	28	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	883,000		47.0						10	50	225
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079				1,061,700	3,000,000					(Complet	ed Sept. 1	3, 1869.)			100	....
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			83.0		(Complet	ed July 1,	1869.)			100	....
Dec. 31, 1869	12.0	—	....	78.0	—	—	—	....	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000				12.0		(In pr	ogress.)				100	....
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894			82.3	164,357			245,634	97,976	3	100	....
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	291,686		46.0	124,224			196,672	9,272	—	50	....
Oct. 31, 1869	287.6	20	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50	55½
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303			697,620	287,492	10	50	162
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,858,367	11,275,241	5,002,408	10	50	98
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338		339,675		1,259,100			80,555	26.5				1,077,559	274,081	10	100	115½
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,662,242	*	821,032	1,218,042	9,520,850	2,367,000	534,547	434,787	99.7	962,679			2,565,302	876,094	8	50	102½
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184		201.0	1,849,510			2,434,101	531,833	—	50	....
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	426,341	4,912,508	16,286,331	608,919	207,354	—	50	....
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093		480.6	5,253,584			8,131,531	2,891,199	9½	100	95
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000									27,450	6	100	85½
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988			109.5	354,754			632,763	217,872	6	100	....
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000				51.3	303,266			575,036	175,586	6	100	127
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased	to Concor	d.)		24,500	7	100	....
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496	26.0				80,083	22,015	—	100	110
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500		15.0	37,960			112,572	21,542	—	100	....
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000		55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000			97.0				2v8,000	141,000	3	100	....
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,850		54.0	155,070			207,799	55,879	—	50	....
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100	....
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887	75.5				332,025	132,491	—	100	....
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331		46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100	....
Sept. 30, 1869	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	1,250,000	*			650,000	600,000					(Not in o	peration.)			—	100	....
Sept. 30, 1869	22.0	—	....	31.0	—	—	—	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0		(No	returns.)			—	100	....
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	664	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	125
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,381,400		331,823		188.0	679,869	8,347,127	16,336,225	874,855	187,329	—	100	45
Dec. 31, 1869	132.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589,500			132.0				753,000	376,000	—	100	72½
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000					(Oper. by	Ind. & St.	Louis.)	611,800	—	100	29
Dec. 31, 1869	195.0	15.0	18.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000					abo	ut 900 000			—	100	48
Dec. 31, 1869	150.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				(Leased	to Chi. &	Alton.)	240,000	—	100	....
Dec. 31, 1869	—	—	....	72.8	—	—	—	—	St. Louis and St Joseph	Mo.		(Unfi	nished.)		2,000,000	1,000,000					(No	returns.)			—	100	....
May 31, 1870	158.7	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000				(Leased	to Terre H	aute and I	ndianapo	lis.)	—	100	....
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000				257,004	2,776,680	3,570,874	373,445	138,411	—	100	....
Dec. 31, 1869	100.0	—	5.0	200.0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514		189,152			438,693	179,941	—	100	....
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)		16,533	6	50	....
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	535	91						17,500	1½	100	....
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*			904,832	2,307,742			116.3	271,076			429,212	101,024	—	100	....
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,289,150	97,000	106,120		54.0	155,070			172,494	27,393	—	50	....
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841				576,050					(Leased	to Phila. a	nd Readin	g.)		5	50	....
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.						210,000			80.0						—	100	....
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007	999,050	796,830	891,180	25,521	119.3				282,215		—	100	....
Dec. 31, 1869	235.0	....	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	6,079,100			200.0				460,000			100	....
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				(Le	ased by N	orthern C	entral.)		6	50	....
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*			1,227,000	800,000			45.5				61,604	22,091	—	100	....
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Oper. b	yJeff.Mad.	and Ind.)	32,448	7,408	—	100	....
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732.900	*			677,900	56,000			50.0				310,182	47,424	6	100	....
Dec. 31, 1869	101.8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,256,320							294,476	90,000	—	100	....
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000				230,000	509,000				(Leased	and oper.	by Portlan	d & Ken.)	36,000	—	100	....
Dec. 31, 1869	16.0	....	....	—	—	—	—	—	South Branch	New Jersey.	439,694				438,300					(Leased	& oper. by	Cen. of N.	Jersey.)	26,298	6	100	....
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	168,729	5,819,275	4,057,351	355,501			801,171			1,382,167	596,507	—	100	....
Dec. 31, 1869	50.0	—	....	183.0	3	—	—	—	South and North Alabama	Ala					1,500,000	1,000,000					(In progress.)				—	100	....
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....
Sept. 30, 1869	67.0	0.7	3.0	—	11	21	3	75	South Side (L. I.)	New York.	1,073,555	*			497,740	850,000			63.0	150,560	5,597,645	2,004,021	921,815	96,552	10	100	....
Sept. 30, 1869	123.0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	*	192,420	430,166	1,365,600	2,133,800	973,116	299,727	133.0	292,029	2,201,096	10,725,243	440,921	108,125	—	100	....
Dec 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	(cost to	completi	on.)	3,000,000	1,500,000									—	100	....
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.															—	100	....
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.						26,000p m									—	100	....
July 31, 1869	446.0	114.8	22.9	36.5	80	14	18	306	Southwestern	Georgia.	4,587,313	*		131,063	3,939,900	699,500	37,166	41,811	257.5	384,922			910,116	360,386	8	100	104

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union †.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	130	.....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	76.0	.....	.....	.....	180,000	.....	—	100	.....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,679	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	.....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,932	20,677	7	100	.....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	.....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	.....	—	.....	.....	.....	.....	21,176	6	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	697	—	.....	.....	.....	.....	.....	—	.....	.....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	(In progress to be completed June 1870.)								
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,650	.....	.....	12.0	49,000	.....	.....	79,887	18,001	3	100	.....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	.....	.....	.....	.....	.....	.....	81.0	271,077	6,812,876	16,678,940	519,307	132,564	—	100	.....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	25,006	45,818	250 700	.....	21,181	33,414	—	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	346,000	163,913	1,049,365	—	.....	.....	.....	.....	.....	—	50	.....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	84.0	503.196	.....	.....	1,279,043	671,445	12	100	.....
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	34.6	176,422	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western. O. I. & Ill.	25,590,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	.....
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	52.0	.....	.....	.....	4,252,243	1,200,938	—	100	52½
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,997	—	100	.....
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Hudson River.)					7	100	49½
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased to Vt & Mass. R. R.)					—	100	.....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	105 245,978	*	5,591,000	654,530	23,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	32,000	—	50	.....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	(Leased to Pennsylvania.)					—	100	.....
Sept. 30, 1869	59.0	—	3.1	.....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	[no returns.]			8,407,553	4,203,926	—	100	184
Sept. 30, 1869	55.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580.222	*	.....	.....	1,582,650	.....	.....	.....	—	81,228	2,960,504	1,172,870	235,088	132,040	—	100	.....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	54,450	2,244.178	734,753	166,494	76,892	6	100	.....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased by Vermont Central.)					8	100	103½
May 31, 1869	28.7	—	.....	—	4	—	—	—	Vermont and Massachusetts .Mass. & Vt.	3,258,000	207,343	75,862	70,082	2,660,000	724.500	111,646	.....	185.5	1,305,759	15,650,086	54,177,218	1,919,430	543,331	—	var	.....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.0	266,607	5,603,057	3,589,481	567,568	loss.	—	100	70
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98,417	.....	—	(Leased to Rutland.)					2	100	.....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Virginia and Tennessee † .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	140.0	.....	.....	.....	483,537	162,479	—	100	.....
Sept. 30, 1869	10.3	—	.....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	213.5	550,397	8,727,616	17,634,855	929,186	318,688	—	100	.....
Dec. 31, 1868	7.0	—	.....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	18.3	(Leased by Del. Lac. & W'tn.)			454,758	154,618	7	100	87½
Dec. 31, 1868	23.0	—	.....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	.....	.....	.....	.....	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	.....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	Washington County.....Maryland.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	—	—	—	93.0	—	—	—	—	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	654,046	967 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)					5	100	.....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	291,230	.....	.....	530,671	63,761	—	100	.....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	.....	.....	.....	.....	—	[In progress.]					—	50	.....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western (Coal) † .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western Maryland †.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	.....
Oct. 31, 1869	36.1	27.6	13.3	21.8	—	—	—	—	Western North Carolina..North Carolina.	.....	*	.....	.....	6,500,000	.....	34,000	.....	46.0	.....	.....	.....	42,834	6,820	—	100	.....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Pennsylvania.)					—	50	81
Aug. 31, 1869	94.0	—	.....	86.0	.....	.....	.....	.....	West Jersey.....New Jersey.	2,007,467	[No new forming a division of the Milwaukee and St. Paul							—	No returns for year.]					—	100	.....
Dec. 31, 1869	20.0	—	.....	51.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,345	.....	.....	.....	.....	—	100	.....
Dec. 31, 1869	20.8	—	.....	28.0	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operated during construction by M.& St.Pa'l.)			652,184	256,308	10	50	125
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	200,000	.....	.....	.....	20.0	13,486	90,746	159,099	14,663	7,147	—	100	.....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased to Boston, Con. and Montreal.)				12,000	6	100	.....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no returns.)					—	100	.....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilm. Colum. and Augusta..N. C. & S. C.	W & M. RR. sold	Jan. 5, '70	$525,000.		5,000,000	.....	.....	.....	—	[no returns.]			189,261	82,375	—	100	.....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	1,857 (Leased to Northern Central.)					—	100	.....
Dec. 31, 1869	15.4	—	.....	—	—	—	—	—	Wilmington and Weldon †...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	560,935	80,873	—	100	.....
Dec. 31, 1868	38.1	—	.....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Recently opened.)	1,254	.....	.....	14,000	7	100	.....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	1,100,782	.....	—	.....	.....	.....	.....	.....	—	100	.....
									Wrightsville. York and Gettysburg. Penn.	393,535	—	.....	.....	317,050	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
									CANALS, &c.							76,848	.....		(Leased to Northern Central.)					—	100	.....
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,808,019	—	641,532	112,060	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,566.309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	493,210	342,827	6	50	72
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	—	—	—	—	.....	.....	—	25	.....
Oct. 31, 1859	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3.169,476	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	90
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Cam. & Amb.R.R.)			108.0	—	—	—	110,610	.....	10	100	116½
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	899,750	662,246	.....	161.0	—	—	—	1,035,360	732,352	10	100	.....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	161.0	—	—	—	104,961	3,849	—	50	.....
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	—	2,200,000	1,130,447	74,087	63,226	48.0	—	—	—	405,174	213,374	—	50	67½
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	94,149	4,300,000	1,961,000	—	—	102 0	(5 p. c. on preferred stock.)			431,246	184,848	—	100	33
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,186	238,906	.....	4,797,185	7,165,256	588,689	—	354.0	—	—	—	735,303	258,436	—	50	52
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,253	—	—	—	2,002,746	2,632,310	195,232	—	109.2	—	—	—	1,159,085	598,519	—	50	16½
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	—	45.0	—	—	—	167,435	81,714	—	50	14
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	—	1.100,000	708,000	86,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	—	800,000	400,000	.....	—	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
																						124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Nov. 30,'69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown .....Pa.	27,789	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury..Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,900	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not in operation.)			—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102
Sept. 30,'69	1.76	20	4	Central City (Syracuse)....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	508	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,800	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	46	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Philа.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	31
Oct. 31,'69	5.40	135	25	Girard College (Philа.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	.....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Philа.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	45
Sept. 30,'69	10.00	107	22	Harlem.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	.....	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	16
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,530	—	—	31,469	6,385	2.0	100	100	35
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn). Mass.	60,264	49,224	—	—	oper. M' diesex.		—	100	100	30½
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679		—	100	100	
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,800	21,000	4,500	—	oper. M' diesex.		—	100	100	30
Nov. 30,'69	5.11	59	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) .....Mass.	1,594,492	1,250,000	—	233,457	821,332	134,567	10.0	100	100	60½
Nov. 30,'69	7.12	244	40	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	.....	—	100	100	....
Oct. 31,'69	11.61	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	44
Oct. 31,'69	5.61	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	50	50	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	24
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham...Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	15	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,300	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Philа.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	654	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Philа.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	20	58
Oct. 31,'69	5.62	127	19	17th and 19th street (Philа.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	9.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	5.53	200	22	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	38½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	22	13th and 15th streets (Philа.).Pa.	997,700	997,700	.....	.....	170,504	64,350	5	50	50	25
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	y Troy &	Lansb.	—	100	100	....
Oct. 31,'69	28.25	548	50	Union (Philа.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	42
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	5½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	25,524	11	100	100	....
Dec 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	25
Oct 31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,000	5,000	15,966	—	—	10	50	50	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	54,750	—	628	3,600	2,812	4	25	25	....
Nov. 30,'69	4.00	44	—	Worcester .....Mass.	89,573	75 500	72,000	26,000	not now	oper'g.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Matures.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J. & J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J. & J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M. & N.	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J. & J.	18—	....
Buffalo street: 1st Mortgage.....	316,500	7	J. & D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1882	62½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,200	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J. & J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	150,000	7	J. & J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J. & J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J. & J.	1878	....
Green and Coates (Philа.): 1st Mortgage.....	100,000	7	J. & J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	50,000	7	J. & J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,000	7	J. & J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M. & N.	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J. & J.	1882	76½
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	52,000	6	A. & O.	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J. & J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J. & D.	1884	61½
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J. & J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J. & J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J. & J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J. & J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J. & J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J. & J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	22,000	7	M. & N.	1878	....
Quincy: Plain bonds.....	66,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J. & J.	1880	....
1st Mortgage.....	15,000	6	J. & J.	1886	....
Salem and Danvers: 1st Mortgage.....	72,100	6	J. & J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J. & J.	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J. & J.	1875	....
2d Mortgage.....	15,000	7	A. & D.	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J. & J.	1875	....
Real estate.....	500,000	7	J. & J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A. & O.	1876	....
Union (Boston): Real estate mortgages....	106,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J. & J.	1867	....
Watervliet: 1st Mortgage.....	181,000	7	J. & J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M. & N.	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J. & D.	1876	90
Worcester: 1st Mortgage.....	72,000	6	A. & O.	1874	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	76½
Cayuga and Susquehanna,* guar.	589,110	...	2	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung, guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	86
Chicago and Alton, pref.	2,425,400	7	10	119
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	85½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	504,251	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	79
Erie, preferred	8,536,910	7	7	47½
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	96
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	26
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	74
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	72½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,998,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	82
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56½
Sandusky and Cincinnati, pref.	445,596	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	75
Schuylkill Navigation, pref.	2,888,997	6	6	34½
Union, preferred	.....	5	...	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	9

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100-lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 per ton	30 — @ 34 —
Pig, American, No. 1	30 — @ — —
Pig, American, No. 2	28 — @ 29 —
Pig, American, Forge	27 — @ 28 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes (gold)	85 — @100 —
Bar, Swedes, ordinary sizes	— — @110 —
Bar, Refined	75 — @ 79 —
Bar, Common	70 — @ — —
Scroll	97 50 @125 —
Ovals and Half-round	97 50 @125 —
Band	92 50 @ 95 —
Horse Shoe	95 — @ — —
Rods, ⅜@3-16 inch	82 50 @ — —
Hoop	102 50 @140 —
Nail Rod per lb.	— — @ — 6½
Sheet, Russia, as to No.'s (gold)	— 10½@ — 11
Sheet, Single D. and T. Common	— 4½@ — 6
Rails, English (gold) per ton.	56 — @ 58 —
Rails, American, at Works in Penns. c'y.	70 — @ 73 —
Anvils, (Eagle) per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quahty). per lb.	— 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 13 @ — 15
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 15 @ — 17
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d.@10d. per 10 0lb	4 37½@ 4 50
Clinch	5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6). per lb.	— 23 @ — 28
Copper	— — @ — 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— — @ — 39
Straits (gold).	— 33½@ — 34½
English (gold).	— — @ — 33½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal. per box.	8 62½@ 8 75	9 75 @ 10 —
I. C. Coke	7 37½@ 7 75	8 37½@ 8 75
Coke Terne	6 23 @ 7 25	7 — @ 8 —
Charcoal Terne	7 75 @ 8 25	8 75 @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk). per gall.	— 15½@ — 16
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 18½
Refined, prime L. S. to W. (110 @115 test)	— — @ — 23½
Refined, Standard White (in ship'g order)	— — @ — 24½
Refined, prime White (in shipping order)	— 27 @ — —
Refined, S. W. (in jobbing lots)	— — @ — 22
Refined, S. W. (in tin)	— 29½@ — 31
Naptha, Refined, (65 @ 73 gravity)	— 9½@ — 10
Residuum per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 (4 qlts.) per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15 (4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18 (4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24 (4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30 (4 qlts.)	15 — @10 50
20 by 28 to 24 by 30 (4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36 (4 qlts.)	19 50 @12 50
25 by 34 to 26 by 40 (3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44 (3 qlts.)	22 — @16 50
28 by 46 to 30 by 48 (3 qlts.)	23 — @17 —
30 by 50 to 32 by 52 (3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56 (3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60 (3 qlts.)	30 — @22 —
36 by 60 to 40 by 60 (3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 1.

	Th. 26.	F. 27.	Sat. 29.	M. 30.	Tu. 31.	W. 1
Canton Co.	....	....	71	72	....	
Central Pacific 6s.	90½	90	90½	91	91½	91½
Central of N. Jersey.	103½	....	103½	103½	104½	104½
Chicago & Alton.	115½	115½	116	116	....	116
" pref.	....	....	....	....	119	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	100	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	154
" 8s, 1883	109	....	....	....	....	....
Chic. & Northwestern	75½	....	....	76	....	75½
" pref.	85½	85½	85½	86	86½	85½
" 1st M.	96½	....	96	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	88½	88½	88½	88½	....
Chic., Rock Isl. & Pac.	107½	108½	108½	108½	108½	107½
Chi., R. I. & Pa. 7s, 1896	98	....	98	....	....	98
Clev., Col., C. and Ind.	83½	....	....	82	83½	....
Clev. and Pittsburg	105½	106	106½	....	104½	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	79½	80	82	....	....	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	18½	....	17½	18½	18½	18½
" 1 M.	83½	80½	83½	....	83½	83½
" 2 M.	65½	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal.	116½	....	117	116½	117½	
Del. Lack. & Western.	104½	104½	104½	104½	104½	
" 1 M. 7s.	....	....	....	....	....	....
" 2 M. 7s.	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway.	22½	22	....	22	21½	22
" pref.	46½	....	....	46½	47½	....
" 1 M. 7s, 1897.	....	....	....	....	98	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	....	....	....	....	....	....
" 4 M. 7s, 1880.	83½	....	....	....	....	....
" 5 M. 7s, 1888.	....	....	79½	....	....	....
Great Western 2d mort.	82	....	....	....	82½	....
Hannibal & St. Joseph.	87½	85½	85	85	84½	83½
" pref.	95	....	....	96	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	102½	....	....	....	....	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central	133½	134½	....	134½	....	133½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	92½	93	93½	94½	93½	94½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	29	26	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	118½	....	118½	....	118	117½
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '90	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	....	....	99½	....	100	99½
" 2 M.	96	....	....	....	96	....
Mariposa Mining Co.	....	....	....	5	5	5½
" pref.	9½	9½	9½	9	9	8½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul.	53½	54	54	54	....	53½
" pref.	73½	74½	75½	75½	74½	74½
" 1st mort.	92	....	....	....	....	92½
" 2d mort.	....	....	....	....	....	....
" 8s.	106½	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	96	....
Missouri 6s.	90	89½	....	90	90	89½
" H. & St. J. iss.	89	89	....	....	....	....
Morris and Essex.	88½	89	89	89	89	89
" 1st mort.	....	....	....	102	102	....
" 2d mort.	....	....	....	99	99	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	102	....	....	....
" 7s, conv. '76.	....	....	....	....	....	....
" 6s, S.F. 1883.	92	91½	....	....	....	....
" 6s, S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	94½	95½	95	95½	94½	94½
" certificates.	90	90½	90½	90½	90½	90½
N. York and Harlem.	132	....	132	....	....	130
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	....	....	....
N. Carolina 6s, old.	....	....	....	45½	....	47
" new	....	....	23½	24	....	....
Ohio and Miss.	35½	36½	35½	35½	35½	34½
" pref.	73	....	....	....	....	72½
" 1st M.	....	....	....	97	97½	....
Pacific Mail S. S. Co.	41½	41½	43½	43½	42	42½
Panama	63½	67½	....	66	67½	68½
Phila. and Reading.	98½	98½	98½	98½	98½	98½
Pitts., Ft. W. & Chi. gtd.	93½	94	94	94½	94½	95
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	96	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	10	10½	11½	10½	10½	10½
St. L., Alton & T. H.	32½	31	....	....	29	....
" pref.	56½	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	85	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old.	....	....	64½	64½	64½	64½
" new.	64½	64½	64½	64½	....	64½
Tol., Wab. & Western.	51½	52	51½	51½	53½	52½
" pref.	....	....	76½	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	85	85½	....	....	....	....
" Equipment.	....	....	....	....	....	....
Union Pacific.	22	22	22	20½	17	18
" 1st mort.	77½	77½	78	79½	79	79
" L. Gt. 7s.	68½	70	72	72½	....	....
" Inc. 10s.	69	71	72½	64	67	
Virginia 6s, old.	....	....	....	65	....	
" new	....	....	....	61	60½	

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	105½	....	....	....	....
U. S. 5s, 1874, coup	....	105½	105¾	....	....	....
U. S. 5s, 10-40s, coup..109	109	109	109¾	109¾	109¾	
U. S. 5s, 10-40s, reg	109	....	....	109¼	....	
U. S. 6s, 1881, reg	112¾	....	....	113¼	113¼	
U. S. 6s, 1881, coup....112¼	112¾	112¾	113¼	113¾	....	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, " 1y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862..109¾	109¾	109¾	110¼	110¾	110¾	
U. S. 6s, 5-20s, reg. '64	109¼	....	....	....	....	110
U. S. 6s, 5-20s, c. 1864.109¼	....	109¼	109¾	110¼	110¼	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.109¼	....	109¼	....	110	109¾	
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	109
U. S. 6s, 5-20s, c. n. '65.108¼	109¼	108¾	108¾	108¾	109	
U. S. 6s, 5-20s, reg. '67	108¾	108¾	108¾	109	109¼	
U. S. 6s, 5-20s, c. 1867..108¾	108¾	108¾	108¾	109¼	109¼	
U. S. 6s, 5-20s, reg. '68	108¾	....	109¼	109¼	....	
U. S. 6s, 5-20s, c. '68...108¾	108¾	....	109	109¾	109¼	
U. S. 6s, Pac.R.R.issue110¼	110¼	111¼	111¾	111¼	111¾	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	....	38¼	38¾
Camden and Amboy...116	115¾	116¾	116	116¼	116¼	
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	98¾	....
" 6s, 1883	....	....	....	....	....	97
" 6s, 1889	....	....	94	....	....	....
" mort. 6s, '80....	....	....	96¼	....	96¼	96¼
Elmira & Williamsport	....	....	....	....	....	....
" pref..... 39¼	....	39¼	....	....	....	
" 7s	....	....	91	....	91¼	....
Lehigh Navigation..... 34¼	34¼	34¼	34¾	34¼	34¼	
" 6s, 1884	....	....	....	85¼	85¼	....
" Gold L..... 87¼	....	87	....	....	....	88¾
" R. R. L	....	....	....	....	....	....
Lehigh Valley R. R..... 60	60	60	60	60	60	
" 6s new coup	....	....	....	....	94	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	43¾	43¾
" 7s	....	....	....	....	....	....
Minehill 51¾	....	....	....	....	....	51¾
Morris Canal	....	....	....	....	....	....
" pref..... 75	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	44¾
" 6s, 1880 98	....	....	98	....	....	....
" 7s	95	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	41¾	....	....	....	....
Pennsylvania R. R..... 62¼	62¾	62¾	62¾	62¼	62¾	
" 1st M	....	....	....	....	101¾	....
" 2d M	....	....	102¾	....	....	....
Penn. State, 6s, 1st series	....	....	103¾	....	....	....
" 6s, 2d series	104¾	....	....	....	....	....
" 6s, 3d series	106¾	....	....	....	....	106
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s...100¾	....	....	....	....	....	101
" new 100¾	100¾	101	101	101	101¼	
Philad., Germ. & Nor	....	....	....	....	....	81
Phila. & Reading 49¼	49¾	49¾	49¾	49¾	49¾	
" 7s, 1893	105¾	....	....	....	....	....
Philadelphia and Erie..... 27¼	27¾	27¾	27¾	28¼	28¼	
" 6s	....	....	93	....	93	
" 7s..... 87	87¾	....	....	87¾	....	
Schuylkill Navigation	....	....	....	....	....	8¾
" pref..... 17¼	....	....	17¼	17¼	....	
" 6s, 1882 .... 74¾	74¾	75	75¼	75¾	75¼	
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878..... 16	....	....	....	....	....	....
Hestonville, (Horse).. 16	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	58	58¼
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	23	23

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Baltimore City 6s, 1875	....	....	....	....	96¼	....
" 1886	95	95¼	....	....	....	....
" 1890 ..... 96¼	96¼	95¼	96¼	96¼	96¾	
" 1884	....	....	....	....	95¾	....
" 1900	....	....	....	....	....	....
Balt and Ohio.....136¼	137	....	....	....	....	....
" bonds, 1875. 94	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	94¼	....	....	....	94¾
Marietta & Cin. 1st M.. 95¼	95¼	....	95¼	95¼	95¼	
" 2d M..... 78¼	78¼	78¼	....	....	....	
Northern Central	41¼	....	....	....	....	
" bonds, 1885	....	....	....	....	92¼	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
Boston and Albany	....	153¾	154	....	155	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	150	....	....	150	150½	
Boston and Providence	....	152	....	....	151	
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	23¼	....	23¼	23	....	
Cheshire, pref	....	86¼	86	....	86¼	
Concord	....	....	79	....	79¼	
Connecticut River	....	....	....	....	....	....
Eastern.....120¼	120¼	....	120¼	120¼	120¾	
Fitchburg.....136	....	....	136¼	....	136¼	
Manchester & Lawr'ce	137	....	....	....	....	....
Michigan Central.....118	....	117¾	118	118	118	
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ 89	89	....	89	....	89¼	
" pref	....	....	108¼	109	108¾	
Old Colony & Newport. 95¼	....	95¾	95¼	....	95¾	
Ph., Wil. & Baltimore.. 51	51	51	51	50¾	51¾	
Portl'd, Saco & Ports	....	....	127	127	127	
Union Pacific	....	22¼	....	19	....	
" 6s	77¼	76¾	77¼	80	78¾	78¼
" Land Grant 7s 66¾	68	68	70	....	....	
" Income 10s... 63¼	....	66¼	71	62	62	
Vermont & Canada	104	104	104	104	103¾	
Vermont & Mass..... 70	70	....	70	70	....	
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	69¼	....	....	69¾	
Middlesex "	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls "	....	....	....	....	....	....
Franklin "	....	....	....	....	....	....
Huron "	....	....	....	....	....	....
Isle Royale "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Pewabic "	....	....	....	....	....	....
Pittsburg "	....	....	....	....	....	4¼
Quincy " 20¼x	....	....	29¼	....	....	

London Stock Exchange.

	Closing Prices. Jan. 6.	Jan. 13.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	28 — 29	28 — 29
Detroit and Milwaukee 1st mort. 7s	65 — 69	65 — 68
Do. 2d mort. 8 p. c.	65 — 69	65 — 68
Erie shares 100 dol. all paid	— —	— —
Do. sterig. 6 p. c. convertible bonds	63 — 66	63 — 65
Do. 3d mort. 7 p. c. 1883	— —	— —
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— —	— —
Do. 100 dol. shares, all paid	114 —115	109¾—110¼
Marietta and Cin. R. R. bonds 7 p. c.	— —	— —
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	92 — 94	93 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	90 — 91	90¾— 91¼
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	93 — 95	92 — 95
Do. with option to be paid in Phila.	93 — 95	92 — 95

American Railroad Journal

Saturday, February 4, 1871.

Stock Exchange and Money Market.

Money has been offered with more freedom and has been quoted easier for the borrowing interests on the modified basis of 4@6 per cent. on call, and 7@8½ per cent. per annum, in the discount form. There has been a less urgent inquiry for aid from all sources, and at the close, the market was shaping toward cheaper rates. The city banks, last week, reported a lower range of averages throughout. The U. S. Sub Treasury showed, on the other hand, an increase of about 1⅛ millions in its currency balance, and of $351,044 in its specie reserve. Its receipts for the week, were $4,167,093 in coin, and $4,913,587 in currency; payments, $3,815,949 in coin and $3,801,178 in currency. Of its receipts, $1,770,965 were from customs. Included in its payments were $1,032,-124 of coin interest. The Treasury Department on Wednesday held a coin balance of $99,066,509, including $32,088,360 on account of outstanding coin-certificates; and a currency balance of $24,-827,789.

The specie reserve of the city banks according to the latest return is $27,420,445, against $40,475,714 same time last year. The city bank deposits are now $211,105,665, against $210,-105,665 week ending Jan. 30 1870. The legal tender reserve amounts to $49,491,039, against $56,782,168 same time last year. The circulation now stands at $31,848,342, against $23,712,282 same time last year. The loans are now $270,-280,870, against $260,324,271 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $85,681,992 a day, against a daily average of $94,773,069 the preceding week. The current week's exchanges average about 89½ millions a day. The city banks, last week reported a loss of $1,100,050 of specie, $584,865 of deposits, and $283,518 of legal tender notes. They reduced their loans $573,421; and their circulation, $139,972.

National Bank notes to the amount of $219,548 were issued last week by the Treasury Department. Deducting from the grand total issue to 1741 banks the currency returned, including worn out notes, amounting to $36,620,987, the existing 1,636 banks, (with an aggregate capital of $430,299,301,) retain an actual circulation of $306,554,748. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $349,367,900; and for the public deposits, $15,774,500—making a total of $365,140,-400. The Treasury Department last week redeemed and destroyed $699,200 of worn and mutilated fractional currency, and issued $388,285 of new.

The U. S. Sub-Treasury, last week, increased its coin balance $351,044, and its currency reserve $1,112,409. On Wednesday of this week, it closed with a balance of $9,725,868 in currency, and $69,391,685 in coin, against a balance a week previous of $7,120,615 currency, and $61,096,519 coin.

The U. S. Sub-Treasurer retired, last week, $1,-589,964 of coin certificates, received for customs.

The aggregate receipts of the U. S. Sub-Treasury in January were $70,100,888, including $12,-326,929 from customs; aggregate payments, $76,-344,100, including $16,666,108 of coin interest.

The U. S. Sub-Treasurer issued in January $9,298,500.

The Gold speculation has been more active, and the price has been advanced to 111⅛. It has been assumed that the closing of the Franco-Prussian War would lead to the withdrawal of considerable amount of foreign capital, now here; and a consequent increase in the outflow of specie. On this assumption, the speculative operations have been more confident. The latest quotation on Wednesday was 111⅛ against 110⅛ the preceding Wednesday. The export drain last week was only $197,089. On Wednesday of this week, the specie shipments were $894,457. The customs call, which was light last week, has been up to an average of nearly half a million a day, thus far, this week.

Under the February programme of the Treasury Department, Government will sell four millions of Gold, during the month, as follows: Thursday, February 2, $1,000,000; Thursday, February 9, $1,000,000; Thursday, February 16, $1,000,000; Thursday, February 23, $1,000,000. And buy in eight millions of Five Twenties as follows: Wed-

nesday, Febuary 1, $2,000,000; Wednesday, February 8, $2,000,000; Wednesday, February 15, $2,000,000; Wednesday, February 22, $2,000,000.

The Gold Exchange Bank-clearances were up to 46⅝ millions on Tuesday.

The export drain was $197,089 last week against $1,366,708, same week preceding year. The shipments since July 1, 1870, have been $43,104,255, against $19,338,944 same time in 1869–'70.

The customs demand for Gold last week, averaged $295,161 a day; thus far, this week, it has averaged $522,000 a day, or equal to a weekly aggregate of $3,132,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $11,142, and since Jan. 1, 1871, $170,558, against $1,521,206 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $82,052,988, against $74,472,206 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $59,856,204 against $61,218,851 same time in 1869–'70.

Foreign Exchange has been in fair demand and quoted firmer, but closed tamely. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109½; sight bills on London, 110¼@110⅜.

Government securities have been more freely purchased, largely for investment purposes, at advanced and buoyant prices. The offerings of bonds have been comparatively limited in the open market. The announcement of the enlarged amount to be bought in by the Treasury Department, under the February programme, favorably influenced values.

On Wednesday, Government bought in two millions of Five-Twenties at 108 86@108 77, ex-interest. The amount of bonds offered was $5,280,800.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113½@113⅝; U. S. Five-Twenties of 1862, 110⅝@110¾; U. S. Five-Twenties of 1864 at 108⅛@110¼; U. S. Five-Twenties of 1865, 110⅛@110¼; U. S. Five-twenties of 1865 consolidated, 109@109⅛; U. S. Five Twenties of 1867, 109⅛@109¼; U. S. Five-twenties of 1868, 109⅛@109¾; U. S. Ten-forties at 109½@109¾; U. S. Six per cent. currency bonds, 111⅜@111½.

State bonds have been in moderate demand, at fairly supported prices.

Railway bonds have been in better demand at generally stronger prices. Central Pacific Sixes have been selling more freely, closing at 91⅜@91½. Chesapeake and Ohio Sixes have been in moderate demand at 90 and interest. Union Pacific Sixes have been quoted up to 79@79¼.

Railway and miscellaneous share property has been moderately active, at variable prices, closing with rather more steadines. Union Pacific stock has been quoted at 19@19⅛. Western Union Telegraph closed at 46¾@47.

Government business has been less active, and values of produce closed weak, in most instances. Foreign goods have been quoted firm. Middling upland cotton closed on Wednesday at 15⅝ cts. per lb. The receipts at all the ports, since Sept. 1, 1870, have been 2,130,971 bales, against 1,697,384 bales same time in 1869–'70; exports same time 1,332,929 bales, against 928,787 bales same time in 1869–'70; stock on hand at latest dates, 565,550 bales, against 469,906 bales same date 1869.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 16.	Jan. 24.	Feb. 1.
Consols	92¼@92¼	92⅛	92
U. S. 5-20's of 1862	90¼@90¼	90⅛	90¾
U. S. 5-20s, 1865	89¼@89¼	89¾	90⅛
" 1867	88⅝	88⅞	89¼
" 10-40s	88@88¼	88¾	89¼
Erie	—	18⅞	18½
Ill. Central	—	110	110
At. and Gt. West	—	27½	29

At the Live Stock markets, this week, Beeves have been moderately inquired for at from 9½@15½c. per lb.; week's receipts, 5,490. Milch cows quiet at $40@$110 each, receipts, 34. Veal calves in demand at from 5@12½c. per lb.; receipts, 873. Sheep continue in moderate request at from 5@8½c. per lb.; receipts, 20,669. Swine in good demand at 8½@9c. per lb., all live weight; receipts, 10,898.

Ocean freights have been firmer, and somewhat brisker. For Liverpool we quote flour at 2s. 6d. by sail, and 3s.@3s. 3d. by steamer per bbl.; grain at 6⅛d. by sail, and 7d.@7¼d. by steamer per bushel; cotton at $\frac{5}{32}$@$\frac{11}{32}$d. by sail and $\frac{5}{16}$@$\frac{7}{16}$d. by steamer per lb.; and heavy goods 17s. 6d.@30s. by sail, and 25s.@45s. by steamer, per ton.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending January 31st, and since the beginning of the year:

	1870.	1871.
For the week	$3,822,470	$2 636,581
Previously reported	10,852,856	18,704,182
Since Jan. 1	$14,675,826	$21,340,763

The imports for the week ending Jan. 28, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,917,159	$3,109,101
Gen. merchandise	3,129,245	6,596,603
Total for the week	$5,046,404	$9,705,704
Previously reported	8,910,413	11,231,326
Since January 1	$13,956,817	$20,937,030

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mountain, 1st mort., 86½; Toledo and Wabash 1st mort. St. L. Div., 80; Buffalo, New York and Erie 1st mort., 90; Pacific 7s, guar. by Mo., 96⅜; Cedar Falls and Minn. 1st mort., 81; Ohio and Miss. consol. bonds, 86¼; New York and New Haven R. R., 142½; do. scrip, 132; New Jersey R. R., 118; N. J. Central Land Scrip, 81; Albany and Susq. R. R., 87½; do. 2d mort., 90; Georgia 6s, 81½; do. 7s, 88; do. 7s, gold, 94⅜; South Carolina 6s, new, Jan. and July, 59½; do., April and Oct., 61¾; Alabama 8s, 99½; North Carolina 6s, Special Tax, 19; do. Fund Act, 1866, 37¾; Lousiana 6s, 68; do. Levee bonds, 72; Arkansas 7s, issued to L. R. and Ft. Smith R. R., 57½; New York State 7s, Bounty Loan reg., 106; Western Union Telegraph, 46⅜; do. 7s, 95; Quicksilver pref., 14½; Adams Exp. Co., 67¼; Am. Mer. Union Exp., 44; U. S. Exp., 42; Wells Fargo Exp., 39; Consol. Coal of Md., 24; Cumberland and Iron, 30; Spring Mt. Coal, 40; Brooklyn 6s, Water Loan, 92½; Smith and Parmalee gold, 0.81; Bates and Baxter gold, 0.28.

Philadelphia.—West Jersey R. R. 6s, 90; do. 7s, 97½; Wyoming Valley Canal 6s, 75; Oil Creek and Allegheny River R. R., 46½; do., 7s, 82; Warren and Franklin 1st mort., 84¾; Schuylkill Nav. 7s, Boat Loan, 81; Phila. and Reading 6s, 1886, 98¼; Camden and Atlantic 1st mort., 95¼; Belvidere Delaware 3d mort., 87; Penna. R. R. Gen'l mort. reg., 95¾; do. coupon, 94¼; Wilmington and Reading 7s, 93½; West Chester R. R. 7s, 95; Phila. and Trenton R. R., 115⅝; Chesapeake and Delaware Canal, 36; Pennsylvania and New York Canal, 7s, 92½; Penna. State 5s, coupon, 104; St. Nicholas Coal, 2¼; N. Y. and Middle, 5½; Buck Mountain Coal, 30. The latest quotations are: City 6s, 100⅞@101⅛; do. free of tax, 101⅛@101¼; State 5s, coupon, 104@104½; do. 6s, W. L., 106@—; do. 1st series, 103@104; do. 2d series, 104@105; do. 3d series, 106@—; Reading, 49⅛@49¼; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 95@97; Camden and Amboy, 116½@117; do. mort. 6s, 1889, 95¾@96½; do. 1883, —@95; do. 1889, 93@94; Penn. R. R., 62@62½; do. 1st mort., 101@102; do. 2d mort., 102@103; do. Gen'l mort. coupon, 94¼@95; do. reg., 95¾@96; Little Schuylkill R. R., 43¼@43½; Morris Canal, 32@—; do. pref., 70@—; do., 6s, 82@88; do., scrip 7s, 79@85; Susquehanna Canal, 6½@8; do., 6s, 47@50; Schuylkill Nav., 8¼@8½; do. pref., 17¼@17½; do. 6s, 1882, 75@76½; Elmira and Williamsport pref., 39¾@40; do. 7s, 1873, 91½@92; do. 5s, 60@60; Lehigh Coal and Navigation, 33⅝@33¾; do. 6s, 1884, 84½@85; do. R. R. Loan, 90@90½; do. Gold Loan, 88@88¾; North Pennsylvania, 44½@—; do., 6s, 98@99½; do., 7s, 94½@95½; do. Chattle 10s, 113@—; Philadelphia and Erie, 27⅞@28; do., 6s, 92¾@—; Minehill, 51@51¾; Catawissa, 10@15; do. pref., 38¼@38½; Lehigh Valley, 60⅛@60¼; do. 6s, 95@96; do. 6s, reg., 102@103; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 58@60; Thirteenth and Fifteenth, 22¾@23½; Spruce and Pine, 25@25½; Green and Coates, 42¾@45; Chestnut and Walnut, 45@—; Hestonville, 16@16; Union, 50@—; Germantown, 30@30½.

Boston.—Eastern R. R. 6s, 1874, 100; Ogdensburg and Lake Champlain Equipment 8s, 103; Rutland R. R., 45; do. pref., 82; do. 7s, new, 80; Vermont Central 1st mort., 87⅞; do. 2d mort., 41; Cincinnati, Sandusky and Cleveland R. R., 24¾; do. 7s, 80; Missisquoi R. R. 7s, 82½; Michigan Central 8s, 1890, 107¼; Vt. Central and Vt. and Canada 8s, 102¾; Stanstead, Shefford and Chambly 7s, 1887, 84; Central Pacific 7s, 1884, 107¼; Old Colony and Newport 6s, 1875, 97¾; Agricultural Branch 1st mort. 6s, 1884, 84¾; Mansfield and Framingham 1st mort. 7s, 92½; Cedar Rapids and Missouri 7s, 1916, 86¾; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 93¾; Jackson, Lansing and Saginaw 8s, 1885, 95; Atchison, Topeka and Santa Fe 1st mort. 7s, 1899, 80; Essex R. R. 6s, 1876, guar., 96¾; Missouri River, Fort Scott and Gulf 10s, 101½; Hannibal and St. Joseph 8s, 100¼; Summit Branch, 39½; Norwich and Worcester, 113½; Indianapolis and Cincinnati R. R., 7¼; Connecticut and Passumpsic Rivers pref., 88½; do. 6s, 1876, 96; Portsmouth, Great Falls and Conway R. R., 110; Eastern (N. H.) R. R., 115⅛; Boston Water Power Co., 24; Cary Imp., 8⅜; Maine 6s, 1889, 100⅛; Massachusetts 6s, 1875, gold, 105; do. 5s,

1894, gold, 95½; Connecticut 6s, 1882, 99¼; New Hampshire 6s, 99; Boston 6s, 1880, currency, 101; Lynn 5s, 1882, 88½; Cambridge 5s, 1882, 88½; Portland 6s, 1886, 94¾; Bath 6s, 1891, 89¾; Chicago 7s, 1895, 98¼; do. 7s, River Imp., 98; St. Louis City 6s, 1886, 86¼; Cook Co., Ills., 7s, 97½; Quincy, Ills., 6s, 1882, 63½; Weymouth town 5s, 1875, 96½; Dorchester town 5½s, 1872, 99; Allouez Mining Co., 1½; Hecla, 135.

Baltimore.—Maryland Defense Loan, 103; do. 6s, 1890, 97; Virginia 6s, old, reg., 50; do. 1866, 60½; Baltimore City 5s, 82; Memphis City 6s, 50¾; Pittsburg and Connellsville bonds, 90½; Orange, Alex. and Manassas bonds, 76; Virginia and Tennessee 8s, 82; Central Ohio 1st mort., 86¼; Western Maryland 2d mort. guar., 88½; Baltimore Copper, 5. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90¼@90¾; Baltimore and Ohio, 133@145; do. 6s, 1875, 94@94; do. 1880, 94@95; do. 1885, 94½@95; Northern Central, 41@41¼; do. 6s, 1885, 92@92½; do. 1900, 89@90; do. 6s, 1900, gold, 92@92; N. W. Va. 1st mort., 95@97½; do. 2d mort., 95@—; do. 3d mort., 1885, 88@90¼; Marietta and Cincinnati 7s, 1892, 95@95½; do. 2d mort., 79⅛@80; Central Ohio, 26½@28; do. 1st mort., 86@86½; Western Md. 6s, 1890, 76@80; do. guar. by Baltimore City, 93@93; do. 2d mort., guar., 88½@88½; do. 6s, pref., 59@60; do. 6s, guar., by Washington Co., 80@80¾; Richmond and Danville bonds, 76@76½; Orange and Alexandria 1st mort. 6s, 84@86; do. 2d mort., 6s, 74@74½; do. 3d mort., 8s, 84@84; do. 4th mort., 8s, 78½@80; Orange, Alex. and Manassas 7s, 75⅞@76; Virginia and Tennessee 8s, 79@79½; do., 6s 1st mort., 80@81; do. 6s, 2d mort., 70½@72¾; Baltimore 6s, 1875, 97@97; do. 1884, 96@96½; do., 1886, 96¼@97; do., 1890, 97@98; do., 1893, 97@98; do., 1900, 95@96; do. 5s, 1838-'70, 80@82; Memphis City 6s, 50½@51; Maryland Defense Loan, 1883, 103@103; City Passenger R. R., 20@21; George's Creek Coal, 59½@62.

St. Croix and Penobscot Railroad.

At the annual meeting of this company held at Calais, Me., on the 16th ult., George M. Porter, E. A. Barnard, H. N. Hill, John McAdam and W. W. Sawyer, were elected directors for the current year, and Samuel Black Treasurer. The capital stock of the company paid in is $100,000. Debt, $246,700. Available resources, after providing for dividend and interest on the funded debt, $20,035. Earnings for 1870, $83,429. Net earnings, $35,531. A dividend of four per cent. on the capital stock has been made.

☞ The Camden and Amboy is said to be the first railroad to undertake the transportation of goods in bond according to the new regulations of the Secretary of the Treasury. It will commence the business at once, being already equipped with the little cars for transporting goods that arrive in small invoices.

☞ RAILROAD BONDS.—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

☞ We are requested to call attention to the Circular of MR. RUFUS HATCH, advertised in another column.

Railroads in Peru.

Late advices from Peru show that the Republic is in a state of great excitement on the subject of railways. The President, with a large number of the principal citizens of Lima, lately went to Arequipa to witness the inauguration of the railroad lately built, connecting that city with the coast. Festivals of the most elaborate kind were in preparation, the municipal government and Mr. Meiggs, the great railway contractor, were vieing with each other in doing honor to the magnates of the Peruvian capital.

Other railroads are announced as in contemplation; and, in the case of that intended to connect the port of Pascamayo with Cajamarca, the contract reads that "the line is to be concluded in two years, to be reckoned ninety days after treaty of peace between France and Prussia shall have been signed." This is curious, as showing the wide extended influence of the war in Europe, of which we are at last beginning to see the end.

Worcester and Nashua Railroad.

At the annual meeting of the stockholders of this company at Worcester, Mass., on the 26th ult., the following gentlemen were unanimously elected directors for the ensuing year: Francis H. Kinnicut of Worcester, Stephen Salisbury of Worcester, Jacob Fisher of Lancaster, Thomas Chase of Nashua, Asa F. Lawrence of Groton, Francis H. Dewey of Worcester, Alexander H. Bullock of Worcester, Calvin B. Hill of Nashua, J. Edwin Smith of Barre. It was unanimously voted to accept of an act of the Legislature approved March 17, 1870, authorizing the construction of an additional track over the road, and also to subscribe for $200,000 in the capital stock of the Nashua and Rochester Railroad Company.

☞ Mr. L. W. Robbins, Chief Engineer of the Chicago, Danville and Vincennes Railroad, is now at work in Vermillion County, Ill., running the line from Rossville to Danville. The Terre Haute and Danville Road, which will connect with the first-named road some where below Danville, at the Indiana line, is completed from Terre Haute to Newport, about 26 miles from Danville, and 12 miles more is ready for the iron, to Perrysville, Indiana.

☞ The shipments of iron ore over the Marquette and Ontonagon railroad in 1870 were 435,249 tons; and of pig iron, 27,399 tons—total, 462,648 tons. The shipments of iron ore over the Peninsula Division of the C. and N. W. R. R. were 411,952 tons; and of pig iron, 8,515 tons—total, 420,467 tons.

☞ Much energy is displayed in pushing forward the work on the Frederick and Pennsylvania Line railroad; and it is confidently anticipated by its friends that the road will be fully completed, equipped and in running order some time during next summer, probably by the fourth of July.

☞ The stockholders of the Little Miami Railroad Company have re-elected the old board of directors with the exception of Henry E. Spencer, who was chosen instead of John Bacon, deceased.

☞ The Central (copper) Mining Company will pay $2.50 per share, February 7.

☞ The gauge of the Ohio and Mississippi Railroad is to be changed to four feet nine inches.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU ST.,
NEW YORK, Feb. 3, 1871.

United States Five-twenty Bonds, if allowed to run until 1875, will pay but FOUR PER CENT. Gold on the investmant at present market rates, while they are likely to be funded at a lower rate of interest before that time.

THE FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY, at present market price, will pay nearly SEVEN PER CENT. in gold on the investment, and cannot be called in or the interest reduced under twenty-five years.

A difference of from FIFTEEN to TWENTY PER CENT. may be realized in exchanging Government Bonds for Central Pacifics, or saved in making new investments.

The safety and value of the First Mortgage Bonds of the Central Pacific Railroad Company are thoroughly established and universally recognized.

The value of the property, the immense and increasing revenues of the Company, and its able and honorable management, assure the security of the principal and prompt and regular payment of interest beyond question.

We have introduced them into our regular business upon the same basis as Government Bonds, and buy and sell them as freely at current market rates, and are prepared to furnish them to investors or others at daily quotations.

We buy and sell Government Bonds, Gold, and Coupons, execute orders in miscellaneous securities at the New York Stock Exchange, make collections, receive deposits subject to check at sight, allow interest on balances, and do a general banking business.

FISK & HATCH.

☞ NEW 7-30 GOLD LOAN.

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Journal of Railroad Law.

RAILROAD COMPANIES—RULE OF DAMAGES—PUBLIC CROSSINGS—CATTLE INCLOSURES.

The facts in the late case of McPheeters *vs.* The Hannibal and St. Joseph Railroad Company (45 Mo., 22,) are fully and clearly stated in the following opinion by

WAGNER, J.—The first question which will be considered is the motion in arrest, made by the appellant, which brings up the sufficiency of the petition. This action was for negligently killing a cow by the locomotive and train on appellant's road, at a public crossing within the corporate limits of the City of Palmyra. The averment in the petition is that the "defendant, by its servants and agents, carelessly and negligently caused one of defendant's locomotives, with a train of cars attached thereto, to strike a milch cow, the property of plaintiff," etc. The allegation is that the act was done carelessly and negligently, and that is sufficient. Negligence, is a question of fact, and, under a general averment of negligence in running a train and causing an injury to be done, it is competent to introduce any testimony having a tendency to support the charge.

It has been expressly decided in this Court, that a petition against a railroad company, which states that the defendant, while running its locomotive, etc., negligently struck the cattle of the plaintiff, etc., shows a good cause of action at common Law (Garner *vs.* Hann. and St. Jo. R. R. Co., 34 Mo., 235). The petition was, I think, sufficient, and the Court therefore committed no error in overruling the motion.

As the injury occurred at a public crossing, in the streets of a town, and not where it was incumbent on the company to erect a fence, there could be no recovery without proof of actual negligence. (Meyer *vs.* N. M. R. R. Co., 35 Mo., 352.) But the question of negligence is peculiarly and exclusively for the jury to determine, and it is hardly necessary to again repeat what has so often been held by this Court, that if there is any evidence to sustain the verdict we will not interfere. It is true the employees of the railroad swore that there was no negligence, but what weight or credibility should be attached to their testimony was for the jury, who heard them detail their evidence and could form a much more accurate opinion than we could pretend to. It is admitted on all sides that the train was running at full speed at the rate of ten or twelve miles an hour, the usual speed of freight trains, and it is questionable whether such a rate at a public crossing in a town, where people are continually traveling and stock crossing, ought not of itself to be held negligence. At any rate, this, in connection with other circumstances, was proper for the consideration of the jury, and from which they might reasonably infer negligence.

So far as the evidence is concerned, there is nothing calling for the revisory action of this Court, and the only question is whether there was any error in the instructions. The plaintiff asked, and the Court gave, but two instructions at his request. The first declared that the defendant, its servants and agents in the control of its train were bound to use reasonable care and diligence in the management of its train to avoid doing injury to stock in crossing of public streets and highways. The second directed the jury that if they believed, from all the facts and circumstances proved in evidence, that the defendant, its servants and agents, could, by the use of reasonable care and diligence, have avoided injuring the plaintiff's cow, they ought to find a verdict for the plaintiff.

The Court, on motion of the defendant, gave the following instruction: "The defendant is not liable for damages for the injury or killing of horses, cattle or other animals, by one of its locomotives, engines or cars attached to it on the crossing of the public street in a city or town, unless the employees or agents conducting and managing such locomotive engine or cars attached to it were guilty of negligence."

I see nothing objectionable in the instruction of the plaintiff, but when coupled with the one given for the defendant, the whole law applicable to the case was fully and fairly submitted, and there was no ground left for complaint. Defendant further asked the Court to instruct the jury that if the plaintiff voluntarily suffered his cow to go at large in the public streets, with no one to take charge of her, and to stray upon the track at a time when cars were passing, then he was guilty of carelessnes, and could not recover for injuries done to the cow, unless such iniuries were occasioned through the gross negligence of the agents and employees conducting and managing the locomotive and train. This instruction the Court very properly refused. It is the law in England, and in some of the densely populated States in this Union, that the owners of cattle shall keep them inclosed, and if they stray therefrom they are trespassers, and the owners are guilty of negligence. But such is not, and never was, the common law in Missouri.

It is opposed to the policy of the State in its present condition, and whenever it has been attempted to be enforced, it has met with resistance and condemnation. The question was elaborately considered in Gorman *vs.* Pacific Railroad, 26 Mo., 441, and it was there held that the owner of cattle is under no obligation to keep them on his own premises.

The counsel for the appellant seems to lay great stress on the assumption that gross negligence should be proved before the defendant could be held liable. The word "gross" has been frequently used by judges in discussing this question, but I deem it wholly unnecessary. In England, it is now the course of adjudication and definitely decided, that there is no difference between negligence and gross negligence, the latter being nothing more than the former, with the addition of a vituperative epithet. (Gill *vs.* Iron Screw Collier Co., 12 Jur. N. S., 727.) The question is actual negligence, and if they they found that it is sufficient. Further complaint is made that the Court refused the fifth and last instruction asked for by the appellant, because it was offered out of time. The Court has a standing rule that all instructions shall be submitted and passed upon before the argument of counsel commences. The other instructions were all passed upon and the respondent's counsel was addressing the jury, when the appellant desired the last instruction to be given. There was nothing wrong in the action of the Court; the rule was proper enough, and that it was adhered to and enforced is not a matter for our intervention. But were it otherwise, it would make no difference in the final disposition of this cause, as the instruction, was wholly useless, the substance having been previously given. There is no error in this record, and I advise the affirmance of the judgment.

Judgment affirmed: The other Judges concur.

☞ RUFUS HATCH'S CIRCULAR NO. 3.

FRAUDS IN RAILROAD MANAGEMENT.

CHICAGO AND NORTHWESTERN RAILROAD.

The waterings in this great concern have been equally excessive, though of a different character, from those described in the previous circulars. A direct one, however, of $6,030,500 was made at the time of its consolidation with the Galena and Chicago, the holders of stock in the latter being allowed two shares for one previously held, "to equalize values"—a phrase greatly in vogue with the self-constituted tax-gathers who now control and levy their contributions upon all our great avenues of trade. The natural and equitable mode would have been to equalize *down* instead of *up*, as the shares of the Northwestern at the time were comparatively worthless, while those of the Galena and Chicago commanded only *par*. But a *square* consolidation would have left no plunder—the sole inducement thereto—in the hands of the parties manipulating it.

The great waterings in this road have been effected through the leases of other lines. The most important of these was that of the road from the Mississippi to the Missouri River, through Iowa, a distance 353 miles, and owned by two corporations—the Chicago, Iowa and Nebraska owning the link of eighty-one miles from the Mississippi River to Cedar Rapids, and the Cedar Rapids and Missouri River Company owning that from Cedar Rapids to the Missouri, a distance of 272 miles. This line had a land grant of 1,422,109 acres. A party of shrewd operators got hold of this line, and set themselves at work to get this magnificent domain into their own hands, and, *at the same time, to get rid of the road that had to be built to secure it.* This interesting problem was solved in the following manner: The managers of the Chicago and Northwestern agreed to take a lease of the two roads, *without* the land, paying 47½ per cent. of the gross earnings (afterward reduced to 37½ per cent.) of the Chicago, Iowa and Nebraska Road, and $1,750 per mile upon the Cedar Rapids and Missouri River Road, up to the 1st of January, 1871, and thereafter at the following rate: To pay $700 per mile of the $1,500 per mile first earned, 33⅓ per cent. of the $3,000 next earned, and 20 per cent. upon all earnings in excess of $4,500 per mile. The rental of the first named road the past year was $557,450, the proportion of gross earnings paid being 42½ per cent., the reduction from 47½ to 37½ per cent. taking effect for six months of the fiscal year only. At the same rate of gross earnings, the rental (37½ per cent.) the present year will be $492,270, the gross earnings of the past year being $1,312,710. The gross earnings of the Cedar Rapids and Missouri River Road for the past year were $2,106,476. The total for both lines was $3,419,186. The earnings per mile of the Cedar Rapids and Missouri River Road the past year were $7,744. At this rate, the rental for the present year will be $2,318 per mile, or a gross sum of $638,656. The total rental of the two lines, consequently, will be $1,130,926. The capital of this rental, at 7 per cent., is $16,157,375. This transaction is known as the Blair & Ames *grab*.

Now, the cost of this line to the parties holding the same could not have exceeded $20,000 per mile, or a gross sum of $7,060,000. The rails were laid, and bridges built—this is about all. There were no equipments, and no accommodations for business, except those supplied by the lessees. The rails laid on the greater portion of

it were only 45 pounds to the yard, and had to be replaced soon after the lessees had come into possession of it. The profit paid to the parties constructing it, consequently, was $9,097,375. The cost of this road to the lessees—that is, the capitalized rental—is $45,771 per mile. It would require an expenditure of $20,000 per mile, in addition, upon it, in construction and equipment, since they came into possession of it, to bring the road to its present condition. This sum brings up the cost to $65,771 per mile, or up to a total of $23,115,163. The interest on this sum, at 7 per cent., is $1,618,061.

The capital account for the leased roads, as stated by the respective companies, amount to $20,346,500—that of the Chicago, Iowa and Nebraska being $4,726,300—made up of $3,916,300 of Stock and $810,000 of bonds; that of the Cedar Rapids and Missouri River being $15,620,000, and made up of $8,000,000 of stock and $7,620,000 of bonds.

The land grant to the Iowa lines was 1,422,109 acres. Of this quantity, certificates for 1,200,000 acres had been issued more than a year ago. These lands, at the low valuation of $7 per acre, are worth $8,400,000. The value of these lands, added to the unquestioned profit from the construction of the road, make a total of $17,097,275. This sum measures the profit that one party made out of this affair in the course of a very few years.

Another example, of the same kind, was that of the Winona and St. Peter's Railroad, of Minnesota. A party got hold of this line, built the road, took the land and then turned over the road, *without the lands*, to the Chicago and Northwestern, at about $35,000 per mile, or nearly twice its cost. The road had no connection whatever with the Chicago and Northwestern. It did not, in fact, come within 100 miles of any portion of the road of the latter company. A lease might just as well have been taken of a road upon the Pacific Coast. The Winona and St. Peter's line ran through an unsettled country and could not for years be expected to pay a remunerative return on its cost. In addition to the rental paid, the Northwestern had to complete and equip it, carrying the cost of the line to this company up, probably $40,000 per mile. The land grant to the Winona and St. Peter's Company was 1,410,000 acres. Of this vast grant 342,376 acres had been confirmed to it on the first day of July, 1869. The value of the lands acquired equals $2,396,632. Assuming the profits of construction to have been $15,000 per mile for 126 miles, the aggregate was $1,890,000. The total profit, both from lands and construction, was $4,286,632. This affair is known as the Barney *grab*.

Another example in kind was that of the Peninsular Railroad of Michigan—a land-grant road, entitled to 346,880 acres, of which 218 880 acres had been certified to the company on the first day of July, 1869. The road was built and consolidated with the Northwestern, *without the lands*, at a rate of about $40,000 per mile. The length of this road is seventy three miles. Its cost to its projectors was about $20,000 per mile. The profit on construction was about $1,460,000. The value of its land grant, at $7 per acre, was $1,532,169. The profits of the transaction, consequently were $2,992,160. The Peninsular Road had no connection whatever with the Northwestern, nor did it come within fifty miles of any portion of the line of the latter. This is known as the Ogden & Tilden *grab*.

The total amount of lands already ceded to the three companies whose roads are leased to the Northwestern, amounted on the first day of July, 1869, to 1,763,256 acres. Their value, at $7 per acre, is $12,328,792. Large additions are to be made to the present cessions. The profits arising from the construction of the roads could not have been less than $12,447,375. The profits, so far, to outsiders, on the three lines, have been $24,776,163. The *inside* profits have been $8,840,650 to wit: The waterings in favor of the Galena and Chicago of $6,030,500 at the time of the consolidation, and $2,810,110 of scrip dividends paid in 1868. The total profits have been $33,616,777, as shown in the following tabular statement:

Roads.	Waterings.	Profits of construction.	Profits on Land Grants.
Chicago and N'thwestern	$8,840,510	....	....
Chicago, Iowa & Nebraska / Cedar Rapids & Missouri.	.....	$9 097,375	$8,400,000
Winona and St. Peter's	.....	1,890,000	2,396,632
Peninsular	... ..	1,460,000	1,532,160
	$8,840,510	$12,447,375	$12,328,792

What was the motive that induced the Chicago and Northwestern Company to make contracts so destructive to its own interests, and without gaining any advantage from the land grants to leased lines? The leases were the product of gross corruption or folly; it hardly matters now which. Suffice it to say, it was a gross perversion of a most sacred trust, for which perversion the public are paying bitterly. They, paying on the roads at double cost, have derived no advantage whatever from the grants so munificently made. These grants should in all cases have been made the basis of the securities issued by each company. The proceeds of their sales should have retired these securities, reducing in an equal degree the cost of the roads, with a corresponding reduction in the charges for transportation. By the time the lands were sold, the reduction in the amount of the securities issued would have equalled such proceeds, or the sum of $12,242,792. The annual interest on this sum is $856,995. This sum would have been the annual gain to the commerce of the country had these lands been applied, as they should have been to the construction of the roads.

Another course might have been taken—that adopted in the case of the Illinois Central. That Company was required to pay 7 per cent. of its gross earnings, annually into the State Treasury as the price of the transfer of the land grant to the Company. This percentage yields the State some $600,000 annually. A great evil necessarily results from severing land grants from the railroad to which they are made. If retained by the owners of the road, the latter have every motive to encourage their occupation, as the means of creating a traffic. They would offer the lands at low rates, and on long credits, and give every facility and indulgence possible to the settlers.

These lands are now wholly held—Irish fashion—by absentees, or speculators, greatly to the injury of the railroads and to the interests of the people who demand cheap lands and speedy settlement. But, from the extravagant prices asked, these land grants are still vast wastes, and are likely for years to remain so. They cost their owners nothing: on the other hand, their owners made vast sums by the construction of the roads by which the lands were acquired. They, consequently, can hold them till they realize the extravagant price demanded for them. When sold, they are to be paid for by the labor of the pioneer, and not by the capital of the rich.

The total amount of the capital and debts of the two companies, on the 1st day of June, 1864, when the consolidation went into effect, was $30,514,000. The length of line then in operation was 609 miles. Its cost per mile was $50,098. The capital account of the company on the 1st day of June, 1870, the date of the last annual report, was $51,108,591. The capitalized rental of the leased roads was $16,157,375. The total capital account of the company, consequently, was $67,265,966. The present length of line owned and leased by the company is 1,156 miles. The cost per mile is $58,200. The increase of the capital account in six years has been $36,751,966, or at the rate of $6,125,327 annually. The increase of mileage has been 507 miles. The cost per mile has increased from $50,098 to $58,200.

The above statement does not include the Winona and St. Peter's road, whose 7 per cent. bonds are guaranteed by the Chicago and Northwestern, nor the several lines which the company are now building, such as the Trempeleau, whose bonds pay ten per cent. interest, the Iowa Midland, whose 8 per cent. bonds have recently been *privately* negotiated: and the line from Madison to La Crosse.

[The directors in the Chicago and Northwestern Railroad, as in the Erie, are elected for one, two and three years. It is due to some of the present board to state that they were not parties to these original land grant swindles.]

The examples that have been cited in this and the previous circulars show how universal have been the corruption in the management of our railroads. These all result in an excessive cost of the works, and fall, in the end, wholly upon the people. Upon such costs dividends and interest are sought to be paid by excessive rates of charges. The people, consequently, suffer just in ratio as those preying upon them grow rich.

Since writing the above circular I have been favored with a communication signed by Samuel Barton, and addressed to "holders of the capital stock and *consolidation* certificates of the New York Central and Hudson River Railroad." Mr. Barton is a near relative of Commodore Vanderbilt, and unquestionably speaks by authority. By him I am charged with wilful falsification, from pecuniary motives. I disclaim, utterly, having any interest whatever, directly or indirectly, in New York Central Stock or Scrip, nor have I had for a long time. Mr. Barton's role is that of the lawyer who said "he had no evidence to offer in defence, but should proceed to abuse the plaintiff to the best of his ability." I stated tha of all the waterings not a dollar went into the road. This is denied. Commodore Vanderbilt might as well have denied the issue of the certificates themselves. The public have a right to ask you how much money you paid for the millions of certificates issued to yourself. If you paid nothing, did the recipients of your bounty, and who were in your secret, pay anything? If nothing was paid, then these certificates were a *Stock Dividend*, and, such being the case, have you paid the five per cent. Government tax on them? Is anything received on these certificates by way of dividends? If so, how much, and who pays? By what authority did you and your Board, summoned by your warrant to a midnight session, place a perpetual mortgage of $44,428,330 upon the commerce of the country, without the equivalent to the public of a dollar? All this, Commodore, was done at your behest.

In your defence, you cite your management of the Harlem, *another most oppressive monopoly*. I did not refer to it, reserving it for another circular. But as you have brought it in, will you answer a few questions here? Did you not, while a trustee, issue to yourself a large amount of its bonds at fifty per cent. on the dollar? Have you not, since assuming control of this property, advanced the tariff on *milk* from a half to 1½ cents per quart—a 300 per cent. additional freight tariff on one item alone? Is this the way you have stamped your *individuality*, *economy* and *genius* upon the Harlem Road?

Mr. Vanderbilt has had charge of the New York Central Road for three years. According to Mr. Barton, and the sworn statement of the officers of the road in 1867, he has, in that time, added only three locomotives to the number in use prior to 1867. In a future circular I propose to show the exact value of the improvements he has made on this line since obtaining control of it, and the amount of additional stock he has issued and received the money for.

Mr. Barton insists upon Mr. Vanderbilt's *wonderful abilities* as a railroad man. No one denies this. But with his *untold millions before he had any thing to do with the New York Central*, would it not have been more graceful and meritorious in him to have turned his transcendant abilities to the *reduction* of the cost of transportation, and to alleviate the burdens that now press so heavily upon the commerce of the country, and upon

labor? That the *stockholders* have no cause to complain of Mr. Vanderbilt's management is too evident to have needed the proof Mr. Barton deduces, but it is the *people*, and not their servants, who should reap the benefits resulting from such good management. *They* create the trade of these great highways, and as that trade increases it is not a *corresponding increase of script capital, but a corresponding reduction in freight charges*, that they whom the roads are built and run to serve, have a right to expect.

***

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Jan. 24, 1871, and each bearing that date. Reported for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

111,104.—Baggage Truck, William H. Brown, Bangor, Me.

111,110.—Steam Lubricator, Daniel Currie, Belleville, Ills.

111,123.—Railway Car Coupling, Lewis Huddle and Jacob K. Huddle, Tiffin, Ohio.

111,127.—Car Spring, James Leland, Springfield, Mass.

111,135.—Chair Clamp for Railway Rails, William Morehouse, Buffalo, N. Y.

111,170.—Car Coupling, Joseph Boothroyd, Michigan City, Ind.

111,172.—Railway Car Truck, Louis D. Boyce and George H. Jones, Rochester, N. Y.

111,184.—Removable Car Seat Backs, Peter F. Duchemin, Somerville, Mass.

111,198.—Compound for removal of scale from Steam Boilers, William T. Grant, Neelyville, Ills.

111,211.—Railway Car Wheel, Lewis B. Hunt, New York, N. Y.

111,224.—Car Coupling, John Mayhen, Milroy, Pa.

111,261.—Railway Switch and Signal Apparatus, Adolph Schnabel & Theodore Henning, Bruchsal, Grand Duchy of Baden.

111,286.—Lubricator for Railway Car-Axle Boxes, Isaac P. Wendell, Philadelphia, Pa., assignor of ½ his right to Stephen P. M. Tasker, same place.

111,294.—Car Starter, Finley J. Wright & Livingston W. Wandell, New York, N. Y.

RE-ISSUES.

4,238.—Railway Car Truck, William Petit, Philadelphia, Pa., Patent No. 38,980, dated June 23, 1863.

4,241.—Railroad Car Seat and Couch, Theodore T. Woodruff, Philadelphia, Pa., No. 16,159 dated Dec. 2, 1866, extended 7 years.

☞ The Tomah (Wis.) *Journal* says that the surveying party of the Baraboo Air Line Railroad, have been out with a view to the finding of the most feasible route to pass the ridge. It is confidently expected that the road will be rapidly pushed to Tomah, and completed as soon as the West Wisconsin is completed to St. Paul.

☞ The last rail on the Burlington, Cedar Rapids and Minnesota railroad was laid at Cedar Rapids by the President, Hon. Geo. Greene, on the 26th ult. This completes the connection between Burlington and Cedar Falls, a distance of 170 miles.

HUMBER'S TREATISE ON BRIDGE CONSTRUCTION.

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Parties tendering must submit their own plans of the mode in which they propose to construct the Bridges, and must state the price of each span f. o. b., at the place of shipment; and also the price of each span completed in place.

Tenders for additional spans of one hundred feet, and for spans of eighty feet, will also be received at the same time. Specifications are being prepared and can be had within a few days on application at the places above named.

Tenders marked "Tenders for Bridges" and addressed to the Commissioners, at Ottawa, will be received up to 6 O'CLOCK P. M., of THURSDAY, the 6th day of APRIL, 1871.

The Commissioners will not be bound to accept the lowest or any tender.

A. WALSH.
ED. B. CHANDLER.
C. J. BRYDGES.
A. W. McLELAN.
Commissioners.

Intercolonial Railway,
Commissioner's Office,
Ottawa, 19th January, 1871.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, February 11, 1871.

Improvement in the North West.

As we expected, the Northern Pacific Railroad Company are pushing forward the work of constructing their line with all rapidity, and there is no doubt that the opening of the year 1878 will note its completion. Thousands of workmen are now employed in grading the eastern division running across the State of Minnesota from Duluth to the head of Lake Superior—240 miles—to the crossing of the Red River of the North; the iron is being laid at the rate of two miles a day, and the engineers are busily engaged locating the line westward through Dacotah. The work on the Pacific end will be commenced in the Spring, and then we suppose will begin the race between the workmen of the East and the West as to who will finish their share the quickest. The company has already consolidated all the lines which connect it in the Northern territory, and will therefore be prepared to open immediately with an extensive trade. When this enterprise was first started, and the name of JAY COOKE was given as the originator and financier, immediate confidence was reposed in its ultimate success. Notwithstanding, that public opinion at that time was entirely adverse to the settlement of our Northern frontier, and it was the general disposition to open up the settlements in the Southwestern section of the country. But when Mr. JAY COOKE and his party started from Lake Superior to Puget Sound, it was announced that the committee who accompanied them were satisfied with the enterprise. The public immediately commenced giving attention to the North Western Section of our country, and the study has been an exceedingly valuable one.

We find an immense tract of land sufficient to make twenty States, and a good grazing and food-growing country, capable of sustaining a dense population and which, at no distant day in the future, will be inhabited by American citizens and immigrants. Already it is stated that settlers are rapidly crowding to that section of the country, and there is no doubt that when the intentions of the corporation are generally known, that permanent colonization and immigration will rapidly follow.

We call the attention of those who are seeking permanent investments to the guarantees which are offered by these securities. The bonds are a first mortgage issue on a railroad over 2,000 miles in extent, as well as on a land grant of more than 65 million acres of lands. The endowment extends over a fertile belt of land from Lake Superior and Wisconsin, through the richest portions of Minnesota, Dacotah, Montana, Idaho, Oregon, Washington Territory, to Puget Sound and the Pacific Ocean. The bonds are free from United States taxes, and are issued in denominations of $100 and $1,000. Besides their money value, they represent lands which can be purchased at the lowest marketable rate. The produce of these lands alone would build the road and leave a large surplus, and the bonds are at all times receivable at 1.10 in payment for them. Letters from Germany indicate that upon the opening of the Spring will commence an immense emigration to this country, exceeding that of any previous year, as particular pains have been taken to spread full information throughout Europe regarding this enterprise. We very confidently expect that instead of investing their funds in United States bonds, these sturdy Germans will see the advantages of an investment equally as secure or much more valuable.

This is an immigration which we can gladly invite to our country; it is the same that has built up our Western States, and if the influx continue 20 years longer, St. Louis may be well able to claim to be the capital as well as the heart of the nation.

Those who have opposed the offering of this land grant by the Government will, we have no doubt, see the error they have made when the vast wilderness is turned into a Paradise, and those who have objected to the route of the Northern Pacific Railroad because of the formidable obstructions by snow will find that their predictions have been wrong, and that really in ordinary winters it will be much less incumbered with snow where it crosses the mountains than on the passes at more southern points, which are much more elevated above the sea. The average elevation of the Northern Pacific road is 3,000 feet less than that of the Central or Union Pacific railroads. In the passage of the belt range between the Yellow Stone and the Upper Missouri, and the cross of the Rocky Mountains and in the portage between Collitz river and Puget Sound no greater obstacles in the way of snow are to be met with than those already encountered and overcome on the roads of the New England States and the State of New York. The road will lessen the distance between the Pacific and the Lakes by 600 miles, and the facilities it will offer for rapid communication and the distribution of troops and ammunition and stores among the numerous forts on the waters of the Mississippi and the Yellow Stone and Clark's rivers. The Columbia river and Puget Sound will render it a valuable area of national defense, and will save millions annually to the public treasury. The opening of the road will forever settle the question of the supremacy of the white race over the Indians over an area of territory covering 400 square miles, sufficient to make ten States of the size of Pennsylvania.

☞ The Fort Wayne, Muncie and Cincinnati Railroad has been purchased by the Fort Wayne, Jackson and Saginaw Railroad Company. This gives the Michigan Central Railroad Company, who control the Saginaw road, a direct line from Jackson, Michigan, to Cincinnati, via Fort Wayne.

Cumberland Coal Trade.

The following statistics of the production of coal in the Cumberland (Md.) region during 1870 are complied from official sources by Mr. C. SLACK, of Mt. Savage, Md.:

	To B. & O. R. R. Tons.	To C. & O. Canal. Tons.	Local. Tons.	Total. Tons.
American	71,158	131,121	.....	202,279
Atl & George's Creek	50,765	.....	.....	50,765
Barton	42,754	.....	.....	42,754
Big Vein	61,784	.....	.....	61,784
Borden Mining	76,279	71,068	901	148,248
Central	4,161	.....	.....	4,161
Consolidation	186,952	168,023	28,732	383,707
Cooke Mines	1,400	689	112	2,151
Cumberland	8,485	.....	564	9,049
Franklin	83,449	.....	.....	83,449
George's Creek	68,548	10,155	.....	78,703
George's Creek Min'g	6,803	.....	.....	6,803
Hampshire and Balt.	63,427	10,219	22	103,991
" (Nat'l M.)	948	29,375	.....	
Maryland	95,688	163,666	.....	259,354
Midlothian	16,804	19,876	38	36,218
Piedmont	71,015	.....	.....	71,015
Potomac	70,795	.....	.....	70,795
Spruce Hill	19,406	.....	.....	19,406
Swanton Mining	54,413	.....	.....	54,413
Virginia	28,035	.....	.....	28,035
	1,082,569	604,137	30,369	1,717,075

RECAPITULATION.

By Cumberland and Pennsylvania Railroad to Baltimore and Ohio Railroad	993,546	
By Cumberland and Pennsylvania Railroad to Chesapeake and Ohio Canal	604,137	
By Cumberland and Pennsylvania Railroad to Local	30,369	
		1,628,052
By Hampshire and Balt. Co. (Va. Mines) to Baltimore and Ohio Railroad	60,988	
By Virginia Coal and Iron Co.	28,035	
		89,023
Total tons in 1870		1,717,075

2,470 tons of Gas Coal were shipped by Canal during the year.

The following table shows the aggregate production of the mines from 1842 to 1870, inclusive—twenty nine years:

	C. & P. R. R. Tons.	C. C. & I. Co.'s R. R. Tons.	G. C. R. R. Tons.	H. R. R. Tons.	Ag'rate. Tons.
1842	757	951	.....	.....	1,708
1843	3,661	6,421	.....	.....	10,082
1844	5,156	9,734	.....	.....	14,890
1845	13,738	10,915	.....	.....	24,653
1846	11,240	18,555	.....	.....	29,795
1847	20,615	32,325	.....	.....	52,940
1848	36,571	43,000	.....	.....	79,751
1849	63,676	78,773	.....	.....	142,449
1850	76,950	119,898	.....	.....	196,848
1851	122,351	135,328	.....	.....	257,679
1852	174,891	159,287	.....	.....	334,178
1853	234,441	225,813	73,775	.....	533,979
1854	212,684	265,694	181,303	.....	659,681
1855	171,056	198,401	227,245	66,570	662,272
1856	167,381	227,094	269,210	42,765	706,450
1857	135,917	142,573	252,368	51,628	582,486
1858	214,780	153,548	218,318	63,060	649,656
1859	260,054	158,626	257,740	47,934	724,354
1860	302,947	144,100	289,298	52,564	788,909
1861	92,181	55,279	85,554	36,660	269,674
1862	146,951	64,574	69,482	36,627	317,634
1863	291,065	154,610	268,470	36,240	748,345
1864	431,246	132,198	.....	44,562	657,996
1865	669,502	162,558	.....	71,345	903,495
1866	883,957	104,410	.....	90,964	1,079,331
1867	1,008,280	113,010	.....	72,532	1,193,822
1868	1,083,521	158,264	.....	88,658	1,330,443
1869	1,590,020	208,925	.....	83,724	1,882,669
1870	1,429,707	198,345	28,035	60,988	1,717,075
	9,905,316	3,483,226	2,218,708	945,811	16,553,061

The Quincy Bridge.

EDITOR AMERICAN RAILROAD JOURNAL:

Dear Sir:—From the tone of MR. LOWTHORP'S replies to my criticism on his use of cast iron, it would seem that he feels annoyed at something I have said, and can give no better reply than to accuse me of a scandalous breach of faith in copying his plans, etc., and making use of the knowledge thus gained in designing the Quincy bridge.

Although I do not see what this has to do with cast iron, and I hope Mr. L. does not put it forward as a specimen of that "critical examination of Public Works" that he recommends as "one of the great advantages to be derived from an Association of Civil Engineers"—yet I shall briefly reply—

1st. That I did not design the Iron work of the Quincy Bridge in the shape it now is. If I had done so, I should never have made the upper chords of Cast Iron.

2d. That the designs and prices of the parties who tendered, were shown by me to no one except the Executive Committee.

3d. That the plan submitted by Mr. Lowthorp was rejected for its want of constructive merit.

4th. That nothing could have been stolen from Mr. L.'s design but the general plan or the details of construction. Surely Mr. Lowthorp does not pretend that he is the inventor of Whipple's "double cancellated truss" of which the Quincy bridge, Mr. Linville's bridges, Clarke, Reeves & Co.'s bridges, and Mr. Lowthrop's iron bridges, are but copies. Perhaps it was the details of construction—will Mr. L. please to point them out?

Whatever harsh criticisms may have been pronounced upon the Quincy bridge, nothing has ever been said before half so severe as that any part of it was borrowed from the style of construction peculiar to Mr. Lowthrop.

I am very respectfully, your obd't serv't,

T. C. CLARKE.

Hartford and New Haven Railroad.

The income of this company for the fifteen months ending November 30, 1870, is as follows:

From passengers		$1,249,690 07
" freight		1,060,895 95
" expresses		62,650 09
" rents and wharfage		11,356 83
" mail service		27,557 48
		$2,412,149 92
Expenses, viz:		
Repairs of road and bridges	$326,091 05	
Wood, coal and oil	185,408 38	
Material and labor on engines and cars	253,573 75	
Transportation and general expense account	510,908 08	
Station repairs and improvements	80,463 10	
Lost and damag'd goods, gratuities, etc	14,090 00	
		1,320,634 31
Net earnings		$1,091,515 61
From which deduct—		
Interest	$36,886 07	
Taxes, State & National	247,612 06	
		248,498 13
Leaving a balance of		$807,017 48

The number of miles run by passenger trains during the fifteen months is 437,826; by freight trains, 309,617; by other trains, 128,201—total, 875,644, which is an average increase of 7,244 miles per month over the number for the twelve months next preceding. The total number of passengers carried during the fifteen months is 1,375,012, which is an average increase of something more than 5,000 passengers per month over the number carried in the year preceding. The total number of tons of freight carried in the fifteen months is 688,518, which is an average increase of 7,292 tons per month over the number for the year ending August 31, 1869. The gross income of the road for the twelve months ending August 31, 1870, exceeds that for the preceding year by $70,952 11. The gross earnings in the months of September, October and November exceed those in the corresponding months of 1869 by about $57,000. The report says:

In accordance with the resolution adopted at the annual meeting holden on the 18th of September, 1869, (providing that the fiscal year of the Company should be so changed as to terminate thereafter with the 30th day of November, and commence with the 1st day of December,) we present to you in this report, a statement of the business of the Company for a period of fifteen months, commencing with the 1st day of September, 1869, and ending with the 30th day of November, 1870.

The additional capital stock was subscribed for by the stockholders on the terms authorized by the Board of Directors. But in adjusting the fractional rights to subscribe, there remained at the close, 123 shares of the scrip stock to the credit of the Treasurer, who will dispose of them to replace the $6,755 necessary to make the receipts from new capital up to $750,000, the amount which should be produced from 30,000 shares at $25 per share.

The new stock having been subscribed for, we have proceeded during the period covered by this report, to make such expenditures upon the road and its equipment from this source, as in our opinion (as indicated in our last report) was necessary to put them in such condition as to meet promptly and economically the demands of the Company's increasing business.

There have been placed in the track since 31st August, 1869, 500 tons warranted steely-headed Iron rails, and 3709 tons Bessemer steel rails, all weighing about 62½ pounds per lineal yard, and laying about forty-two miles of track, costing (including the splice joints) $440,320.90, of which $200,000 have been taken from the avails of the New Capital, and the balance is included in the current charges for repairs of road.

A new and expensive Passenger Building has been constructed at Windsor station on the opposite side of the track from the freight-house, in which all the passenger accommodations were previously furnished; a new and additional Freight House built on Belle Wharf at New Haven; the new Coal Wharf and Pockets at New Haven, mentioned in our last report completed; the River Wall at the Hartford Freight Station completed, and the filling nearly done; a large extension of the Blacksmith Shop; new Carpenter Shop, and other buildings, with a heavy expenditure for grading and wall about the shop grounds at Hartford; a new Stone Bridge of eight arches has been constructed over the Mattabesset river near Berlin in lieu of a structure of trestle work at that place; the track of the New Britain Branch has been extended about three-fourths of a mile to the west line of the borough, as originally located; preparations have also been made for the construction of the new double tunnel at Hartford.

These several items of expenditure amount in the whole to $141,574.53, of which $86,811.24 has been paid from avails of the new capital, and the balance is included in the current charges for operating and repairing the road.

Real Estate, amounting to $14,611.50 has been purchased during the year and paid from new capital.

There has been added to the equipment since our last report, one new first-class locomotive, four new first-class passenger cars, seated for seventy-six persons each, seventy-five new dumping coal cars, and our proportion of a large addition to the cars of the New York and Boston Line. Of the total cost of these additions to the equipment of the road amounting to more than $90,000, $60,000 have been charged against the new capital, and the balance to current charges for repairs of equipment.

Authority was granted by the Legislature at its last session, to construct a branch from its track, at a point about two miles north of Meri-

den, with a view of reaching a deposit of Trap Rock for the purpose of ballasting, protecting banks subject to injury by water, and other similar uses. This branch (about three fourths of a mile in length) has been built, and a lot of twenty acres, on which is a large quantity of the stone, purchased. The total cost of this branch with the land, $7,465.27, is charged against the new capital.

From the time of the construction of the Hartford, Providence and Fishkill Railroad to the present, the tracks of that road and this, lying side by side from Hartford to Newington, a distance of about five miles, have been used by both Companies (by arrangement) as one double track road, each Company owning one track. The number of trains on both roads have so largely increased, thus increasing the liability to delay, and danger of accidents, that your Board of Directors have deemed it judicious to direct that the second track of this Company's road between those points should be constructed without further delay.

The work of preparing the road-bed for this track, with the necessary extension of bridges and culverts, construction of bank walls and other structures, has been progressing during the past season. All the necessary masonry is completed, and the earth-work nearly so, and it is proposed to lay the track early in the ensuing spring, thus completing our double track from New Haven to Springfield. The cost of this work up to 30th November, 1870, $44,848.23, has also been paid from avails of new stock.

The Railroad from Windsor Locks to Suffield, mentioned in our last report, has been completed and is in operation. The amount expended in its construction up to 30th November, 1870, is $135,546.12, from which is to be deducted $20,000 advanced as bonus by the people of Suffield, leaving $115,546.12, which has been advanced by this Company to the Windsor Locks and Suffield Railroad Company from the funds derived from new capital.

The stock of the Windsor Locks and Suffield Railroad is held by the Directors and Officers of this Company in trust, and when the road is merged with that of this Company this stock will be added to the capital of this Company, and be subject to its control or disposal.

The Treasurer has purchased $185,000 of the bonds of this Company at par from the avails of the additional capital as will appear by the reduction to that extent, of the item of "Bonds" in the Ledger accounts submitted by the Secretary.

Changes have been made in the Ledger accounts in the items of cost of road and equipment, to correspond with the issue of new capital, as indicated in the circular to Stockholders of Oct. 21st, 1869, and upon a careful inventory at low prices of the equipment now owned by the Company.

The contract between this Company and the New York and New Haven Railroad Company providing for a union of the properties and interests of the two Companies from and after the 1st day of September, 1870, took effect by force of its own provisions upon the approval thereof by the stockholders of the respective Companies on the 7th of September, 1870.

The members of the joint Board of managers of the business of the two roads provided for in that contract have been elected from the members of the respective Boards of Directors, and the joint Board has been organized by the appointment of Wm. D. Bishop, President of the New York and New Haven Railroad Company as President, and Wm. P. Burrall, President of this Company, as Vice President; and the Board has assumed the general supervision of the joint roads and their business; leaving, however, for the present, the management of the operations of the two roads in the charge of their present executive officers.

The earnings of the two roads from the 1st day of September, 1870, become, therefore, a joint fund, and whether they will hereafter be divided between the two Companies quarterly, or semi-annually will be determined by the joint Board of Managers.

The claim of this Company against the New York and New Haven Railroad Company still appearing on our books, will be disposed of when the accounts of the two Companies are brought together under the contract between them.

The income of the company from all sources during the fifteen months is as follows:

Cash on hand September 1, 1869...	$153,327 37
Earnings of the road, as above.....	2 412,149 92
25 per cent. installment new capital	746,925 00
Steamboat "Orient".....	76,000 00
W. Locks and Suffield R. R. Co....	20,000 00
Sale Real Estate	880 00
Total....	$3,414,282 29
Thus accounted for—	
Dividend, full and scrip stock..	$695,929 50
Interest	36,886 07
Operating and repairing road, etc..	1,443,084 41
Sundry items charged to new capital	413,786 24
W. Locks and Suffield R. R. Co....	135,546 12
135 bonds purchased.....	135,000 00
State and National taxes....	247,612 06
Steamboat "Orient"	889 23
122 9-11 fractional shares @ 55....	6,755 00
Balance debts due Co. increased...	16,343 00
Cash....	282,500 66
Total, as above....	$3,414,282 29

The following from the Ledger presents a general statement of the affairs of the company, November 30th, 1870:

Capital stock, full	$3,300,000 00
Capital stock, scrip	1,496,925 00
Bonds	754,000 00
Contingent fund.....	393,914 02
Reserved fund	150,000 00
Profit and loss.....	276,166 98
Dividends unpaid....	7,028 00
Debts due by the company....	86,970 34
	$6,464,994 34
Railway buildings, grounds, etc....	$3,657,113 33
Real estate, land and dwellings....	131,427 43
Tomlinson bridge stock.....	8,888 67
Sundry items charged to new capital	413,786 24
Windsor Locks & Suffield R. R. Co.	115,546 12
Equipment, engines and cars.....	800,000 00
Wood, stock, and tools....	375,890 17
Debts due the company, including account due from the N. Y. and N. H. R. R. Co. unadjusted, and funds in hands of agents....	495,205 18
Connecticut river bridge.....	176,577 36
W. Locks and Suffield Railroad....	1,344 18
122 9-11 fractional shares @ $55 ..	6 755 00
Cash.....	282,500 66
	$6,464,994 34

President.—W. P. Burrall.

Directors.—W. P. Burrall, Chester W. Chapin, Cornelius Vanderbilt, Ezra C. Read, Eli Butler, Julius Catlin, C. M. Pond, H. C. Robinson, E. G. Howe.

Secretary.—S. P. Conner.

Treasurer.—C. M. Pond.

Superintendent.—E. M. Reed.

Tehuantepec Railway.

Colonel J. J. Williams, chief engineer of the Tehuantepec Railway Company, telegraphs, via Havana, to the president of the company in New York, as follows:

Minatitlan, Mexico, Jan. 20.—Myself and staff of engineers, with our instruments and camp equipage, were all safely landed from the United States steamship of war Nipsic, Commander B. Wilson, after a very rough passage. Next day I met a commissioner representing the Mexican government, and on the 19th inaugurated the commencement of the work by imposing ceremonies. The United States consul and part of Captain Shufeldt's command participated in the ceremonies, together with the Mexican officials and other notables. Captain Shufeldt's report, I think, you will find confirms my previous surveys of the Isthmus, and demonstrates that there is a sufficient quantity of water on the summit of the route, all the year round, for the purpose of a canal.

Railroads in Wisconsin.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

The lines now constructing and those projected, with prospect of early completion, will soon afford to the large portion of the state ample railroad facilities. The roads from Madison to Portage, and from Eagle to Elkhorn, have been completed during the year. Work on the Baraboo Air Line from Madison northwesterly, is being pushed energetically forward. The Green Bay and Lake Pepin road is in course of construction from Green Bay to New London. The West Wisconsin road has 116 miles completed, and will undoubtedly be finished to the city of Hudson early the coming summer. The Milwaukee and Northern Railroad is open to Cedarburg, and another section will be completed during the present year. The Portage, Winnebago and Lake Superior Land Grant road is in the possession of men of energy and business capacity, and, I am informed, will be commenced immediately and built as rapidly as possible. The road from Oshkosh to Ripon will in all probability be constructed this year. Work on the Northern Pacific has begun in earnest. This enterprise is one of vast importance to the whole country, and of much prospective benefit to Wisconsin.

The land grants made by Congress in 1856 and 1864 to aid in the construction of a railroad from Lake St. Croix to Superior and Bayfield, expired by the terms thereof, in May, 1869. The failure of Congress to renew these grants has caused great disappointment to thousands of settlers in the northwestern portion of the state. If Congress finally refuses such renewal great injustice will thereby be done to those settlers, and to Wisconsin. Thousands of people, years ago, settled along the lines of these contemplated roads upon the faith of these grants. They have purchased several hundred thousand acres of the reserved land, paying the government double price therefor in consideration of the grant, thus reimbursing the government for a large portion of the granted lands. To snatch from them the benefits of a grant for which they have paid the government, because of delays for which they are in no wise responsible: to withhold these grants just at the time when their renewal will ensure the speedy building of the roads, will be an act of injustice and impolicy which I do not believe Congress will commit. Deeming these roads of the utmost importance to Wisconsin, and that the renewal of the grants was due to our people, I have felt it my duty to use every proper effort to secure the assent of Congress thereto; and I shall not relax my efforts to aid in the development of that portion of the state most interested in this enterprise, nor in giving every possible encouragement to all other schemes of internal improvement which will add to the prosperity and resources of the commonwealth.

These railroad lands have been for nearly two years under the charge of the state for protection against trespassers. General Samuel Harriman has, during that time, been the agent of the state to discharge this duty. He has caused to be collected for stumpage by R. D. Pike, agent of the Bayfield land office, $15,725; by the United States marshal, $7,885, and has collected himself and paid into the state treasury $44,176.18. Total amount collected, $67,786.18. The sum paid into the state treasury, less expenses incurred, will be held by the state in trust for the parties who may construct the contemplated roads. The agent is confident that he shall succeed in preventing further depredations.

Philadelphia and Reading Railroad.

We gave in our issue of 21st ult. an abstract of the "Transportation and Income Account" of this company for the fiscal year ending November 30, 1870, together with the Report of the Managers. Below will be found several important tables referring to the years 1869 and 1870, including the "General Account." We also append a statement of the Cost, Earnings, Dividends, etc., etc., since the completion of the road in 1842–'43:

	1869.	1870.	1869.	1870.	1869.	1870.
	Miles of Track.		M. of Sidings.		—Total.—	
Main Line	196.8	196.8	129.2	137.5	326.0	334.3
North Liberties and Penn. T.	2.8	2.8	0.6	0.6	3.4	3.4
Chester Valley	21.5	21.5	2.4	2.1	23.9	23.6
Port Kennedy	1.2	1.2	0.3	0.3	1.5	1.5
Perkiomen	11.0	11.0	1.9	2.0	12.9	13.0
Colebrookdale	12.8	12.8	1.2	1.4	14.0	14.2
Lebanon Valley Branch	94.7	94.4	15.8	17.0	110.5	111.4
West Reading	1.7	1.7	1.0	1.0	2.7	2.7
Lebanon and Pine Grove Br.	16.7	16.7	0.2	0.9	16.9	17.6
Reading and Columbia	39.5	39.5	12.7	12.7	52.2	52.2
East Pennsylvania	36.0	36.0	13.9	14.5	49.9	50.5
Allentown	4.5	4.5	0.3	0.3	4.8	4.8
Little Schuylkill	28.2	28.2	26.1	25.8	54.3	54.0
Schuylkill and Susquehanna	53.2	53.4	8.8	9.1	62.0	62.6
Pine Grove and Lebanon	5.8	5.8	.....	0.1	5.8	5.9
Union	3.4	3.4	.....	0.6	3.4	4.0
Lorberry	5.2	12.4	1.3	1.8	6.5	14.2
Good Spring	20.5	16.3	2.6	5.1	23.1	21.4
Mine Hill	74 6	74.6	62.1	59.3	136.7	133.9
Mount Carbon	8.5	8.5	6.5	6.6	15.0	15.1
Mt. Carbon and Pt. Carbon	5.0	5.0	9.6	9.2	14.6	14.6
Mill Creek	7.6	7.6	17.1	17.2	24.7	24.8
Schuylkill Valley	16.3	16.3	16.1	17.8	32.4	34.4
East Mahanoy	7.5	10.7	6.6	8.0	14.1	18.7
Mahanoy and Shamokin	72.6	72.6	58.0	58.6	130.6	186.2
Pickering Valley	....	1.0	.....	.....	.....	1.0
Lebanon Branch of the Reading and Columbia Railroad	....	3.4	.....	.....	.....	3.4
Total miles of iron	747.6	758.1	394.3	409.9	1,141.9	1,168.0
Do., previous year	556.8	747.6	249.9	394.3	806.7	1,141.9
Increase	190.8	10.5	144.4	15.6	335.3	26.1

Equipment.	1869.	1870.
Locomotives	267	309
Do., on Minehill Railroad (not included above)	30	...
Total	297	309

	1869.	1870.	1869.	1870.
	No. of Cars.		Equiv. 4 wheel.	
Coal cars	9,786	13,494	15,030	19,220
Freight cars—16 wheel platform gun cars.	1	1	4	4
" 8 wheel, house cars	511	557	1,022	1,114
" " cattle cars	49	49	98	98
" " platform	778	826	1,556	1,652
" " lime	44	46	88	92
" 4 wheel house	46	44	46	44
" " cattle	4	7	4	7
" " platform	22	22	22	22
" " sand and ore	5	6	5	6
" " lime	121	117	121	117
Total freight cars	1,582	1,675	2,967	3,156
Passenger cars—8 wheel	99½	101½	199	203
Baggage " "	30	32	60	64
Mail and express cars—8 wheel	11	11	22	22
Total passenger trains	141	144½	281	289

In addition to the above there are used in the management of the road:

In the *Transportation Department:*	1869.	1870.	1869.	1870.
8 wheel house cars, wreck trains	5	6	10	12
" platform cars, with cranes	10	10	20	20
" crate cars, for sawed wood	2	2	4	4
4 wheel house cars wreck trains	5	5	5	5
" open cars, for cord wood	58	58	58	58
" " depot fuel, etc	11	11	11	11
Total in transportation department	91	92	108	110
In use on Mine Hill Railroad	102	102	115	116
And in the *Roadway Department*	339	370	411	444
8 wheel passenger cars	1	1	2	2
Aggregate of all cars	12,042	15,878½	18,914	23,337

General Account.

	1869.	1870.
Preferred stock	$1,551,800 00	$1,551,800 00
Common stock	24,749 551 74	24,471,300 28
Stock issued in payment of dividend	2,697,248 54	.....
Bonds converted into stock	24,500 00	1,378,500 00
Aggregate stock	$29,023,100 28	$30,401,600 28
Loans—5 p. c. sterling bonds, 1886–'80	$182,400 00	$182,400 00
" 6 p. c. dollar " 1849–'70	381,800 00	.....
" 6 p. c. " " 1861–'71	102,000 00	100,000 00
" 6 p. c. " " 1843–'80	549,000 00	549,000 00
" 6 p. c. sterling " 1843–'80	976,800 00	976,800 00
" 6 p. c. dollar " 1844–'80	804,000 00	804,000 00
" 6 p. c. " " 1848–'80	101,000 00	101,000 00
" 6 p. c. " " 1849–'80	67,000 00	67,000 00
" 6 p. c. "(conv)" 1857–'86	147,000 00	143,500 00
" 7 p. c. "(conv)" 1870–'90	.....	2,625,000 00
" 7 p. c. sterling " 1836–'72	110,400 00	110,400 00
" 7 p. c. " " 1836–'74	43,200 00	43,200 00
" 7 p. c. " " 1836–'77	134,400 00	134,400 00
" 6 p. c. dollar " 1868–'93	1,086,300 00	1,121,000 00
" 7 p. c. " " 1868–'93	2,266,000 00	2,700,000 00
Aggregate loans	$6,951,300 00	$9,657,700 00
Bonds and mortgages on real estate	$868,292 13	$1,110,027 22
Loans of Schuylkill Navigation Co	.....	2,578,250 00
Loan of East Pennsylvania R. R. Co	.....	495,900 00
Balance of reserved fund	2,258,284 56	1,851,023 58
Total debtor side	$39,100,976 97	$46,094,501 08
Railroad	$19,410,393 59	$19,410,393 59
Depots	1,890,922 29	1,913,724 83
Locomotives and cars	4,928,060 98	5,295,681 02
Real estate	3,811,745 90	3,588,961 65
P., R. and P. telegraph stock	20,730 00	20,730 00
Willow street railroad	100,000 00	100,000 00
Allentown railroad stock	320,582 99	320,582 99
Sch. and Susq. R. R. stock	396,588 34	396 588 34
Shamokin Valley & Pottsville R.R. purchase	50.000 00	50,000 00
Greenwood Coal Company's railroad	18,750 00	18,750 00
Mahanoy and Shamokin Railroad stock	2,916,950 00	3,438,100 00
Lorberry Creek R. R. stock	50,950 00	50,950 00
East Mahanoy R. R. stock	247,295 61	247,295 61
Good Spring R. R. stock	100,000 00	100,000 00
Port Kennedy R. R. stock	10,550 00	10,550 00
East Pennsylvania R. R. stock	864,500 00	584,800 00
Reading and Columbia R. R. stock	232,480 00	232,480 00
Union Canal R. R.	200,000 00	200,000 00
Good Spring R. R. Extension	209,270 46	215,655 78
Lebanon and Pine Grove Branch	811.752 29	875,043 62
Lorberry Creek R. R. bonds	30,000 00	30 000 00
Steam Colliers	251,142 19	588,486 30
Pine Grove and Lebanon R. R. stock	.....	100,000 00
Mount Carbon R. R. stock	.....	142.204 25
New Iron foundry at Reading	22,802 54	81,243 23
Lorberry Creek R. R. Extension	.....	171,404 28
Schuylkill Canal real estate	.....	700,000 00
" " engines and cars	.....	594 450 00
" " coal barges	.....	464,502 19
Mine Hill R. R. new engines and cars	.....	192,018 75
Schuylkill Nav. works and franchises	.....	1,000,000 00
	$35,895,467 18	$41,134,596 88
Assets—cash and cash items	$1,041,765 51	$1,045,488 53
" stock and bonds held by company.	3,674,054 09	3,021 351 90
Materials on hand, &c.	1,021,782 55	1,109,912 05
Debts due (current, partly secured)	745,671 47	1,954,618 22
Debit balance of Insurance fund	.....	45,251 25
Total assets	$6,483,223 62	$7,176,621 95
Liabilities—debts due by company	$1,777,228 25	$1,715,977 99
" coupons to Jan. 1	181,288 00	239,230 00
" interest on bonds & mortgages	25,804 12	37,454 81
" sinking funds	573,708 04	148,050 45
" credit balance of insurance fund	77,592 37	.....
" credit balance renewal fund	4,358 17	.....
" taxes on dividends	141,834 88	76,004 00
" East Pennsylvania R. R. bonds due 1888	495,900 00	.....
Total liabilities	$3,277,713 83	$2,216,717 25
Assets over liabilities	$3,205,509 79	$4,959,904 70
Total credit side	$39,100,976 97	$46,094,501 08

	1869.	1870.
Coal transported in tons of 2,240 lbs	4,239,457	3,750,990
Total amount of coal to date, in tons of 2,240 lbs	53,891,915	57,642,905
Merchandise transported—total way-billed and paying freight in tons of 2,000 lbs	1,422,788	1,754,943
Materials transported—including ballast, timber, rails, etc., in tons of 2 000 lbs	337,117	293,578
Tonnage, including passengers, in tons of 2 000 lbs	6,667,190	7,449,925
Total tonnage of road to date, in tons of 2,000 lbs	77,120,524	84,570,449
Number of passenger carried	1,527,769	2 034,039
Number of miles traveled by passengers	40,525,071	41,508 427
Equivalent number of through passengers	435,754	446,328
Total number of passengers to date	13,412,714	15,446,753

TRANSPORTATION AND INCOME ACCOUNT.

Receipts:	1869.	1870.
From travel	$1,184,006 33	$1,205,539 07
" freight on merchandise	1 579,622 53	1,690,444 33
" freight on coal	8,346,240 15	6,498,871 18
" United States mail, etc	98,512 17	176,512 77
Total receipts	$11,208,381 18	$9,571,367 35
Balance from previous year	505,181 21	623,743 82
Balance of interest account	66,859 49	741,217 90
Total resources	$11,780,421 88	$10,936,328 57
Expenses, viz:		
Running account	$1,897,973 04	$1,725,030 41
Workshop "	1,424,229 09	1,232,742 54
Depot "	238,312 14	249,204 10
Superintendence	418,884 72	421,494 70
Roadway	779,804 20	742,160 61
Bridges	47,692 91	65,730 26
Buildings	122 583 48	127,348 54
Machinery	60,038 60	69,141 57
Richmond wharves	61 317 48	66,316 82
Police	88,236 36	41,147 98
Sundries	22,887 83	28,757 40
Drawbacks and allowances	194,668 62	151,282 38
Rents and ground rents	609,179 78	628,883 86
Profit and loss, damages, prem. on gold, etc.	77,950 07	120,910 12
Insurance account	18,502 25	16,169 50
Taxes—U. S., State, County and City	260,575 67	245,045 83
Renewal fund	603,479 48	517,319 08
Total expenses	$6,876,812 67	$6,508,785 65
Interest on bonded debt and mortgages	484,803 03	583,178 68
New works	569,105 78	225,281 47
Sinking funds	68,600 00	68,600 00
Balance of renewal fund	....	56,204 67
Total disbursements	$7,998,321 48	$7,442,045 42
Total reserved fund	$3,782,100 40	$3,494,283 15
Dividends to January	3,158,857 08	3,292 368 58
Leaving a balance of	$623,743 82	$201,914 57

PROGRESS OF THE COMPANY.

Statement of the number of engines and cars, and of the mileage of engines annually, 1843-'70:

Years.	Number of Engines.	Number of cars.—Passenger.	Number of cars.—Coal & Freight.	Mileage of Engines.
1843	39	14	1,800	393,192
1844	47	14	2,731	613,041
1845	54	14	3,444	810,285
1846	72	14	5,075	1,014,102
1847	77	16	5,108	1,184,272
1848	84	22	5,086	1,136,572
1849	86	22	5 086	1,047,014
1850	92	28	5,117	1,233,144
1851	89	28	5,136	1,461,772
1852	103	30	5,241	1,517,931
1853	103	38	5,476	1,466,894
1854	121	45	5,703	1,674,403
1855	141	54	5,724	1,948,225
1856	141	58	5,719	1,942,317
1857	142	58	5 755	1,707,366
1858	142	58	5,634	1,570,482
1859	144	64	5,695	1,702,257
1860	145	64	5,596	1,852,485
1861	145	65	6,673	1,695,927
1862	143	67	7,300	2,088,166
1863	166	67	8,430	2,721,689
1864	216	81	9,606	3,328,229
1865	254	87	9 663	3,688,309
1866	267	105	10,517	4,261,336
1867	268	110	10,477	4,356,385
1868	269	119	10,531	4,500,135
1869	297	141	11,895	5,159,301
1870	309	146	15,728	5,100,175

Statement of the number of passengers and tons of coal, merchandise and material carried over the road annually, 1843-'70:

Years.	Passengers Carried.	Tonnage carried.—Coal.	Merchandize.	Material.	Total.
1843	56,514	218,711	17,534	54,787	322 125
1844	66,503	421,985	20,472	160,138	659,299
1845	63,719	814,279	26,039	102,408	1,046,812
1846	88 641	1,188 258	74,971	101,471	1,515 473
1847	97,643	1,360 681	71,718	165,493	1,700,916
1848	105,720	1,235,044	58,123	118 676	1 570,531
1849	95,577	1,097,762	51 204	145,503	1,429,564
1850	92,726	1,351.502	63 625	157,460	1,743,680
1851	127,590	1,650 270	63 807	219,731	2,145,132
1852	155,164	1,650,912	75,769	181,217	2 122,171
1853	211,819	1,682,248	107,853	174,161	2,076,197
1854	266,631	1,987,854	140,801	187,591	2,582,563
1855	277,617	2,213,292	154 381	247,478	2 909,667
1856	282,300	2,088,903	198,686	236 700	2,815,760
1857	291,679	1,709,692	184,617	182 512	2,326,706
1858	285,651	1,542,646	187,729	170,603	2 126,881
1859	379,406	1,632,932	334,609	196,104	2,405,314
1860	385,304	1,946,195	423,523	160 064	2,819,898
1861	368,651	1,639,535	324,963	143.237	2,348 906
1862	396,466	2,310,990	451,733	171,499	3 260,963
1863	576,861	3 065.261	652,363	234,071	4 391,877
1864	1,048,521	3,065,577	807,106	242,908	4,606 286
1865	1,481 632	3,090,814	846,105	249,863	4,712,016
1866	1,444,257	3 714,684	1,037,121	226 896	5 574,907
1867	1,273,644	3,446,826	1,185,896	242,526	5,421 538
1868	1,194,575	3,574,874	1,220,596	220 946	5,488,558
1869	1,527,769	4,239,457	1,422.738	337,117	6,667,190
1870	2,034,039	4,633,504	1,754,943	293,578	7,449,926

Statement of the gross receipts annually, 1843-'70:

Years.	Passengers.	Mail, etc.	Coal.	Merchandize.	Total.
1843	$71,895	$5,656	$278,840	$37,927	$394,318
1844	92,362	7.449	448,509	49,293	597,613
1845	103,411	27,093	886,939	60,588	1,078,031
1846	141,749	20,116	1,660,667	137,583	1,900,115
1847	156,201	11,860	1,698,664	136,220	2,002 945
1848	174,958	13,535	1,386,605	117,457	1,692,555
1849	155,908	22,436	1,648,900	106,347	1,933,591
1850	148,379	17,026	2,071,731	125,822	2,363,958
1851	152,432	19,355	2,018,871	123,672	2 314,330
1852	168,430	22,555	2,150,677	138,964	2,480,626
1853	225,763	27,218	2,254,694	180,612	2,688,287
1854	272,367	23,823	3,253,823	231,626	3,781,639
1855	301,962	29,896	3,664,095	325,851	4,321,794
1856	288,427	34,158	3,242,458	348,699	3 913,742
1857	287,534	35,079	2,412,923	329,966	3,065 522
1858	272,680	36,463	1,955,693	335,915	2,510,751
1859	318,846	46,874	1,883,685	474,888	2,724,293
1860	333,359	51,409	2,328,158	599,620	3,312,546
1861	338,905	49,590	2,111,023	406,321	2,905,838
1862	403,564	105,431	2 879,419	523,416	3,911,830
1863	566,520	116,039	4,897,200	673 143	6,252 902
1864	909,882	201,908	7,203,775	953,776	9,269,341
1865	1,065,847	284,103	8,627,292	1,165,277	11,142,519
1866	1,026 217	209,366	8,245,697	1,421,539	10,902,819
1867	1,005,647	170,420	6,404,878	1,525,651	9,106 496
1868	987,606	136,384	6,252,224	1,415,723	8,791,937
1869	1,184,006	98,512	8,346,240	1,579,623	11.208,381
1870	1,205,539	176,513	6,498,871	1,690,444	9,571,367

Statement showing the cost, earnings and dividends annually from the opening of the road in 1843 to the close of the fiscal year in 1870:

Fiscal Year.	Cost of Property.	Gross Earnings.	Operating Expenses.	Earnings less Exp.	Dividends.—Amount.	Dividends.—Rate.
1843	$7,119,292	$394,318	$214,923	$179,495	$	....
1844	9,398,354	597,613	329,442	268,171	....	....
1845	10,276,351	1,078,031	570,726	507,305	....	....
1846	11,531,441	1,900 115	862,320	1,037,795	312,000	10*
1847	12,115,886	2,002,945	1,100,406	902,539	411,840	12*
1848	14,396,458	1,692 555	1,212,029	480,526	....	....
1849	16,318,087	1,933,591	1,023,245	910,346	....	....
1850	16,325,332	2,363,958	1,169,455	1,194,503	249,600	6
1851	16,649,515	2,314.330	1,304,291	1,010,039	....	....
1852	17,141,987	2,480,626	1,340,797	1,139,829	722,911	8 / 6
1853	17,905,018	2,688,287	1,329,511	1,358,776	172,935	3
1854	18,464,115	3,781,639	1,771,101	2,910,538	587,473	10*
1855	19,004,180	4,321,794	1,972,937	2,348,856	1,077,029	8* / 4
1856	19,163,151	3,913,742	1,969,020	1,944,722	770 530	8
1857	19,262,720	3,065,521	1,601,753	1,463,768	885,475	4
1858	23,811,910	2,510,751	1,199,798	1,310,952	....	....
1859	24,070,835	2,724,293	1,276,180	1,448,113	....	....
1860	24,161,889	3,312,546	1,686,561	1,625,985	....	....
1861	24,481,217	2,905 839	1,492,933	1,412,905	....	....
1862	25,126,389	3,911,830	1,816,055	2,095,775	699,788	7*
1863	25,469,544	6,252,902	2 916,159	3,336,743	889,030	7*
1864	25,469 544	9,269,341	4,961,190	4,308,151	2,618,129	15*
1865	27,869,361	11,142,519	6,330,248	4,812,271	2,024 067	10*
1866	29,929,440	10,902,819	6,738,747	4,164,072	3,198,736	10†
1867	31,208,443	9 106,496	6.266,434	2,840,062	2 329,998	10†
1868	32,728,425	8,791,937	6,162,511	2,629,426	2,445,250	10*
1869	35,895,467	11,208,381	6,876,313	4,332,068	2,697,248	10‡
1870	41,134,596	9,571,367	6,508,786	3,062,581	2,971,235	10

* Paid in stock † Stock or cash as preferred. ‡ Half Stock, and half cash.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna.* 100	$3,355 000	.....	.....
American Central 100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point. 100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ..100	5,545,225	.....	.....
Atlantic & Gt. Western .. 50	25,879,923	.....	.....
" " " pref.. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ..100	783,700	J. & J.	Jan.'70 3½
Baltimore and Ohio 100	16,267,862	A. & O.	Oct. '70 4
Do. Washington Br..... 100	1,950,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware 100	996,250	.....	.....
Berkshire* 100	600,000	J. A. J. & O.	Jan.'71 1½
Blossburg & Corning.* 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany 100	19,150,000	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,000	.....	.....
Do., do. pref..100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell..... 500	2,216,000	J. & J.	Dec. '70 4
Boston and Maine..... 100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ...100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J. A. J. O.	Dec.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F. M. A. N	Nov. '70 3
Brooklyn City & Newt'n.100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy..... 100	5,000,000	F. & A.	Feb. '71 5
Camden and Atlantic,pref. 50	731,200	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	D.,'70 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '70 3
Catawissa 50	1,159,600	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	539,110	J. & J.	Jan.'71 4½
Cedar Rapids & Mo. pref..100	753,000	M. & N	Nov '70 3½
Central of Georgia 100	4,666,900	J. & J	July '70 5
Central of New Jersey...100	15,000,000	J. & J.	Dec. '70 4
Central Ohio..... 100	2,425,000	J. & D.	Dec. '70 3
Do. pref..... 100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*..... 100	380,000	J. A. J. & O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton..... 100	7,045,000	M. & S.	Sept.'70 5
" " pref..100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy .. 50	16,590,210	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 6
Chicago and Milwaukee*..100	2,247,000	.....	.....
Chicago & N. Western.....100	14,076,629	J. & D.	Dec.'70 5
" " pref.100	20,370,293	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton..... 100	3,600,000	A. & O.	Oct. '70 4
Cincinnati City Passenger....	.....	J'n & J'ly	Jan.'68½
" Street	.....	J. & J.	Jan.'68½
Cin., Sand. & Clev. pref.. 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	Nov'70 3½
Cleveland and Pittsburg.... 50	7,494,588	F. M. A. N	Feb.'71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen.100	11,100,000	.....	.....
Columbus and Xenia*..... 50	1,786,800	M. J. S. D.	Dec. '70 2
Concord 50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., gear.... 100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn 100	800,000	.....	.....
Conn. & Passum'c Rivers.100	.....	.....	.....
Do. do. pref.100	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk .. 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*..... 100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6a
Des Moines Valley..... 100	1,850,200	.....	.....
Detroit & Milwaukee..... 100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F. M. A. N	May'70 2½
Dubuque and Sioux City*.00	5,000,000	J. & J.	Dec. '70 3½
Do do. pref 100	.....	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.)..... 100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	1,309,200	.....	Jan. '71 3
East Tenn. and Georgia ..100	1,290,087	.....	.....
East Tenn. and Virginia..100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ..100	1,000,000	J. A. J. & O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Aug'70 2½
Elmira & Williamsport*. 50	800,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	Dec. '70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref..... 100	8,536,910	Annual	Dec'69 7a
Erie & Pittsburg 50	999,750	M. J. S. D.	Dec'70 1½
Evansville & Crawfordsv.100	1,148,445	.....	.....
Fitchburg 100	3,040,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Transf. and Southw. (Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) .. 50	100,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J. A J & O	Dec. '70 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J	Feb. '71 8
Huntingdon & B'd Top .. 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn. '68 3½
Illinois Central 100	25,278,710	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,500,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J. A. J & O	Jan.'71 1½
Joliet & North. Indiana*..100	300 000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N	M'y.'67 5
Lehigh Valley 50	17,716,400	J. A. J & O	Dec.'70 2½
Lenigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M. J. S. D.	Dec. '70 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F. M. A. N.	Aug.'68 2
Louisv., Cin. and Lex..... 50	1,623,482	J. & J	Jul. '69 3
" " pref. 100	848,700	J. & J	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Aug. '70 4
Louisv., N. Alb. & Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '70 5
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western..... 100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central..... 100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '68 5
" " 2d pref. 50	4,460,365	M. & S.	Sep. '68 3
Massawippi..... 100	400,000	.....	Dec. '70 3
Memphis and Charleston..100	5,312,725	.....	June 69 3
Memphis and Ohio 100	670,000	.....	.....
Metropolitan (Boston)..... 100	1,250,000	J. & J.	Dec '70 5
Michigan Central 100	18,225 848	J. & J.	Dec. '70 5
Middleboro' and Taunton. 100	149,029	J. & D.	Dec '70 2
Middlesex (Boston)..... 100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehl l*. 50	323,375	J. & J	Jan '71 5
Millville and Glassboro' ..100	400,028	F. & A.	Feb. '70 5
Milw. & St. Paul..... 100	11,422,664	Dec. 1870	Dec.'70 7a
" " pref..... 100	10,424,903	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,850,45	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644,10	J. & D.	Dec.'67 4
Morris and Essex* 50	8,352,800	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell..... 100	720,000	M. & N	Nov. '70 5
Nashville & Chattanooga..100	2,060,544	.....	.....
Naugatuck..... 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	600,000	J. & J.	July '70 4
New Haven & N. London..100	788,538	.....	.....
N Haven & Northampton..100	1,800,000	J & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Feb. '71 5
New London Northern....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,428 330	A. & O.	Oct. '70 4
New York and Harlem..... 50	6,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,800,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	Dec. '70 4
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 5
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'70 3
North Eastern (S. C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5a
Norwich & Worcester ...100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	Jan.'71 3½
" " pref.100	2,000,000	A. & O.	Oct. '70 4
Ohio and Mississippi..... 100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Dec.'70 3½
Oil Creek & Alleghany R. 50	4,250,450	J. A. J & O	Dec.'70 2½
Old Colony & Newport ...100	4,959,020	J. & J.	Dec. '70 3
Orange and Nowark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri..... 100	3,711,196	.....	.....
Panama..... 100	7,000,000	J. A. J & O	Jan. '71 3
Paterson and Ramapo..... 100	248,500	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630 000	J. & J.	Dec. '70 4
Pennsylvania 50	33,493,812	M. & N.	Nov. '70 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... 100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	A. & O.	Oct. '70 3
Phila. and Trenton*..... 100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 —
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan.'71 4
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J. A. J & O	Jan.'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '71 5
Portland and Kennebec...100	581,100	J. & J.	Jan '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	Jul.'69 3
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb'g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	3,000,000	J. & J.	Dec.'70 4
Rutland preferred..... 100	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2,040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,088,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand. Manuf. and Newark.100	205,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottav.* 50	869,450	F. & A	Aug.'70 3
Shore Line..... 100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 —
Somerville 100	75,000	M. & N.	Nov. '70 3
South Carolina 100	6,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia.*100	3,9.9,900	F. & A.	Aug.'70 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	207,300	M. & N.	May'70 3
Stonebenville and Indiana. 100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.)..... 100	1,750,000	.....	May '70 —
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4a
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*..... 100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Boa.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River..... 100	1,666,000	J. & J.	July '70 3
Vermont and Canada*..... 100	2,000,000	J. & D.	Dec. '70 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,660,000	J. & J.	July'70 0
Vicksburg and Meridian...100	857,405	.....	.....
Virginia Central 100	2,353,675	.....	.....
Virginia and Tennessee...100	3 506,300	.....	.....
Western Union 100	2,707,648	.....	.....
West Jersey 50	1.209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon..... 100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,547,650	.....	.....
Worcester and Nashua .. 7a	1,400,555	J. & J.	Dec.'70 3½

CANALS.

Chesapeake and Delaware 50	1,983,553	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	5,228,046	.....	.....
Delaware Division..... 50	1,833,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	15 000,000	F. & A.	F b. '71 5
Delaware and Raritan.....100	4,999,400	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,026,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'71 6
Pennsylvania 50	4,200,000	.....	.....
Schuyl. Navigation (cons.) 50	1,405,297	F. & A.	Feb.'67 6
" " (pref.). 50	2,868,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,004,748	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,068,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 10	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Nov.'70 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal.....	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Dec. '70 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	Nov.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,370,653
1868	64,463	86,937	81,396	90,481	106,835	104,729	250,500	251,832	262,770	29 ,422	256,562	342.743	2,000,767
1869	212,604	218,982	301,308	485,048	568,270	556 080	532,657	511,854	602,785	579,642	535,360	467,890	5,670,882
1870	413,104	394,176	488,333	633,758	765,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,933,513
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,860	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,569	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	276,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,849,092
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	325,030	271,247	3,695,155
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	405,990	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	495,196	503,746	409,840	361 701	4,508,843
1869	343,182	315,009	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,946
1870	293,978	328,825	344,866	324,653	395,044	411,986	421,485	501,049	498,635	488,656	432,492	386,599	4,831,770
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,037	139,142	160,806	210,729	216,030	196,435	201.134	1,959,202
1864	158,785	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336.617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,459	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	267,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224.621	272,454	268,369	297,625	276,681	297,513	444,024	566,408	599,549	442,275	377,053	4,398,614
1868	308,587	297,464	276,431	301.952	316,709	378,436	341.885	566,380	558,387	591,209	424.589	433 485	4,797,464
1869	333,319	308,208	308,740	388,386	449,952	523,841	455,607	632,654	736,555	584,156	479 236	394,498	5,664 100
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	597,600	638,121	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,859	390,356	421,363	466,830	565,145	490,710	519,306	626,606	729,750	716,378	563,400	6,114,5 6
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,978,490
1866	523,666	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,446
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879.909	11,632,749
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,003	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 306 673	1,371,780	1,140,145	845,708	14,355,467
1870	706,025	753,782	859,369	929,077	1,177,897	1,139,284	1,034,393	1,227,518	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,950	203,696	218,347	271,425	287,451	293,296	262,798	230.061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,788	320,025	293,615	271,555	242.621	3,046,945
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	317,887	339,230	319,573	284,156	3,278,719
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359 468	3,445,8
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571 28
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	608,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643.887	518,068	7,161,290
1866	608,053	505,266	606,465	411,605	569,260	567,679	480,626	578,258	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	616,493	525,242	709,327	788,530	823,901	727,810	613,329	7,160 9 2
1868	687,448	536,165	444,443	518,500	572,551	626,249	549,714	794,325	889,967	931,550	685,401	681,041	7,817,6 8
1869	659,138	524,693	709,645	568,282	640,975	778,201	696,228	841,063	979,401	914,406	814,413	696,677	8,24 ,4 2
1870	664,587	663,391	614,374	597,571	665,253	750,215	645,768	861,358	870,584	852,171	841,991	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113 504	112,952	123.802	1,201,239
1867	94,136	78,976	92,010	92,768	90,626	96,535	106,594	114,716	121,217	142.823	132,387	123,383	1,278,713
1868	92,438	81,599	98,482	108,461	95,416	96,924	108,413	126,555	121,519	125.065	119,169	121,408	1,294,095
1869	98,517	91,666	103,556	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,399,922
1870	99,177	98,276	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,316	1,418,889
1871	130,553	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,160	159,658	151,902	175,606	186,039	174,002	172,189	216,624	295,956	322,369	307.474	266,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	305,168	375,488	339,794	306,186	3,168,095
1864	252,486	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	450,694	447,670	326,870	4,529,550
1866	282,480	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,966	464,778	506,298	412,934	350,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,614	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	403,283	363,187	326,991	378,880	467,990	511,447	453,873	367,827	4,755,988
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,206	401,900	369,356	365,412	550,555	751,738	1,101,771	775.616	488,326	5,683,668
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630 844	678,923	550,551	525,547	724,732	1,040,102	801 150	5 0,0 5	7,2 0 0
1870	396,171	382,823	377,000	445,132	730,700	755,787	636,434	661,020	808,318	908,213	791,014	529,758	7,420,421
North Missouri:													
1869	119,721	94,927	136,273	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248 838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,090	235,240	200,836	255,726	2,638,99
Ohio and Mississippi:													
1864	210,320	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	279,066	246,243	275,950	3,311,977
1865	259,223	239,130	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	254 319	3,793,066
1866	207,541	246,100	326,236	277,424	283,130	253,925	247,262	305,464	278,701	310,762	302,426	261,610	3,305,983
1867	242,703	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	286,066	272,053	3,489,319
1868	211,973	231,351	265,905	252,149	204,620	217,062	194,455	287,557	307,122	283,529	274,637	233,861	2,964,221
1869	180,366	216,080	221,450	214,409	218,639	223,236	195,304	275,220	292,503	329,044	295,027	254,526	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	240,987	211,219	300,971	319,957	355,187	316,054	250,471	3,188,137
Pacific of Missouri:													
1866	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	295,705	271,207	3,181,252
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	365,677	341,373	321,650	236,108	3,436,930
1871	2 2,005	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,906	254,285	358,725	414,707	445,994	463,573	466,557	454,526	4,055,967
1863	336,685	261,834	396,771	429,929	505,517	464,509	451,854	574,486	714,302	815,902	746,955	626,009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	966,188	711,457	1,170,241	1,125,635	754,851	1,032,149	812,178	9,555,810
1865	653,053	606,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,965	792 685	10,023,629
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,801	996,841	1,252,386	1,500,742	887,793	874,974	656,990	10,657,124
1867	600,488	584.561	703,618	836,603	965,358	903,974	884,627	993,104	872,153	956,658	887,351	886,779	9,256,284
1868	427,487	518,174	651,019	817,750	761,230	744,188	314,472	931,143	1,006,631	1,159,726	1,113,398	889,936	9,765,082
1869	479,236	525,490	755,433	904,884	499,463	630,680	1,232,903	1,454,026	1,294,621	1,255,366	1,476,406	928,447	11,816,904
1870	479,872	574,706	679,332	814,493	593,966	617,058	569,697	1,1 9,489	1,241,903	1,109,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,188	170,485	168,699	162,532	166.015	222 953	198,554	244,854	212.227	177.364	2,250,149
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,983	250,788	219,160	230,240	205,066	180.971	2,218,402
1868	127,593	133,302	149,164	155,388	130.545	140,408	143,987	204,897	198,910	210,473	174,500	168,696	1,935,758
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,755	189,361	160,085	2,008,286
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,458	165,285	150,555	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	108,716	117,625	116,242	107,524	122,000	134,124	127,096	121,795	.....	.....
1871	126,218	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,680	317,052	329,078	304,810	309,591	364,724	382,956	406,765	351,759	333,490	3,909,523
1868	278,712	266,137	257,800	286,825	260,529	298,344	283,533	454,209	450,208	429,906	323,270	309,439	4,013,908
1869	284,108	240,305	242,705	311,833	312,530	348,891	310,800	450,246	476,720	422,389	352,577	424,784	4,252,848
1870	312,188	296,645	295,298	318,699	340,892	348,632	329,756	466,431	506,642	461,223	426,087	395,354	4,569,761
Union Pacific:													
1866	.....	.....	.....	.....	797,840	706,600	625,460	617,456	753,467	999,603	887,881	713,895	6,706,150
1870	430,000	400,000	500,000	700,000	800,000	900,000	900,000	900,000	900,000	900,000	800,000	800,000	9,000,000

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Feb. 1, 1871.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	105¼
.. ..coupon		5	" "	1874	106¼
Loan of June 22, 1860 .....registered	matured.	5	" "	1871	....
.. ..coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 and March 3, 1863 .....registered	282,733,100	6	" "	1881	113½
.. ..coupon		6	" "	1881	113¾
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	104
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	494,080,150	6	May & Nov.	1882	110
.. .. (5-20s).....coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s)...registered	8,103,100	6	" "	1884	110
.. .. (5-20s).....coupon		6	" "	1884	110¾
Loan of June 30, 1864 (5-20s)...registered	102,904,950	6	" "	1884	110
.. .. (5-20s).....coupon		6	" "	1884	110¾
Loan of March 3, 1865 (5-20s)...registered	183,842,000	6	" "	1885	110¾
.. .. (5-20s).....coupon		6	" "	1885	110¾
.. .. 2d series (5-20s)...registered	267,737,000	6	Jan. & July.	1885	110¾
.. .. .. (5-20s).....coupon		6	" "	1885	109½
.. .. 3d series (5-20s)...registered	339,764,250	6	" "	1887	109½
.. .. .. (5-20s).....coupon		6	" "	1887	109½
.. .. 4th series (5-20s)...registered	39,666,250	6	" "	1888	109½
.. .. .. (5-20s).....coupon		6	" "	1888	109½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106¾
.. .. .. (10-40s).....coupon		5	" "	1904	109½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	111¾
Certificates of Mar. 2, 1867, and July 25, 1868..	42,085 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	....	....
Loans of 1842, 1847, 1848 and 1860.....	918,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	219,932	var	.....	Due.	....
Treasury Notes (7-30s).....	533,350	7.3	.....	Due.	....
Certificates of Indebtedness.....	5.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864...	1,885,390	6	.....	Due.	....
Temporary Loan of June 30, 1864	80,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,101,086	nil.	.....	Dem.	....
Fractional Currency	40,749,593	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'82-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	560,300	8	" "	'94-'05	98½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	1899	59
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	57½
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	109½
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr) Oct.'61.(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	101½
.. — .. Nov., 1863		6	" "	'72-'82	90½
.. — .. My',64,(10 or 20yr)		6	" "	1883	....
.. — .. May 1, 1865,(free)		6	April & Oct.	'74-'78	....
.. — .. (various) registered	867,500	6	" "	1885	....
Florida—State Bonds	500,000	6	Various.	Var.	....
.. —		8	Jan. & July.	Var.	...
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	" "	Var.	...
.. — .. .. (")....	176,000	7	Jan. & July.	1870	88
.. — .. .. (Act March 12, 1866)...	3,164,500	7	May & Oct.	1870	....
.. — .. .. (W. & A. R. R.).....	1,519,000	7	Jan. & July.	1886	....
.. — .. .. (" ")	75,000	6	" "	'68 '74	81½
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	May & Oct.	1874	....
.. — .. .. (sterling).....	72,000	6	Feb. & Aug.	'78-'86	....
Illinois—New Internal Improvement Stock...	1,635,954	5	Mar. & Sept.	1869	....
.. —Interest Bonds.....	996,649	6	Jan. & July.	1870	....
.. —Liquidation Bonds.....	193,400	6	" "	1877	100½
.. —Refunded Stock	955,900	6	" "	1865	....
.. —Thornton Loan Bonds	104,000	6	" "	'69-'77	100
.. —War Loan Bonds	643,500	6	" "	1869	....
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1879	100
.. — " " " .....registered	536,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1870	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1866	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1888	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1868	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	90
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c).....	544,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	68
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	65½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	100½
.. —Bounty Loan of 1868.....	475,000	6	Feb. & Aug.	1880	95½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. — .. .. converted.....	2,252,112	5	" "	'89-'90	....
.. —Currency Bonds of 1857.....	1,214,580	5	" "	'89-'90	....
.. — .. .. 1827.....	209,000	6	" "	1890	97
.. — .. .. 1834-'35.....	24,000	5	" "	1880	....
.. — .. .. 1838-'39.....	1,438,428	6	" "	'70-'85	....
.. — .. .. 1838-'39.....	525,008	6	" "	'80-'90	95½
.. — .. .. 1838-'39.....	46,252	5	" "	1890	79
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	103
.. —South Relief Loan of 1867.....	100,000	6	" "	1875	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'99-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. .. dollar	1,166,500	5	" "	'90-'94	95½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'73	108½
.. —	720,000	6	" "	'74-'75	105
.. —	1,430,000	6	" "	1876	104½
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	95½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	99½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	890.000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	90½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'86	89½
Nebraska—(No Account).....	.....	...	.....	.....	.....
Nevada—(No Account).....	.....	...	.....	.....	.....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	95
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	108
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	102½
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,767,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	105
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69-'91	48
.. — .. (new).....	3,959,045	6	" "	'92-'98	26½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,429,900	6	Jan. & July.	1898	37½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	102
.. — .. (")....	4,095,309	6	" "	1881	100½
.. — .. (")....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	104
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	103½
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104
.. —	7,909,600	6	" "	1877	105½
.. —	9,273,050	6	" "	1882	107
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1865	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	100
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'76-'90	69½
Tennessee—State Bonds	1,396,640	5	April & Oct.	Var.	....
.. —	2-9,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	64
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	65½
Texas—No legal debt.....	.....	...	.....	.....	.....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	109
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	65
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	61½
.. — .. Bonds	3,446,000	6	" "	'90-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	.....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	91½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	....	....	....	....	....
Bonds to State of Pennsylvania.	3,500,000	....	....	....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1900	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	6*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,600	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	89
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000		7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	6*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000		7	Jan. & July.	"	1899	24½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	8	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	85½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,000,508	7	April & Oct.	New York.	1893	91
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	955,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & £164,000	2,000,000	6*	March & Sept.	"	1894	....
Loan for $800,000	328,040	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92
Loan for $2,500,000	867,500	6	June & Dec.	" "	1889	94½
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1895	96½
Camden and Atlantic:						
1st Mortgage	400,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	600,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	306,000	6	Feb. & Aug.	Philadelphia.	1897	89
Cape Cod Central:						
1st Mortgage	150,000	8	Jan. & July.	Boston.	'69-'78	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	81
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	108
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	86½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	93½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1893	107½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	...
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000		6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	98½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	81½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	54
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	100
Trust Mortgage, convertible	150,000	8	" "	" "	1893	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1901	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	92½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	98½
Funded Coupons	755,000	7	May & Nov.	" "	1885	92½
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	92½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	86½
Equipment Bonds	825,000	10	May & Nov.	" "	'66-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	856,000	7	March & Sept.	" "	1898	89
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1848	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1896	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	80
3d Mortgage	500,000	8	Jan. & July.	" "	1895	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'72 '87	60½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1898	....
2d Mortgage	800,000	7	March & Sept.	" "	1903	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1894	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1886	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	100½
Cleveland, Columbus and Cinc.:						
1st Mortgage	426,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,254,000	7	May & Nov.	" "	1875	98
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	90
Consol. S. F. Mort. $5,000,000	528,400	7	May & Nov.	" "	1900	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	61½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1880	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,49 ,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	93½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1890	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Bloom. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,902,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	405,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1891	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,522	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1875	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	92½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	840,000	6	" "	" "	1880	....
Mortgage (new)	126,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,499,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	783,000	6	Feb. & Aug.	Boston.	1874	101½
1st Mortg. e. (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	97½
Income Bonds	570,000	6	April & Oct.	"	1872	55½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	96
2d Mortgage	4,000,000	7	Marcn & Sept.	" "	1879	95
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1920	86
5th Mortgage	926,500	7	June & Dec.	" "	1888	79½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1509	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1509	....
Rockville Extension 1st Mort.	160,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,837,000	7	Feb. & Aug.	New York.	1892	100
2d Mortgage	1,986,000	7	May & Nov.	" "	1870	95
Georgia:						
Bonds	692,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1880	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,356,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25 592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5.840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,960	5*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1888	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	82½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	104½
Convertible bonds	50,000	7	Jan. & July.	" "	1882	....
Eight per cent. Loan	1,634,000	8	" "	" "	1874	100½
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	100
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	96
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1875	98
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	1 2½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	107
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1900	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1887	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1880	88
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1883	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1908	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1886	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	103
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	600,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	257,000	7	— & —	" "	1895	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1900	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	600,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1890	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	85,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	90
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1888	....
Louisville Loan, Leb. Br. Ext.	231,000	6	April & Oct.	" "	1898	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,285,000	6	— & —	New York.	1897	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93
1st *Mortgage*, Sterling	1,060,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	82½
Scioto and Hocking Valley	200,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,617,927	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,200,000	8	May & Nov.	" "	1900	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1882	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1882	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	96
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	99½
Mifflin and Centre County:						
1st Mortgage	172,600	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	92
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	102½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	96
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$417,500	7	Jan. & July	New York.	377	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,503,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '66 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	626,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,405,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	106,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1887	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	20,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hampa. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'70–'87	93
New London Northern:						
1st Mortgage	65,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1836	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1890	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1897	....
New York Central:						
Premium, Sinking Fund Bonds	5,984,926	6	May & Nov	New York.	1883	91½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	90
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	196,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	86
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	91½
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1876	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'72–'76	98
Extension Bonds	250,000	6	May & Nov.	" "	1888	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	42,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $200,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	84½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	65
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	95¢
Chattel Mortgage	350,000	10	April & Oct.	"	1887	113
2d Mortgage	276,500	7	May & Nov.	"	18—	95½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irredl.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	92
Consol. Mort. for $6,000,000	1,674,000	6*	Jan. & July.	"	1900	89½
Northern New Hampshire:						
Company Bonds of 1854	120,500	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	95½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	103
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	97½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	
Income, W. Div.	221,500		April & Oct.	" "	1882	
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	86½
Consolidated Mort. sterling	83,420		" "	London.	1898	
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	81½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	97
Company Bonds	458,000	6	April & Oct.	"	1875	9
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	84
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78
Va. State Loan	249,962	6	" "	" "	1887	
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	
Oswego and Syracuse:						
1st Mortgage	498,500	8	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	90½
St. Louis Loan	700,000	6	" "	" "	'71–'78	
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	
Pemberton and Highstown:						
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	856,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg. }	2,283,840	6	" "	London.	1875	
General Mortgage	1,645,000	6	J. A. J. & O.	Philadelphia.	1910	90½
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	98½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	
2d Mortgage	255,000	8	" "	" "	18—	
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (General)	5,000,000	6	" "	"	1881	93
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	87½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	
Bonds of 1861	100,000	6	Jan. & July.	"	1871	
Bonds of 1836-43-44-45 and 49	2,497,800	6	" "	"	1880	99½
Bonds of 1857, convertible	143,500	6	" "	"	1886	98½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	
Bonds of 1836, Sterling, conv.	388,000	7*	" "	"	'72–'77	
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	90
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov	N. Y. & Lond.	1899	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	90
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	158,000	7	May & Nov.		1876	
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1864	
1st Mortgage	525,000	10*	" "	"	1894	
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	
2d Mortgage	50,000	8	June & Dec.	"	1877	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds, convertible	200,000	7	" "	" "	1876	
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	
2d Mortgage	350,000	7	June & Dec.	"	1884	
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	
Bonds guaranteed by Virginia	161,000	6	" "	" "	'78–'76	
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	74½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	150,500	7	June & Dec.	N. Y. & Rich.	1875	
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1868	100
2d Mort. conv. into com. stock	937,500	7	" "	"	1868	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	
2d Mortgage (" ")	800,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	96
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	87
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1894	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1926	
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	
2d Mortgage, S. F., guaranteed	2,000,000	7	" "	" "	18—	
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1862	
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1862	
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	
General Mort., dol. for $2,020,000		7	" "	New York.	18—	
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1826	
Salem and Lowell:						
1st Mortgage	220,500	6	Feb. & Aug.	Boston.	1876	86½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	
Funded Coupons	860,000	7	" "	" "	1875	
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,878	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	568,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1886	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	80½
South Western:						
1st Mortgage	599,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1878	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	53
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	53
2d Mortgage (W. Div.)	1,200,000	7	April & Oct.	" "	1886	68
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	96
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	92½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	70½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	70½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	70½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 264 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,276,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	2,000,000	7	June & Dec.	Boston.	1857	87
2d Mortgage	1,500,000	7	" "	Philadelphia.	1861	41½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'82	102½
Vermont and Massachusetts.						
1st Mortgage	650,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	299,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1900	....
" " 2d class	550,000	7	"	"	1900	....
" " 3d class	154,000	7	"	"	1900	....
" " 4th class	1,263,000	7	"	"	1900	....
Virginia and Tennessee:						
1st Mortgage	484,000	6	June & Dec.	New York.	1872	68
2d Mortgage	23,500	6	" "	" "	1909	74
3d Mortgage (Enlarged)	900,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1905	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1900	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1833 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1909	97½
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	98
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	84½
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	.....	.....	....	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,220,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	525,000	7	" "	" "	1886	....
2d Mortgage	90,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1906	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	98
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,376,000	5*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	678,798	7	Jan. & July.	Philadelphia.	1888	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	85½
3d Loan	2,000,000	6	" "	"	1897	91
Gold Loan	2,000,000	6*	.....	"	1884	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88
Convertible Loan	1,496,879	6	" "	"	1877	78
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1897	....
2d Mortgage	67,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,300	6	April & Oct.	Jersey City.	1876	85½
2d Mortgage	302,750	6	" "	"	1876	78
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	76½
Improvement Loan	1,601,670	6	May & Nov.	"	1870	76
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	48
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	12½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1879	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*			4,183,000	915,000	1,206,943		25.0	21,132	259,735	264,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	23.0	—					Alabama and Chattanooga..... Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	28	7	383	Albany and Susquehanna † ..New York.	7,185,162	*			2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	87½
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,566	7,566,564	681,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	150,000				(Leased to Cheshire.)				7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point .....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,611	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,662,418	819,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf † ..... Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	70½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina † .N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased & oper. by	Grand Trunk of C	anada.)	.....	.....	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	—	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio † ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,736	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	139½
Sept. 30, 1869	30.0	—	....	—					Washington Branch † .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.. .....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31, 1869	29.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bon	dholders.	—No ret	urns.)		—	100	....
Sept. 30, 1870	21.2	—	—	—					Berkshire.....Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346				250,000				—	(Leased to Fall Br	ook Coal	Co.)			7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3 546.638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,880 314	10	100	155
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg ..... Mass.	1,601,018	*	100,000	68,710	872,600	800,500	.....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,760	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie † M., R.I., Ct. & N.Y.	.....	*	.....	.....	.....	.....	.....	.....	172.5	396,556	11,003,003	5,936,796	470,732	110,948	—	100	1½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell..... Mass.	2,653,300	*	618,198	529,882	2,215,000	765,000	384,844	748,876	46.5	500,671	16,693,212	11,556,111	934,754	172,693	8	100	140
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	285,631	16,625	4,471,274			1,000,000	144.0	849,692	44,032,919	13,399,312	2,563,6 8	511,551	10	100	150½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	454,853	22 6 .6,449	12,499,876	1,049,125	278,807	10	100	153
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to Erie.)		.....	.....	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	83	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,067	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,262	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	Grand Tru	k of Ca.)	90,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Erie.)	.....	.....	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,780	.....	40,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No ret	rns 100 m	iles recent	ly comple	ted.)	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	93
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	117½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	.....	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	712,362				332,925	380,000	.....	.....	—	(Leased	& oper. by	Camd. &	Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	42,260	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,160,260	212,924	82,010	5	100	70
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	809,380				447,000	200,000	202,206		—	(Leased	and oper. by	West J	ersey.)		6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....		426,900				34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110				589,110				—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota .....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. by	Illinois	Central.)	.....	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	104
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515 195	970,890	49,521	3½	100	27
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,084,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742.0	2,809,227	.....	.....	5,670,822	2,677,289	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	(N	o returns.)		—	100	....
Dec. 31, 1869	194.6	—	18.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,866	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung..... New York.	400,000				380,000				—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No retur	ns publish	ed.)	.....	.....	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire..... New Hampshire.	2,689,307	*	313,666	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	.....	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	117
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590,210	4,649,750	739,862	2,044,524	903.2	3,671,295	52,555,532	147,409,207	6,621,778	2,604,594	10	100	158½
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(N	o returns.)		—	100	....
May 31, 1870	81.3	1 1	16.7	—					Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. by	Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,585,428	3 478,419	9	100	74½
Mar. 31, 1870	493.0	50.5	98 0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,936	*	282,682	1,444 79	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	103½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. by	Kentuc	by Central.)	.....	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800.000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin	and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	62,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	24
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,960,361	*	.....	.....	1,660,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340 5	49.9	61 7	—	83	47	22	1,436	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*			11,620,000	1,997,000			300.4	2,155,245	29,770,915	95,130,680	2,962,614	929 384	7	100	83
Jan. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio	2,922,345	397,981			2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)		8	100	...
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....Ohio & Penn.	8,450,515	2,283,265			6,300,475	3,883,500		610,497	225.0	1,665,141					8	50	103½
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	33,539,369	*			13,000,000	18,814,000	1,725,369		588.0	3,655,909	35,605,620	41,064,199	3,529,411	262,452	—	100	18½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia.....Ohio.	2,034,200	—			1,786,200	248,000			—	(Leased	& operate	d by Little	Miami.)		6½	100	...
Mar. 31, 1869	36.0	7.0	47.0	—	31	27	12	486	Concord.....New Hampshire	1,500,000	*	138,029	92,610	1,500,000	—	75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	158½
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont..New Hampshire.	698,258	*			595,587	374,500	300,000	.....	27.0	39,460	556,055	361,137	75,430	27,338	—	100	...
Mar. 31, 1869	—	—	—	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	—			350,000	—				(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
Mar. 31, 1869	41.0	—	3 2	—	—	—	—	—	Connecticut and Passump. Riv..Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3 747,271	4,799,290	529,347	192,184	6	100	85½
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut River .....Massachusetts.	2,100,430	*	164,864	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,954,321	6,466,931	591,972	197,174	10	100	140
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River .....Massachusetts.	2,278,300	—			1,278,300	1,000,000			—	(Leased	to Phila.	& Trent.)			—	50	...
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	215,000	.....			215,000	—										100	...
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	—			200,000	30,000			14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	...
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania..Maryland.	3,200,000	*			1,500,000	3,443,000			34.0	337,200			791,053	75,118	—	50	...
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....Penn. & Md.	1,492,204	*	110,000	—	1,316,900	352,300	.....	.....	74.0	226,576			523,993	143,479	8	50	110
Dec. 31, 1869	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,783	11,200	26,391	400,000	300,000	—	6,484	28.0	98,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana.....Penn.	313,910	15,600	300,000	.....	413,150	510,000	.....	.....	—	(N	ot yet in o	peration.)			—	100	...
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	—			3,000,000	2,000,000			—	(U	nder cons	truction.)			—	100	...
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,857,058	667,268	.....	261,099	2,393,140	4,278,300	112,579	.....	141.4	.....	.....	.....	1,061,856	421,277	—	100	...
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	...
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	870,000	—	.....	.....	309,276	715,000	.....	.....	—	(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	...
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....Delaware.	1,826,018	—	.....	.....	891,206	892,750	.....	.....	—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	6	100	...
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....Penn.	11,250,000	3,250,000	.....	.....	14,100,600	3,3 8,000	2,190,000	.....	253.4	1,820,253	.....	.....	2,417,324	637,845	10	50	103
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....Iowa.	8,182,500	*	.....	.....	3,872,500	4,310,000	.....	.....	184.0	.....	.....	.....	830,241	365.392	—	100	...
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	.....	.....	1,615,618	666,267	—	100	...
Dec. 31, 1869	—	—	—	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000	—	.....	.....	480,000	—	.....	.....	—	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	...
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	658,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,290,589	.....	7	100	89
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	Dubuque South Western.....Iowa.	1,550,000	*	.....	.....	1,000,000	550,000	.....	.....	79.0	.....	.....	.....	188,832	.....	—	100	...
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dunkirk, Warren & Pittsburg...N. York.	407,000	—	.....	.....	280,000	—	.....	.....	—	(I	n progres	s.)			—	100	...
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dutchess and Columbia Counties...N. Y.	1,700,000	—	.....	.....	700,000	1,000,000	.....	.....	—	(Leased	to Boston,	Hart.&Fis	hkill.)		—	100	...
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	East Brandywine and Waynesb....Penn.	264,800	—	.....	.....	89,800	175,000	2,000	.....	—	(Leased	to Pennsy	lvania.)			—	50	...
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	Eastern ¶.....Massachusetts.	6,783,262	*	2,500	—	4,062,600	3,037,400	78,866	.....	—	(Leased	to Pennsy	lvania.)			—	50	...
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	120½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	.....	.....	280,000	570,000	.....	.....	—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	...
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	.....	.....	392,560	—	.....	.....	—	(Leased	to Phila.	& Readin	g.)	.....	6	50	...
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,472,599	.....	.....	.....	1,509,200	495,900	.....	.....	—	(Leased	to Phila.	& Readin	g.)	.....	7	50	84
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶..Tenn & Ga	9,164,694	*	125,522	486,528	1,969,524	4,019,056	1,235,506	1,552,958	270.0	.....	.....	.....	1,278,864	562,682	—	100	...
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶.....Tenn.	.....	—	.....	.....	(Consolid	ated in t	he East	Tennesse	e, Virgi	nia and	Georgia.)	.....	.....	—	...	...
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶.....Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	.....	.....	—	...	...
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	—	.....	.....	500,000	—	.....	.....	—	(Leased	to Norther	n Central.)	25,000	25,000	5	100	...
Oct. 31, 1870	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	56
Sept. 30, 1869	459.0	186.7	431.2	—	404	267	71	7,447	Erie.....New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,910	23,398,800	.....	.....	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	21½
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....Pennsylvania.	2,634,232	1,045,893	545,000	.....	990,800	2,577,590	.....	57,809	101.2	484,530	.....	.....	824,611	383,028	—	50	...
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶..Maine.	2,094,883	148,669	.....	.....	.....	3,000,000	.....	.....	—	58,493	.....	.....	129,726	56,196	—	100	...
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶..N. Brunsw.	4,674,808	*	.....	.....	(Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	...
Jun. 30, 1869	33.5	—	....	5.45	....	....	....	....	Europ. & N. American W. Div..N.Bruns.	1,745,037	*	.....	.....	803,750	1,853,907	18,001	.....	—	(No	t in comp	lete opera	tion.)		—	100	...
Aug. 30, 1870	100.0	28.0	12.0	....	15	12	5	201	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	46,356	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838	.....	.....	516,804	166,699	—	100	...
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,080	*	21,174	491	150,000	.....	209,450	.....	5.8	10,846	350,016	.....	26,815	3,800	—	100	...
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	.....	.....	90,000	—	.....	60	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	...
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg .....Massachusetts.	3,640,000	*	300,579	200,001	3,640,000	—	—	501,231	93.7	538,088	20,328,234	18,563,559	1,085,937	252,285	8	100	136½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	—	.....	.....	150,000	100,000	100,000	.....	—	(Oper. b	y Belvide	re Delaw	are.)	.....	—	100	...
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....Michigan.	2,269,094	*	178,576	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	.....	.....	466,737	232,707	—	100	...
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	...
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw...Ill. & Mich.	2,300,000	*	.....	.....	800,000	1,500,000	.....	.....	—	(Not i	n complet	e operatio	n.)	.....	—	100	...
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural..N.J.	200,866	30,061	99,266	.....	230,845	—	91,266	.....	23.0	12,800	.....	.....	69,807	2,038	3	100	...
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	[Operat	ed by Rec	eiver.]	.....	.....	—	100	...
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....Georgia.	4,156,000	*	1,283,369	505,509	4,156,000	615,500	388,618	886,260	232.0	801,823	.....	.....	1,362,029	501,897	8	100	102
Dec. 31, 1869	40.0	—	....	280.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	40.0	[In prog	ress and n	o part in c	ompl te o	pera'n.]	—	100	...
Dec. 31, 1869	94.0	—	6 5	—	—	—	—	—	Grand River Valley.....Michigan.	3,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	—	(Owned	and ope	y Mich. Ce	n.since A	pl.1870.]	—	100	...
Jun. 30, 1869	54.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶.....Canada.	90,720,865	*	.....	.....	.....	.....	.....	.....	1,380.0	7,071 893	.....	.....	7,183,924	1,607,631	—	100	...
July 31, 1869	229.0	106.5	132.0	—	99	146	45	1,829	Great Western ¶.....Canada.	25,027,287	*	1,968,348	877,019	18,202,123	3,656 415	783,218	280,895	334.5	2,676,393	.....	.....	3,934,114	1,780,516	4	100	...
Sept. 30 1869	143.2	21.0	4.5	—	27	14	2	95	Greenville and Columbia ¶.....S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,902,157	.....	.....	164.2	125,000	.....	.....	365,528	146,211	—	100	...
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶.....Missouri.	17,947,078	*	.....	.....	8,000,000	5,938,000	1,009,075	.....	275 0	.....	.....	.....	2,941,957	.....	—	100	33½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	23,000	—	(Leased	to Pennsy	lvania.)	.....	.....	7	50	112½
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven.....Connecticut.	3,407,286	*	.....	.....	4,800,000	744,000	.....	.....	75.0	578,810	.....	.....	1,568,362	515,504	10	100	165
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.Conn. & R. I.	4,704,866	—	.....	.....	2,037,939	2,055,500	.....	.....	136.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	...
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield.....W. Va. & Penn.	1,616,459	41,340	104,900	.....	1,809,565	500,000	100,000	.....	32.0	20,800	.....	.....	60,495	3,008	—	100	...
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic .....Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	158,267	119.8	.....	.....	.....	743,808	166,231	—	100	...
Dec. 31, 1869	144.0	38 0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶.....Texas.	5,600,000	*	.....	.....	3,000,000	2,600,000	.....	.....	125 0	.....	.....	.....	1,040 400	601,933	—	100	...
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	(Is being	g continue	d to Whar	ton Color	do Riv.]	—	100	...
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River .....New York.	19,919,537	*	.....	.....	16,020,000	4,309,220	.....	.....	150.0	1,978,880	106,998,816	114,943,123	6,484,967	2,713,490	8	100	...
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.....Penn.	2,202,174	*	.....	.....	706,580	1,921,614	.....	.....	58.8	191,777	.....	.....	291,564	5,882	—	50	...
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central* .....Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,961,506	R.)	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	133½
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis.....Indiana.	(Road in	progres	s now o	perating	St. Lou.s	Alton &	T. H. R.	R.)	194.0	.....	.....	.....	1,774,867	Loss.	—	100	...
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	13,720,067	*	.....	.....	5,685,497	3,368,931	676,628	.....	289.0	1,205,686	.....	.....	1,921,274	707,492	—	100	71
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Project	ed.)	.....	.....	.....	—	100	...
Jan. 30, 1869	13.0	—	1.2	28.0	3	3	—	14	Iron .....Ohio.	327,796	*	.....	.....	132 411	35,000	.....	.....	13.0	24,000	234,368	664,541	73,307	11,855	—	100	...
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	249,500	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	32,361	22,727	—	50	...
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*...Michigan.	2,598,023	*	.....	87,081	515,466	1,895,000	143,196	181,393	116.0	.....	.....	.....	391,849	212,727	—	100	...
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jamestown and Franklin.....Penn.	1,765,248	.....	35,000	.....	603,077	1,000,000	688,228	.....	—	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	...
Dec. 31, 1869	108.0	52.0	17.9	—	37	23	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	587,179	1,632,928	225.0	.....	.....	.....	1,140,099	408,486	—	100	67
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	and oper. b	y Chicago	& Alton.)	.....	7	100	91
Dec 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	—	(Leased	and oper. b	y Michigan	Central.)	.....	8	100	...
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	180.250	800,000	.....	.....	4.6	16.472	1,040.193	5,589,807	107,612	49.533	—	100	...
Dec. 31, 1869	487.0	84.0	22.8	143.0	50	35	11	1,026	Kansas Pacific.....Kansas & Col.	.....	.....	.....	.....	5,072,500	.....	.....	.....	439.0	963,512	.....	.....	2,225,850	839,670	—	100	...
Dec. 31, 1869	99.0	—	11.0	—	21	12	10	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,200,000	(Not Ren	umped.)	112.0	.....	(Operated	by bondh	olders.)	.....	—	100	...
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	5	Knoxville and Charleston ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	[No	returns.]	.....	.....	.....	—	100	...
Dec. 31, 1869	81.0	—	1.5	84.0	2	2	1	20	Knoxville and Kentucky ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	81.0	[No	returns.]	.....	.....	.....	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Sidings.	2d Track and	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.							$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Oct. 31, 1869	80.0	—	27.5	—	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,600	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	87.0	—	3.7	138.0	—	2	2	1	31	Lake Erie and Louisville.....Ohio & Ind.	905,910	*	810,590	.....	1,121,600	500.000	.....	.....	87.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.5	229.9	—	—	41	179	58	5,891	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,562	.....	993.9	.....	.....	.....	12,945,596	5,034,071	8	100	94
Dec. 31, 1869	75.0	—	....	79.0	—	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,596	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,000,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,316	10	50	120
Nov. 30, 1869	6.6	—	0.6	—	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,500	—	42,000	—	6.6	25,980	669,705	23,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	—	4	1	—	206	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,460,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	—	47	38	25	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1 1	869 to Pb	g Cin & S	t. Lat	80,000p.s.	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,146,283	*	915,668	.....	2,646,100	796,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	87½
Dec. 31, 1869	9.0	—	....	—	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,158	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville..Ky. and Tenn.	13,950,706	*	3,555 951	1,176,690	8,880,912	8,478,000	805.465	74 8,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	70½
Sept. 30, 1870	12.4	—	2.3	—	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	—	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	—	14	8	10	160	Macon and Brunswick.....Georgia.	(Comple	ted in D	ec. 1869,n	o accoun	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	86,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,689,800	2,377,480	78,354	292,892	123.8	224,243	.....	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942,664	182,510	102,110	10	100	137
Mar. 31, 1869	19.0	—	1.6	—	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,812,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nash v.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,280	2,528,000	590,810	.....	130.6	457,576	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	—	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(Under co	nstruction.)	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,020,989	175,433	895,725	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	117½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	216,800	50.966	.....	—	(Oper.	by Erie.)	.....	44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	.....	.....	96,750	—	17,654	.....	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14e	100	53
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	—	Mine Hill and Schuylkill Haven.....Penn.	3,814,957	—	.....	.....	3,856,450	—	—	—	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	104
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	776,381	.....	1,413,012	2,944,756	4,650,980	1,801,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	essees.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee.¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,286	.....	.....	385,975	152,233	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,983,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	98,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 000	.....	.....	.....	23.0	24,178	617,707	356,355	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	18	8	165	Montgomery and West Point..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	—	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex.....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	(Leased	to Dela., L	acka. and	West'n.)	.....	.....	7	100	89
Sept.30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell.....N. Hamp. & Mass.	737,706	*	.....	.....	720,000	.....	.....	126,747	43.0	224,938	1 ,499,849	5 191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.0	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,855	918,271	523,613	1,499,569	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Louisville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck.....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,466	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	95	New Bedford and Taunton.....Mass.	500,000	*	192,154	.....	500,000	172,500	.....	124 078	35.4	69,232	2,903,432	620,618	169,141	45,570	6	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶..N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P. Ft. W. &	Chicago.)	.....	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	—	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	....
Sept 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	—	(In	cluded in	United Co	mpanies)	.....	.....	10	100	118
Dec. 31, 1869	78.8	8.5	7.1	—	—	—	—	—	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	5,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	267,024	5,207,667	5,642,919	375,766	65,493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,853	3,909,000	.....	.....	206.0	.....	.....	.....	1,252,364	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morvan	n of Ne	w York C	ity.)	.....	.....	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central.....New York.	37,608.697	*	.....	.....	31,831.800	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,763	15,586,616	6,531,131	8	100	....
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	181	7,361	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	16,707,846	.....	.....	842.2	7,885,910	318,183,904	589,362,876	22,071,563	9,244,621	8	100	93½
Sept. 30, 1869	5.0	—	....	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	120 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,950	.....	.....	156.9	745,703	27,963,142	17,178,695	2,776,890	959,745	8	100	124½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775.825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,525	7 0 8	838,178	69,247,430	6,736,230	2,160,561	837,115	10	100	143½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	—	(In cour	se of con	struction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,668,000	*	631,422	.....	1,887,400	888,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New York Central.)		60.000	6	100	...
Sept. 30, 1869	31.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	138,530	1,335,359	6,842,387	804,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949.841	*	300,200	110,523	4,000,000	575,230	102.629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	....	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p
Sept. 30, 1869	66.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¹...South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	.....	.....	—	130	....
Dec. 31, 1869	66.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,600,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	2	6	—	6	Staten Island.....New York.	359,079	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	82,797	2,919,240	.....	282,641	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.8	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.8	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	.....	.....	634	267,300	.....	.....	.....	—	.....	.....	.....	8,591	7,956	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	634	—	(In pro	gress to be	completed	June 187	0.)	—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	256,139	200,000	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)														
Sept. 30, 1869	11.1	0.6	1.2	—	5	5	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,224	400,000	.....	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	104
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¹.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	78.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis...Indiana.	2,215,996	*	1,187,178	156,284	1,988,150	345,000	163,913	1,049,366	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	3.1	—	11	4	1	351	Tioga.....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	5	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,996	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,300,000	*	1,078,607	329,941	8,500,000	15,729,000	28,792	540,966	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	92
Sept. 30, 1869	33.0	—	8.6	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	49
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	394,906	.....	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	....
Nov. 30, 1869	30.0	—	1.6	15.0	—	—	—	—	Troy and Greenfield ¹.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt	& Mass.	R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	614,069	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Apr. 30, 1870	1,053	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,945,978	*	5,501,000	654,530	swamped 33,782,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,926	—	100	20
Dec. 31, 1869	100.0	—	15.0	250.0	8	5	2	118	*Union Pacific* (Central Branch)..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	.....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	3	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	—	54,450	2,244,178	734,763	166,494	76,892	6	100	....
May 31, 1869	47.0	28.5	12.0	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased	by Vermo	nt Central.)	.....	.....	8	100	104
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,206	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,660,086	54,177,218	1,949,430	843,331	—	var	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	2.8	Vermont and Massachusetts..Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,626	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	70
May 31, 1869	22.7	—	.....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,856	.....	.....	.....	616,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	182	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	96 417	.....	140.0	.....	.....	.....	463,537	162,479	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	284	Virginia and Tennessee ¹.....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	891,741	2,815,014	213.5	550,397	8,727,610	17,634,355	929,186	318,688	—	100	....
Dec. 31, 1869	18.2	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,069,060	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c. & W'tn.)	454,758	154,618	7	100	87
Sept. 30, 1869	10.2	—	....	—	—	—	—	—	Warwick Valley.....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Dec 31, 1868	22.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 000	97,500	.....	35.5	201,230	.....	.....	350,571	63,761	—	50	....
Sept. 30, 1868	—	—	....	66.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	626,700	612,300	6,024	.....	—	[In	progress.]	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¹.....North Carolina.	1,025,016	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¹.....Maryland.	2,550,000	*	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	138,502	44,719	—	100	10
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	5	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	36.1	27.6	12.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	81
Dec. 31, 1869	183.0	—	13.0	—	27	16	12	407	Western Union...Wisconsin and Illinois.	[No	w forming	a divis	ion of the	Milwau	kee and	St. Paul	.....	126.1	238,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	—	(Operat	ed during	construct'n by M. & St. Pa'l.)	.....	.....	—	100	....
Aug. 31, 1869	94.0	—	....	66.0	—	—	—	—	West Wisconsin.....West Wisconsin.	3,600,000	*	.....	.....	1,500,000	2,000,000	.....	.....	20.0	13,430	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	20.0	—	....	51.0	—	—	—	—	Whitehall and Plattsburg ¹...New York.	.....	.....	(No return.)	.....	.....	.....	.....	.....	—	(Leased	to Boston,	Con. and Montreal.)	12,000	6	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	(no	returns.)	.....	.....	.....	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke.....Maryland.	575,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	.....	.....	.....	139,261	82,375	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,900,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR. sold	Jan. 5, '70	$525,000.	5,000,000	.....	.....	.....	—	[no	returns.]	.....	.....	.....	—	100	....
Oct. 31, 1869	19.2	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	1,857	(Leased to	Northern	Central.)	.....	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¹...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	161.0	.....	.....	.....	550,935	90,873	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Recen't	y opened.)	1,254	.....	14,000	7	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¹...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	45.7	—	18.5	—	13	11	5	276	Worcester and Nashua...N. Hampshire.	1,806,128	*	111,234	58,545	1,400,555	.....	3,501	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,560	10	100	131
Oct. 31, 1869	12.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	393,536	—	.....	.....	317,050	.....	76,845	.....	—	(Le	ased to N	orthern C	entral.)	.....	—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,694	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,360	—	—	—	1,633,360	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231.194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,999,068	—	—	—	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	115
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	1,562,005	—	—	—	64,000	899,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct 31, 1869	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	—	—	48.0	—	—	—	406,174	213,374	—	50	60
Dec. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n preferre	d stock.)	431,246	184,848	—	100	33
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	—	—	354.0	—	—	—	735,303	258,436	—	50	52
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,155	7,165,256	588,689	—	109.2	—	—	—	1,159,085	598,519	—	50	164
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	—	—	—	2,002,746	2,632,310	195,232	—	45.0	—	—	—	167,435	81,714	—	50	14
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	1
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	—	1,100,000	708,000	86,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	—	800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track	Horses & Dummies	Cars	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	22,500	334,093	83,267	—	100	100	....
Nov. 30,'69	2.50	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6½	100	100	35½
Nov. 30,'69	3.00	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.70	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	872,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,163	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30, 6	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	500,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.60	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,66?	80,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	222,000	2,000	20,058	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	5,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens' (10th&11th sts.)(Ph.)Pa.	179,636	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	164,000	50,000	7,700	145,668	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	547,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock, E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,450	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,240	29,562	—	—	8,566	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	635,447	200,354	12.0	100	100	....
Oct. 31, '69	2.28	18	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	306,138	61,719	6½	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	80½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	232,746	150,000	100,000	—	176,078	39,959	7.0	50	15	43
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	5,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,250	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,350	164,400	1,500	283,927	83,060	2½	50	7	16½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'69	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,590	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	82,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,585	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,962	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	80,284	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,686	13,679	—	—	100	100	80½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	58,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	5,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	84,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) .....Mass.	1,404,499	1,250,000	—	233,457	821,332	134,567	10.0	100	100	70½
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,040	28,123	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,508	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	5,000	4,090	6,772	1,312	—	100	100	....
Oct. 31, '69	7.25	51	14	Oakland & E. Liberty (P'bg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	107	28	Orange and Newark .....N.J.	800,000	800,000	500,000	—	159,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,250	—	—	27,721	3,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	445,255	225,000	200,000	21,295	255,818	80,754	20.	50	15	44
Oct. 31, '69	5.65	194	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,646	—	20	20	12
Oct. 31, '69	12.88	47	19	Philadelphia & Gray's Ferry.Pa.	296,001	285,307	5,500	—	96,642	26,385	8.	50	25	25½
Oct. 31, '69	5.25	153	28	P'bg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,603	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,900	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	800	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,535	120,500	63,300	—	41,495	9,677	—	50	26	76
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	94,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	381,500	194,000	191,900	7,000	18,386	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,300	150,000	35,600	16,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	—	—	50	5	....
Sept. 30,'69	18.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,534	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	646,529	573,387	109,300	10,000	401,150	89,532	10	50	30	57½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	3.38	649	79	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	128
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.59	265	40	South Boston .....Mass.	411,569	400,000	—	14,149	232,076	41,484	8	100	100	82½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	4.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	36,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.35	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	206	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1424	187	Third Avenue (N. Y. City).N.Y.	2,779,000	1,170,000	1,500,000	100,000	1,408,549	249,225	12.	100	100	127½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.)..Pa.	997,700	997,700	.....	.....	170,504	84,350	2	50	50	23
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,965	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	564,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper	y Troy &	Lansb.	—	100	100	....
Oct. 31, '69	26.26	545	59	Union (Phila.).....Pa.	787,341	400,000	80 ,000	—	463,568	112,426	20	50	20	42
Nov. 30,'69	—	445	74	Union (Boston) .....Mass.	518,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	16,000	—	20,051	5,453	8½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	15,650	5,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,799	28,824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31, '69	13.50	382	66	West Philadelphia.....Pa.	549,906	400,000	100,000	—	392,732	93,936	10	50	50	65
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,000	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston).....Mass.	82,152	54,750	—	626	3,800	2,512	4	100	100	18
Nov. 30 '69	4.00	44	—	Worcester .....Mass.	80,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	60,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1861	....
Broadway and 7th Avenue: 1st Mortgage.....	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1876	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	275,000	7	M.& N	1876	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	65,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	315,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	625,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	85,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1875	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	200,000	7	J.& J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	100,000	7	J.& J.	1875	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	196,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	150,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	23,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M.& N	1876	....
Lombard and South st.(Ph.): 1st Mortgage.....	82,500	7	J.& J.	1883	76
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	500,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	95
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch. 1st Mortgage.....	23,000	7	M.& N	1876	....
Quincy: Plain bonds.....	68,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....	1,015,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	32,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....	1,000,000	7	J.& J.	1876	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1892	....
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	98½
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,840,000	6	6	75½
Buffalo, N. York and Erie,* guar.	960,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	....	....
Catawissa,* pref. and guar.	2,200,000	7	7	76½
Cayuga and Susquehanna,* guar.	599,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	330,000	8	8	....
Cheshire, pr. ferred	2,017,815	7	3	46½
Chicago and Alton, pref.	2,425,400	7	10	110
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	20,170,293	7	7	55
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	504,961	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	8	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,808	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	46
Evansville and Crawfordsville pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.	5,078,224	....	....	97½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	6	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	548,700	9	9	90
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	27½
" " 2d pref.	4,051,744	6	....	8
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	322,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	....	74½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,600	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,027,000	8	8	105½
Ohio and Mississippi, pref.	3,500,000	7	7	73
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,906,700	....	....	....
Philadelphia and Reading, pref.	1,551,200	....	10	....
Philadelphia and T[illegible] † guar.	1,099,120	....	10	....
Pittsfield and N[illegible]shua,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	250,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	12
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56½
Sandusky and Cincinnati, pref.	445,566	6	6	38½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	75
Schuylkill Navigation, pref.	2,885,997	6	6	84½
Union, preferred	....	....	6	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	....
Mariposa Mining, pref.	6,776,400	7	7	9

WHOLESALE PRICE CURRENT.

IRON—Duty: Bar, Rod and Hoop, 1½ cents per lb.; Railroad, 75 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 2 cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	29 — @ 33 —
Pig, American, No. 1		30 — @ — —
Pig, American, No. 2		28 — @ 29 —
Pig, American, Forge		27 — @ 28 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
	Store Prices.	
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		74 — @ 79 —
Bar, Common		70 — @ — —
Scroll		97 50 @125 —
Ovals and Half-round		97 50 @125 —
Band		92 50 @ 95 —
Horse Shoe		95 — @ — —
Rods, ⅛@3-16 inch		82 50 @ — —
Hoop		102 50 @140 —
Nail Rod	per lb.	— — @ — 6½
Sheet, Russia, as to No.'s	(gold)	— 10½@ — 11
Sheet, Single D. and T. Common		— 4½@ — 6
Rails, English	(gold) per ton.	56 — @ 58 —
Rails, American, at Works in Penna.	c'y.	70 — @ 72 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 16 @ — 17
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb	4 37½@ 4 50
Clinch		5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ — 28
Copper		— — @ — 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 39
Straits	(gold).	— 33½@ — 33½
English	(gold).	— — @ — 33½

Plates—Fair to good brands.	—Gold.		—Currency.	
I. C. Charcoal	per box.	8 75 @ 9 —	10 — @ 10 50	
I. C. Coke		7 37½@ 7 75	8 37½@ 8 75	
Coke Terne		6 23 @ 7 25	7 — @ 8 —	
Charcoal Terne		7 75 @ 8 25	8 75 @ 9 50	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 46 gravity (in bulk)	per gall.	— 15 @ — —
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 18½
Refined, prime L. S. to W. (110 @115 test)		— — @ — 25½
Refined, Standard White (in ship'g order)		— — @ — 26½
Refined, prime White (in shipping order)		— 27 @ — 28
Refined, S. W. (in jobbing lots)		— — @ — 23
Refined, S. W. (in tin)		— 31 @ — 32
Naptha, Refined, (66 @ 73 gravity)		— 10½@ — —
Residuum	per bbl.	4 — @ — —

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	(Single Thick.) 1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	16 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)....per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
28 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	23 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @25 —

(Subject to a discount of 55@65 per cent.)

English rolls at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 5.

	Th. 2.	Fri.	Sat. 4.	M. 6.	Tu. 7.	W. 8
Canton Co.	71½	....	73	....	....	....
Central Pacific 6s	91½	....	91½	91½	92½	93
Central of N. Jersey	104	104½	104½	104½	....	104
Chicago & Alton	117	117½	116½	117	117	117
" pref.	....	....	....	....	....	....
" 1 M.	....	102½	....	....	....	....
" S. F.	100	....	....	....	101	....
" Inc. bds.	....	94½	....	....	94	....
Chicago, Burl. & Q.	153½	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	75	74	75	75	74½	74½
" pref.	85½	84½	85	84½	84½	85
" 1st M.	92s	....	....	92½	92½	....
" S. F.	....	....	....	....	....	....
" Consol.	....	86s	86	86	86	86
Chic., Rock Isl. & Pac.	107½	106½	106½	106½	106½	106½
Chi., R. I. & Pa. 7s, 1396	98	98	....	....	98	98
Clev., Col., C. and Ind.	83	83	83	83	83	83
Clev. and Pittsburg	104½	105	....	....	105	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	80	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	18½	18½	18½	18½	18½	18½
" 1 M.	83½	....	83½	83½	83½	83½
" 2 M.	61½s	61½	62	62	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	116½	....	....	116	116½	....
Del. Lack. & Western	104½	....	104	103½	103½	104
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	86½	....	89½	89	....
Erie Railway	22	....	21½	21½	21½	21½
" pref.	46	....	....	....	....	....
" 1 M. 7s, 1897	98	....	....	....	....	....
" 2 M. 7s, 1879	96	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	85	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph.	83	84½	86	86½	85½	85½
" pref.	....	97½	....	97½	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	134	133½	....	133½	134	133½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	94	94	93½	93½	93½	94½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	26	25	....	27	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	118	....	117½	118½	....	117½
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	5½	....	....	....	....	9½
" pref.	9	9	9½	....	9	9½
" Tr. 10s ctfs.	....	....	....	....	....	30
Milw. and St. Paul	52½	52½	....	53	53½	....
" pref.	74	74½	74½	74½	74	74½
" 1st mort.	92	....	92½	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	102½
" 7 3-10s con.	....	....	92x	....	....	....
Missouri 6s	89½	89½	89½	89½	89½	....
" H. & St. J. 1ss	89	....	....	....	89½	....
Morris and Essex	89½	89½	89½	89	89	89
" 1st mort.	102	....	....	....	102	102½
" 2d mort.	95½s	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	91½	....	....	....
" 6s, S.F. 1887	....	89	....	....	....	....
N. Y. Cen. & Hud. Riv.	94	93½	94	93½	93½	93½
" certificates	89½	89	89½	88½	89	....
N. York and Harlem	123	124	125½	125½	124	124½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	47	....	....	47	48
" new	....	24½	....	24½	25½	25½
Ohio and Miss.	35	35	35½	36½	....	....
" pref.	....	72	72	....	....	....
" 1st M.	....	....	....	....	97	....
Pacific Mail S. S. Co.	43½	43½	43½	43½	43½	43½
Panama	70	69½	70	71	70½	70
Phila. and Reading	98	97½	98½	98½	98½	98½
Pitts., Ft. W. & Chi. gtd.	95	95	95	95	95	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	10½	10	10	10	10½	11½
St. L., Alton & T. H.	25	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	82
" Income bds.	....	....	75	....	....	....
Tennessee 6s, old	64½	63	....	63½	64	....
" new	64½	....	63½	63	63½	63½
Tol., Wab. & Western	82½	83½	83½	83½	83½	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	91½s	91	....	....
" 2 M.	....	....	....	86	....	86
" Equipment	....	....	....	....	....	....
Union Pacific	18½	19½	20½	20½	20½	19½
" 1st mort.	78½	79	79½	79½	80	80
" L. Gt. 7s	69½	....	....	69	70	....
" Inc. 10s	....	....	....	....	70½	....
Virginia 6s, old	65	....	....	64	64	65
" new	60½	....	....	....	....	61½

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 6.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109¼	109¼	109¼	109¼	109¼	109¼
U. S. 5s, 10-40s, reg	....	106¼	....	....	....	....
U. S. 6s, 1881, reg	113¼	....	....	113¼	....	113¼
J. S. 6s, 1881, coup	113¼	113	....	113¼	113¼	113¼
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, ...y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	110	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	110¼	110¼	111¼	111¼	111¼	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	110	110	....	110¼	110¼	110¼
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	110¼
U. S. 6s, 5-20s, c. 1865	110	110¼	....	110¼	110¼	110¼
U. S. 6s, 5-20s, r. n. '65	....	109	....	....	109¼	....
U. S. 6s, 5-20s, c. n. '65	108¼	109	109¼	....	109¼	109¼
U. S. 6s, 5-20s, reg. '67	109¼	....	....	109¼	....	109¼
U. S. 6s, 5-20s, c. 1867	109¼	109¼	109¼	109¼	109¼	109¼
U. S. 6s, 5-20s, reg. '68	....	....	....	109¼	....	....
U. S. 6s, 5-20s, c. '68	109¼	....	109¼	109¼	109¼	109¼
U. S. 6s, Pac.R.R.Issue	111¼	111¼	....	111¼	....	111¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Catawissa	....	....	....	....	....	....
.. preferred	38¼	....	....	....	....	....
Camden and Amboy	116¼	117	117	117¼	117¼	117¼
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	93s	....	....	92	92
.. 6s, 1889	94¼	....	....	....	....	....
.. mort. 6s, '89	95	....	96¼	....	96¼	96¼
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33¾	34¼	34¼	34¼	34¼	34¼
.. 6s, 1884	....	....	....	....	....	....
.. Gold L.	....	....	....	88¼	88¼	....
.. R. R. L.	....	....	....	....	....	....
Lehigh Valley R. R.	60¼	60¼	60¼	60¼	59¾	60
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg.	96¼	....	....	....	....	96¼
Little Schuylkill R.R.	43¼	43¼	43¼	43¼	....	....
.. 7s	....	....	....	....	....	....
Minehill	51¼	51¼	....	51¼	51¼	52
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	44¼	44¼	....	45
.. 6s, 1880	....	....	....	....	....	98
.. 7s	95	95¼	....	96¼	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	40¼	....	....	40¼	....	40¼
Pennsylvania R. R.	62¼	62¼	61¼	61¼	61¼	61¼
.. 1st M.	....	....	....	....	....	....
.. 2d M.	102¼	102¼	....	....	....	....
.. Gen. mort.	....	....	....	....	94	94
.. .. reg.	....	....	....	....	....	96
Penn. State, 6s. 1st series	....	....	....	....	104	104
.. 6s, 2d series	104¼	105	106	....	....	....
.. 6s, 3d series	....	107	107	107	....	....
.. 6s, W L.	103¼	104	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	100¼
.. new	101¼	101¼	101¼	101¼	101¼	101¼
Philad., Germ. & Nor.	....	....	....	82	....	....
Phila. & Reading	49	49	49	49	49¼	49¼
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	27¼	27¼	28	27¼	28¼	28
.. 6s	....	93	....	....	....	....
.. 7s	87¼	87¼	87¼	87¼	87¼	....
Schuylkill Navigation	....	8¼	....	8¼	....	....
.. pref.	17¼	17¼	17¼	....	....	....
.. 6s, 1882	....	....	....	75¼	75¼	75¼
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	12¼	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	43	....	....	....	....
2d and 3d streets ..	....	58	57¼	....	57¼	....
Spruce and Pine ..	....	....	28¼	....	....	....
13th and 15th sts. ..	....	....	....	....	23	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Baltimore City 6s, 1875	97¼	97¼	....	....	....	96¼
.. 1886	....	96	....	....	....	....
.. 1890	97¼	97¼	96¼	....	96	96¼
.. 1884	....	96	....	....	....	....
.. 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	139	....	139¼
.. bonds, 1875	....	....	....	....	....	95
.. .. 1880	....	....	....	....	....	....
.. .. 1885	94¼	....	....	95	....	....
Marietta & Cin. 1st M.	....	....	92¼s	92¼	92¼	93
.. 2d M.	80	80	80	80¼	....	82
Northern Central	41¼	....	....	....	40¼	40¼
.. bonds, 1885	....	92	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	20¼

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Boston and Albany	184¼	184¼	185	....	....	....
Boston and Lowell	....	....	....	....	....	140
Boston and Maine	....	....	....	....	....	....
Boston and Providence	152	....	152¼	....	....	153
Boston, Hartford & Erie	....	....	....	....	1¼	....
.. 7s, new	22¼	23¼	24	....	24	24¼
Cheshire, pref.	....	....	87	....	....	86
Concord	....	80	....	....	....	79¾
Connecticut River	....	....	....	....	....	140
Eastern	....	120	120¼	120	120¼	120¼
Fitchburg	136¼	....	136¼	....	....	136¼
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	118	117¾	118	117¾	118	118
Northern, N. H.	....	....	....	115	....	115
Ogdens. & Lake Champ	....	....	89	89	....	88¼
.. pref.	....	....	106¼	106¼	....	106¼
Old Colony & Newport.	95¼	95¼	95¼	95¼	95¼	95¼
Ph., Wil. & Baltimore	50¼	50¼	51	51	51	51¼
Portl'd, Saco & Porta	....	....	122	....	122	121
Union Pacific	....	....	20¼	....	....	....
" 6s	78¼	78¼	78¼	79¼	78¼	....
" Land Grant 7s	....	67	....	....	68¼	68¼
" Income 10s	....	....	62	63¼	....	65
Vermont & Canada	....	103¼	....	....	....	104
Vermont & Mass	70	....	70	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	70¼	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	7s	....	....
Franklin ..	....	....	2¼	....	....	3
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	21¼

London Stock Exchange.

	—Closing Prices.— Jan. 20.	Jan. 13.
All. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	27¼ — 28¼	28 — 29
Detroit and Milwaukee 1st mort. 7s	67 — 70	65 — 68
Do. 2d mort. 8 p. c.	67 — 70	65 — 68
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	63 — 65	63 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 — 102	100 — 102
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	109¼ — 110¼	109¼ — 110¼
Marietta and Cin. R. R. bonds 7 p. c.	— — —	— — —
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	93 — 95	93 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	90¼ — 91¼	90¼ — 91¼
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	93 — 95	92 — 95
Do. with option to be paid in Phila.	93 — 95	92 — 95

American Railroad Journal.

Saturday, February 11, 1871.

Stock Exchange and Money Market.

Money has been quoted quite easy to the leading borrowers on call at from 4@6, chiefly at 5@6 per cent.. The offerings have been liberal and in excess of the current requirements, especially on private account. The speculative demand has been only moderately active, and wholly without any symptom of urgency. The Government houses have had their wants very generally anticipated by lenders on the basis of the minimum rates in most instances. The inquiry from the Stock Exchange firms has been also quite promptly provided for at the rate quoted. In the line of mercantile credits, there has been a moderate show of animation, with a free sale noted for all business paper, grading prime, at from 7@8 per cent. per annum. The last weekly statement of the city banks was favorable to a further development of ease in the general market. The deposits and legal tender reserve were largely augmented. The U. S. Sub-Treasury receipts for the week, were $8,527,062 in coin, and $6,671,070 in currency; payments, $2,949,118 in coin and $5,894,851 in currency. Of its receipts, $3,077,000 were from customs. Included in its payments were $526,146 of coin interest.

The specie reserve of the city banks according to the latest return is $26,233,578, against $38,997,246 same time last year. The city bank deposits are now $215,888,595, against $214,739,179 week ending Feb 6 1870. The legal tender reserve amounts to $54,187,393, against $58,048,384 same time last year. The circulation now stands at $31,764,129, against $28,746,481 same time last year. The loans are now $270,789,777, against $264,514,119 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $93,134,656 a day, against a daily average of $85,681,992 the preceding week. The current week's exchanges average about 95⅝ millions a day. The city banks, last week reported a loss of $1,186,872 of specie, with a gain of $4,282,930 of deposits, and $4,696,354 of legal tender notes. They increased their loans $509,407; and reduced their circulation, $84,218.

National Bank notes to the amount of $802 215 were issued last week by the Treasury Department. Deducting from the grand total issue to 1741 banks the currency returned, including worn out notes, amounting to $87,129,262, the existing 1.648 banks, (with an aggregate capital of $485.356,084.) retain an actual circulation of $307,356 958. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $350,048,750; and for the public deposits, $15,819,500—making a total of $365,868,250. The Treasury Department last week redeemed and destroyed $726,400 of worn and mutilated fractional currency, and issued $582,544 of new.

The U. S. Sub-Treasury, last week, increased its coin balance $577,954, and its currency reserve, $776,219. On Wednesday of this week, it closed with a balance of $12,171,615 in currency, and $62,418 091 in coin, against a balance a week previous of $9,725.868 currency, and $69,391,685 coin.

The U. S. Sub-Treasurer retired, last week, $2,725,497 of coin certificates, received for customs.

The Gold movement has shown more animation, and the temper of the speculation has been more confident, chiefly in anticipation of free exports of specie, through the spring months, as the outgrowth of the current heavy imports of foreign goods, and quite moderate shipments of domestic products. The range of the price has been from 111⅜ to 112¼; and the closing quotation on Wednesday was 111¾ against 111⅜ the preceding Wednesday. The outflow of specie, last week, was $1,423,699; and on Wednesday of this week $300,000. The customs drain, last week, was $3,077,000.

The Gold Exchange Bank clearances on Friday of last week were 58¾ millions; on Wednesday of this week 34⅝ millions, the extremes since our last.

Under the February programme of the Treasury Department, Government will sell Gold, during the month, as follows: Thursday, February 16, $1,000,000; Thursday, February 23, $1,000,000. And buy in Five Twenties as follows; Wednesday, February 15, $2,000,000; Wednesday, February 22, $2,000,000.

The export drain was $1,423,699 last week against $249,804, same week preceding year. The shipments since July 1, 1870, have been $44 527,954, against $19,588,248 same time in 1869–'70.

The customs demand for Gold last week, averaged $512 888 a day; thus far, this week, it has averaged $348,000 a day, or equal to a weekly aggregate of $2,058,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $24,216, and since Jan. 1, 1871, $194,774, against $2,080,238 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $85,141,135, against $76,749,653 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870 $60,703,678 against $62,006,448 same time in 1869–'70.

Government securities have been in more confident demand, largely on investment account, and prices have again advanced. The offerings of bonds have been quite moderate, especially of the six per cents of 1881, which have been in particularly good request; and the later issues of the Five-Twenties, and the coupon Ten-Forties, on which half a year's interest, or equal to 2½ per cent. in coin, will be due on March the 1st. The announcement that on March 6th Government will open subscription books for the new 5, 4½ and 4 per cent. funding bonds, the same to be sold for par in gold, or exchanged for Five-Twenties, has served to strengthen values.

On Wednesday, Government bought in two millions of Five-Twenties at 108 65@108 82, ex-interest. The amount of bonds offered was $7 088,950.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113¼@113⅜; U. S. Five-Twenties of 1862, 111¼@111⅜; U. S. Five-Twenties of 1864 at 110⅜@110½; U. S. Five-Twenties of 1865, 110½@110⅝; U. S. Five-twenties of 1865 consolidated, 109¼@109⅜; U. S. Five Twenties of 1867, 109⅜@109½; U. S. Five-twenties of 1868, 109¼@109⅜; U. S. Ten-forties at 109⅞@110; U. S. Six per cent. currency bonds, 111⅜@111½.

State bonds have been in more general demand, at stronger prices.

Foreign Exchange has been in more demand and quoted strong in price. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109½; sight bills on London, 110¼@110⅜.

Railway bonds have been in quite active demand in the instances of the principal loans at generally higher and buoyant prices. Central Pacific Sixes have been freely purchased at advanced figures, closing at 93@93¼. Chesapeake and Ohio Sixes have been in more demand at 90 and interest. Union Pacific Sixes have been quoted up to 80@80½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 24.	Feb. 1.	Feb. 8.
Consols	92⅛	92	92
U. S. 5-20's of 1862	90⅛	90¾	90¼
U. S. 5-20s, 1865	89¾	90⅛	90¼
" 1867	88⅞	89¼	89⅛
" 10-40s	88¾	89¼	89⅛
Erie	18⅞	18⅛	18
Ill. Central	110	110	109
At. and Gt. West	27⅛	29	28

Railway and miscellaneous share property has been fairly active, but variable, closing steadier in most instances. Union Pacific stock closed at 19⅞@20. Western Union Telegraph at 46½@46¾.

General business has been less active, in nearly all lines. Breadstuffs, Cotton, and Petroleum, have been quoted weaker as to price. Provisions have been fairly supported in values. Wool and Naval stores have been quoted stronger. The ocean freight difficulties, owing to the comparative scarcity of room for British ports, and the increasing firmness of shipowners, have operated against active export movements. Middling uplands cotton closed on Wednesday at 15¼ cts. per lb. The receipts at all the ports, since Sept. 1, 1870, have been 2,346,084 bales, against 1,806,123 bales same time in 1869–'70; exports same time 1,405,395 bales, against 987,346 bales same time in 1869–'70; stock on hand at latest dates, 612,988 bales, against 508,548 bales same date 1869.

At the Live Stock markets, this week, Beeves have been moderately active at from 9@15½c. per lb.; week's receipts, 5,611. Milch cows quiet at $40@$110 each, receipts, 63. Veal calves in less demand at from 5@12½c. per lb.; receipts, 788. Sheep in fair request at from 5@7½c. per lb.; receipts, 28,284. Swine in moderate demand at 8@8¼c. per lb., all live weight; receipts, 12,729.

Ocean freights have been quoted firmer on a limited supply of way freight room, and have been moderately active. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. by steamer per bbl.; grain at 7d. by sail, and 8d. by steamer per bushel; cotton at 5/16@⅜d. by sail and ⅜@½d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 30s.@50s. by steamer, per ton.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending February 7th, and since the beginning of the year:

	1870.	1871.
For the week	$3,461,230	$4,727,384
Previously reported	14,675,926	21,340,763
Since Jan. 1	$18,136,556	$26,068,147

The imports for the week ending Feb. 4, and since the beginning of the year, have been as follows:

	1870.	1871.
Dry goods	$2,843,545	$1,475,634
Gen. merchandise	3,494,973	3,176,242
Total for the week	$6,338,518	$4 651,876
Previously reported	13,956,817	20,937,030
Since January 1	$20,295,335	$25,588,906

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Alabama 8s, 98½; Georgia 7s, gold bonds, 94⅜; North Carolina Fund Act, 1868, 80; do. Special Tax, 19; South Carolina 6s, new Jan. and July, 59⅜; do., April and Oct., 61; Arkansas 7s, (M. and L. R. R.,) 56; California 7s, 109¼; New York State 7s, Bounty Loan reg., 106; do. 6s, 1872, 105½; Albany and Susq. 2d mort., 91½; Hannibal and St. Joseph 8s, conv., 105⅛; Ohio and Miss. consol. bonds, 86¾; Quincy and Toledo 1st mort., 82; Dubuque and Sioux City 1st mort., 92½; Cedar Falls and Minnesota 1st mort., 81; Chicago and N. W. Interest bonds, 92¼; Toledo, Peoria and Warsaw 1st mort., E. D., 83; Toledo and Wabash 1st mort., St. L. Div., 80; New York Central 6s, sub. bonds, 89; North Mo. 1st mort., 84⅛; do. 2d mort., 65; St. Louis and Iron Mountain, 1st mort., 87; New York New Haven R. R., 143½; Western Union Telegraph, 46⅜; Adams Exp., 67¾; Am. Mer. Union Exp., 44½; U. S. Exp., 44¾; Brooklyn 6s, W. L., 92⅜; Quicksilver pref., 15; Am. Coal, 36½.

Philadelphia.—Wilmington and Reading 7s, 94; Oil Creek and Allegheny River R. R., 46⅝; do. 7s, 81¾; Pennsylvania and New York Canal, 7s, 93¾; Pennsylvania Canal, 26; Phila. and Reading deben. bonds, 79@81; do. 6s, 1843–'80, 96½; Stubenville and Indiana R. R. 6s, 73; Belvidere Delaware 2d mort., 89; West Jersey 6s, 91; Lehigh Nav. conv. loan, 78; Germantown Pass. R.R., 30½; N. Y. and Middle Coal Fields, 5⅜; Penna. State 5s, coupon, 102. The latest quotations are: City 6s 101½@102½; do. free of tax 101⅛@101¼; State 6s, coupon, 101½@102; do. 6s, W. L., 104@—; do. 1st series, 104½@—; do. 2d series 105½@106; do. 3d series, 106½@—; Reading, 49⅜@49⅝; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 95@97; Camden and Amboy, 116@117¼; do. mort. 6s, 1889, 96@96¼; do. 1883, 91¾@92; do. 1889, —@92½; Penn. R. R., 61¼@61⅜; do. 1st mort., 101@101½; do. 2d mort., 102¼@102½; do. Gen'l mort. coupon, 93@94½; do. reg., 95¾@96; Little Schuylkill R. R., 43½@44; Morris Canal, 33@—; do. pref., 70@—; do., 6s, 84@88; do., scrip 7s, 76@—; Susquehanna Canal, 6@8; do., 6s, 45@50; Schuylkill Nav., 8@8⅜; do. pref., 17⅛@17¼; do. 6s, 1882, 75@76½; Elmira and Williamsport pref., 40@40¼; do. 7s, 1873, 92@94; do. 5s, 62@—; Lehigh Coal and Navigation, 34⅜@34½; do. 6s, 1884, 83½@84½; do. R. R. Loan, 89@90½; do. Gold Loan, 88@88¼; North Pennsylvania, 44⅛@44¾; do., 6s, 98@99; do., 7s, 95⅝@95½; do. Chattle 10s, 113@—; Philadelphia and Erie, 28@28¼; do., 6s, 93@93½; Minehill, 51¾@51¾; Catawissa, 10@15; do. pref., 38¼@38½; Lehigh Valley, 60@60¼; do. 6s, 94@95½; do. 6s, reg., 102@103; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 58@60; Thirteenth and Fifteenth, 23@23½; Spruce and Pine, 25½@25½; Green and Coates, 43@45; Chestnut and Walnut, 45½@—; Hestonville, 16⅜@16½; Union, 52@—; Germantown, 30@30½.

Boston.—Vermont Central 1st mort., 87; do. 2d mort., 41¾; Old Colony and Newport 6s, 97; Burlington and Missouri 8s, in Nebraska, 93; Missisquoi 7s, 82½; Vt. Central and Vt. and Canada 8s, 103½; Stanstead, Shefford and Chambly 7s, 1887, 83⅞; Cincinnati, Sandusky and Cleveland R. R., 24; do. pref., 35½; do. 7s, 1890, 80¾; Hannibal and St. Joseph 8s, 1885, 102; Michigan Central 8s, 1890, 107⅜; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 94; Cedar Rapids and Missouri 7s, 1916, 85¼; do. 1894, 88; Maryland and Delaware 6s, 1885, 65; Missouri River, Fort Scott and Gulf 10s, 101¼; Eastern R. R. 6s, 1874, 101½; Illinois Grand Trunk 8s, 98¾; Indianapolis and Cincinnati R. R., 7½; Rutland R. R., 45¼; do. pref., 82; Summit Branch, 88½; Winnisimmont Horse R. R., 18; Connecticut and Passumpsic Rivers pref., 90½; Eastern (N. H.) R. R., 115; Norwich and Worcester, 110¼; Boston Water Power Co., 23; Cary Imp., 8⅝; East Boston Land, 14⅜; Roaring Brook Coal, 14½;

Mt. Pleasant Coal, 5; Maine 6s, 1889, 100⅛; Missouri 6s, 1875, 94¼; do. 1887, 90; Vermont 6s, 1874, 109; Massachusetts 6s, 1872, gold, 108½; Boston 6s, 1877, currency, 100½; do. 5s, 1871, gold, 111½; Lynn 5s, 1882, 88; Cambridge 5s, 1882, 88; Portland 6s, 1890, 94¾; St. Louis City 6s, 1887, 86½; St. Paul 6s, 1893, 74⅞; Chicago 7s, 97⅛; St. Louis County 6, 1887, 87; Brooklyn 6s, 1900, 92¾; Allouez Mining Co., 1⅛; Star, 25c.; Tremont, 30c.; Dana, 40c.; Mesnard, 25c.; Canada, 35c.; Hanover, 55c.

Baltimore.—Western Maryland R. R. 1st mort., 78; Orange, Alex. and Manassas bonds, 78; Northern Central 6s, 1900, gold, 92; Orange and Alexander 2d mort. 6s, 75; Central Ohio R. R., 27; Memphis City 6s, 50¾; Baltimore City 5s, 82; Maryland Defense bonds, 103; do. 6s, 1890, 96; Virginia 6s, old, reg., 50. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90⅝@91; Baltimore and Ohio, 139¼@140; do. 6s, 1875, 94½@95; do. 1880, 94@95; do. 1885, 94¾@95; Northern Central, 40½@41; do. 6s, 1885, 91¾@92¼; do. 1900, —@91½; do. 6s, 1900, gold, 92@92½; N. W. Va. 1st mort., 96@96½; do. 2d mort., 95@98; do. 3d mort., 1885, 89@92; Marietta and Cincinnati 7s, 1892, 93@93¼; do. 2d mort., 82½@82⅝; Central Ohio, 27⅜@29; do. 1st mort., 86¼@86½; Western Md. 6s, 1890, 76@78; do. guar. by Baltimore City, 89@94; do. 2d mort., guar., 88@88½; do. 6s, pref., 59@60; do. 6s, guar., by Washington Co., 80⅞@81; Richmond and Danville bonds, 76@77; Orange and Alexandria 1st mort., 6s, 85@88; do. 2d mort., 6s, 75@75½; do. 3d mort., 8s, 84½@85; do. 4th mort., 8s, 79@79½; Orange, Alex. and Manassas 7s, 77½@78; Virginia and Tennessee 8s, 79½@80; do., 6s 1st mort., 80@81; do. 6s, 2d mort., 71@73; Baltimore 6s, 1875, 96½@97; do. 1884, 95½@97; do., 1886, 96¼@97; do. 1890, 96⅛@96½; do. 1893, 100@—; do., 1900, 95@96; do. 5s, 1888–'70, 81@82½; Memphis City 6s, 50@51; Maryland Defense Loan, 1883, 103@103; City Passenger R. R., 20@20¾; George's Creek Coal, 60@62.

To Capitalists.

The well-known North River, or Durbin Rolling Mill, situated on Prospect and North Fifth Street, Jersey City, New Jersey, is offered for sale in another column. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, Stable, etc.

The Rolling Mill which was built for the manufacture of Locomotive and other descriptions of Boiler, Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It has been in successful operation since 1855. Situated near the Hudson River, a short and nearly equal distance from all the Depots and Ferries, and the Hoboken or Delaware and Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the city and Paterson, the facilities for forwarding to all points by water or railroad, it can not be surpassed.

The Real Estate is rapidly increasing in value, the reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the office, 140 Hudson Street, Jersey City.

Information may also be obtained of Wm. H. Wallace & Co., corner of Liberty and Washington Streets, N. Y., and R. R. Chrisman, Supt. Central Iron Works, Harrisburgh, Pa.

The Great Railroad.

The Chesapeake and Ohio Railroad is rapidly approaching completion. For the energy and spirit with which the western half of it is pressed, and the speed with which it will be completed, it throws all other enterprises in this State and the South entirely in the shade. If enterprise, the masterly control of means and force, and a wonderful rapidity of railroad construction entitle a man to wear the crown of railroad king, that crown belongs to somebody connected with the Chesapeake and Ohio Railroad; but it belongs to a man remarkable alike for his reticence and modesty. That man is Mr. Huntington, the President of the company; a man who had won his fame before he entered upon the Virginia theatre by his gigantic achievements upon the Pacific Railway.

The peculiar advantages of this grand Chesapeake and Ohio Railway is that it connects the Virginia tide with the great western fields, agricultural and mineral, which are peculiarly adapted to the support of manufacturing industry and the growth of commercial communities. Both those fields, which will be pierced by this grand artery of communication, are almost unlimited in their resources.

When we look at the Chesapeake and Ohio route we at once see how it is adapted to the business of transporting the products of these great fields. We find the James river valley reaching along the latitudinous line from the foot of the Alleghanies to the Atlantic tide, and separated by a narrow ridge—only a mile and a half wide there—from the waters of the Kanawha, rising and running along the Kanawha valley, pursuing the same line of latitude westwardly to the Ohio. That narrow ridge is crossed by the railroad at the grade of twenty-nine and a half feet to the mile! A fact without parallel in any of the railroads which run from east to west across the mountain ridges parallel with the ocean.—*Richmond Dispatch, 6th.*

☞ Seven-eighths of the graduation, masonry and bridging of the Connecticut Western railroad is done. Twenty-four connected miles at the eastern end, and sixteen at the western end, are ready for the track, with the exception of a small amount of bridge superstructure. Of the remaining 27 miles, sixteen in twos and threes are complete, and half the others will be done in the course of two months; the remainder during April. It is quite feasible, without extraordinary effort, to have the road in running order by the 4th of July next.

☞ In connection with the house of
JAY COOKE, McCULLOCH & CO.,
No. 41 Lombard Street, London,
We purchase and sell
STERLING EXCHANGE,
issue
Commercial Credits and Circular Letters for Travelers, *available in all parts of the world,*
Execute Orders in Securities,
make
Cable Transfers of Money,
and transact any business pertaining to an
American Banking House in London.
We receive deposits of coin and currency, allowing interest, and checks upon us are paid through the Clearing House.
JAY COOKE & CO.

☞ RAILROAD BONDS.—Whether you wish to buy or sell, write to Charles W. Hassler, 24 Broad Street, New York.

Harvey Fisk. A. S. Hatch.
☞ FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT SECURITIES,
No. 5 Nassau st.,
New York, Feb. 10, 1871.

The Six Per Cent. Gold Bonds of the Central Pacific Railroad Company have an established character which renders them especially desirable for investments.

They are based on one of the most important and valuable railroad lines in the world, fully completed, amply equipped, and already earning large revenues, which must increase enormously with the growth of the country it traverses and the development of trade with Japan, China and Australia, a large portion of which must find its way across the American Continent.

Holders of Five-Twenty Bonds (which are liable to be funded at a low rate of interest within a short time) may exchange them for Central Pacific Bonds, bearing the same rate of interest, and save from 15 to 18 per cent. for reinvestment, while their security remains as reliable as before.

They are dealt in at the New York Stock Exchange and at several of the more important Bourses of Europe. We have introduced them into our regular business upon the same basis as Government Bonds, and buy and sell them as freely at current market rates, and are prepared to furnish them to investors or others at daily quotations.

We buy and sell Government Bonds, Gold, and Coupons, execute orders in Miscellaneous Securities at the New York Stock Exchange, make collections, receive deposits subject to check at sight, allow interest on balances, and do a general banking business.

FISK & HATCH.

☞ NEW 7-30 GOLD LOAN.

Messrs. Jay Cooke & Co.
offer at par and interest
the new Seven-Thirty Gold Loan
of the

NORTHERN PACIFIC RAILROAD COMPANY,

secured by a first mortgage on a
RAILROAD TWO THOUSAND MILES LONG
and on a
LAND GRANT OF SIXTY-FIVE MILLIONS OF ACRES,
being in all respects the safest, most profitable and permanent security now in the market.

THE PRINCIPAL AND INTEREST
are
PAYABLE IN GOLD.

For the fullest information address
Jay Cooke & Co.,
Fiscal Agents Northern Pacific Railway Co.
New York: Corner Nassau and Wall streets.
Philadelphia: 114 South Third street.
Washington: 452 Fifteenth street.

☞ The Interest and Coupons on the First Mortgage 8 per cent. Gold Bonds of the St. Joseph and Denver City Railroad Company, due the 15th of this month, are payable at the Farmers' Loan and Trust Company of this City.

The Public Debt Statement.

The following is a recapitulation of the public debt statement January 31, 1871:

DEBT BEARING COIN INTEREST.

Five per cent. bonds	$214,567,800 00
Six per cent. bonds	1,714,776,400 00
Total	$1,929,343,700 00
Accrued interest	32,120,244 81

DEBT BEARING INTEREST IN LAWFUL MONEY.

Three per cent. certificates	$42,085,000 00
Navy Pension fund 3 per cent	14,000,000 00
Certificates at 4 per cent	678,362 41
Total	$56,763,362 41
Interest	425,466 60
Debt on which interest has ceased since maturity	$4,036,962 26
Interest	548,685 82

DEBT BEARING NO INTEREST.

Demand and legal tender notes	$356,101,086 00
Fractional currency	40,479 593 38
Certificates of gold deposited	32,088,360 00
Total	$428,669,039 38
Unclaimed Pacific R.R. Interest	13,695 01
Total amount outstanding	$2,418,813,004 05
Total interest	33,108,092 24
Total debt, principal and interest, to date, including interest due and unpaid	$2,451,921,096 29

AMOUNT IN TREASURY.

Coin	$99,066,500 45
Currency	24,827,788 84
Total	$123,894,289 29
Debt less amount in Treasury	$2,328,026,807 00
Debt less amount in Treasury January 1, 1871	2,332,067,793 75
Decrease of debt during the past month	$4,040,986 75
Decrease of debt since March 1st, 1869	$197,436,453 01

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236 512	$136,182 56
Kansas Pacific	6,303,000	31,515 00
Sioux City and Pacific	1,628,320	8,141 60
Central Pacific	25,881,000	129,405 00
Central Branch Union Pacific	1,600,000	8,000 00
Western Pacific	1,970,000	9,850 00
Totals	$64,618,832	$323 094 16
Interest paid by United States	$10,753,910 45	
Interest repaid by transportation of mails, etc.	2,460,818 94	
Balance of interest paid by United States	8,293,091 51	

Journal of Railroad Law.

COMMON CARRIERS—CONNECTING ROUTES—JOINT LIABILITY FOR LOSSES AT ANY POINT—EXPRESS COMPANIES.

The facts in the recent case of Coates *vs.* The United States Express Company (45 Mo., 238,) are fully and clearly stated in the following opinion by

WAGNER, J.—This was an action brought by the plaintiff against the defendant, as a common carrier, to recover the sum of $300, alleged to have been delivered to it for transmission from the town of Allen, in Randolph County, to the town of Trenton, in Grundy County.

On the trial it was agreed between the parties that the Express Company received the package, and that it contained $300; that the company forwarded it to Macon City, which was the nearest point of destination reached by the company, and that it there transferred and delivered the package to the American Express Company, which was a responsible forwarding agent, and the only Express Company forwarding from Macon City to Trenton, and that it was the usual line for carrying express matters upon that route.

The following is a copy of the receipt given by the company at the time it received the package.

"United States Express Company,
Allen, Dec. 2, 1865.

"Received of John F. Coates one package said to contain money valued at three hundred (300) dollars, and marked Cliff A. Evans, Trenton, Mo., which we undertake to forward to the nearest point of destination reached by this company, only perils of navigation excepted. And it is hereby expressly agreed that said United States Express Company are not to be held liable for any loss or damage, except as forwarders only," etc.

Upon the foregoing evidence the courts below gave judgment for plaintiff.

There is undoubtedly some conflict in the reports as to whether a carrier, receiving goods to be transported to a point beyond his own line, is liable when they are lost, where he has forwarded them to their destination upon another route. Where carriers on connecting routes form associations and arrangements for the purpose of carrying goods or parcels through the whole line, and share the profits, they are, beyond question, partners, and each is responsible for any loss or injury to goods which may happen, in whatever part of the line it occurs. The English doctrine seems to be in favor of the rule, that a carrier who knowingly receives a parcel, directed or consigned to any particular place, undertakes to carry it there himself, unless he makes known a different purpose and undertaking to the owner. As a consequence of this rule, it is held that the owner has no contract with the second carrier, and cannot recover of him for damages done on his end of the route. This principle was distinctly announced by Lord Abinger, in the leading case of Muschamp *vs.* The L. and P. Junction Railway Co., 8 M. and W. 421, and has been since followed by later adjudications. A similar doctrine was at one time announced by the Supreme Court of the State of New York, in the case of St. John *vs.* Van Santvoord, 25 Wend. 660; but that decision was reversed in the court for the correction of errors, Chancellor Walworth delivering the leading opinion. In the American States the English doctrine is almost entirely overthrown. It seems to be the established law that a carrier may receive a parcel to carry as far as he goes, and then to send it further by another carrier. And when such is the clear and admitted case, his responsibilities as carrier and forwarder are distinct.

Professor Parsons, after speaking of the diversity that exists between the English and American cases, comes to the following conclusion: "The prevailing rule in this country may now be said to cast upon the carrier no responsibility, as a carrier, beyond his own route (requiring, of course due care in forwarding the parcel) unless the usage of the business, or of the carrier, or his conduct or language, show that he takes the parcel, as carrier, for the whole route. And his receipt of payment, for the whole route would be evidence going far to prove such undertaking." (2 Parsons on Cont. 5th ed. 213.) And this proposition seems to be well sustained by the authorities.

The record discloses no payment for the whole route, nor any understanding, usage, or agreement that the company assumed to be responsible for the package after it left its own line. I think, then, the company was only bound, under its contract or undertaking, to transport the package safely to Macon City, that being the point on its line nearest the place of destination, and there to deliver it to the proper carrier to be forwarded to its destination; and, having done this, the company was not responsible for its subsequent loss.

The judgment should be reversed.

Reversed. The other Judges concur.

NEW 7-30 GOLD LOAN

of the

NORTHERN PACIFIC RAILROAD COMPANY.

SECURED BY FIRST MORTGAGE ON RAILROAD AND LAND GRANTS.

SAFE! PROFITABLE! PERMANENT!

We offer for sale at par and accrued interest the First Mortgage Land Grant Gold Bonds of the Northern Pacific Railroad Company. They are free from United States Tax, and are issued of the following denominations: Coupons, $100, $500, and $1,000. Registered, $100, $500, $1,000, $5,000 and $10,000.

With the same entire confidence with which we commended Government Bonds to Capitalists and People, we now, after the fullest investigation, recommend these Northern Pacific Railroad Bonds to our freinds and the general Public.

GOLD PAYMENT.

Both Principal and Interest are payable in American Gold coin, at the office of Jay Cooke & Co., New York City—Principal at the end of 30 years and the interest (at the rate of seven and three-tenths per cent. per annum) half yearly, first of January and July.

PERFECT SAFETY.

The Bonds we are now selling are secured by a first and only mortgage on all the property and rights of the Northern Pacific Railroad Company, which will embrace on the completion of the work:

1. Over Two Thousand Miles of Road, with rolling stock, buildings, and all other equipments,

2. Over Twenty-two Thousand Acres of Land to every mile of finished road. This land—agricultural, timbered, and mineral, amounting in all to more than Fifty Million Acres—consists of alternate sections, reaching twenty to forty miles on each side of the track, and extending in a broad, fertile belt from Wisconsin, through the richest portions of Minnesota, Dakota, Montana, Idaho, Oregon and Washington, to Puget Sound.

While the Government does not directly guarantee the bonds of the road, it thus amply provides for their full and prompt payment by an unreserved grant of land, the most valuable ever conferred upon a great National improvement.

THE MORTGAGE.

The Trustees, under the Mortgage are Messrs. Jay Cooke of Philadelphia, and J. Edgar Thomson, President of the Pennsylvania Central Railroad Company. They will directly and permanently represent the interest of the First Mortgage bondholders, and are required to see that the proceeds of land sales are used in purchasing and cancelling the bonds of the company, if they can be bought before maturity at not more than 10 per cent. premium; otherwise the Trustees are to invest the proceeds of land sales in United States Bonds or Real Estate mortgages for the further security of Northern Pacific bondholders. Also that they have at all times in their control, as security, at least 500 acres of average land to every $1,000 of outstanding first mortgage bonds, beside the railroad itself and all its equipments and franchises.

PROFITABLENESS.

Of course nothing can be safer than the bonds of the United States; but, as the Government is no longer a borrower, and as the Nation's present work is not that of preserving its existence, but that of DEVELOPING A CONTINENT, we remind those who desire to increase their income and obtain a more permenent investment, while still having a perfectly reliable security, that:

United States 5-20s at their average premium yield the present purchaser less than 5⅓ per cent. gold interest. Should they be redeemed in five years, and specie payment be resumed, they would really pay only 4⅜ per cent., or, if in three years, only 3⅛ per cent., as the present premium would meanwhile be sunk.

Northern Pacific 7-30's selling at par in currency yield the investor 7 3-10 per cent. gold interest, absolutely for thirty years, free from United States Tax. $1,100 currency invested now in United States 5-20s will yield per year, in gold, say $62. $1,100 currency invested now in Northern Pacific 7-30s will yield per year, in gold, $80 30. Here is a difference in annual income of nearly one-third, besides a difference of 7 to 10 per cent. in principal, when both classes of bonds are redeemed.

THE ROAD NOW BUILDING.

Work was begun in July last on the eastern portion of the line, and the money provided, by the sale to stockholders of some six millions of the Company's bonds, to build and equip the road from Lake Superior across Minnesota to the Red River of the North—233 miles. The grading on this division is now well advanced, the iron is being rapidly laid, several thousand men are at work on the line, and about the first of August next this important section of the road will be in full operation. In the meantime, orders have been sent to the Pacific coast for the commencement of the work on the western end in early Spring; and thereafter, the work will be pushed, both eastward and westward, with as much speed as may be consistent with solidity and a wise economy.

RECEIVABLE FOR LANDS.

These bonds will be at all times receivable, at 1.10, in payment for the company's lands, at their lowest cash price.

BONDS EXCHANGEABLE.

The registered bonds can be exchanged at any time for coupons, the coupons for registered; and both those for others, payable principal and interest, at any of the principal financial centers of Europe in the coin of the various European countries.

HOW TO GET THEM.

Your nearest Bank or Banker will supply these bonds in any desired amount and of any needed denomination. Persons wishing to exchange stocks or other bonds for these can do so with any of our agents, who will allow the highest current price for all marketable securities.

Those living in localities remote from banks may send money or other bonds, directly to us by express; and we will send back Northern Pacific Bonds, at our own risk, and without cost to the investor. For further information, pamphlets, maps, etc., call on or address the undersigned, or any of the banks or bankers employed to sell this loan.

FOR SALE BY

JAY COOKE & CO.,

Fiscal Agents Northern Pacific Railroad Co.,

114 South Third street, Philadelphia; corner of Nassau and Wall streets, New York; 452 Fifteenth street, Washington, D. C.; by National Banks, and by brokers generally throughout the country.

Rutland Railroad Lease.

At the recent annual meeting of the Rutland Railroad Company, the President made the following statement in regard to the present condition of the company's affairs. He said:

During the year the directors had leased a section of the Vermont and Massachusetts road for fifty years at the rate of $42,000 per annum for the first five years, $48,000 for the next five years and $54,000 for the last five. They had also leased the Vermont Valley road of E. R. Birchard and John B. Page, who had been operating under a private lease at the rate of $65,000 per annum for four and one-half years and $72,000 per annum thereafter. They had also concluded negotiations for the lease of the Addison Railroad as soon as it shall be completed. They further proposed to purchase the individual stock of the Burlington Steamboat Company. The other leases by the company are of the Montreal and Plattsburg Railroad, at $42,000 per annum and taxes, and the Whitehall and Plattsburg Railroad, at $20,000 per annum and taxes. The aggregate annual rentals amount to $169,000. The operations of the road for the year ending October 31, 1870, show the following results:

Receipts	$1,041,509 92
Expenses	755,918 25
Net earnings	$285,641 67

Among the miscellaneous items of expense are $336,800 for new rolling stock and $194,110 for repairs on account of the great freshet last year. The President also stated that in accordance with a stipulation with Messrs. Cheever and Hart, representing the holders of the first mortgage bonds, the entire amount of those bonds had been paid, the last payment having been made during the present month.

The terms of the twenty years' lease of the roads operated by the Rutland Company, to the Vermont Central and Vermont and Canada Railroads, were explained by Governor Page. In the first place the lessees guarantee the payment of the interest at seven per cent. of the entire amount of preferred stock of $4,300,000; on 500,000 of the seven per cent. bonds of 1870, and on a like amount to be issued at 8 per cent., making a total from this source of $376,000 per annum. The lessees also guarantee the payment of interest on $2,700,000 common stock at the following rates: For the first year, nothing; for 1872, one and one-half per cent.; for 1873, two per cent.; for 1874, three per cent.; for 1875, five per cent.; for 1876, 1877 and 1878, six per cent.; for 1879, seven per cent., and at the rate of seven per cent. for the remaining eleven years. The steamer Oakes Ames is leased at the rate of $10,000 per annum, and the lessees also pay $8,000 per annum for supervision and organization. The several leases held by the Rutland Railroad Company are transferred exactly as they stand to the Vermont Central Company, the latter becoming responsible for all the obligations of the original lessees. These amount, as stated above, to about $169,000 per annum.

The average yearly proceeds from these several sources is about $171,000. This added to the proceeds from the preferred stock makes the yearly rental due the Rutland company about $574,000. It is calculated that this sum, with the rental from real estate exempted, is equivalent to an average for the twenty years of six per cent. on the common stock, with a balance of about $12,000 as security for this rent.

The Vermont Central issues to the Cheshire and Connecticut River Railroads monthly orders, making the collections by them on northern freight payable directly to the Rutland company. These orders are equal to $30,000 monthly on the Connecticut River and to $10,000 monthly for the first two years on the Cheshire, and $20,000 thereafter. This security is regarded as ample in every respect for the prompt payment of the rent.

On motion, the lease was unanimously ratified by a stock vote, and the transfer will be made at once.

The following were elected Directors for the year: Lawrence Barnes of Burlington, E. A. Birchard of Brandon, John B. Page of Rutland, J. H. Williams of Bellows Falls, George B. Chase, Peter Butler and D. N. Skilling of Boston.

☞ The Supreme Court of Maine has decided in the case of the New England Express Company, vs. The Maine Central Railroad Company, that a railroad company carrying express matter for one company or person have no right to refuse to carry express matter for other companies or persons offering it, but they must carry for all alike and on equal terms. In this case the railroad company had made arrangements with the Eastern company to carry express matter for them, and during the contract of four years, not to carry it for any other express carrier. The court held the contract illegal, both under a statute of Maine and at common law.

Refunding the National Debt.

The following is an official copy of the Act to amend an Act entitled "An act to authorize the refunding of the National Debt"—approved January 20, 1871:

Be it enacted, etc., That the amount of bonds authorized by the act approved July fourteen, eighteen hundred and seventy, entitled "An act to authorize the refunding of the national debt," to be issued bearing five per centum interest per annum, be, and the same is, increased to five hundred millions of dollars, and the interest of any portion of the bonds issued under said act, or this act, may, at the discretion of the Secretary of the Treasury, be made payable quarter-yearly: *Provided, however*, That this act shall not be construed to authorize any increase of the total amount of bonds provided for by the act to which this act is an amendment.

☞ The President of the Philadelphia and Reading Railroad Company has just issued a circular in which he names the heads of the several departments of that now extensive establishment. They are—Mr. G. A. Nicolls, General Superintendent and Assistant President; J. W. Jones, Secretary and Comptroller; John E. W otten, Assistant Superintendent and Engineer of Machinery, and L. B. Paxson, Master Machinist.

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The Real Estate is rapidly increasing in value. There has been no better chance for the makers of Jersey Blooms offered to work up their own product and well deserves *your consideration*. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

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Map can be seen and General Information may be obtained also of Wm. H. Wallace & Co, Corner of Liberty and Washington Streets, N. Y., City Agents; and R. R. Chrisman, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.

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Parties tendering must submit their own plans of the mode in which they propose to construct the Bridges, and must state the price of each span f. o. b., at the place of shipment; and also the price of each span completed in place.

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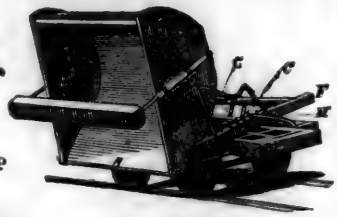


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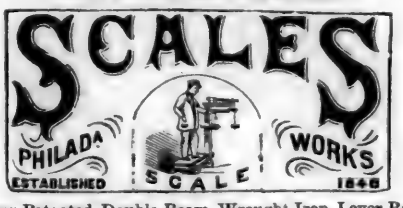
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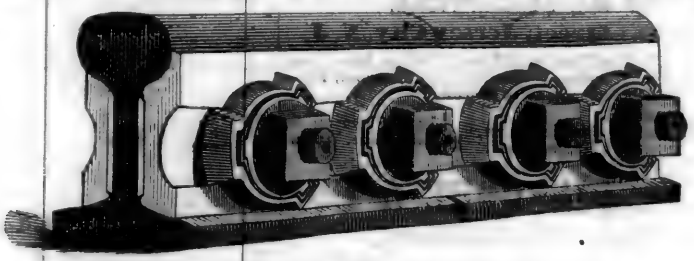
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The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

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That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

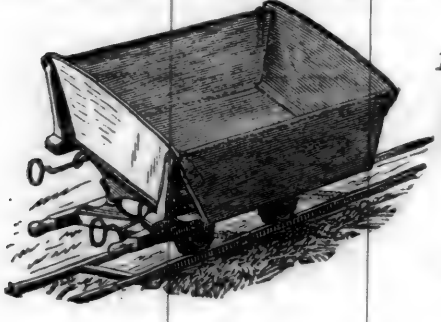
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Steamer GREAT REPUBLIC will leave San Francisco March 1, 1871, for China and Japan.

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AMERICAN RAILROAD JOURNAL.

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SECOND QUARTO SERIES, VOL. XXVII., No. 7.] SATURDAY, FEBRUARY 18, 1871. [WHOLE No. 1,817, VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, February 18, 1871.

Railroad Safety Signals.

The old railroad system of signals, so far as based upon the theory that if no danger signal is seen all is right, is about to be entirely reversed, thus making it necessary for an engineer to see safety signals at all points of danger before he can pass those points, and not to depend upon or be looking out for danger signals. From a little pamphlet published by Mr. ASHBEL WELCH, president of the United States Railroad Companies of New Jersey, of the committee appointed for the purpose, and termed a "Report on Safety Signals to the railroad convention held at the St. Nicholas Hotel, New York," several interesting points relative to this generally new system may be gleaned.

It is stated that at all dangerous points, the arrangements there for safety should be presumed to be wrong, unless the engineer has affirmative evidence that they are right, and in such cases safety signals should be used, and not danger signals. If a danger signal is relied upon, and by some carelessness of the official in charge, or by some defect of the apparatus or working, it should not be exhibited, the result is oftentimes a fearful one, while had a safety signal been relied upon, nothing worse than a momentary stoppage of the train could take place.

The force of this argument is shown by a recent disaster in a tunnel in England, where a train was run into by one following, the engineer of which saw no danger signal to prevent his entering, and in turn was also run into by still another train. The Norwalk Bridge disaster is quoted, where an engineer, supposing that bridge to be all right, because not shown to be wrong, ran his engine off the draw, which happened to be open. Mr. Welch claims that had the reverse of the rule now generally in use been adopted, no accident would have happened.

On important double track lines of railroads the recommendation is made that telegraphic signal stations should be established at regular intervals and at short distances apart along the road, and each train should be informed by signal on passing such a station, whether the preceding train going in that direction had passed the next station or not, as in the latter case the following train must not proceed except with great caution. It is stated that no cause of disaster is more frequent on railroads than the running of one train into the rear of another.

The plan above mentioned has been in use for two or more years past between Philadelphia and New Brunswick, on the main passenger route between New York and Philadelphia, and is claimed to be of the greatest use in the prevention of accidents.

For fifteen years past there have been used upon the Belvidere Delaware Railroad draw bridge, signals which can only be exhibited by the insertion of the bolt which fastens down the latch of the bridge, and thus ensures continuity of the track.

For the crossing of trains over other tracks, where both are on the same grade, a plan in use, after much consideration, at the intersection of the Philadelphia and Trenton and the Reading Railroads, is highly recommended. A hollow cylinder, elevated so as to be seen by all concerned, has four openings, one being each way for each road. A revolving light in the centre of the cylinder with two red and two white faces is turned so that when the white light or safety signal is shown to an approaching train on one road, the red lights meaning danger are as a consequence shown to the trains on the other road.

It is particularly recommended that railroad companies see that their brakesmen are well and warmly clothed, as a brakesman sent hurriedly from a warm car, back upon the track with his danger signal, with the thermometer at ten degrees below zero, and called upon to stand there for perhaps an hour, is a very unsafe guard against danger.

The use of flags is objected to as being liable to be blown edgeways to the observer and not noticed. In their place flat surfaces of tin or wood are recommended.

These suggested rules and regulations, if rigorously carried out by railroad companies, could not fail to be of the greatest service to the traveling public at large.

The Wharton Patent Safety R. R. Switch.

THE MAIN TRACK ENTIRELY UNBROKEN AND CONTINUOUS.

This Switch has the following merits:

Both rails of the main track are entirely undisturbed so that the same is unbroken and solid:—therefore, so far as the main track is concerned, switches are entirely dispensed with. This is the only Railroad Switch that accomplishes that most important object.

By thus providing a perfectly solid and continuous track, the shocks and jars which are the unavoidable result of the two open joints left in ordinary switches are done away with, and there is consequently a great saving in wear and tear of the rolling stock, and of the rails themselves at that point.

The amount of damage to the wheels and axles and other parts of trains moving at high speed over these unbroken places in the track cannot well be estimated; and the ends of the two switch rails of an ordinary switch, as well as the two adjoining rails soon get bruised and battered out so as to be unfit for service. The head-plates also are constantly getting out of order, and the crossties require frequent attention to keep them in level. This is particularly the case in winter, when the frost upheaves the ties at these movable portions of the track.

All the above objections are entirely removed by the use of Wharton's Patent Switch.

The great expense of the constant renewal of materials and of the incessant repairs needed to keep up the ordinary switches being thus saved, this invention is of great importance to railroad companies on the ground of economy in the maintenance of the track alone, without reference to the saving effected to the rolling stock, which is probably of even greater account.

This is the only railroad switch in the world that enables railroad companies to grant switch facilities without breaking the main track and endangering the through travel. In this way the local trade, which is always the most reliable, can be encouraged and built up without any detriment to the fast lines competing with other through routes.

These switches will last for a long term of years, as all the wearing parts are made of solid steel, and they are only used by such cars as go into or come out of the siding, for all the trains traveling upon the main track use the main track rails alone.

Having enumerated some of the advantages of this switch on the score of economy, we now

come to the still more important question of safety.

Perfect security is given to trains if the switch is by accident left wrong, nor is there any injury done to the switch itself. This protection is so positive that there is no need of targets or other signals to indicate the position of the switches on double track railroads; while the operating apparatus for switches on single track railroads is so arranged that the switch will not remain set for the siding if the switchman should forget his duty.

Besides the accidents which are constantly occurring from the misplacing of ordinary switches, it has often happened that trains have been thrown from the track by the breaking or bending of the connecting rods or some other part of the moving apparatus. This can never take place with Wharton's Patent Switch as the main track is absolutely immovable being spiked down to the cross-ties.

In conclusion, these switches give absolute protection to the travel on the main track, being no more encumbrance than if they were miles away. This is the case whether the switch is fastened right or fastened wrong, or not fastened at all, but left loose.

ABRAHAM BARKER, *Pres.* } of Wharton Railroad
WM. WHARTON, JR. *Supt.* } Switch Co.

Post Office Box No. 2353.
Office, No. 28 South Third St. } Philadel., Pa.
Factory, Walnut St., below 32nd.

Columbus and Hocking Valley Railroad.

The earnings of this road for the fiscal year ending December 31, 1870, were:

From passengers	$90,995 62
" freight	270,488 16
" mail and express	6,014 21
" mileage of cars and engines	4,003 27
" telegraph	728 14
	$372,229 41

Expenses, viz:

Repairs of road & bridges	$41,675 99	
Repairs of engines and cars	26,425 30	
Transportation expenses	66,531 59	
Fuel, oil, waste and tallow	17,307 81	
Rent, insurance and taxes	8,645 06	
Loss and damage	728 84	
		161,314 39
Net earnings (56⅔ per cent.)		$210,914 82

The company own 12 locomotives, 8 first-class passenger, 3 baggage, 279 eight-wheel coal, 60 box and 26 flat cars; while that owned by private parties and running on the road, consists of 303 eight wheel and 100 four-wheel coal cars. With this equipment, and about 150 other cars furnished by connecting roads, the company were hardly able to supply the demand for cars from four coal banks now in operation, and all the locomotives were worked to their full capacity. The company also own 8 caboose, 15 hand and 10 dirt cars. A number of coal cars, also one switching engine and two or three road engines will be required during the coming year. The Vice-President, in his report, says:

It is with pleasure that I am permitted to report your road complete from Columbus to Athens, seventy-six miles, and also the branch from Logan to New Straitsville, thirteen miles.

The road-bed from Nelsonville to Athens was completed and the track laid by the first of July last, and on the 25th of July your road was opened for business, and has been successfully operated up to this time.

On the 22d day of April your company entered into a contract, agreeing to build a branch road from or near Logan to or near Straitsville, in Perry county, said branch road to be completed by the first day of February, 1871. On the 20th of May, contracts were made for the grading, masonry, bridging and furnishing of ties, and in August for the iron spikes, etc., and on the 7th of December the track was complete to New Straitsville. The first eight miles from Logan is well ballasted with stone and gravel, and the last five miles has a bed of six inches of broken stone on the surface of the road-bed on which the ties are laid, the cold weather preventing the completion of the ballast which will need to be done as soon as the weather will admit. The broken stone for the same is paid for, and is now on the side of the road. As soon as the track was completed to Straitsville, the construction train commenced bringing out coal each day. On the 2d day of January, 1871, the branch was opened for general business, and is now using all the cars that the company can furnish.

During the past year large deposits of iron ore have been found on the line of the branch and at Grove Station. Several hundred tons of ore have been bought by the Columbus Iron Company, to be transported to this city, and from present indications a large business in that article will be done over your road. At New Straitsville there are three coal companies now in operation, and two more on the line nearly ready, and by spring, it is safe to state, that the capacity of the mines will be fully one hundred cars per day.

Your company received from the coal companies and individuals on the branch a subscription to your capital stock of $100,000, which has been paid.

A mortgage has been placed on the branch road for $300,000, and three hundred bonds of $1,000 each issued, of which amount $118,000 have been sold at eighty per cent. and accrued interest, the balance, $182,000, is on hand to be sold, the proceeds to be applied to the payment of the liabilities of your company.

At the time of your last annual meeting there were but two coal companies in operation on the main line, viz: W. B. Brooks and Peter Hayden. In March last, the Hocking Valley Iron, Coal, Coke and Mining Company completed its track (connecting with your road about two miles west of Nelsonville) and commenced shipments of coal. In December, Mr. Longstreth, located one mile east of Nelsonville, connected his track so as to ship direct from his mines, making at this date four companies, with a capacity of at least one hundred and thirty cars per day.

A Chicago company, owning a large tract of coal lands about four miles east of Nelsonville, has purchased its iron and is now grading its track, and will be ready to ship coal within thirty days, which will make five companies on your main line, and with the five on your branch they together will have a capacity of at least two hundred and fifty cars per day.

You will no doubt ask, Where is the market to consume and the equipment to transport so large a supply of coal? My answer is, the best market is your own city of Columbus, as the least amount of equipment will be required for transportation, and which equipment your company will control. And here let me call your attention to the fact of the building of an iron furnace in the city of Columbus during the past year, which is now in successful operation, and is burning Straitsville coal in its raw state (without coking). That one furnace will consume about ninety tons of coal per day, and there is no good reason why ten such furnaces should not be built within a reasonable time. That number, and the manufacturing establishments necessarily following, would make a larger and more reliable market than we have at this time, extending, as it does, from Cleveland to Chicago. Hence the interest every stockholder in this company has to assist in developing the manufacturing interests of the cities of Columbus and Lancaster, and the towns on the line of this road, thereby creating a market for the large amount of coal and iron ore ready to be transported.

The principal markets for the coal at this time are Columbus, Cleveland, Sandusky, Springfield, Dayton and Chicago. To reach these markets requires an average of seven days to make one trip. So that to furnish cars enough for the capacity of your coal companies, which will be in operation within ninety days, will require about 1,750 coal cars, or about one thousand more than you now have. It may be asked, Why do not the connecting roads over which this coal is to pass furnish their proportion of the cars required? I can only answer, that many efforts have been made to induce them so to do, but as yet unsuccessfully except in a small degree. Your company has received more aid in cars from the parties interested in coal, than from all other sources, and is relying at this time upon that source more than on all others.

Your company has purchased and received during the year 3 locomotives from the Hinkley and Williams Works, Boston, making 12 in all; 15 eight-wheel dump cars for coal, from the Cambridge City Car Company; 100 coal cars, 30 box cars, and three caboose cars, from John L. Gill; 6 flat cars and 1 caboose car from Dodge, Case & Co. There has been placed on the road an increase of 26 coal cars by W. B. Brooks; 25 coal cars by P. Hayden; 50 coal cars by E. A. Fitch & Co.; 50 coal cars by Miner T. Ames & Co.; 50 coal cars by C. C. C. & I. Ry. Co.

The large increase of business during the year has taxed the motive power of the road to its utmost capacity, every locomotive being in use; and had it not been for the extraordinary care and success in operating the road, whereby no locomotive has been disabled, the business could not have been done with the motive power of the company.

An increase of motive power will be required within a few months.

During the year four stalls for locomotives and a car-house have been built at Columbus, and on the line station-houses have been built at Salina and Athens, with the necessary water stations, cattle-pens and chutes. An engine-house, has been built at Athens, and one is now being built at Straitsville. So that all of the locomotives and passenger cars are housed and not exposed to the weather.

Several miles of side-track have been made during the past year, and quite an expenditure must be made during the present year in side-tracks, on the line and in this city, in order to do the increasing business.

Quite an expenditure for fencing must be made during this year.

In the report of the Treasurer, herewith annexed, you will see that after disposing of all the bonds, and the proceeds applied to the payment of the liabilities of the company, there will remain liabilities to the amount of about $150,000, which will have to be carried as a floating debt, until paid by the earnings of the company. In the same report your attention is called to the fact that the gross earnings of your road, from its commencement until its completion—amounting to $522,840 41—exceed the operating expenses [$225,395 18], taxes [$15,064 77], interest on bonds [$138,969 12] and interest account [$14,994 81], by $128,416 53.

In the report of the Superintendent, herewith annexed, you will observe the successful working of your road during the year, encountering as it did in the month of January, one of the largest freshets known on the Scioto and Hocking rivers, and having our coal business cut off in the months of May and June by a strike of the miners, thus reducing the earnings of those months to about the expense of operating the road, with your road open through to Athens but five months of the year, and yet the gross earnings amount to $372,229 41, expenses to $161,314 82—leaving, as net earnings, $210,914 82, which is equal to the interest on the bonds of the main line [$1,500,000], and the branch (not yet issued) $300,000, at seven per cent. $126,000, and ten per cent. on all of the stock now issued.

Before closing this report, let me call your attention to the policy adopted by your Board of Directors, which is to do all of its business at low rates—thereby encouraging all manufacturing

and other enterprises on its line, and at the same time cutting off the system of passes, and doing no work either in passenger or freight business without a fair compensation, and earnestly recommending that the same policy be rigidly adhered to in the future, believing that within a reasonable time your property may be made as valuable as any railroad property in the State.

The total number of passengers carried during the year was 113,873; tons of coal, 193,581; tons of iron, 6,428; freight other than coal or iron 38,669. Total mileage of cars, 2,238,200; do., locomotives, 244,386.

INCOME ACCOUNT.

Balance from previous year		$23,318 98
Earnings, as above		372,229 41
Total		$395,548 39
From which deduct—		
Operating expenses	$153,957 40	
Taxes	7,357 19	
Interest on bonds	96,847 18	
Interest account	8,970 14	
		267,131 86
Balance to credit of income account		$128,416 53

The amount of stock subscribed is $925,400; amount collected, $848,964 39—amount uncollected, $76,435 61.

GENERAL ACCOUNT.

Capital stock		$848,964 39
Bonds issued (30 yr. 7 p. c.)		1,498,000 00
" (10 yr. 7 p. c.)		118,000 00
Due to agents and connecting roads		911 62
Bills payable		805,491 14
Earnings		522,840 41
Due individuals		11,968 54
		$3,306,176 10
Cash on hand		$37,139 66
Construction (proper)		1,876,543 87
Straitsville branch (construction)		227,551 45
Equipment		472,083 68
Real estate (shop, switch and depot grounds)		89,978 67
Right of way and fencing		91,952 24
Interest on bonds		138,969 12
Discount on bonds		149,096 08
Lancaster City bonds		800 00
Interest account		14,994 81
Telegraph line		4,209 61
Bills receivable		10,801 92
Due from agents and other roads		2,596 19
Due on individual accounts		49 40
Taxes (State, County and National)		15,064 77
Operating expenses		225,895 18
		$3,306,176 10

President.—B. E. SMITH.

Vice-President.—M. M. GREEN.

Directors.—W. B. Brooks, C. P. L. Butler, Theo. Comstock, Wm. Dennison, W. G. Deshler, John D. Martin, Isaac Eberly, John L. Gill, M. M. Greene, John Greenleaf, B. E. Smith, C. H. Rippery, S. W. Pickering.

Secretary and Treasurer.—J. J. JANNEY.

Superintendent.—J. W. DOHERTY.

Frederick and Pennsylvania Line R. R.

The Littlestown (Pa.) *Press* says that "the work on the Littlestown section of this road will be completed in a few days to the Maryland line. Major Cyrus Diller, the contractor for this portion of the road, deserves great credit for the early fulfilment of his contract. During the past week Messrs. V. K. Stevenson and H. V. Poor, of New York, visited our city and took a drive over the gradation of the road in company with President Loats and Col. Haydon. They complimented the managers of the road on the economy observed in the construction of the same, and also upon the superior quality of masonry. These visitors are large iron contractors, and are supposed to have visited the road relative to the contract for iron, which will shortly be given out."

Coal Trade of the United States.

We give our readers this week the official returns of the Anthracite Coal Trade of Pennsylvania, and of that portion of the Bituminous Trade that was moved towards the seaboard. The balance of the Bituminous Trade of the country will have to be estimated, and we can only know the quantity mined in 1869 when the official statistics of the census are tabulated in the course of the present year.

The whole product of anthracite coal sent to market in 1870 was 14,846,782 tons, against 13,221,386 in 1869, giving an increase of 1,625,386 tons in 1870.

The product of Semi-Anthracite in 1870 was 521,665 tons, against 430,361 in 1869, giving an increase of 91,304 tons, making the increase of both kinds in 1870, 1,716,690 tons.

The supply of Bituminous, including Foreign importations, moved towards the seaboard in 1870, was 4,589,148 tons against 4,656,569 tons. This shows a decrease of 67,421 tons, making the total supply of coal sent towards the seaboard market, out of the immediate vicinity of the collieries, 19,957,585 tons, making the increase of all kinds in 1870, 1,649,269.

We have no data to give the probable consumption of Bituminous coal in the different regions; but in all the Anthracite Regions it will amount to not less than one ton in four sent to market. This would give a local consumption of Anthracite and Semi-Anthracite in the Counties of Schuylkill, Carbon, Luzerne, Northumberland, Columbia and Dauphin, of 3,842,876 tons. Add this to the supply of Anthracite and Semi-Anthracite sent to market, and it would run the whole production of coal in these counties in 1870 to 19,211,313 tons. The production last year was 15,721,380 tons, which would give an increase in the quantity mined in 1870 of 3,493,010 tons, sent to market and consumed in the coal regions; but from more correct data we are satisfied that the home consumption was underrated last year. On the same data that we give the consumption this year of one ton consumed at home for every 4 tons sent to market, it would give 3,412,444 tons, instead of 2,500,000 consumed last year; this would give an increase mined in 1870, of 2,580,556 tons of Anthracite.

The consumption of coal in the engines at the collieries is immense. Out of 930,100 tons home consumption in Schuylkill county, not less than a half million tons were consumed in the engines used for mining and preparing the coal for market.

We therefore sum up the trade as follows:

Total Anthracite and Semi-Anthracite sent to market

	Tons.
In 1870	15,368,437
In 1869	13,651,740
Total increase in 1870	1,716,690

The total quantity of bituminous coal sent to market, including foreign, was

	Tons.
In 1870	4,589,148
In 1869	5,086,930
Decrease in 1870	67,421

This would give an increase in the supply of all kinds embraced in our tables, sent from the mines towards the seaboard in 1870, of 1,649,269 tons, against 763,230 tons in 1869.

The whole supply of coal produced in the United States in 1870 we give as follows:

	Tons.
Official quantity of the Anthracite sent to market in 1870	15,368,437
Home consumption	3,842,876
Total	19,211,313
Bituminous (official), including 420,683 tons imported	4,589,148
Bituminous mined and consumed in the United States not embraced in our tables	10,800,000
Total product for consumpt'n in 1870	34,600,461

TABULAR STATEMENT.

	1869. Tons.	1870. Tons.
Schuylkill Region:		
By Reading Railroad	3,688,928	*3,022,465
By Schuylkill Canal	698,879	526,804
By Lehigh and Mahanoy	423,156	287,869
From Pinegrove	37,763	30,413
	4,848,726	3,857,351
Less Shamokin & Trevorton	99,757	146,948
	4,748,969	3,720,403
	3,720,403	
Decrease in 1870	1,028,566	
Lehigh Region:		
Lehigh Valley Railroad	2,076,333	†3,099,161
Lehigh and Susquehanna Railroad	967,470	‡1,169,785
Lehigh Canal	605,144	789,112
	3,648,947	5,058,058
	1,719,424	2,017,755
	1,929,523	3,040,303
		1,929,523
Increase in 1870		1,110,780
Wyoming Region:		
Pennsylvania Canal Co.	348,706	376,195
Canal, North	76,308	19,465
Pensylvania Coal Company	966,637	||1,086,008
Scranton, L. W. RN	453,173	(669,843
" South	1,110,815	1,678,254
Delaware and Hudson Co.	1,369,319	¶2,089,722
Lackawanna & Bloomsb'rg	447,143	295,720
By Lehigh	1,296,268	1,434,695
	6,068,369	7,599,902
		6,068,369
Increase in 1870		1,531,533
Shamokin Region	474,525	**486,174
		474,525
Increase in 1870		11,649
Semi-Anthracite:		
Williams Valley Colliery	201,018	296,424
Lykens Valley and St. Mt.	§183,731	67,775
Big Lick Colliery		59,619
Trevorton	45,612	67,847
	430,361	521,665
		430,361
		91,304
Total Anthracites	13,651,747	15,368,437
		13,651,747
Increase in 1870		1,716,690
Bituminous:		
Broad Top	359,551	313,422
Pa. C. and Phila. and Erie.	1,721,375	1,889,089
Chesapeake and Ohio Canal	652,151	604,137
Baltimore & Ohio Railroad	1,499,676	1,361,817
	4,232,753	4,168,465
Imported	423,816	420,683
Total Bituminous	4,656,569	4,589,158
Total Anthracite	13,651,747	15,368,437
Total of all kinds	18,308,316	19,957,585
		18,308,316
Total increase in 1870		1,649,269

* The whole coal tonnage of the Reading Railroad in 1870, was 3,750,990 tons. The balance was received from other regions, &c., and is reported elsewhere, including 439,181 tons of Bituminous Coal received at Harrisburg.

† The whole coal tonnage of the Lehigh Valley Railroad in 1870 was 3,608,587 tons Anthracite, and 13,847 tons Bituminous Coal, making altogether 3,622,434 tons.

‡ The whole coal tonnage of the Lehigh and Susquehanna Railroad was 1,354,052 tons. The balance is reported by the other companies.

‖ Of this quantity 16.60 tons were sent via Delaware and Hudson Canal.

¶ The total quantity sent to market by the Delaware and Hudson Canal Company for 1870, was 2,226,948 tons, but 187,226 tons were reported elsewhere by other companies. Of the whole quantity, 1,292,675 tons were sent by their Canal, and the balance by Pennsylvania Canal and Rail, North, South and East.

§ The Short Mountain and Lykens Valley Companies were worked separate last year, and produced 183,781 tons. This year they were merged into the Lykens Valley Company, and produced 67,775 tons, and the Big Lick Colliery is a new colliery, which commenced this year. It is worked by the Lykens Valley Coal Company.

** The quantity sent West only over the S. B. N. Central Railroad.

The supply of Anthracite sent to market in 1869 and 1870 was furnished as follows:

	1869. Tons.	1870. Tons.
Wyoming Region	6,068,369	7,599,902
Schuylkill "	4,748,969	3,720,403
Lehigh "	1,929,523	3,040,303
Shamokin "	474,525	486,174
Semi-Anthracite	430,361	421,655
	18,651,747	15,368,437
		13,651,747
		1,716,690

To show the course of the trade and the supply from the different regions, we subjoin the following for reference:

Year.	Schuylkill.	Wyoming.	Lehigh.
1860	3,270,516	2,941,817	1,321,774
1861	2,607,489	3,055,140	1,738,377
1862	2,890,598	3,145,770	1,351,054
1863	3,443,265	3,759,610	1,984,713
1864	3,642,218	3,960,836	2,054,669
1865	3,735,802	3,256,658	1,822,535
1866	4,633,487	3,736,616	2,128,867
1867	4,384,820	5,328,322	2,062,446
1868	4,414,356	5,990,813	2,607,582
1869	4,748,960	6,068,365	1,929,583
1870	3,720,408	7,599,902	3,040,303

—*Pottsville Miners' Journal.*

Finances of Baltimore.

The Annual Report of the City Register, recently presented to the Baltimore City Councils, gives the following statement of the financial condition of that city. It will be seen that the funded debt has been increased $1,146,954 62 during the year, exclusive of $290,000 added to the guaranteed debt:

Consolidated loan, 1890, 6 per cent.	$7,207,632 73
Jail stock, 1873, 6 per cent	98,913 18
Five million loan, 1890, 6 per cent.	5,000,000 00
One million loan, 1886, 6 per cent.	1,000,000 00
City Hall loan, 1884, 6 per cent.	1,000,000 00
Park improvement, 1895, 6 pr. ct.	185,723 80
Consolidated loan, 1893, 6 per ct.	2,211,068 05
Exempt loan, 1893, 6 per cent	410,353 87
Water loan, 1875, 6 per cent	5,000,000 00
Public park loan, 1890, 6 per cent.	555,566 25
Funding loan, 1900, 6 per cent.	699,900 00
Courthouse, 5 per cent.	137,414 84
Consolidated loan, 1885, 5 per cent	891,646 70
Overdue 6 per cent. stock, no interest allowed	906 04
Total funded debt	$24,899,125 47
From which deduct—	
Five million loan—interest paid by B. & O. R. R. Co.	$5,000,000 00
One million loan and funded arrears int., paid by Pittsburg & Connellsville R. R. Co.	2,043,837 94
Water loan int. paid by water board	5,000,000 00
Public park—interest paid by City Pass. Railway Co.	555,566 25
	12,599,404 19
Amount of funded debt on which interest is paid by taxation	$11,799,721 28
Endorsements:	
Northwestern Virginia R. R. Co.	1,500,000 00
Less redeemed and cancelled	752,000 00
	$748,000 00
York and Cumberl'nd Railroad Co.	500,000 00
Western Md. R.R. Co.	1,000,000 00
Union Railroad Co.	117,000 00
	2,365,000 00
	$14,164,721 28
Against which the city has available assets as follows:	
Mortgage on York & Cumberland R. R.	500,000 00
Mortgage on Western Maryland R. R. Co	1,000,000 00
Mortgage on Union R. R. Co.	117,000 00
Interest coupons paid for Western Maryland R. R. Co	88,222 70
Int. coupons paid for Union R. R. Co.	940 50
U. S. tax retained by B. and O. R.R. Co. from int. on five million loan	124,787 00
32,500 shares B. & O. R. R. Co.	4,420,000 00
Real estate yielding rent	331,000 00
Due from Union R.R. Co. of Ohio	20,000 00
Bills receivable	30,000 00
Value of sink'g funds, after deducting water sinking fund, public park sinking fund, and N. W. Virginia bonds held by N. W. S. fund	4,544,644 75
Amount uncollected taxes	1,042,589 37
Cash in Bank	398,356 70
	12,567,491 02
1,000 shares Western Md. R. R. Co.	
7,600 shares Susq. & Tide Water Canal Company	
Net	$1,597,230 26

☞ The earnings of the Cincinnati, Sandusky and Cleveland railroad for the six months ending December 31, 1870, were $449,437 01, the expenses $260,229 50, and the net earnings $189,207 51. In the corresponding period of 1869 the earnings were $462,355 55, the expenses, $287,483 67, and the net earnings $174,871 88—showing a decrease in earnings of $12,918 54, with a decrease in expenses of $27,254 17; making the increase in net earnings $14,335 63.

Philadelphia and Erie Railroad.

At the annual meeting of the stockholders of this company held in Philadelphia on the 13th inst., the following gentlemen were elected managers for the ensuing year: Edward F. Gay, J. Edgar Thomson, Wistar Morris, Henry Duhring, Jacob P. Jones, Josiah Bacon, Samuel T. Bodine, John M. Kennedy, Washington Butcher, Henry D. Moore. The following statement represents the earnings and expenses for the year ending December 31, 1870:

Earnings:	
From freight	$2,469,154 52
" passengers	606,438 31
" express	33,111 95
" mails	25,000 00
" miscellaneous	20,339 93
Total	$3,144,044 71
Expenses, viz:	
Conducting transport'n. $712,179 28	
Motive power. 736,926 66	
Maintenance of cars. 260,710 23	
Maintenance of way. 867,912 25	
	2,577,728 42
Leaving as net proceeds	$566,316 29

The earnings in 1869 were $3,186,697 05—showing a decrease of $42,652 34. The number of passengers in 1870 were 806,197; in 1869, 651,038—an increase of 15,159. Total tonnage in 1870, 1,614,197; in 1869, 1,302,041—increase, 312,156. The report then says:

From the above it will appear that, notwithstanding a very fair increase of passengers and freight, the total earnings have been less than the previous year, which is accounted for by the very low freight charges rendered necessary in competition with the Erie Railway, of New York, whose rates were so low as to render the business unprofitable to themselves and injurious to the interests of other companies. It is believed that this policy will soon be abandoned and rates established remunerative to all parties, which can readily be done by mutual agreement and a rigid adherence to the rates adopted.

The following statement represents the account with the Pennsylvania Railroad Company:

Balance due on construction account January 1, 1870	$37,947 37
Am't paid for construction in 1870.	302,757 29
Paid interest on funded debt in 1870	1,060,486 22
For maintaining organization	8,050 26
	$1,409,218 14
Income or net earnings from road. $566,316 29	
Dividends from O. C. & A. R. R. R. stock. 210,000 00	
Interest allowed. 23,337 06	
	799,653 35
Balance due Pennsylvania Railroad company Jan. 1, 1871	$609,564 79

From the above statement it will be seen that, after deducting the sum of $340,731 66 due on construction account, the receipts of the road had fallen short of the amount necessary to pay the working expenses and interest on the funded debt in the sum of $268,833 13. A portion of this deficiency is accounted for in the necessity of paying gold instead of currency for interest on a large portion of our bonds, but the principal part, as before stated, is due to the low rate of freight charges. This will be apparent from the fact that, if circumstances had justified an additional charge of one quarter of one cent per ton per mile on six hundred and fifty-five thousand tons, being nearly the average amount of tonnage carried over the entire road, the receipts would have been sufficient to have paid the working expenses and interest on the funded debt, and leave

a balance of $202,717 to be applied to construction or other purposes.

The report further states that the road has been kept in good condition, and the operating expenses, compared with other roads, quite favorable; that the superintendent expects to make a considerable reduction in the working expenses of the present year; that the improvements made on construction account consist in deepening the slips in the harbor of Erie, the construction of sidings, and the erection of a new round-house for locomotives at St. Mary's; that arrangements are now in progress with a view to a material extension of the business during the present year; and that the stock and bonded debt of the company remain the same as on the 1st of January, 1870.

Pittsburg, Cincinnati and St. Louis R. R.

At the annual meeting of the stockholders of this company, held at Steubenville, Ind., on the 6th inst., the President, Hon. Thomas L. Jewitt, presented the following summary of the earnings and expenses of each of the three divisions controlled by the company, during the year:

PITTSBURG AND COLUMBUS DIVISION.

Earnings	$2,821,124 64
Expenses	2,095,009 80
Net earnings	$726,114 84

The operating expense is 74.26 per cent. of the earnings. There is included in the expenses of the year $135,351, which is properly chargeable to 1869; which amount, deducted from the expenses of 1870, make the working expenses 69.60 per cent. of the earnings. The earnings per mile is $14,617.

INDIANAPOLIS AND CHICAGO DIVISION.

Earnings	$1,506,550 13
Expenses	2,834,152 02
Net earnings	$672,398 11

The operating expense is 80.82 per cent. of the earnings, against 83.35 per cent. for 1869. The earnings per mile is $5,974.

LITTLE MIAMI DIVISION.

Earnings (thirteen months)	$2,024,675 49
Expenses	1,257,938 72
Net earnings	$706,736 77

The operating expense is 62.18 per cent. of the earnings, against 64 per cent. of last year. The earnings per mile is $10,830. We have paid upon the Little Miami lease and rent account as follows:

Annual lease, 8 p. ct. on $6,060,000	$480,000 00
Little Miami and C. & X. R.R. exp'ses	7,504 86
Interest on bonds, etc.	174,205 00
	$661,709 86
Government tax on dividends	$12,405 37
Total	$674,114 78

The following gentlemen were elected directors for the ensuing year: Hon. Thomas L. Jewett, Steubenville, O.; H. J. Jewett, Columbus, O.; Thomas A. Scott, Philadelphia, Pa.; George B. Roberts, Philadelphia, Pa.; William Thaw, Pittsburg, Pa.; H. H. Houston, Philadelphia, Pa.; D. S. Gray, Columbus, O.; Samuel T. Canby, Philadelphia, Pa.; Josiah Bacon, Philadelphia, Pa.; George W. Adams, Dresden, O.; Chauncy Dewey, Cadiz, O.; J. N. McCullough, Pittsburg, Pa.; Joseph Means, Steubenville, O.

The Directors will meet on the first Tuesday of March for the purpose of electing officers for the ensuing year.

Nova Scotia Coal Trade.

The amount of coal mined and shipped in Nova Scotia in 1869 was 578,062 tons, against 462,188 tons in 1868; 542,127 tons in 1867; 684,766 tons in 1866, and 651,256 tons in 1865—an average in the five years of 583,676 tons per annum. In the forth-three years, from 1827 to 1869, inclusive, the total production was 9,028,701 tons—an average per annum of 209,853 tons.

Nova Scotia coal was free of United States duty from 1854 to 1865, and the average annual production of those twelve years was only 333,427 tons.

A monopoly of these coal regions was granted to the Duke of York in 1826, but it was relinquished in August, 1857.

The coal mined in 1869 was produced from the following mines:

	Tons.		Tons.
Joggins	13,391	Gowrie	51,346
Acadia	55,314	International	8,763
Albion	101,509	Lingan	31,948
Intercolonial	60,956	Sidney	107,481
Black Horse	78,626	Victoria	9,973
Caledonia	32,444	20 others, none over 1,000	3,887
Clyde	2,674		
Glance Bay	24,755		
Total			578,062

The coal mined in 1869 was distributed as follows:

	Round.	Slack.
Sold for home consumption	98,727	17,209
Exported to neighboring colonies	114,168	14,929
Exported to other countries	257,729	9,031
Stock not accounted for	29,825	36,444
Total	500,449	77,613

The average number of persons employed in the Nova Scotia collieries in 1869 was 2,458 against 3,639 in 1868; of horses, 310 against 382; steam power, 2,857 horse, against 2,382.

The slack coal is 13½ per cent. of the whole.

Columbus, Chicago and Indiana Central Railway.

The negotiations pending between the Columbus, Chicago and Indiana Central Railway Company and the Pennsylvania Railroad Company have been satisfactorily settled and adjusted, so as to leave the first company free from floating debt. The guarantee of the first mortgage bonds is reaffirmed, as will appear by the following letter, signed by the Presidents of the Pennsylvania Railroad Company and Pittsburg, Cincinnati and St. Louis Railway Company:

To Messrs. W. R. FOSDICK and JAMES A. ROOSEVELT, Trustees, and A. PARKHURST, Esq., Trustee:—

GENTLEMEN—Under the contract and lease of the Columbus, Chicago and Indiana Central Railway, dated January 22d, 1869 as amended by the contract of February 1, 1870, the Pittsburg, Cincinnati and St. Louis Railway Company as lessee, which lease the Pennsylvania Railroad Company has guaranteed, will by the terms of said lease pay the interest as it matures on the $15,000,000 of the first mortgage consolidated bonds of the Columbus, Chicago and Indiana Central Railway Company, or on the bonds which they represent; and on $821,000 of the second mortgage bonds of the Columbus and Indianapolis Central Railway Company, which bonds are secured by deeds of trust made respectively to you. You are therefore authorized to inform the holders of said bonds, and to give such further public notice as you may think proper, that the interest on the said $15,821,000 of bonds will be regularly paid by the Pittsburgh, Cincinnati and St. Louis Railway Company, or the Pennsylvania Railroad Company, according to the tenor of said amended contract and lease.

Yours, very respectfully,
J. EDGAR THOMSON, President.
THOMAS L. JEWETT, President.

PHILADELPHIA, Pa., Dec. 1, 1870.

Philadelphia and Baltimore Central Railroad.

The Board of Managers of this Company has made the following report of its operations for the year ending October 31, 1870:

On June 23, 1870, at the request of the principal creditor of the Company, and the holder of the greater part of its first mortgage bonds, on which the interest coupons were unpaid, the trustee under the mortgage entered into possession of that part of your road situated in Pennsylvania, since which time it has been operated by him.

The Company still retain possession of that part of your road situated in Maryland, and the following report comprises the operations of the entire road to June 23, and that part situated in Maryland since that date. The earnings have been:

From passengers	$75,396.24
" freight	84,555.64
" mail, express and miscellaneous	4,293.52
Total	$164,245.40

The operating expenses have been for maintenance of way, including buildings, motive power, maintenance of cars, transportation, general expenses, taxes, insurance and rent of leased lines $162,191.39

The trustee has furnished the following statement of the road in Pennsylvania, since it has been under his control, from June 23, 1870, to October 31, 1870, inclusive.

Earnings from passengers	$46,563.31
" " freight	39,048.80
" " express, mail and miscellaneous	1,751.86
Total	$87,334.07
Operating expenses as recited above	$83,388.24

The business for the past year shows a fair increase over that of the year preceding. As was expected the expenses have been very heavy, and this must continue for some time to come. Over two miles of new iron have been placed in the track, and well ballasted. The track, bridges, stations, rolling stock, etc., have had all necessary repairs, and several improvements have been made on the extension below the Rising Sun, and on the Chester Creek Railroad, rendered necessary by the increase of business.

New rolling stock, consisting of two engines, one baggage and five passenger cars, three market cars and sixteen gondolas, costing in the aggregate $62,200, has been placed on the road during the year. It has been paid for principally by the issue of first mortgage bonds on the road in Maryland. This is barely sufficient to accommodate the business of the road at this time, and further outlays on this account as well as for land, new buildings, sidings, etc., will be required the coming and each succeeding year to give proper facilities to the increasing business that will naturally come to your road as the country through which it passes increases in population and value.

☞ Hon. Joseph Grinnell of New Bedford has held the post of President of the New Bedford and Taunton Railroad Company since the charter of the road in 1838. It is worthy of mention, too, that he has been President of the First National Bank since its charter as the Marine Bank, in 1832; and also of the Wamsutta Mills since that corporation was started, in 1847.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna	$3,355 000		
American Central	800,000	J. & J.	Jul. '69 3
Atlanta and West Point	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina	5,545,225		
Atlantic & Gt. Western	25,879,923		
" " " pref.	1,919,000		
Atlantic & St. Lawrence*	2,494,900	M. & S.	Sept '70 2
Augusta and Savannah	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio	16,267,862	A. & O.	Oct. '70 4
Do. Washington Br.	2,880,000	A. & O	Oct. '70 5
Baltimore City Passenger	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware	996,250		
Berkshire*	600,000	J. A. J. & O.	Jan. '71 1½
Blossburg & Corning.*	250,000	J. & D.	Dec.'70 2½
Boston and Albany	19,150,800	J. & J.	Dec. '70 5
Boston and Chelsea	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont.	459,600		
Do. do. pref.	1,340,400	M. & N	Nov. '70 3
Boston and Lowell	2,215,000	J. & J.	Dec. '70 4
Boston and Maine	4,471,275	J. & J.	Dec. '70 5
Boston and Providence	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston)	400,000	J. A. J. O.	Dec.'70 2½
Broadw'y & 7th Av.(N.Y.)	2,100,000	J. & D.	June '70 3
Brooklyn City	1,000,000	F. M. A. N	Nov. '70 3
Brooklyn City & Newt'n.	399,800		July'70 3½
Buffalo, Bradford & Pitts.	1,100,000		
Buff., New York & Erie*	950,000	M. & N.	Nov '70 3½
Buffalo and Erie	5,000,000	F. & A.	Aug. '70 4
Cambridge Horse (Boston)	727,800	A. & O.	Oct. '70 4½
Camden and Amboy	5,000,000	F. & A.	Feb. '71 5
Camden and Atlantic, pref.	731,200		
Camden & Burlington Co.	331,000		July '69 3
Cape Cod	915,577	J. & J.	D., '70 2½
Cape May and Millvi le*	447,000	J. & D.	Dec. '70 3
Catawissa	1,159,800		
Catawissa, pref.	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna*	589,110	J. & J.	Jan.'71 4½
Cedar Rapids & Mo. pref.	755,000	M. & N	Nov '70 3½
Central of Georgia	4,666,300	J & J	July'70 5
Central of New Jersey	15,000,000	J. & J.	Dec. '70 4
Central Ohio	2,425,000	J. & D.	Dec. '70 3
Do. pref.	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River	970,000		Oct. 67 2½
Chemung*	380,000	J. A. J. & O	Jan. '70 3
Cheshire, preferred	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton	7,045,000	M. & S.	Mar. '71 5
" " pref.	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy	16,590,210	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*	2,227,000		
Chicago & N. Western	14,676,629	J. & D.	Dec.'70 5
" " pref.	20,370,293	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific	17,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger		J'n & J'ly	Jan.'68 2
" Street		J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref.	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.)	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind.	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*	2,056,750	M. & N	Nov'70 3½
Cleveland and Pittsburg	7,494,588	F. M. A. N	Feb.'71 2½
Cleveland and Toledo*	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen.	11,100,000		
Columbus and Xenia*	1,786,800	M. J. S. D.	Dec. '70 2
Concord	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar.	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn	500,000		
Conn. & Passum'p Rivers			
Do. do. pref	2,084,200	F. & A.	Dec. '70 3
Connecticut River	1,700,000	J. & J.	Dec. '70 5
Cumberland Val'y	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk	400,000	quarterly	Dec. '70 3
Dayton and Michigan	2,400,000		
Delaware*	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley	1,820,200		
Detroit & Milwaukee	452,350		
" " pref.	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat.	1,200,000	F. M. A. N	May'70 2½
Dubuque and Sioux City*	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.		J. & J.	Dec. '70 3½
East Mahanoy	392,550	J. & J.	July '70 3
Eastern (Mass.)	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.)	492,500	J. & J.	Dec. '70 4
East Pennsylvania	1,309,200		Jan. '71 3
East Tenn. and Georgia	1,290,067		
East Tenn. and Virginia	1,902,000		
Eighth Avenue (N. Y.)	1,000,000	J. A. J. & O	Jan. '68 4
Elm., Jeffers & Canand*	500,000	F. & A.	Aug.'70 2½
Elmira & Williamsport*	600,000	M. & N.	Nov'70 2½
Do. do. pref.	500,000	J. & J.	Dec.'70 3½
Erie Railway	75,000,000	F. & A.	Feb.'66 4
Do. pref.	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg	999,750	M. J. S. D.	Dec'70 1½
Evansville & Crawfordsv.	1,143,446		
Fitchburg	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester	248,000	J. & J.	Jan. '69 3
Flint and Holly	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y	750,000	M. & N.	May '70 5
Frankf. and Southw. (Ph.)	491,620	J. @ J.	Jan. '71 3
Georgia	4,186,000	J. & J.	Jan. '70 4
Germantown (Phila.)	112,245	J. & J.	Dec. '70 3
Girard College (Phila.)	160,000	J. & J.	Jul. '67 2
Granite		M. & S.	Sept'70 4
Green and Coates St. (Ph.)	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven	4,796,925	J. A. J. & O	Dec. '70 3
Hannical and St. Joseph	4,151,700		Aug'70 3½
Do. do. pref.	5,078,224		Aug. '70 7
Hanover Branch, Pa.	116,850	M. & N.	Nov.'70 5
Housatonic	920,000		
" pref	1,180,000	J. & J	Feb. '71 8
Huntingdon & B'd Top	615,950		
" " pref.	212,350	J. & J.	Jan. 68 3½
Illinois Central	25,278,710	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind.	2,500,000	J. & J.	Jan. '66 5
Joliet and Chicago*	1,500,000	J. A. J. & O	Jan.'71 1½
Joliet & North. Indiana*	800,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So.	36,000,000	F. & A.	Feb. '70 4
" " guar.	253,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb.	1,335,000		
Leeds and Farmington*		J. & J.	Jan. '70 2½
Lehigh and Mahanoy	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley	17,716,400	J. A. J. & O	Dec.'70 2½
Lehigh Luzerne	344,650	J. & J.	Jan.'69 4
Little Miami*	3,572,400	M. J. S. D.	Dec. '70 2
Little Schuylkill*	2,646,100	J. & J.	Jan. '71 5½
Lomb. and South St (Ph.)	90,000		
Long Island	3,000,000	F. M. A. N.	Aug.'66 2
Louisv., Cin. and Lex.	1,623,482	J. & J.	Jul. '69 3
" " pref.	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville	8,680,912	F. & A.	Aug. '70 4
Louisv., N. Alb. & Chicago	2,800,000		Dec. '70 3
Lowell and Lawrence	200 000	A. & O.	Oct. '70 5
Lowell Horse	55,830	J. & J.	Jan. '70 3
Macon and Western	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n*	1,676,915		
Maine Central	1,611,500		
Manchester & Lawrence	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati	2,029,778		
" " 1st pref.	8,130,719	M. & S.	Sep. '66 3
" " 2d pref.	4,460,368	M. & S.	Sep. '66 3
Massawippi	400,000		Dec. '70 3
Memphis and Charleston	5,312,725		June'69 3
Memphis and Ohio	570,000		
Metropolitan (Boston)	1,250,000	J. & J.	Dec. '70 5
Michigan Central	13,225,848	J. & J.	Dec. '70 5
Middleboro' and Taunton	149,029	J. & D.	Dec '70 2
Middlesex (Boston)	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*	323,375	J. & J.	Jan '71 5
Millville and Glassboro'	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul	11,422,664	Dec. 1870	Dec.'70 7s
" " " pref.	10,424,903	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio	4,269,820		
Montgomery & W. Point	1,644,100	J. & D.	Dec.'67 4
Morris and Essex*	8,352,800		Dec.'70 3½
Mt. Carbon & Pt. Carbon*	282,350	J. & J.	Jan. 71 6
Nashua and Lowell	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga	2,056,544		
Naugatuck	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton	500,000	J. & J.	July '70 4
New Haven & N. London	738,538		
N. Haven & Northampton	1,800,000	J. & J.	Jan. '68 3
New Jersey	6,250 000	F. & A.	Feb. '71 5
New London Northern	1,003,500		Dec. '70 4
N.Y. Central & Hudson R.	45,000,000	A. & O.	Oct. '70 4
" Certificates	44,428 330	A. & O.	Oct. '70 4
New York and Harlem	6,500,000	J. & J.	Dec. '70 4
" " pref.	1,500,000	J. & J.	Dec. '70 4
New York & New Haven	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston	2,000,000	J. & J	Dec. '70 4
Nisg. Bridge & Canandai*	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar.	137,500	J. & J.	July '70 3
North Carolina	4,000,000	A. & J.	July '70 3
Northern Central	5,000,000	M. & N.	Nov.'70 3
North Eastern (S.C.) pref.	155,000		May '67 4
Northern of N. Hampsh.	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania	3,150,150		Feb.'71 5s
Norwich & Worcester	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n.	3,051,800	J. & J.	Jan.'71 3½
" " pref.	2,000,000	A. & O.	Oct. '70 4
Ohio and Mississippi	19,995,847		
" " pref.	4,024,474	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R.	4,259,450	J. A. J. & O	Dec.'70 2½
Old Colony & Newport	4,959,020	J. & J.	Dec. '70 3
Orange and Newark	281,550		
Oswego and Syracuse	432,400	F. & A.	Aug.'70 4
Pacific of Missouri	8,711,196		
Panama	7,000,000	J. A. J. & O.	Jan. '71 3
Paterson and Ramapo	248,500	J. & J.	Dec. '70 4
Paterson and Hudson Riv.	630,000	J. & J.	Dec. '70 4
Pennsylvania	33,493,812	M. & N.	Nov. '70 5
Peoria & Bureau Valley*	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal	600,000	J. & J.	Jul. '69 8
Petersburg	1,326,200	J. & J.	Jan. '71 3
Philadelphia and Erie*	6,004,200	J. & J.	Jan. '68 3
" " pref.	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading	28,849,800	J. & J.	Dec. '70 5
Do. Do. preferred	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown*	1,597,250	M. & S	Mar. '71 5
Phila. and Trenton*	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt.	9,520,850	J. & J.	Dec. '70 4
Philadelphia City	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. gtd.*	19,665,000	J. A. J. & O	Jan.'71 1½
Pittsfield and N. Adams	460,000	J. @ J.	Jan. '71 3
Portland and Kennebec	581,100	J. & J.	Jan '70 3
Do. Yarmouth Stock	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th	$1,500,000	J. & D.	Dec.'70 2
Providence & Worcester	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston			Jul. '69 3
Rensselaer and Saratoga	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville	4,000,000		
Richmond and Petersb'g	847,100		
Rich., Fred. and Potomac	1,041,800		
Rockport	55,400		Nov.'67 2
Rome, Watert. and Og'nb.	3,000,000	J. & J.	Dec.'70 4
Rutland preferred	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute.	2,300,000		
" " " pref.	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.	2,478,750		
Sandusky and Cincinnati	2,089,000		
" " pref.	445,596	M. & N.	Nov.'70 3
Sand., Mansf. and Newark	905,222		
Savannah and Charleston	1,000,000		
Schuylkill and Susqueh'a.	1,269,150		
Second and Third St. (Ph.)	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley*	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke	863,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)	670,000		July'70 2
17th & 19th streets (Ph.)	130,000		Dec. '70 2
Shamokin V. and Pottsv.*	869,460	F. & A.	Aug.'70 3
Shore Line	628,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.)	750,000		May'70 -
Somerville	75,000	M. & N.	Nov.'70 3
South Carolina	5,819,275		
South Shore	259,655		Jul. '68 3
South Western, Georgia.*	3,939,900	F. & A.	Aug.'70 4
Staten Island	660,000	J. & J.	Jul. '67 4
Stony Brook	267,300	M. & N.	May'70 3
Steubenville and Indiana	1,983,141		
Stockbridge & Pittsfield*	448,700		
Summit Branch	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.	1,314,130		
Taunton Branch	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama	595,922		
Terre Haute and Indiana.	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.)	1,750,000		May '70 -
Thirteenth and Fif. (Ph.)		J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw.	2,700,000		
" " (E. D.) pref.	1,700,000	January,	1870,114s
" " (W. D. pref.	1,300,000		
Tol., Wabash and West.	14,700,000		
" " pref	1,000,000	M. & N.	May'70 3½
Troy and Boston	607,111		
Troy and Greenbush*	274,400	J. & D.	Jun'70 2½
Union Transport'n (Boa.)	200,000	M. & N.	Nov.'70 4
Union (Phila.)	291,475	J. @ J.	Jan. '71 4
Utica and Black River	1,666,000	J. & J.	July '70 3
Vermont and Canada*	2,500,000	J. & D.	Dec. '70 4
Vermont Central	5,000,000		
Vermont and Massachu'ts	2,860,000	J. & J.	July'70 0
Vicksburg and Meridian	357,408		
Virginia Central	2,353,679		
Virginia and Tennessee	3,506,300		
Western Union	2,707,693		
West Jersey	1,209,000	F. & A.	Dec. '70 5
West Philadelphia	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon	1,463,775		
Winchester and Potomac		J. & J.	Jan. '71 3
Warren	1,547,650		
Worcester and Nashua	1,400,555	J. & J.	Dec.'70 5
CANALS.			
Chesapeake and Delaware	1,983,563	J. & D.	Dec. '70 3
Chesapeake and Ohio	6,228,595		
Delaware Division	1,633,350	F. & A.	Feb. '71 4
Delaware and Hudson	15,000,000	F. & A	Feb. '71 5
Delaware and Raritan	4,999,400	F. & A.	Feb. '71 5
Erie of Pennsylvania	64,000		
Lehigh Coal and Navigat.	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation	728 100	J. & J.	July'70 3
Morris (consolidated)	1,025,000	F. & A.	Feb.'67 5
" (preferred)	1 175,000	F. & A.	Feb.'71 5
Pennsylvania	4,300,000		
Schuyl. Navigation (cons.)	1,898,207	F. & A.	Feb.'67 6
" " (pref.)	2,888,977	F. & A.	Feb.'67 6
Susq. and Tide Water	2,002,746		
Union			
" preferred	2,907,850		
W. Branch and Susq	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship	20,000,000	MJB&D.	Sept.'69 3
West'n Union Telegraph	41,063,000	J. & J.	Jan '70 2
American Coal	1,500,000	M. & S.	M. '70 3
Ashburton	2,500,000	J. & D.	Dec.'66 4
Butler Coal	500,000	J. & D.	Dec.'70 2
Central Coal	2,000,000	J. & J.	July'66 5
Fulton Coal		J. & J.	Jan.'71 4
Lackawanna Coal	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal	200,000		Dec'68 2½
Pennsylvania Coal	3,200,000	F M A & N	Nov.'70 5
Roaring Brook Coal	200,000		Dec'68 2½
Short Mt. Coal	800,000		Jan. '70 5
Spring Mountain Coal	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	3,400,000	M. & N.	Nov.'69 3
Wyoming Valley Coal	1,250,000	F. & A.	Aug. '68
Adams Express	10,000,000		Mar. '71 3
Am. Merchants Union Exp.	18,000,000		July'70 3
United States Express	6,000,000	F M A & N	N'v.'69 2½
Wells, Fargo & Co. Exp.	5,000,000		

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	96,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,004	218,962	391,508	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870	413,104	394.176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	524,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,642	149,137	157,948	170,044	170,910	156,860	153,294	1,673,708
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	276,283	299.068	258,480	322,278	355,270	335,985	409,251	401,230	357,956	307,919	236,824	3,840,092
1866	226,163	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	325,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	336,510	342,358	354,244	415,982	408,999	426,752	359.102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	498,635	488,658	432,492	386,599	4,831,770
1871	.....	... ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1864	158,735	175,482	243,150	185,013	198,670	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196.580	234,612	321,818	244,121	306,231	380,489	307,523	270,073	201,779	3,313,514
1866	241,396	183,385	257,230	209,099	277,506	306,603	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224.621	272,454	268,869	297,625	276.681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,014
1868	308,587	297,464	276,431	301,952	316,709	378,426	341,885	568,380	558,387	591,209	424,589	433 435	4,797,464
1869	333,319	308,208	396,740	388,386	449,932	522,841	455,607	632,652	736,555	684,156	479 236	393,408	5,684 104
1870	401.275	449.655	500,393	443,300	507,900	529,512	462,400	556,100	597,600	638,121	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,611,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,506
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932.663	754,671	547,842	7,976,470
1866	523,566	399,917	523,845	537,519	858,948	925,963	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,450
1867	696,147	574,664	705,308	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,749
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,064	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,961	1,157,056	1,037,974	1 305.673	1,371,780	1,140,145	845,708	13,855,469
1870	706,025	753,782	858,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,2 9,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1865	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	220,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	240,046	250,169	274,021	249,355	319,012	317,887	339,239	319,573	264,156	3,273,719
1871	.....	.....	.....	.....	.....	.....	.....	... ...	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,643	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,821
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	423,707	406,373	510,100	423,578	640,179	799,236	661,391	667,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,209
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,498	525,242	709,327	788,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	624,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,484
1870	623,383	563,391	644,874	597,571	695,253	759,215	645,768	861,358	870,584	892,171	841,991	.....	.....
1871	639,541	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,378	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,556	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,169	159,668	151,902	175,096	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	246,858	236,432	238,495	236,453	206.221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,187	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	528,870	4,520,560
1866	282,439	265,796	337,158	343,737	365,196	335,083	324 986	359,646	429,161	493,640	414 684	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,903	464,778	506,296	412,934	330,373	4,371 013
1868	343,316	304,315	326,890	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	405,283	363,187	326,891	378,880	457,990	511,447	453,873	387,827	4,755,958
Milwaukee and St. Paul:													
1867	319,763	240,755	261,145	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	6,683,608
1868	369,228	321,206	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556.917	408 880	6,517,648
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 1 9	496,966	7,250 069
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,583	231,662	235,513	245.838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	255,726	2,833,390
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	382,400	278,006	346,243	275,950	3,311,677
1865	259,228	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284 319	3,793,005
1866	267,541	246,109	326,236	277,424	283,120	253,925	247,202	305,454	278,701	310,762	302,426	281,613	3 380 563
1867	242,793	219,065	279,647	284,729	282,939	240,135	224,683	322,521	365,371	379,367	336,066	272,053	3,450,319
1868	211,978	231,351	265,905	252,140	204,620	217,082	194,455	287,557	307,122	283,329	274,637	253,861	2,964,041
1869	180,366	216,080	221,450	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254 893	2,915,843
1870	196,787	218,284	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
Pacific of Missouri:													
1860	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	295,708	271,207	3,154,291
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	358,726	414,707	448,994	463,873	466,557	444,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	120,009	6,324,083
1864	436,742	582,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	764,551	1,032,149	812,178	9,555,510
1865	653,058	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,361 579	1,419,282	1,196.955	702 685	10.033 026
1866	738,061	725,967	779,196	861,604	1,109,267	1,140,301	996,841	1,252,386	855,742	887,793	874,974	456,990	10.637,124
1867	500,488	534,561	708,618	836,603	965,358	903,974	864,637	603,104	873,153	956,658	837,351	586,779	9.256,284
1868	427,437	518,174	651,019	817,750	761,230	744,158	514,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,093
1869	479,256	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,204,621	1,235,366	1,476.405	628,447	11,316,904
1870	479,872	574,706	679,382	514,493	583,966	617,058	569,697	1,1?9,489	1,241,903	1,199,094	1,113,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212.227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	220,340	205,695	180,971	2,218,402
1868	127,593	133,892	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,890	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,760	189,351	160,085	2,008,295
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	168,285	15 ,555	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	122,000	124,124	127,096	121,795	.....	.....
1871	126,218	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,706	351 756	333,480	3,809,333
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,835	464,209	450,203	429,898	323,276	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,989	323,377	434,284	4,252,342
1870	312,188	293,645	295,298	318,699	340,892	348,632	322,756	466,431	508,042	451,293	425,687	356,254	4,469,702
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,685	758,467	999,665	837,358	716,529	5,709,181
1870	528,520	500,139	539,238	706,603	802,596	746,450	643,088	684,051	728,521	719,698	570,163	421,838	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Feb. 1, 1871.					
Loan of June 14, 1858 ... registered	$20,000,000	5	Jan. & July.	1874	105½
.. .. .. coupon		5	" "	1874	107
Loan of June 22, 1860 ... registered	matured.	5	" "	1871	....
.. .. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ... registered	282,733,100	6	" "	1881	114½
.. .. .. coupon		6	" "	1881	114
Oregon War Bonds of March 2, 1861 ...	945,000	6	" "	1881	104
.. .. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	494,080,150	6	May & Nov.	1882	110
.. .. .. (5-20s)....coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s)...registered	3,103,100	6	" "	1884	110
.. .. .. (5-20s)....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	102,904,950	6	" "	1884	110
.. .. .. (5-20s)....coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s)...registered	183,642,000	6	" "	1885	110½
.. .. .. (5-20s)....coupon		6	" "	1885	111
.. .. .. 2d series (5-20s)...registered	267,737,000	6	Jan. & July.	1885	109½
.. .. .. (5-20s)....coupon		6	" "	1885	109½
.. .. .. 3d series (5-20s)...registered	339,764,250	6	" "	1887	109½
.. .. .. (5-20s)....coupon		6	" "	1887	110
.. .. .. 4th series (5-20s)...registered	39,666,250	6	" "	1888	109½
.. .. .. (5-20s)....coupon		6	" "	1888	110½
Loan of March 3, 1864, (10-40s)..registered	194,667,300	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s)....coupon		5	" "	1904	110½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	112½
Certificates of Mar. 2, 1867, and July 25, 1868..	42,086 000	3		Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3		....	....
Loans of 1842, 1847, 1848 and 1860.....	918,050	6		Due.	....
Texas Indemnity Bonds of Sept 9, 1850	242,000	5		Due.	....
Treasury Notes prior to 1857.....	89,625	6		Due.	....
Treasury Notes of 1857, '61 and '63	219,932	var		Due.	....
Treasury Notes (7-30s).....	533,350	7.3		Due.	....
Certificates of Indebtedness.....	5,000	6		Due.	....
Compound Interest Notes of 1863 and 1864....	1,885,390	6		Due.	....
Temporary Loan of June 30, 1864	80,810	var		Due.	....
U. S. Notes (greenbacks).....	356,101.086	*nil.*		Dem.	....
Fractional Currency	40,749,593	"		"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	100
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	1899	59
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1892	57½
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	109½
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	100½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	99½
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	...
		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	87
.. — .. .. (" ").	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)...	3,364.500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	80½
.. — .. .. (" ").	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1889	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	635,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	7	May & Nov.	1883	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635.000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'95-'96	65½
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1896	72
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1903	87
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	65½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	100
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	95½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	200,000	6	" "	1890	97
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	96
.. — .. .. 1838-'39.....	625,005	6	" "	'89-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	70
.. Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	104
.. —South Relief Loan of 1867.....	100,000	6	"	1878	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. .. dollar....	1,166,500	5	" "	'90-'94	95½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	108½
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'73	108½
.. —	720,000	6	" "	'74-'75	105
.. —	1,430,000	6	" "	1876	104½
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	97½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	99½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	90½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	89½
Nebraska—(No Account).....	.....	....	....	....	....
Nevada—(No Account).....	.....	....	....	....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	102½
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	100
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'09-'91	48½
.. — .. (new).....	3,959,045	6	" "	'92-'98	26½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	37½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	102
.. — .. (")....	4,095,300	6	" "	1881	100½
.. — .. (")....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	104
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	103½
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	105½
.. —	9,273,050	6	" "	1882	107½
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,520,750	6	" "	1871	104
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	100
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	59
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	26,903,000	6	Jan. & July.	long.	64½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	64½
Texas—No legal debt.....	.....	....	....	....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. —Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	55
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	61½
.. — .. Bonds	3,446,000	6	" "	'90-'90	....
.. —Guaranteed Bonds.....	1,736,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	....	....	....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1866	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1858	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	91½
3d Mortgage	175,000	7	May & Nov	" "	1880	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	...	...	...	....
Bonds to State of Pennsylvania.	3,500,000	...	...	...	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1881	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1854	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	91
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1854	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1859	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	25½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1870	97½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1856	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	91
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £313,650	1,518,066	6*	Jan. & July.	London.	1850	....
" *Loan*, £369,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	325,040	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	91
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	96
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	88
Cape Cod Central:						
1st Mortgage	$125,000	6	Jan. & July.	Boston.	'69-'75	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	81
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	85
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	101
Central of New Jersey:						
1st Mortgage	500,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	96½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	25,010,000	6*	Jan. & July.	New York.	1895	94½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	95½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	81½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	94½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	100
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	85
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	93½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98½
Funded Coupons	755,000	7	May & Nov.	" "	1883	92½
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	93
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	94
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	86½
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	100
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	99
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1848	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1896	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	95½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1894	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	100
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'80	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1875	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1861	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	96
3d Mortgage (or 2d Extension)	1,358,000	7	May & Nov.	" "	1875	96
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	80
Consol. S. F. Mort. $5,000,000	$52,000	7	May & Nov.	" "	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1890	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1890	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage sky fund	15,000,000	7	April & Oct.	New York.	1908	83½
Consol. 2d Mortgage sky fund	5,000,000	7	Feb. & Aug.	" "	1909	61½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,493,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	243,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	99
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	793,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,600	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1866	....
Detroit, Mon. & Tol. (M. S. & N. I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1879	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1880	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	92½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,087,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1835	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	101
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	91½
Income Bonds	570,000	6	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95
3d Mortgage	6,000,000	7	" "	" "	1883	91
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	86
5th Mortgage	926,500	7	June & Dec.	" "	1888	82
Buffalo Branch Bonds	196,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	959,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1859	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1859	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C. N. & W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1892	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–76	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,689	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*Irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	87½
2d Mortgage	2,500,000	7	May & Nov.	" "	1892	82½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1891	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,534,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	106½
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,300,000	10	—— & ——	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L. G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	93½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106½
Construction	333,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	600,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1885	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1886	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,496,000	8	Jan. & July.	New York.	1884	96
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1905	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	100
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1886	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	500,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1903	....
Lawrence:						
1st Mortgage	300,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1888	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1890	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,434,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	287,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	549,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1891	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'01	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92
1st *Mortgage*, Sterling	1,060,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	80½
Scioto and Hocking Valley	900,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1895	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,480	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100
2d Mortgage	2,693,000	7	" "	" "	1877	96
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	1,455,000	8	Feb. & Aug.	" "	1898	104
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1896	93½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	530,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling }	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling }		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	888,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,589,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,173	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'85–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'82	....
Naugatuck:						
1st Mortgage, Convertible	160,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	25,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	" "	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	99
New London Northern:						
1st Mortgage	80,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	220,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wn.						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,926,626	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	99
Bonds for real estate	162,000	6	" "	" "	1883	95
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	196,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	89
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	91½
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'75	98
Extension Bonds	250,000	6	May & Nov.	" "	1883	98
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	302,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						....
1st Mortgage	700,000	7	March & Sept.	Charleston.	1910	....
2d Mortgage for $300,000	145,000	7	" "	"	1886	....
North Missouri:						....
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	65
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1890	93
Chattel Mortgage	360,000	10	April & Oct.	"	1857	113
2d Mortgage	276,500	7	May & Nov.	"	18—	95½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	91½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	455,500	6	Jan. & July.	Baltimore.	1873	98½
3d Mortgage (B. & O. R. R. Co.)	140,000		" "		1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1867	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	" "	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sks fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69-'75	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	97½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	87
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	83
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	97
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	55
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	70½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1883	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70-'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	97
St. Louis Loan	700,000	6	" "	" "	'71-'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1938	97½
Panama:						
1st Mortgage, Sterling	98,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1856	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,548,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	96½
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	95½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (General)	5,000,000	6	" "	"	1881	93
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	87
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1900	....
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-42-44-48 and 49	2,497,800	6	" "	"	1880	96½
Bonds of 1857, convertible	143,500	6	" "	"	1886	96½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72-'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	70
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69-'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$280,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Plainville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	550,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1884	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'67-'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75-'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75-'90	....
Consolidated, registered	406,500	6	" "	Richmond.	'75-'90	76½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	176,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1868	100
2d Mort. conv. into com. stock	937,500	7	" "	"	1868	88
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,355,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	750,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	850,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	...
2d Mortgage	52,000	...	— & —	— & —	.....	...
3d Mortgage	665,000	...	— & —	— & —	.....	...
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'00	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	90
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	83
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	68
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	88
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	88
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	81
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	...
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	71
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	71
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	46
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	298,200	7	" "	New York.	1860	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct. or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1864	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1900	92
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1883	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1554	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	97½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	95
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	80½
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	.....	.....	....	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1898	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	55
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1888	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	84
3d Loan	2,000,000	6	" "	"	1897	92
Gold Loan	2,000,000	6*	.....	"	1904	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	86½
Convertible Loan	1,496,879	6	" "	"	1877	79
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	52½
2d Mortgage	302,750	6	" "	"	1876	76
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	96
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	76½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	74½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	...
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	48
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	12½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisc* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *Italics*. State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.....Alabama.									70.0								
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*			2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	87½
Jan. 31, 1870	132.0	—	26.0	48.0	32	19	5	426	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800,000					425,000			68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	150,000				(Leased	to Cheshir	e.)		7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	401,576	.....	.....	784,340	274,532	—	100	70½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶.N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....		(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	—	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	.....	.....	.....	194,250	20,032	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,163	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,481	16,190,943	711,871	16,267,862	8,751,750	734,000	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	140
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31, 1869	29.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,846,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated	by Bon	dholders.	—No ret	urns.)	—	100	....
Sept. 30, 1870	21.2	—	—	—					Berkshire.....Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....		.....	.....	.....	42,000	42,000	7	100	....
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....		(Leased	to Fall Br	ook Coal	Co.)		7	100	75
Sept. 30, 1870	200.4	49.6	238.5	—	163	118	40	3,046	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,546,638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	154½
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg .....Mass.	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	78½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	1½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,565,111	934,754	172,693	8	100	140
Sept. 30, 1870	74.3	8.5	64.8	—	46	80	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,628	4,471,274			1,000,973	144.0	849,692	44,032,919	13,399,312	1,563,6 8	511,551	10	100	152
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000			504,422	63.0	454,853	22 6 6,449	12,499,876	1,049,125	278,807	10	100	153
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.....N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	GrandTru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Erie.)			7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	.....	.....	.....	428,472	.....	.....	.....	1.00	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No ret	urns 100 m	iles recent	ly comple	ted.)	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,632,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	93
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	116½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	.....	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124.583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	380,000	.....	.....	—	(Leased	& oper. by	Camd &	Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,280	212,924	92,010	5	100	70
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. b	y West J	ersey.)		6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	428,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	. and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota .....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)		—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	106½
Jun. 30, 1869	187.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515 195	970,890	49,521	3½	100	28½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742 0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	(N	o returns.)		—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,788	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	.....	.....	(No returns	publish	ed.)	.....	.....	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire.....New Hampshire.	2,689,307	*	313,666	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	118½
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,887,163	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	155
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	.....	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(N	o returns.)		—	100	....
May 31, 1870	81.3	1 1	16.7	—					Chicago, Iowa and Nebraska.....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....		(Leased	and oper. b	y Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3 478,419	9	100	76½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,088,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	103½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. b	y Kentuc	ky Central.)		—	100	....
Jan. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	1,776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cl	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	0	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	35	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,398	2,401,056	155,455	232,212	191.0	559,259	.....	.....	795,489	145,405	—	100	23½
Jun. 30, 1869	132.1	—	9 0	—	16	11	0	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,443,455	346,181	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. 'Trains Moved'	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	50.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	610,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	94
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In progress and no returns.)				5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coal	and Na	vigation	Co.)	.....	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,673,500	1,943,189	.....	209.5	2,220,474	.....	.....	4,936,591	1,819,315	10	50	121
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,337,354	—	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Operated by L. M. and Col. & Xenia.)					—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	(Leased Dec. 1. 1	869 to Pitts	burg Cin. & St. L. at	$4 80,000 p.a.			196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6	—	—
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased to Phila. and Read.)			801,290	242,940	8	50	58
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71.601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	*	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,896	13,955,245	12,174,094	948,748	221,845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	74 8,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	70½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	*	20,000	.....	600,000	.....	.....	10,000	.....	(Leased to Summit Branch.)			63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Completed in Dec. 1869, no accounts yet published. Bonds $ 10,000 p. m indorsed by Georgia.)																
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	.....	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	*	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased to Phila.&	Reading.)		128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	80
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,621,977	942.664	182,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	.....	.....	(Owned & oper. by	Concord.)		.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299 091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	.....	130.6	457,576	3,838 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	118
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50.966	.....	.....	(Oper.	by Erie.)		44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick .N. Jersey.	113,404	—	.....	.....	95,750	.....	17,654	.....	.....	(Operated by New	Jersey.)		14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	53½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	.....	.....	.....	.....	(Leased to Phila.&	Reading.)		305,282	305,282	8	50	103½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	escees.)	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee.¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	160,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,116,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 000	.....	.....	.....	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.)		7	100	89½
Sept. 30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	.....	.....	126,747	43.0	224,938	(,499,849	5,191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶...Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	New Bedford and Taunton.....Mass.	500,000	—	193,154	.....	500,000	172,500	.....	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	(In hands of bondholders.)			972,000	.....	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased & oper. by	P.Ft.W.&	Chicago.)	.....	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned & oper. by	P.,W.&B.)		77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn.& Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,702,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(Included in	United Co	mpanies)	.....	.....	10	100	119
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,651,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	54
Dec. 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶. La.	2,050,000	—	.....	.....	[Owned and operated by Charles	Morgan	of New	York City.]	.....	.....	.....	.....	.....	.....	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	94½
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,563	9,244,621	8	100	94½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	125½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	893,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	143½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In course of construction)			.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			60,000	60,000	6	100	80
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	....
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,706	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1866	102.0	—	....t	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	226,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$								M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶..South Carolina.	1,340,882		.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000		.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579		(Including Ferry.)		700,000	200,000	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468		.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300		.....	634	267,300	.....	.....	634	—	.....	.....	.....	8,591	7,956	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000		.....	.....	1,000,000	1,000,000	.....	.....	—	(In progress to be completed June 187 0.)					—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	22	Sussex.....New Jersey.	459,944		.....	.....	258,139	200,000	.....	.....	12.0	40,000			79,887	18,001	3	100	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,650	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,254	400,000	.....	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	104
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	346,000	163,918	1,049,365	64.0	503.198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,692	4,939,322	4,950,807	529,680	236,987	—	100	52½
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)					—	100	...
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt & Mass. R. R.)					7	100	49½
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased to Pennsylvania.)				32,000	—	100	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch)..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]			8,407,553	4,203,926	—	100	21½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased by Vermont Central.)					8	100	103½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts..Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,626	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	72
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	.....	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)					2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	.....	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929.186	318,658	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,647,650	511,400	.....	.....	18.3	(Leased by Del. Le.&W'tn.)			454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	*	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	7	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Sept. 30, 1868	—	—	....	93.0	....	....	....	....	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	291,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		(Georgia.)	.....	.....	.....	—	[In progress.]					—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	6	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	*	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased to Pennsylvania.)			138,802	44,719	—	100	10
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	[Now forming a division of the Milwaukee and St. Paul		1,209,000	1,716 500	244,176	129,783	—	No returns for year.]					—	50	81
Aug. 31, 1869	94.0	—	....	86.0	....	....	....	....	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,500,000	2,000,000	.....	.....	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶....New York.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operated during construction by M. & St. Pa'l.)					—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	200,000	.....	.....	.....	20.0	13,480	90,746	169,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased to Boston Con. and Montreal.)			12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford..N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no returns.)					—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR. sold	Jan. 5, '70	$525,000.	5,000,000	.....	.....	.....	—	.....	.....	.....	139,261	82,375	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	[no returns.]					—	100	...
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	1,857 (Leased to Northern Central.)			550,936	80,873	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Recently opened.)		1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,647	156,860	10	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,589,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	110,610	.....	10	100	116
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,647,683	—	—	—	4,999,600	(See Cam. & Amb.R.R.)			161.0	—	—	—	—	—	—	—	—
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	899,759	662,246	.....	161.0	—	—	—	1,095,360	752,352	10	100	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	104,961	3,849	—	50	....
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. on preferred stock.)			405,174	213,374	—	50	70½
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	.....	.....	354.0	—	—	—	431,246	184,848	—	100	33
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	118,996	.....	4,797,185	7,165,256	588,689	.....	109.2	—	—	—	785,303	258,436	—	50	52
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,741,253	—	—	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	1,159,085	598,519	—	50	16½
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	167,435	81,714	—	50	14
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			43,587	loss.	—	50	1½
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,400	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,782	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	800,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	———	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,662	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	.....	.....	9.0	100	100	103½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.00	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,120	1,200,000	700,000	—	738,000	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,287	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	280,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	43	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30½
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	.....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	44
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	..
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	16½
Dec. 31,'65	———	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	100	100	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	———	———	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Sept. 30,'70	3.82	9	50	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	35	239	Lynn and Boston .....Mass.	276,221	200,000	50,000	56,137	136,769	———	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,264	200,000	45,872	—	16,740	———	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,140	———	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	———	—	100	100	....
Sept. 30,'70	4.88	0	43	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	———	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Sept. 30,'70	33.85	170	914	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	686,303	99,519	10.0	100	100	70½
Sept. 30,'70	7.29	40	247	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	—	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,302	———	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	5.04	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	46
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	25½
Sept. 30,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton ....N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	21	47	Salem .....Mass.	203,434	150,000	35,600	22,968	36,320	1,920	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	654	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	58
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.46	43	280	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	62½
Sept. 30,'70	2.47	4	25	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	5	16	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's (Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	28	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	23½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,866	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	864,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	Troy &	Lansb.	—	100	100	....
Oct. 31,'69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Sept. 30,'70	———	54	514	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Sept. 30,'70	2.61	2	5	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	———	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct .31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct .31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	———	———	—	25	25	....
Sept. 30,'70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	3,690	3,010	4	100	100	18
Sept. 30,'70	3.55	16	40	Worcester .....Mass.	46,205	40,000	20,000	8,036	17,487	1,203	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Maturity.
Albany:	$	pc		
1st Mortgage.....	40,000	7	J.& J.	18— ....
Bleecker St. & Fulton Ferry:				
1st Mortgage.....	604,000	7	J.& J.	1872 ....
Broadway (Brooklyn):				
1st Mortgage.....	100,000	7	J.& J.	1881 ....
Broadway and 7th Avenue:				
1st Mortgage.....1,	500,000	7	J.&D.	1884 ....
Brooklyn, Bath & Coney I.:				
1st Mortgage.....	80,000	7	J.& J.	18— ....
Brooklyn City:				
1st Mortgage.....	300,000	7	J.& J.	1 82 ...
Brooklyn City & Newtown:				
1st Mortgage.....	200,000	7	J.& J.	1875 ....
Brooklyn, Prosp. P.& Flatb.:				
1st Mortgage.....	278,000	7	M&N	1878 ....
Brooklyn & Rockaway B'ch:				
1st Mortgage.....	45,000	7	J.& J.	18— ....
Buffalo street:				
1st Mortgage.....	316,500	7	J.&D.	1881 ....
Cambridge (Boston):				
1st Mortgage sinking fund	150,000	6	J.& J.	1883 92½
Central Park, N. & E.River:				
1st Mortgage.....	626,000	7	J.& J.	1874 ....
Citizens' (Pittsburg):				
1st Mortgage.....	56,200	7	J.& J.	1870 ....
Coney Island and Brooklyn:				
1st Mortgage.....	214,000	7	J.& J.	1875 ....
D. Dock, E Bdw. & Battery:				
1st Mortgage.....	700,000	7	J.& J.	18— ....
Eighth Avenue (N. Y.):				
1st Mortgage.....	203,000	7	J.& J.	18— ....
42d st. & G'd st. Ferry(N.Y.):				
1st Mortgage.....	160,000	7	J.& J.	1873 ....
Real Estate.....	100,000	7	var.	var. ....
Frankford and Southwark:				
1st Mortgage.....	198,000	7	J.& J.	1877 ....
Germantown:				
1st Mortgage.....	250,000	7	J.& J.	1879 ....
Green and Coates (Phila.):				
1st Mortgage.....	100,000	7	J.& J.	1878 85½
Grand st. and Newtown:				
1st Mortgage.....	30,000	7	J.& J.	18— ....
Harl. Br.,Morris'a & Fordh.:				
1st Mortgage.....	130,000	7	J.& J.	1877 ....
Hestonv., Mantua & Fairm.:				
1st Mortgage.....	25,900	7	J.& J.	1874 ....
Hudson Av. (Brooklyn):				
1st Mortgage.....	74,000	7	M&N	1878 ....
Lombard and South st.(Ph.):				
1st Mortgage.....	62,500	7	J.& J.	1883 75
Lynn and Boston:				
1st Mortgage sinking fund	50,000	7	J.& J.	1886 74½
Malden and Melrose:				
1st Mortgage, guaranteed.	45,872	6	A.&O	1880 ....
Metropolitan (Brooklyn):				
1st Mortgage.....	191,900	7	J.& J.	1878 ....
Middlesex (Boston				
1st Mortgage sinking fund	100,000	6	J.&D.	1884 61
Ninth Avenue (N. Y.):				
1st Mortgage.....	167,000	7	J.& J.	1876 ....
Orange and Newark:				
1st Mort. Broad street....	100,000	6	J.& J.	1880 ....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881 ....
2d Mort. O. & N. R. R....	300,000	6	J.& J.	1883 ....
Philadelphia City:				
1st Mortgage.....	200,000	6	J.& J.	1901 83
Philadelphia and Darby:				
1st Mortgage.....	57,000	7	J.& J.	1887 ....
Pittsb., Allegh'y & Manch.:				
1st Mortgage.....	22,000	7	M&N	1878 ....
Quincy:				
Plain bonds.....	66,424	6	var	var. ....
Ridge Av. and Manayunk:				
1st Mortgage.....	43,300	7	J.& J.	1880 ....
1st Mortgage.....	15,000	6	J.& J.	1880 ....
Salem:				
1st Mortgage.....	35,600	6	J.& J.	18— ....
Second Avenue (N. Y.):				
1st Mortgage.....1,	015,000	7	J.& J.	1877 ....
Second and Third st. (Ph.)				
1st Mortgage.....	83,700	7	J.& J.	1878 ....
2d Mortgage.....	15,000	7	A.&D	1876 ....
Sixth Avenue (N. Y.):				
1st Mortgage.....	250,000	7	J.&D.	1877 ....
Syracuse and Geddes:				
1st Mortgage.....	25,000	7	J.& J.	18— ....
Third Avenue (N. Y.):				
1st Mortgage.....1,	000,000	7	J.& J.	1875 ....
Real estate.....	500,000	7	J.& J.	— ...
Troy and Lansingburg:				
1st Mortgage.....	100,000	7	A.&O	1879 ...
Union (Boston):				
Real estate mortgages....	105,000	6	var.	var. ...
Utica, Clinton & Bingham.:				
1st Mortgage.....	200,000	7	J.& J.	1887 ....
Watervliet:				
1st Mortgage.....	131,000	7	J.& J.	1882 ....
West Hoboken:				
1st Mortgage.....	61,000	7	M&N	1878 ....
West Philadelphia:				
1st Mortgage.....	100,000	7	J.&D.	1878 90½
Worcester:				
1st Mortgage.....	20,000	6	A.&O	1875 ....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount outstanding.	Div'd'd Rate.	Div'd'd Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	79½
Cayuga and Susquehanna,* guar....	989,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	6	...
Cheshire, preferred.....	2,017,815	7	3	87½
Chicago and Alton, pref.....	2,425,400	7	10	120½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	86
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	82
Erie, preferred	8,536,910	7	7	46
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref.....	5,078,224	...	...	98½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	1½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	8	...	28½
" " 2d pref....	4,051,744	6	...	8
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	74½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.....	3,500,000	7	7	71½
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	5	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	82
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	54
Sandusky and Cincinnati, pref.....	445,516	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76½
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	74
Schuylkill Navigation, pref.....	2,888,997	6	6	34
Union, preferred.....	.....	6	...	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774 400	7	7	8½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	29 — @ 33 —
Pig, American, No. 1		30 — @ — —
Pig, American, No. 2		28 — @ 29 —
Pig, American, Forge		27 — @ 28 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
	STORE PRICES.	
Bar, Swedes, ordinary sizes		— — @110 —
Bar, Refined		74 — @ 79 —
Bar, Common		70 — @ — —
Scroll		97 50 @125 —
Ovals and Half-round		97 50 @125 —
Band		92 50 @ 95 —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		82 50 @ — —
Hoop		102 50 @140 —
Nail Rod	per lb.	— — @ — 6¾
Sheet, Russia, as to No.'s	(gold)	— 10¼@ — 11
Sheet, Single D. and T. Common		— 4½@ — 6
Rails, English	(gold) per ton.	56 — @ 58 —
Rails, American, at Works in Penna.	c'y.	70 — @ 72 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 16 @ — 17
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb	4 25 @ 4 50
Clinch		5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	23 @ — 28
Copper		— — @ — 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 39
Straits	(gold).	— 33½@ — 33½
English	(gold).	— — @ — 33

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 75 @ 9 —	10 — @ 10 50
I. C. Coke	7 37½@ 7 75	8 37½@ 8 75
Coke Terne	6 23 @ 7 25	7 — @ 8 —
Charcoal Terne	7 75 @ 8 25	8 75 @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)..per gall.		— 15 @ — —
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 18½
Refined, prime L. S. to W. (110 @115 test)		— — @ — 24½
Refined, Standard White (in ship'g order)		— — @ — 25½
Refined, prime White (in shipping order)		— 27 @ — —
Refined, S. W. (in jobbing lots)		— — @ — —
Refined, S. W. (in tin)		— 30½@ — 31½
Naptha, Refined, (65 @ 73 gravity)		— 10½@ — —
Residuum	per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes. (Single Thick.)	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 50	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15
Canton Co	73½	73¾	....	73¾	72¾	....
Central Pacific 6s	92¾	93¼	94	95	95	94½
Central of N. Jersey	104¾	105	107	106¾	106¾	107
Chicago & Alton	117	117¾	118	....	118¾	118½
" pref	....	....	....	....	120¾	....
" 1 M	....	....	....	....	....	....
" S. F	100¾	....	....	....	....	....
" Inc. bds	....	....	....	94½	....	94½
Chicago, Burl. & Q	....	155	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	75¾	75¾	75¾	76¼	76¼	76¾
" pref	84¾	85¼	85¼	86¼	86¼	86½
" 1st M	92¾	....	....	93	....	....
" S. F	....	....	....	....	....	....
" Consol	86¾	....	86¾	86¾	86¾	86½
Chic., Rock Isl. & Pac.	106¾	106¾	107¼	107¼	107	106¾
Chi., R. I. & Pa. 7s, 1896	....	98	98	98	....	....
Clev., Col., C. and Ind.	83¾	83¾	84	85¼	....	86¾
Clev. and Pittsburg	103¾	104¾	104¾	104¼	104¼	105
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	99
Col., Chi., & Ind. C	18	....	18	....	18	18
" 1 M	83¾	....	83¾	83¾	....	83¾
" 2 M	61¾	61¾	....	....	....	....
Cumberland Coal pref	....	....	....	....	....	....
Del. & Hudson Canal	115¾	115¾	....	115	115	115¾
Del. Lack. & Western	102¾	103	103¾	104	103¾	103¾
" 1 M. 7s	....	100	....	....	101	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	22	22	22¾	23	22¾	22
" pref	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883 91	....	....	....	....	....	....
" 4 M. 7s, 1880	84¾	....	85	85	....	....
" 5 M. 7s, 1888	....	....	....	....	....	82
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph	86	86¼	....	....	88¼	88
" pref	97½	98¼	99	99¼	99	99
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	134¼	134	....	134	....	134½
" bonds	....	....	....	....	....	106¾
Lake Shore & Mich. S'th	94	94¼	94¼	94¾	94¾	94½
Lake Shore Div. bonds	92	....	....	....	....	....
Marietta & Cin. 1st pref.	29	....	29	30	29½	29
" 2d pref	....	....	....	....	....	....
Michigan Central	117¾	117¾	....	....	118	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '60	....	....	....	....	....	....
M. S and N. I, 1 M. S. F	100	100	....	....	....	....
" 2 M	....	....	....	....	....	....
Mariposa Mining Co	5	5¼	....	....	....	....
" pref	9	....	9¼	9	....	8¾
" Tr. 10s ctfs	....	....	....	....	....	....
Milw. and St. Paul	53	53¾	53¾	54	54	....
" pref	74¾	74¾	75	75¼	75¼	74¾
" 1st mort	....	92¼	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	102¾	....	103	104	104	....
" 7 3-10s con	93	93¾	93	....	93¼	93
Missouri 6s	90	90¾	90¾	90¾	....	90¾
" H. & St. J. iss	....	89¾	....	90	88¾	....
Morris and Essex	89	89	89¼	89	89	89¼
" 1st mort	....	....	....	102¼	....	....
" 2d mort	....	95¾	95	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883 91	92	....	....	....	....	91
" 6s, S.F. 1887	....	99	....	....	....	....
N. Y. Cen. & Hud. Riv.	93¾	94¼	94¾	94¾	94¾	94½
" certificates	89¾	90¼	90¼	90¼	90¼	90¼
N. York and Harlem	125	....	126¼	126¼	126	126
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	50¾	50¾	50¾	50¾	49¾	48¾
" new	26¾	28¾	29	....	28¾	29½
Ohio and Miss	35¾	36¼	36¼	36¼	36¼	35¾
" pref	72	....	71¾	....	....	71¾
" 1st M	97¾	....	....	....	....	97¾
Pacific Mail S. S. Co	42¾	42¾	43	....	43¾	43¾
Panama	....	70	71	70¾	70¾	....
Phila. and Reading	99	99	99¼	99¼	99¼	....
Pitts., Ft. W. & Chi. gtd.	95	95¾	95¼	95¾	95¾	95
" 1 M	....	....	103	103	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	12¾	13	13	....	13	13
St. L., Alton & T. H	....	....	....	....	28¾	28¾
" pref	....	....	....	....	....	54
" 1 M	....	....	....	....	96	97
" 2 M. pref	82	....	82¾	83	....	....
" Income bds	75	....	....	75	....	....
Tennessee 6s, old	64¾	64¾	64¾	64¾	64¾	....
" new	64	64¾	64¾	64¾	64¾	....
Tol., Wab. & Western	52¾	52¾	52¾	52¾	....	52¾
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	88
" 2 M	86	86	....	....	86¼	88
" Equipment	79	....	....	....	....	....
Union Pacific	20¾	19¾	21¼	21¾	20¾	20¾
" 1st mort	79¾	79¾	80¼	80¼	....	80¾
" L. Gt. 7s	70	70	71	....	71	....
" Inc. 10s	68¾	....	71	....	....	....
Virginia 6s, old	....	....	....	65¼	....	....
" new	61¾	61¾	....	62	....	61¾

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	107	....	....	....	....	....
U. S. 5s, 10-40s, coup	110½	110¼	....	110⅝	110⅝	110¼
U. S. 5s, 10-40s, reg	107½	....	....	....	....	....
U. S. 6s, 1881, reg	113⅝	....	114⅛	114⅛	....	....
U. S. 6s, 1881, coup	113⅛	114⅛	114⅛	114⅛	114	114
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881 " 1y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	110½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	111½	112⅛	112⅛	112½	111⅛	111⅛
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	110⅜	111¼	111¼	111¼	111¼	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	110⅜	111¼	....	111¼	....	111
U. S. 6s, 5-20s, r. n. '65	109⅛	110½	....	....	109⅞	....
U. S. 6s, 5-20s, c. n. '65	110½	110½	110½	110½	109⅝	109⅞
U. S. 6s, 5-20s, reg. '67	109½	....	....	110½	....	109⅝
U. S. 6s, 5-20s, c. 1867	109⅛	110	110½	110½	110	110
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110½	110½	111	110½	110⅜	110⅜
U. S. 6s, Pac.R.R.issue	111½	112½	112½	112½	....	112⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Catawissa	....	....	....	....	....	....
" preferred	38½	38⅝	39½	39½	39½	39⅝
Camden and Amboy	117½	116½	116½	116½	116½	116⅝
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	92	....	92	....	....
" 6s, 1889	....	....	....	....	....	91
" mort. 6s, '80	96½	96	96	96½	96	....
Elmira & Williamsport	....	....	....	....	....	....
" pref	40	....	....	40	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	34½	34½	34¼	34⅝	35½	35½
" 6s, 1884	84	84	84	84	84	....
" Gold L	88	88	88½	88	88½	88½
" R. R. L	....	....	....	91	....	....
Lehigh Valley R.R.	60½	60½	60½	60½	60½	60½
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	95½	95½	....	....
Little Schuylkill R.R.	43½	....	43½	43½	44	44
" 7s	....	....	....	....	....	....
Minehill	....	51½	....	51½	....	51½
Morris Canal	....	....	....	....	....	....
" pref	....	....	74	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	44½	45	45	....	45
" 6s, 1880	....	98	....	....	....	....
" 7s	....	95½	96½	95½	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	40½
Pennsylvania R. R.	61½	60⅜	60½	60⅜	60⅜	59⅜
" 1st M	....	....	101	....	....	....
" 2d M	....	....	....	....	....	....
" Gen. mort.	94½	....	....	....	....	....
" " reg	....	96	....	96½	96½	....
Penn. State, 6s, 1st series	....	104½	....	....	104½	....
" 6s, 2d series	105½	....	....	105⅜	105⅜	....
" 6s, 3d series	106⅜	....	....	107	....	....
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	102½	101½	101⅜	101½	101½	101½
" new	101½	101½	101½	101⅜	101⅜	101⅜
Philad., Germ. & Nor	....	....	82	....	....	....
Phila. & Reading	49½	49⅜	49½	49½	49⅜	49⅜
" 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	27½	....	27⅜	27⅜	27⅜	27½
" 6s	....	....	....	....	....	....
" 7s	87½	....	....	87	87	....
Schuylkill Navigation	8½	8⅜	....	....	....	....
" pref	17½	17½	....	17½	....	....
" 6s, 1882	75½	....	75½	....	....	75⅜
" 6s, 1876	....	....	....	....	....	75
" 6s, 1872	....	....	75	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	16½	....	....	16½	16⅜	....
Chestnut & Wal	....	....	46	46	....	....
Green & Coates	....	....	....	....	44	....
2d and 3d streets	58	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	23	....	....	....	23½	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Baltimore City 6s, 1875	96½	....	96½	96½	....	....
" 1886	....	....	....	....	....	....
" 1890	96½	96	96	96	96	....
" 1884	....	....	95½	....	....	....
" 1900	....	....	....	....	....	96
Balt and Ohio	139½	140	....	....	....	....
" bonds, 1875. 95	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885. 95	....	96	....	....	95	....
Marietta & Cin. 1st M	93	92½	93	....	92	....
" 2d M	82½	83½	84	....	82½	80½
Northern Central	....	....	40½	....	41	....
" bonds, 1885. 92	....	....	....	....	92	92
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort	96½	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	20½	20½	21	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
Boston and Albany	154½	....	155	....	....	154½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	152	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	1½	....	....	....	....	....
" 7s, new	24½	24	24½	24½	24½	25½
Cheshire, pref	87	....	....	88	....	87½
Concord	....	....	79½	....	....	79
Connecticut River	140½	....	....	....	....	....
Eastern	120½	120½	121	120½	....	120½
Fitchburg	136½	....	136½	136½	....	136½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	117⅞	117⅜	117⅞	117⅞	117⅞	118
Northern, N. H	115	116¾	....	....	....	115
Ogdens. & Lake Champ	88	88	86	87	88	....
" pref	....	108½	....	....	....	108
Old Colony & Newport	95½	95½	95⅝	....	....	95⅝
Ph., Wil. & Baltimore	....	51⅝	51⅝	51½	51½	51½
Portl'd, Saco & Ports	121	122½	....	....	....	122
Union Pacific	....	20½	21½	....	....	20⅜
" 6s	....	79½	79	....	80⅝	80½
" Land Grant 7s	....	67½	67½	68	....	[illegible]
" Income 10s	....	64⅜	....	....	67	66½
Vermont & Canada	....	103	103½	....	....	103½
Vermont & Mass	....	....	....	....	72	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	103½
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	7x	....	7½
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	22	....	....	....	....	25

London Stock Exchange.

	Closing Prices. Jan. 20.	Jan. 27.
All. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	27½ — 28½	28 — 29
Detroit and Milwaukee 1st mort. 7s	67 — 70	65 — 67
Do. 2d mort. 8 p. c	67 — 70	67 — 70
Erie shares 100 dol. all paid	— —	— —
Do. sterlg. 6 p. c. convertible bonds	63 — 65	65 — 67
Do. 3d mort. 7 p. c. 1883	— —	— —
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	101 —103
Do. 7 per cent., 1875	— —	— —
Do. 100 dol. shares, all paid	109½—110½	101 —111
Marietta and Cin. R. R. bonds 7 p. c	— —	— —
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	93 — 95	94 — 96
Penn. R. R. bonds, 2d mort. 6 per ct	97 — 99	98 —100
Do. General mort. 6 p. c. 1910	90½ — 91½	90½— 91½
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	93 — 95	95 — 97
Do. with option to be paid in Phila.	93 — 95	95 — 96

American Railroad Journal.

Saturday, February 18, 1871.

Stock Exchange and Money Market.

Money has been in full supply, throughout the week, and responsible borrowers have had any existing advantage as to rates, the call loan figures having been 4@6 and the discount quotations, 6½@8 per cent. per annum on the better grades of commercial credits. The demand for accommodation has been fair, but not urgent. The speculative inquiry has been promptly met at the current rates. The mercantile needs have been also readily provided for within our range. There has been no serious outflow of currency. The city banks, in their last weekly returns, exhibited a gain of over a million and a half of legal tender notes, with a reduction of $1,327,720 in the deposit line, and $572,859 in the specie reserve. The U. S. Sub Treasury added $1,807,755 to its currency and $631,819 to its coin balances. It closed the week with a reserve of $62,423,555 in coin and uncancelled coin certificates, and $10,619,959 of currency. There has been a further accumulation of national bank notes at this point, and loans in this form have been offered free of interest for five days, on the condition that the loans shall be paid off at the end of that time in legal tenders, or checks calling for legal tender notes.

The specie reserve of the city banks according to the latest return is $25,660,714, against $38,072,184 same time last year. The city bank deposits are now $214,060,875, against $213,192,740 week ending Feb. 13, 1870. The legal tender reserve amounts to $55,773,292, against $56,603,000 same time last year. The circulation now stands at $31,790,164, against $33,708,572 same time last year. The loans are now $271,271,345, against $265,864,652 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $81,175,817 a day, against a daily average of $93,134,656 the preceding week. The current week's exchanges average about 93½ millions a day. The city banks, last week reported a loss of $572,859 of specie, and $1,327,720 of deposits, with a gain of $1,585,899 of legal tender notes. They increased their loans $481,586; and their circulation, $26,035.

National Bank notes to the amount of $488,340 were issued last week by the Treasury Department. Deducting from the grand total issue to 1741 banks the currency returned, including worn out notes, amounting to $37,703,212, the existing 1,648 banks, (with an aggregate capital of $435,356,084,) retain an actual circulation of $308,078,713. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $350,623,700; and for the public deposits, $15,819,500—making a total of $366,443,200. The Treasury Department last week redeemed and destroyed $644,800 of worn and mutilated fractional currency, and issued $390,146 of new.

The U. S. Sub-Treasury, on Wednesday of this week, closed with a balance of $11,678,258 in currency, and $63,709,214 in coin, against a balance a week previous of $12,171,615 currency, and $62,418,091 coin.

The U. S. Sub-Treasurer retired, last week, $2,348,322 of coin certificates, received for customs.

The Government revenues have been yielding moderately since our last. The customs at the port of New York, last week were $2,574,823; and at the outports, equal to about $850,000 more, all in coin, or coin certificates. The internal revenue yield thus far in February has been $4,578,726, and since July 1, 1870, $97,105,977.

The Gold speculation has taken a downward turn, the price having reduced from 112¼ to 110⅞, closing on Wednesday at 111⅛ as against 111¾@111⅞ on the preceding Wednesday. The offerings have been more liberal, and there has been much less confidence indicated by the speculative inquiries. The customs demand has been up to a fair average. The export drain, however, has fallen short of the anticipations of the chief operators for a rise. Last week's outward movement of specie was under a million dollars (having been precisely $905,152 in the aggregate) and thus far in 1871, the shipments hence have been $4,310,673, against $3,674,414 same time in 1870, $4,211,382 in 1869, and $8,793,388 in 1868. The Aspinwall Steamer delivered here $79,286 on Monday. The aggregate of the week's imports of

oreign specie was $80,875, and since Jan. 1, $275,649 against $2,271,620 same time in 1870. The outflow of specie, last week, was $905,152; and on Wednesday of this week, $313,573. On Thursday of this week, Government sold a million of Gold at equal to the current market rates.

The Gold Exchange Bank clearances on Friday of last week were $14,118,000; on Monday of this week $51,277,000, the extremes since our last. The clearances on Wednesday were $42,657,000.

Under the February programme of the Treasury Department, Government will sell Gold, during the month, as follows: Thursday, February 23, $1,000,000. And buy in Five Twenties as follows: Wednesday, February 22, $2,000,000.

The export drain was $905,152 last week against $741,721, same week preceding year. The shipments since July 1, 1870, have been $45,523,106, against $20,829,909 same time in 1869–'70.

The customs demand for Gold last week averaged $463,000 a day; thus far, this week, it has averaged $441,746 a day, or equal to a weekly aggregate of $2,650,476. The arrivals of specie from Europe, Havana and other foreign ports last week were $80,875, and since Jan. 1, 1871, $275,649, against $2,271,620 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $87,921,222, against $79,246,771 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $61,528,855 against $62,527,837 same time in 1869–'70.

Foreign Exchange has been in limited supply and demand, but quoted strong in price. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109½; sight bills on London, 110¼@110⅜.

Government securities have been quite active, most of the week, opening at advancing prices, but closing a fraction off the highest figures, influenced, in part, by the reaction in Gold. The offerings of bonds toward the close were rather more liberal, mostly on speculative account. The final dealings showed a steady market at the modified quotations.

On Wednesday, Government bought in two millions of Five-Twenties at 109 09@109 24, ex-interest. The amount of bonds offered was $4,596,200.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114@114¼; U. S. Five-Twenties of 1862, 111⅝@111⅞; U. S. Five-Twenties of 1864 at 110⅞@111⅛; U. S. Five-Twenties of 1865, 110⅞@111⅛; U. S. Five-twenties of 1865 consolidated, 109¾@110; U. S. Five-Twenties of 1867, 109⅞@110; U. S. Five-twenties of 1868, 110½@110¾; U. S. Ten-forties at 110⅝@110¾; U. S. Six per cent. currency bonds, 112¾@112⅞.

State bonds have been in fair demand, at generally pretty well supported prices.

Railway bonds have been more freely dealt in the instances of the principal loans at generally higher prices. Central Pacific Sixes have been more active at advanced figures, closing at 94½@94¾. The January earnings of the Central Pacific Railroad show an increase of $111,376 over the same month last year, the figures having been $524,480 in January of this year, against $413,104 in January, 1870. Chesapeake and Ohio Sixes have been in better demand at 90 and interest. Union Pacific Sixes closed at 80½@80¾.

Railway and miscellaneous share property has been moderately active, but unsettled, closing about steady in most instances. Union Pacific stock closed at 21¾@21⅞. Western Union Telegraph at 46⅜@46⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 1.	Feb. 8.	Feb. 15.
Consols	92	92	92⅛
U. S. 5-20's of 1862	90¾	90⅛	90⅛
U. S. 5-20s, 1865	90⅛	90¼	90⅛
" 1867	89¼	89⅛	89½
" 10-40s	89¼	89½	*87¾
Erie	18½	18	18¾
Ill. Central	110	109	109½
At. and Gt. West	29	28	29½

* Ex March coupon.

General business has been less active, and values have been quoted less firm, in most instances. Breadstuffs, Provisions, Petroleum, and Naval Stores closed less buoyantly. Middling upland cotton closed on Wednesday at 15⅛ cts. per lb. The receipts at all the ports, since Sept. 1, 1870, have been 2,508,252 bales, against 1,903,691 bales same time in 1869–'70; exports same time 1,595,888 bales, against 1,058,896 bales same time in 1869–'70; stock on hand at latest dates, 674,284 bales, against 509,455 bales same date 1869.

At the Live Stock markets, this week, Beeves have been less active at from 8½@15½c. per lb.; week's receipts, 5,631. Milch cows quiet at $40@$110 each, receipts, 59. Veal calves in moderate demand at from 5@12½c. per lb.; receipts, 1,240. Sheep in less request at from 5@8½c. per lb.; receipts, 29,757. Swine in better demand at 8½@8¾c. per lb., all live weight; receipts, 17,247.

Ocean freights have been less active, but quoted firmer. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. by steamer per bbl.; grain at 6½d. by sail, and 7½d. by steamer per bushel; cotton at $\frac{5}{16}$@$\frac{3}{8}$d. by sail and $\frac{3}{8}$@$\frac{7}{16}$d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 30s.@50s. by steamer, per ton.

The imports for the week ending Feb. 11, and since the beginning of the year, have been as follows:

	1870.	1871.
Dry goods	$2,936,004	$3,502,786
Gen. merchandise	3,439,481	4,120,012
Total for the week	$6,375,485	$7,622,798
Previously reported	20,295,335	25,588,906
Since January 1	$26,670,820	$33,211,704

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 80¾; do., 7s, 87; do., 7s, gold, 94½; North Carolina 6s, Special Tax, 20½; do., Fund Act, 1868, 30; do., 1866, 41; South Carolina 6s, new, Jan. and July, 59; do., April and Oct., 60; Alabama 8s, 100; Louisiana 6s, old, 68½; Connecticut 6s, 100¾; Illinois coupon bonds, 1879, 100; Brooklyn 6s, W. L., 93½; Albany and Susq. R. R., 87½; do., 2d mort., 91½; Hannibal and Naples R. R. 1st mort., 81; Central of New Jersey new bonds, 100¼; St. Louis and Iron Mountain, 1st mort., 89; North Missouri 1st mort., 83¾; do., 2d mort., 68; Pacific 7s, guar. by Mo., 97; Hannibal and St. Joseph 8s, conv., 105¾; Toledo, Wabash and Western consol. bonds, 83; Quincy and Toledo 1st mort., 82; Ohio and Miss. consol. bonds, 87; Mil. and St. Paul 1st mort., Iowa Div., 87: Detroit, Monroe and Toledo bonds, 92; Cedar Falls and Minnesota 1st mort., 81; Gt. Western (Ills.) 1st mort., 1888, 87¾; Long Island R. R., 60; New York New Haven R. R., 143¾; New Jersey R. R., 119; Western Union Telegraph, 46½; Quicksilver pref., 16½; Am. Coal, 35; Cumberland Coal and Iron, 30; Pennsylvania Coal, 224; Adams Exp. Co., 67½; U. S. Exp., 43½; Am. Mer. Union Exp., 45½; Wells-Fargo Exp., 40; Am. Dock and Imp. 7s, 96; Long Dock bonds, 88; Grass Valley gold, 0.07; Smith and Parmalee gold, 0.20.

Philadelphia.—Oil Creek and Allegheny River R. R., 47⅛; do., 7s, 83; Lehigh Nav. conv. loan, 79; Pennsylvania and New York Canal, 7s, 95½; Camden and Burlington County R. R. 6s, 88; Belvidere Delaware 2d mort., 91; do., 3d mort., 34; Phila. and Reading deben. bonds, 79; Huntington and Broad Top 1st mort., 92¾@93½; Union Pass. R. R., 52; Fulton Coal, 5; N. Y. and Middle, 5½. The latest quotations are: City 6s, 101⅝@—; do. free of tax, 101¼@101⅜; State 5s, coupon, 102@102; do. 6s, W. L., 104@—; do 1st series, 104½@105; do. 2d series, 105@105¾; do. 3d series, 107¼@107¾; Reading, 49⅝@49⅝; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 94@95½; Camden and Amboy, 116¾@117⅞; do. mort. 6s, 1889, 95½@96¼; do. 1883, 91@92; do. 1889, 91¼@92; Penn. R. R., 59½@59¾; do. 1st mort., 100½@101¼; do. 2d mort., 101@102¼; do. Gen'l mort. coupon, 94@94½; do. reg., 95¾@96; Little Schuylkill R. R., 44@44; Morris Canal, 32@—; do. pref., 74@—; do., 6s, 83@88; do., scrip 7s, 70@—; Susquehanna Canal, 5¼@8; do., 6s, 45@50; Schuylkill Nav., 8¼@8½; do. pref., 17@17½; do. 6s, 1882, 75⅝@76; Elmira and Williamsport pref., 40¾@41¼; do. 7s, 1873, 93@94; do. 5s, 63@—; Lehigh Coal and Navigation, 35⅛@35¼; do. 6s, 1884, 84@84½; do. R. R. Loan, 91½@92; do. Gold Loan, 88@88½; North Pennsylvania, 45@—; do., 6s, 98@99; do., 7s, 95@95½; do. Chattle 10s, 113@—; Philadelphia and Erie, 28½@—; do., 6s, 93½@93½; Minehill, 51¾@52; Catawissa, 10@15; do. pref., 39⅜@39⅞; Lehigh Valley, 60⅜@60½; do. 6s, 95@95½; do. 7s, reg., 102@103; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 57½@60; Thirteenth and Fifteenth, 23@23½; Spruce and Pine, 25@25½; Green and Coates, 43@45; Chestnut and Walnut, 45½@46½; Hestonville, 16½@17; Union, 52@—; Germantown, 30@30½.

Boston.—Quincy and Warsaw 1st mort. 8s, 97½; Vermont Central 1st mort., 87¼; do. 2d mort., 46½; Atlantic and St. Lawrence 6s, 1871, 99¾; Stanstead, Shefford and Chambly 7s, 84; Cedar Rapids and Missouri 7s, 1916, 85; do. 1894, 88¼; Ogdensburg and Lake Champlain Equip. 8s, 102¾; Maryland and Delaware 6s, 1885, 55¾; Michigan Central 8s, 1890, 107¼; Agricultural Branch 1st mort. 6s, 1884, 84¼; Connecticut and Passumpsic Rivers R. R. 6s, 95; do. 7s, 99; Central Pacific 7s, 1884, 106¾; Michigan Air Line 1st mort. 8s, 1890, 105½; Cheshire R. R. 6s, 1877, 95⅞; Vt. Central and Vt. and Canada 8s, 1889, 104¼; do. 1877, 103; Eastern R. R. 6s, 1874, 101; do. 1889, reg., 96; Missouri River, Fort

Scott and Gulf 10s, 1890, 101⅝; New Jersey Southern 1st mort. 7s, 1899, 75; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 94; Maryland and Delaware 6, 1885, 56¼; Jackson, Lansing and Saginaw 8s, 1885, 95; Burlington and Missouri River 8s, Land Grant, 94; Rutland R.R., 45¼; do. pref., 81¾; do. 7s, new, 82½; Cincinnati, Sandusky and Cleveland R. R., 28¾; do. 7s, 1890, 81¾; Vermont Central old stock, 81c.@ $1.00; Summit Branch, 39; Norwich and Worcester, 111; Indianapolis and Cincinnati, 7¼; Short Mt. Coal, 16¾; Cary Imp., 8⅞; Boston Water Power, 23¼; Maine 6s, 1889, 100; New Hampshire 6s, 1872, 99⅞; Massachusetts 5s, 1894, gold, 97¼; do. 6s, 1872, gold, 108¼; Boston 6s, 1875@1877, currency, 100⅞; Hartford 6s, 1876, 96⅞; Portland 6s, 1886@1890, 94¾; Augusta 6s, 1870, 93; Chicago 7s, River Imp., 98; do. S. S. Park 7s, 1879, 95¼; do. sewerage, 98¼; St. Louis County 7s, 1888, 96½; Brooklyn 6s, 1881, 91; do. 1891, 93; St. Paul 8s, 1893, 71¾; Bath 6s, 1891, 87¾; Fall River 5s, 1883, 84¾; Bangor 6s, 90; St. Louis City 6s, 87; Hartford 6s, 1881, 103⅛; Cook Co., Ills., 7s, 97⅝; Allouez Mining Co., 2; Tremont, 35c.; Hanover, 64.; Mesnard, 37½c.; Canada, 37½c.

Baltimore.—Virginia 6s, old, reg., 51; do. 1867, 56¼; do. 1866, 60½; Maryland Defense bonds, 104; Orange, Alex. and Manassas bonds, 79¾; Orange and Alexandria 3d mort. 8s, 85; Richmond and Danville bonds, 76½; Northern Central 6s, gold, 1900, 91¾; Central Ohio R. R., 28½; Memphis City 6s, 51⅛. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90½@91; Baltimore and Ohio, 137@140; do. 6s, 1875, 94½@95; do. 1880, 94@95; do. 1885, 95@96; Northern Central, 40½@40¾; do. 6s, 1885, 92@92¼; do. 1900, —@90; do. 6s, 1900, gold, 91½@92½; N. W. Va. 1st mort., 96@96; do. 2d mort., 96@97; do. 3d mort., 1885, 89@92; Marietta and Cincinnati 7s, 1892, 92@92¾; do. 2d mort., 81@82; Central Ohio, 28⅜@29; do. 1st mort., 86@88; Western Md. 6s, 1890, 76@80; do. guar. by Baltimore City, 88½@96; do. 2d mort., guar., 88½@96; do. 6s, pref., 60@63; do. 6s, guar., by Washington Co., 81@85; Richmond and Danville bonds, 76½@78; Orange and Alexandria 1st mort., 6s, 86@88; do. 2d mort., 6s, 75@75½; do. 3d mort., 8s, 85@86⅞; do. 4th mort., 8s, 80@—; Orange, Alex. and Manassas 7s, 78½@80; Virginia and Tennessee 8s, 79½@80; do., 6s 1st mort., 80@81; do. 6s, 2d mort., 71½@73; Baltimore 6s, 1875, 96½@97; do. 1884, 96@97; do., 1886, 95½@96; do. 1890, 96¾@97; do. 1893, 96@99; do., 1900, 96@97; do. 5s, 1838-'70, 81@82¼; Memphis City 6s, 51@51⅜; Maryland Defense Loan, 1883, 103@103; City Passenger R. R., 21@21¼; George's Creek Coal, 60@69.

☞ The gross revenues for the year 1870, on the Chesapeake and Ohio Canal were $357,969 54. While this shows $18,701 06 less than in the year 1869, the expenses for the year 1870 show to be $15,874 08 less than the 1869. During the past year $155,000 have been appropriated to the payment of interest and principal on the repair bonds, to October 1st, 1870.

☞ The earnings of the Union Pacific railroad for the year ending December 31, 1870, were $7,268,858 72, and the expenses $4,676,780 26—leaving a balance of $2,592,073 46.

Proposed New York City Railroad.

We have in our office a photograph from a drawing by Mr. William Kohler, of 53 Exchange Place, this city, of a proposed elevated railroad to run from the City Hall via Third Avenue to Harlem, and also from the Battery via Greenwich Street and Third Avenue to Manhattanville. The following is a condensed description of Mr. Kohler's project, supplied by himself:

It is simple, effective, of easy construction and moderate cost. It consists of three lattice girders supported on three handsome iron columns; cross girders support two lines of rails, for an up and down track, and between them is placed an extra rail which, in case of an accident to the wheels or trucks, would assist materially in preventing the engine or cars falling through the cross girders; the systems of supporting columns may be placed at any distance from one another by lengthening the girders, as a convenient distance, fifty feet is taken. The cross girders supporting the tracks are strengthened with diagonal braces, and the three columns are firmly bound together at the capitals, to prevent oscillation, below the level of the cross girders, by a handsome, cast iron, open-work iron beam. It is proposed to place at the top of each outside girder a four feet platform exactly level with the floors of the cars, to insure a means of reaching without difficulty, on foot, the nearest station should any accident occur. The trains would be drawn by a locomotive (an English patent) noiseless and smoke consuming. The platform and cars would be reached at the stations by a light iron gallery thrown over the sidewalk from the second floor of any house bought or rented for this purpose, a staircase from the sidewalk through the first floor, would lead to a waiting room suitably arranged with every accommodation, and the rest of the premises would be let as stores or restaurant; the rent of these would pay the prime cost of the whole house. On the road level and between the columns there will be two tracks for horse cars—the actual space taken up by each column on the road would be but two feet. No snow can accumulate to impede the traffic, as there will be nothing wider than three inches for it to collect on.

scales lasted one year and 28 days, and passed a tonnage of 2,263,675 tons. The second set of iron rails were in use seven months and 19 days, and passed a tonnage of 1,524,870 tons. Steel rails laid May 28, 1869, have passed 5,509,381 tons and show no perceptible wear. The company has contracted for 1,000 tons of steel rails to be laid this year, and before many years the whole road will probably be relaid with steel.

☞ Col. Gilman Scripture and party, including a sworn surveyor, have commenced locating the line of the Nashua and Rochester Railroad, beginning at Rochester. The proposed road has recently received substantial encouragement from capitalists and the Nashua and Worcester Railroad, and the prospect now is that it will be put under contract early in the spring.

☞ Work has been commenced on the Cheyenne, Iron Mountain and Montana road. The company hope to secure a grant of land and interest capital sufficient to build to Fort Fetterman, 150 miles, during the present year. The engineers will locate the whole line in the spring.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU ST.,
NEW YORK, Feb. 17, 1871.

The SIX PER CENT. GOLD BONDS of the CENTRAL PACIFIC RAILROAD COMPANY have an established character which renders them especially desirable for investments.

They are based on one of the most important and valuable railroad lines in the world, fully completed, amply equipped, and already earning large revenues, which must increase enormously with the growth of the country it traverses and the development of trade with Japan, China and Australia, a large portion of which must find its way across the American Continent.

Holders of FIVE-TWENTY BONDS (which are liable to be funded at a low rate of interest within a short time) may exchange them for CENTRAL PACIFIC BONDS, bearing the same rate of interest, and save from 15 to 18 per cent. for reinvestment, while their security remains as reliable as before.

They are dealt in at the New York Stock Exchange and at several of the more important Bourses of Europe. We have introduced them into our regular business upon the same basis as Government Bonds, and buy and sell them as freely at current market rates, and are prepared to furnish them to investors or others at daily quotations.

We buy and sell Government Bonds, Gold, and Coupons, execute orders in Miscellaneous Securities at the New York Stock Exchange, make collections, receive deposits subject to check at sight, allow interest on balances, and do a general banking business.

FISK & HATCH.

☞ In connection with the house of
JAY COOKE, McCULLOCH & CO.,
No. 41 LOMBARD STREET, LONDON,
We purchase and sell
STERLING EXCHANGE,
issue
Commercial Credits and Circular Letters for Travelers, *available in all parts of the world*,
EXECUTE ORDERS IN SECURITIES,
make
CABLE TRANSFERS OF MONEY,
and transact any business pertaining to an
AMERICAN BANKING HOUSE IN LONDON.
We receive deposits of coin and currency, allowing interest, and checks upon us are paid through the Clearing House.

JAY COOKE & CO.

☞ RAILROAD BONDS.—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

☞ A dispatch dated St. Louis, February 13, says that Gov. Fletcher has arrived in that city from the Indian country, where he has completed a treaty with the Shawnees, for a right of way for a railroad through their reservations. This gives the road an unobstructed right of way from the western border of Missouri to the Colorado river.

☞ The traffic receipts of the European and North American railway in January, 1871, were $25,926.83, against $11,188.83 in January, 1870, and $11,900.18 in January, 1869.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of January, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	$888,621	$1,193,892
" cotton...	1,427,526	1,519,597
" silk	1,096,558	1,502,656
" flax	679,366	934,647
Miscellaneous dry goods..	694,597	532,648
Total entered for consump.	$4,786,668	$5,683,440

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$593,426	$750,705
" cotton ...	356,715	501,676
" silk	349,552	537,407
" flax	516,193	541,648
Miscellaneous dry goods..	122,547	118,189
Total withdrawn from warehouse	$1,938,433	$2,449,570
Add entered for consump.	4,786,668	5,683,440
Tot. thrown on the market.	$6,725,101	$8,133,010

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$730,286	$948,942
" cotton ...	1,012,238	735,485
" silk.....	469,090	473,669
" flax	498,223	454,553
Miscellaneous dry goods..	133,248	145,936
Total entered for wareh'g..	$2 843,085	$2,758.585
Total entered for consump.	4,786,668	5,683,440
Total entered at the port..	$7,629,753	$8,442,025

Journal of Railroad Law.

RAILROAD COMPANIES—DAMAGES—NEGLIGENCE OF DECEASED MUST BE PROXIMATE CAUSE OF HIS DEATH.

The facts in the late case of Kennayde *vs.* Pacific Railroad Company, (45 Mo., 255,) are fully and clearly stated in the following opinion by

WAGNER, J.—This was an action instituted by the plaintiff, the widow of Michael Kennayde, deceased, to recover damages for the killing of her husband, which was alleged to have been caused by the negligence, unskillfulness, and criminal intent of the officers, agents, servants, and employees of the defendant, whilst conducting, managing and running its locomotive and train of cars. The answer was simply a general denial. Trial by jury and verdict for plaintiff for five thousand dollars, the statutory penalty.

The facts are brief, and in substance, these: That the employees of the defendant, between seven and eight o'clock of a very dark night in December, 1867, were backing a portion of a train near the depot, in the City of Kansas, where the railroad track runs along in the street, and at or very near another street crosses the same. There were no lights in the rear of the train, no soundings of the whistle, as the rules of the Company required, nor was the bell rung as the statute prescribes. There was no flagman at the crossing, nor any person to give notice of the approach of the cars. There were two tracks close together, and the train was backing on the switch, and struck some loose cars standing on the switch and drove them suddenly over Kennayde and killed him. Kennayde had been employed at work up in the City and his residence was on the other side of the track, and when last seen before the happening of the accident he was entirely sober.

Whether the facts constituted such negligence as to render the company responsible, was a matter exclusively for the jury to determine, and if the Court did not mislead them by giving erroneous instructions, the judgment must be affirmed.

But before proceeding to notice the instructions, we will examine a question which has been raised as to the sufficiency of the petition. It is contended that the petition is defective as a common law pleading, and that it is not good under the statute. It is not necessary to notice the first objection, as it is admitted that at common law the action would not lie. It is beyond doubt that the pleader intended to found the action on the second section of the statute in reference to damages. He uses the exact words employed in the statute, giving a cause of action, sues in the name of the wife, and asks for the penalty given, in case of death, by that section.

The practice act declares that it shall not be necessary, in any pleading, to set forth any statute, public or private, or any special matter thereof: but it shall be sufficient for the party to allege therein that the act was done by the authority of such statute, or contrary to the provisions thereof, naming the subject-matter of such statute, or referring thereto, in some general terms, with convenient certainty. (2 Wagn. Stat., 1,020, § 41.)

Although this petition does not charge that the act was committed contrary to the form of the statute, yet it does set out the facts which constituted it a statutory cause of action, and appears to have been framed expressly upon the statute. It is only necessary for the party seeking to avail himself of it to state facts which bring his case within the provisions of the statute, though according to the rules of good pleading he ought to refer to it. All the circumstances essential to the support of the action must be alleged, or n substance appear on the face of the declaration.

In this case the facts and circumstances appear on the face of the petition. But if the matter was defectively stated in the petition the defendant should have made the point in the Court below, and the objection now being raised for the first time cannot be allowed.

At the instance of the plaintiff the Court gave the jury three instructions. The first declared that if they believed from the evidence that Michael Kennayde was the husband of the plaintiff, and that his death was occasioned by the negligence of any agent, officer, servant or employee of defendant, whilst running, conducting and managing any locomotive, car, or train of cars, in Jackson County, then the jury should find for the plaintiff, and return a verdict for the sum of $5,000, providing the suit was brought within six months from the time of his death.

The second instruction stated that the jury should determine from all the evidence, whether any agent, officer, servant or employee of defendant, whilst running, conducting and managing any locomotive, car, or train of cars, failed to exercise the diligence, care and foresight of a prudent man, and the absence or want of such diligence, care and foresight would constitute such negligence as would render the defendant liable.

The third and last instruction, and the one most complained of, is as follows: "It is the duty of all railroads to have a bell on each locomotive engine, and to ring them at a distance of at least eighty rods from the place where the railroad shall cross any traveled or public road or street, and be kept ringing until it shall have crossed such road or street."

For the defendant the Court gave two instructions. The first told the jury that unless they believed from the evidence that Michael Kennayde was killed by reason of the negligence or unskillfulness of the defendant, its agents, officers, servants, or employees, they should find for the defendant.

The second directed the jury, that if from the circumstances developed by the evidence they should find that the death of Michael Kennayde was occasioned in any manner by his own negligence, or that be contributed thereto by his own negligence, or that at the time of his death he failed to use proper care and precaution to protect himself from danger by reason of the passing of defendant's train, they should find for the defendant.

The defendant also asked a third instruction, that, unless the jury should find from the evidence that Kennayde was killed without any fault or negligence on his part, they should find for the defendant which instruction was refused.

It is needless to comment with any particularity on the two first instructions given at the instance of the plaintiff, as they embody mainly the requirements of the statute, and are in substance the same as those given in the case of Schultz *vs.* Pacific Railroad, (36 Mo., 13,) and which received the approbation of this Court.

The first instruction given for the defendant made it obligatory on the jury to find as an affimative fact that the killing took place by reason of the negligence or unskillfulness of the defendant, its agents, servants or employees, before they could find for the plaintiff. This cast the whole *onus* or burden of proof on the plaintiff.

The second instruction was on the subject of contributory negligence, and asserted that if the deceased at the time of his death failed to use proper care and precaution to protect himself from danger, then the plaintiff could not recover. This instruction went further than the previous adjudications of this Court warranted, and was as favorable as could have been given for the defendant. The third instruction refused was but a reiteration of the principle announced in the second, and was further objectionable in telling the jury that it was necessary to a recovery that the deceased should have been killed without any fault or negligence on his part. This ignored entirely the great leading paramount rule that it was incumbent on the company to exercise care and diligence, and that unless the acts of the deceased were the direct and proximate cause of the disaster, the defendant would not be excused.

Upon the whole the instructions, as noted above and given at the request of each party, presented the law fairly, and were certainly sufficiently favorable to the defendant.

Third instruction given for the plaintiff tells the jury that it was the duty of all railroads to have a bell on each locomotive engine, and to ring the same at a distance of at least eighty rods from

the place where the railroads should cross any traveled or public road or street, and to be kept ringing until it shall have crossed such road or street. The statute provides that "a bell shall be placed on each locomotive engine and be rung at a distance of at least eighty rods from the place where the railroad shall cross any public traveled road or street, and be kept ringing until it shall have crossed such road or street: or a steam whistle shall be attached to each locomotive engine, and be sounded at least eighty rods from the place where the railroad shall cross any such road or street except in cities," etc. (Wagn. Stat., p. 310, § 38.)

It is insisted here, in argument, that the obligation cast upon the company by the statute is in the alternative either to ring the bell or sound the whistle, and that the Court was guilty of misdirection in declaring that it was its duty to have the bell rung, without mentioning the sounding of the whistle. But it is evident from the plain reading of the statute that no error was committed. It is made the imperative duty of the road to either ring the bell or sound the whistle, as it seems fit to use either one or the other, in all cases, except in cities—there the bell can be used only.

The proof is clear and decisive that the whistle was not sounded, as the rules of the company prescribe, and the bell was not rung, as the statute requires. There was no light at the rear end of the car, and there was no one at the crossing to give the accustomed signals, warning footmen and travelers of the approaching danger. When the deceased passed on the crossing (on his way home, as may be reasonably supposed), he heard no signals, he saw no lights: everything was quiet, and he had a right to presume that he could pursue his course without danger.

The citizen who, on a public highway, approaches a railway track, and can neither see nor hear any indication of a moving train, is not chargeable with negligence for assuming that there is no car sufficiently near to make the crossing dangerous. (Ernst *vs.* Hudson R. R. R. Co., 35 N. Y., 9.) He has a right to assume that in handling their cars, the railroad companies will act with appropriate care: that the usual signals of approach will be reasonably given, and that the managers of the train will be attentive and vigilant. In Newson *vs.* New York Central R. R. Co., 29 N. Y., 390, Johnson, J. in delivering the opinion of the Court states the rule thus: "The law will never hold it imprudent in any one to act in accordance with the rights and duties of both." In the case of Gorden *vs.* Grand St. R. R. Co., 40 Barb., 550, the Court say: "A defendant cannot impute a want of vigilance to one injured by his act—as negligence—if that very want of vigilance were the consequence of an omission of duty on the part of the defendant."

In the case at bar, the defendant not only misled the deceased, by omitting all the usual and customary precautions to notify persons of the pending danger, but it acted in open and flagrant violation of the statute made for the protection of the public. The consequence of the omission was to put the victim off his guard, to disarm his vigilance, and lull him into a false sense of security. When the laws are broken and defied and homicides are recklessly committed, it is no part of the business of Courts to hunt up excuses or seize upon technicalities for the purpose of shielding the wrong-doers.

The unfortunate Kennayde had the same right to pursue his course that the defendant had to run the train on its track. The rights of the people of Kansas City to travel on and use their own streets and thoroughfares, are not inferior or subordinate to those of the railroad company. They each have a right to exercise their privileges in a lawful manner, and each are equally bound to use caution, care, and diligence to avoid accidents. The whole case was well submitted to the jury. They found Kennayde blameless, and the company negligent.

Let the judgment be affirmed. The other Judges concur.

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, Rolling Stock, &c., for the week ending Jan. 31, 1871, and each bearing that date. Reported for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

111,303.—Pneumatic Spring, John Bevan, Port Richmond and Benjamin W. Hitchcock, West Flushing, N. Y.

111,340.—Railway Car Truck, Charles Graham, Kingston, Pa.

111,345.—Registering Ticket Punch, Austin D. Hoffman, Chicago, Ills., assignor to James H. Small, Buffalo, N. Y.

111,353.—Car Starter, George Byron Kirkham, New York, N. Y.

111,382.—Balance Slide-Valve for Steam Engines, George W. Richardson, Troy, N. Y.

111,392.—Registering Ticket Punch, James H. Small, Buffalo, N. Y.

111,419.—Car coupling, David H. Ball, Sinnahoning, Pa.

111,438.—Combined Pneumatic and Rubber Spring, Patrick S. Delvin, Jersey City, N. J., assignor to himself, Isaac P. Wendell and Stephen P. M. Tasker, Philadelphia, Pa.

RE-ISSUE.

4,246.—Registering Ticket Punch, Austin D. Hoffman, Chicago, Ills., assignor by mesne assignments to James H. Small, Buffalo, N. Y. Patent No. 100,036, dated Feb. 22, 1870.

Issued for the week ending Feb. 7th, 1870, and each bearing that date:

111,507.—Spark Arrester, Thomas A. Andrews, Jr., Philadelphia, Pa.

111,543.—Wheel and Axle for Railway Cars, Wescom Hudgin, Athens, Ga.

111,584.—Brake for Railway Cars, Charles W. Tierney, Altoona, Pa.

111,591.—Railway Car Brake, John E. Weaver, Lancaster, Pa.

111,603.—Driving Power for Locomotives, William D. Arnett, Denver, Colorado Terr.

111,636.—Iron Abutment for Bridges, Jacob S. Goshorn, Fort Wayne, Ind.

111,662.—Truss Bridges, John A. McKay, Auburn, Ind.

111,692.—Railroad Ticket, Joseph T. Smith, Louisville, Ky.

111,695.—Car Coupling, Laroy S. Starrett, Athol, Mass.

Illinois Central Railroad.

The statement of this Company for the month of January, 1871, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	3,033.77 for	$29,335 28
Acres Int. Fund Lands sold		
Acres Free Lands sold	208.33 for	4,197 69
Total sales during month of January, 1871	3,242.10 for	$33,533 62
To which add Town Lot Sales		500 00
Total of all	3,242.10 for	$34,033 62
Cash collected in January, 1871		$216,439 45

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 400¼ Miles.	Total, 1107¼ Miles.
Freight	$362,753 00	$46,971 00	$409,724 00
Passengers	118,383 03	25,058 70	143,441 73
Mails	6,375 00	3,059 33	9,434 33
Other sources	74,000 00	2,940 67	76,940 67
Tot. Jan., '71	$561,511 03	$78,029 70	$639,540 73
Total actual earn'gs, Jan. 1871	$534,884 58	$88,498 88	$623,383 46

Wharton's Railroad Switch.

In connection with an article on another page describing the "merits" of this Switch, we give the following testimonial from Col. Scott, Vice-President of the Pennsylvania R. R. Co.:

PENNSYLVANIA RAILROAD COMPANY,
Philadelphia, January 25th, 1871.

A BARKER, Esq.,

President Wharton R. R. Switch Co.

My Dear Sir:—After careful experiment upon our road at several points where it could be most thoroughly tested, during which you have perfected the Wharton Railroad Switch, so that we think it adapted to all our wants, we have concluded to adopt it on our own road and the roads leased by us; and will give it place as rapidly as we can do so consistently with the proper maintenance and operation of the line.

I believe that it will prove of great practical value to all the railways of the country.

Very Respectfully Yours,
THOMAS A. SCOTT,
Vice President.

Circulars descriptive of this Switch, with illustrations, may be obtained by addressing "The Wharton Railroad Switch Co., No. 28 South Third St., Philadelphia, Penn."

Steel Rails.

In the last annual report of the Lehigh Valley Railroad Company some interesting facts are given concerning the use of steel rails on the road. The experience of the past year has been satisfactory. The steel rails laid in 1864, on the Beaver Meadow Division, look as well as they did a year since, with the exception of three rails, which show signs of wearing out. During the past year 13.93 miles of track have been relaid with steel, making the amount of steel track now 32.31 miles. In 1869 the company laid 1,530 tons of the best English iron rails, guaranteed to last from five to seven years; but they have not proved satisfactory, and the report says that it is demonstrated that "nothing short of all steel, or steel-headed rails, will prove economical under the present heavy and rapidly increasing traffic of the road." The relative value of steel and iron is illustrated by the experience at the scales at Packerton. The first iron rails laid upon the

☞ The Erie Railway Company has executed a new consolidated mortgage on all of its property for $30,000,000, of which $24,000,000 will be expended in the taking up of the existing mortgages at maturity, and the remainder, it is rumored, in laying a third rail between this city and Buffalo, and purchasing equipment for the connections with the narrow gauge railways thence to Chicago.

☞ The third section of twenty miles of the Atlantic and Pacific Railroad and Telegraph line has been accepted by the President, and he has ordered the usual land patents to issue.

WISCONSIN CENTRAL
late
Portage, Winnebago and Superior
RAILROAD.

Notice to Contractors.

Proposals will be received at the office of Capt. D. W. WELLMAN, Chief Engineer, at Menasha, Wis., until

Twelve o'clock Noon, on Wednesday, March 1, 1871,

for the Grading, Masonry and Bridging on that portion of the Wisconsin Central Railroad lying between Doty Island and the Wisconsin River at Stevens Point, a distance of about sixty-four (64) miles.

Proposals will be received for the work in each Section (of about (1) mile), or for the whole work; but parties making proposals for the whole will be required to specify the prices for each Section.

Blank forms, setting forth the different items for which proposals will be received, will be furnished on application; and Plans, Profiles and Specifications can be seen on and after Monday, January 23d, at the office of the Chief Engineer, and at the office of the undersigned, in Room 5 Ogden Building, corner Clark and Lake Streets, Chicago, Ill., on and after Monday, February 6th, 1871.

Proposals, accompanied by Plans, are also invited for the Construction of the Railroad Bridge across Wolf River—to be either of Wood or Iron—consisting of one span of one hundred and fifty (150) feet, and one draw of sixty (60) feet, clear space. The bridge to be first class in every particular, and able to meet the requirements of a first class Road.

Saperate proposals will also be received for the whole of the Span Bridging on the above-described work.

Right is reserved to reject all bids not deemed advantageous to the Company.

PHILLIPS & CROSBY,
Contractors.

Chicago, January 18, 1871.

THIRTY-NINTH DIVIDEND.—WASHINGTON INSURANCE COMPANY, No. 172 Broadway, NEW YORK, Feb. 8, 1871.

CASH CAPITAL	$400,000
CASH ASSETS, Feb. 1, 1871	806,060

A Dividend of (7) SEVEN PER CENT. is this day declared payable on demand, in CASH, to Stockholders.

Also, an Interest Dividend of (6) SIX PER CENT. on outstanding Scrip, payable First of April, in CASH.

Also a scrip Dividend of (50) FIFTY PER CENT. on the earned premiums of Policies entitled to participate in the profits for the year ending 31st January, 1871. The Scrip will be ready for delivery on and after the First of April next.

FIFTY PER CENT. of the Scrip of 1864 will be redeemed on the First of April next, from which date interest thereon will cease.

WM. K. LOTHROP, Secretary.

AN ENGLISH MANAGER OF IRON WORKS (Mill and Forge) desires an appointment in this country. He is competent to take management of extensive works. Moderate salary. Address in first instance to E. D. SHILLITO, 274 Pearl Street, New York.

MILLIKEN & BOLLER,
40 Exchange Place, New York,
SOLE AGENTS FOR
Phœnix Iron Company,
MANUFACTURERS OF
Wrought Iron Beams, Girders,
PATENT
WROUGHT IRON COLUMNS,
WELDLESS LINKS,
AND ALL
Bridge Irons Generally.
—ALSO,—
Rails, Suspension Joints,
AND
DOUBLE-LIPPED CHAIRS.
S. MILLIKEN, JR. ALF. P. BOLLER, Civ. Eng

TREASURER'S OFFICE,
ST. JOSEPH & DENVER CITY RAILROAD COMPANY,
ST. JOSEPH, Mo., January 18, 1871.

THE INTEREST AND COUPONS DUE February 15th 1871, on the First Mortgage Eight Per Cent (8 per cent) Gold Bonds of the St. Joseph and Denver City Railroad Company, will be paid at the office of the Farmers' Loan and Trust Company, in the City of New York, upon presentation and application, on and after that date, free of Government Tax.

THOS. E. TOOTLE,
216 Treasurer.

Construction Cars.

FOR SALE CHEAP—11 Gondola Cars, second hand, but thoroughly rebuilt and in good order—very strong—capacity 15 to 20 Tons—Gauge 4-8½ compromise.

KASSON & CO.,
P. O. Box, 5195, 138 Chambers St. } N. Y.

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45,000 Common Size.
15,000 Wedge or Arch.
5,000 1 1-2 Split.
5,000 Crown.
520 Cupola.

At BOSTON, in Store.
16,000 Common Size.
4,500 Side Wedge.

S. L. MERCHANT & CO.,
76 South Street, NEW YORK.
27 Central Wharf, BOSTON.
Corner Atlantic Avenue.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner of Pine and Nassau Streets,
NEW-YORK.

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ALSO
TELEGRAPHIC TRANSFERS of Money made to EUROPE or CALIFORNIA, on favorable terms
INTEREST ALLOWED ON DEPOSITS.

INTERCOLONIAL RAILWAY OF CANADA.

Tenders for Iron Bridge Superstructures.

The Commissioners for the construction of the Intercolonial Railway are prepared to receive Tenders for TWENTY ONE SPANS OF IRON BRIDGE SUPERSTRUCTURE of one hundred feet for each span, and also for sixteen spans of Two Hundred feet for each span.

Printed specifications showing the tests which each span will be required to bear; information as to the location of the different bridges; and forms of tender, can be obtained at the offices of the Commissioners or at those of the Chief Engineer, at Ottawa, Canada; or at the Banking House of Messrs. Morton, Rose & Co., Bartholemew Lane, E. C., London, England.

Parties tendering must submit their own plans of the mode in which they propose to construct the Bridges, and must state the price of each span f. o. b., at the place of shipment; and also the price of each span completed in place.

Tenders for additional spans of one hundred feet, and for spans of eighty feet, will also be received at the same time. Specifications are being prepared and can be had within a few days on application at the places above named.

Tenders marked "Tenders for Bridges" and addressed to the Commissioners, at Ottawa, will be received up to 6 O'CLOCK P. M., of THURSDAY, the 6th day of APRIL, 1871.

The Commissioners will not be bound to accept the lowest or any tender.

A. WALSH.
ED. B. CHANDLER.
C. J. BRYDGES.
A. W. McLELAN.
Commissioners.

Intercolonial Railway,
Commissioner's Office,
Ottawa, 19th January, 1871.

Rolling Mill Property
FOR SALE,
OPPOSITE NEW YORK CITY.

The well-known NORTH RIVER OR DURBIN ROLLING MILL, situated at Prospect and North 5th St., Jersey City, New Jersey. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, a Stable, &c.

The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It can be seen running, and has been successfully run from its establishment in 1855. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots and Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value the vast R. R. Interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

Office, 140 HUDSON STREET,
Jersey City N. J.,
In the First National Bank Building.

Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of WM. H. WALLACE & Co., Corner of Liberty and Washington Streets, N. Y., City Agents; and R. R. CHRISMAN, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

CAMP'S IMPROVED DUMPING CAR.



RIGHTS FOR SALE BY

A. W. RHOADS & CO.

Wilkes-Barre, Pa.

A. W. RHOADS. N. H. CAMP



Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever, H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

Address, A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.

MORTON, REED & CO.,

No. 65 South Gay St., Baltimore, Md.,

MANUFACTURERS' AGENTS

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American & Foreign Rails,

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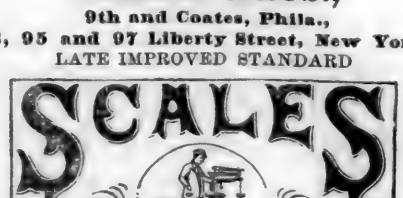
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OF ALL DESCRIPTIONS,

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Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe, Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayonet, Rifle, and Pistol, ***made to Order.***

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National Spring Works,

MANUFACTURERS OF

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RUBBER CENTER SPIRAL,

Compound Spiral,

INDIA RUBBER,

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AND OTHER

Railway Car Springs,

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RAILROAD IRON.

1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.

50 LBS. ERIE PATTERN. Now in yard and for sale by

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D. N. BEARDSLEY, Wholesale Dealer in Railroad Ties, Hemlock Timber, Chestnut Posts and Wood. Office, 251 West Street, near Hubert Street, New York. N. B.—Cargoes sold on commission. Advances made on consignments.

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Bridge and Truss Bolts ¾ in. to 3½ in. in diameter any length with upset ends.

Car Bolts either Blank or Finished.

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Car Forgings, Car Trucks, and Iron work for Cars in general.

Coach or Lag Screws, Washers, Nut Hinges, Crow Bars, Miners' Drills, and a superior article of Boiler Rivets.

Railroad Spike Bolts and Fish Plates.

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Mathematical & Engineering

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AT THEIR OLD LOCATION,

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Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

Steele's Feather Dusters

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OUR **Extra** CAR **Duster,** made very strong and full of selected Ostrich Feathers, is the most durable and economical brush for Railroad Car use.

Car Washers, AND 300 varieties of Dusters adapted to the use of Stores, Offices and Dwellings, all of the superior quality that has characterized our Dusters for 35 years past, at low prices. Price List on application.

STEELE & CO., Manufacturers,
3 Park Row, opposite Astor House, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Jan. 7, 1871.

A DIVIDEND OF FIVE PER CENT., in gold, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 30th day of January inst., to the holders of full paid shares registered at the close of the 14th day of January inst., after which date, and until the 4th day of February next, the transfer books will be closed.

THOMAS E. WALKER, Treasurer

THE
WILLIAM BUTCHER STEEL WORKS,
OF PHILADELPHIA, PA.

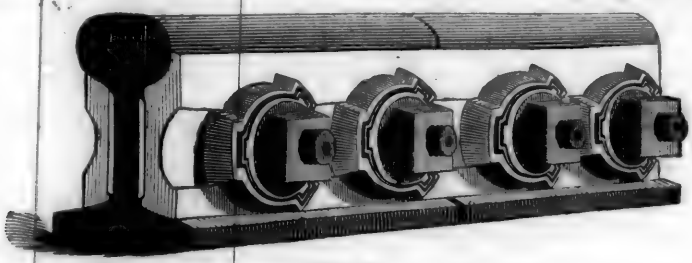
SAMUEL HUSTON, Pres't.
WM. BUTCHER, Gen'l Supt.
H. P. RUTTER, Sec'y & Treas.

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CRUCIBLE CAST STEEL TYRES,
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Special Tool Steel, Shafts, and all kinds of Steel Forgings,

WILLIAM TOOTHE,
GEN'L SALES AGENT,
P. O. BOX 3066, NEW YORK.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY
VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail,* with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

PETELER PORTABLE RAILROAD CO.
OFFICE, 42 BROADWAY, NEW YORK.
TO CONTRACTORS, MINERS, ETC.



By this invention one horse does the work of ten, and one man the work of eight.

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Steamship Company's
THROUGH LINE TO
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Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	$60.

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 4TH AND 20TH OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Feb. 20, HENRY CHAUNCEY, CAPT. GRAY, connecting with the COLORADO, CAPT. PARKER.

Departure of 20th every month will touch at San Jose Guatemala and Punta Arenas.

Steamer GREAT REPUBLIC will leave San Francisco March 1, 1871, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. SATURDAY, Feb. 18. Freight for Central American and South Pacific ports will be received until 4 P. M. on FRIDAY, Feb. 17, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

EDWARD W. SERRELL,
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RAILROAD PADLOCKS.
THE UNDERSIGNED CONTINUE TO MANUfacture the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

RITCHIE & BOYDEN,
15 R. R. Avenue, Newark, N. J.,
Opposite Market st. Depot.

$18 IMPROVED WALTHAM WATCHES.
GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST,** giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 8.] SATURDAY, FEBRUARY 25, 1871. [WHOLE No. 1,816 VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, February 25, 1871.

☞ RUFUS HATCH'S CIRCULAR, NO. 4.

FRAUDS IN RAILROAD MANAGEMENT, AND THEIR REMEDIES.

MILWAUKEE AND ST. PAUL RAILROAD COMPANY.

The managers of railroads have a great many different ways of robbing the people. Commodore Vanderbilt does not build railroads, he buys them, doubles, by his waterings, their share capital, and doubles in the same way his profits—provided, always, he can make the people pay dividends on his watered stock. This is the measure and scope of his wonderful genius as a railroad man. In the Chicago and North-Western there was a different role. Contractors and speculators, (outsiders, mainly) made the money here. They found pliant and supple directors to take the shells and give them back the oyster. The public, unfortunately, has to pay for the shells the full price of the bivalve, in the increased charges upon whatever they eat, drink or wear. For every blunder, for every act of unfaithfulness or fraud, the people pay the penalty. It may be all the same to the parties building, or owning, a road, whether it cost $50,000 or $100,000 per mile. To the public the difference is that between the amount of dividends paid on these sums.

The method with the Milwaukee and St. Paul managers has been different from either of those named. The money made here is by an inside "ring" who build and buy railroads, and sell them, at their own price, to the one they control. This is a safe and easy way, but contrasts poorly with the brilliant effrontery of Commodore Vanderbilt, who despises and defies public opinion. Everybody feels it to be a mean and sneaking thing for A B, as contractor, to sell his wares to A B, as railroad director, because the offender can so easily cover his trail that detection or punishment—removal from office, which is the penalty most feared, because it removes from opportunities to plunder—is almost impossible.

The Milwaukee and St. Paul road is a patchwork, made up of all kinds of material and taken in at prices which best suited its managers. What the several portions cost it is impossible to tell, as they are all lumped together in one mass. It is equally impossible to tell what the several pieces earn, or what they are worth. One of these, the Mc Gregor and Yancton line, which had a land grant of 1,536,000 acres, is now being built by a "ring" controlled by Milwaukee and St. Paul Directors, and, as fast as built, turned over, without equipment, to this Company, minus the lands and at twice its cost. Already 126 miles have been built. The land that will, in this way, be secured to the "ring" will be worth, probably, $10,000,000! The road is being built through a country almost destitute of population, and cannot, for a long time pay much, if any, more than running expenses.

Another land grant line, which now composes a portion of the Milwaukee and St. Paul Road, was the Minnesota Central. The land grant calls for 648,408 acres. This link was put into the consolidated company at the price demanded by the "ring" who built it, and after they had severed from it the lands, to be confiscated for their own benefit and use.

Another land grant road which the Milwaukee and St. Paul Ring have got hold of, is the Hastings and Dakota, which is entitled to a grant of 550,000 acres. Of this line, fifty miles are built. It is fair to presume that this road is to be built and put upon the Milwaukee and St. Paul in the same manner as have been the other land grant lines already named.

Another, or the same, "ring" are building a direct line of road, upon the banks of the Mississippi, from St. Paul to La Crosse, to be sold to the Milwaukee and St. Paul Company when the rails are laid. This is a rival line to one already in operation, and belonging to the same Company. The two are parallel to each other, and will compete mainly for the same traffic. A third road, the West Wisconsin, now being built by another railroad company, will also be parallel to the two named. When completed, which it speedily will be, there will be three roads competing for a business sufficient to support one.

Another magnificent operation, and in which vast genius for railroading was shown, was the leasing of the Western Union Railroad to the Milwaukee and St. Paul. The former was a thoroughly broken down concern, never having paid a dollar, either in interest or dividends. By the last annual report of this Company, made for 1868, its share capital was put down at $3,267,693; its funded debt at $4,000,000, and its floating debt at $1,396,446! The gross and net earnings for four years after its opening were stated as follows:

	Gross Earnings.	Net Earnings.
1865	$688,247	$87,432
1866	815,954	142,793
1867	775,073	128,659
1868	758,786	148,160

The net earnings for the four years averaged 127,008 annually. But with these earnings the Company became each year all the more involved. It is not probable that a single dollar was earned that could be made applicable either to interest or dividends. The road might literally be said to start from nowhere, and to run to nowhere. It was growing worse and worse every year—being ground to powder by the Chicago and North-Western and other rival lines. But this was just the field for a grand display of railroad skill. A portion of the Milwaukee and St. Paul Ring bought up a controlling interest in its stock, and sold it to their Company—or, rather exchanged stock for stock, to the amount of $1,507,500, whereby said Company become possessed of this wonderful property. I believe that, as a part of the transaction, the bondholders consented to reduce their bonds to $3,500,000. Upon this sum the Milwaukee and St. Paul is to pay at the rate of 7 per cent., $245,000 annually. In addition, it pays dividends upon the stock issued in exchange for that of the Western Union, at the rate of 7 per cent., and amounting to $105,525 annually. The total rental paid for the Western Union Road, assuming that the Milwaukee and St. Paul continues to pay dividends, amounts to $345,525 annually—and all this for a property the net earnings of which were not sufficient to keep the Company on its legs. But even with the net earnings claimed (of $127,008,) the annual balance against the Milwaukee and St. Paul, resulting from the transaction, amounts to $218 517. No portion of the lines of the two roads came within twenty miles of each other. They run, in fact, in opposite directions. Their eastern termini, on Lake Michigan, were more than twenty miles apart; their western, on the Mississippi River, were 200 miles apart. The interests of the two Companies were neither mutual nor antagonistic. The St. Paul, as far as any benefit was to be derived, might as well have leased the Hoosac Tunnel or the road of the Boston, Hartford and Erie.

Is it to be wondered at that scrip dividends are the order of the day, with the Milwaukee and St. Paul, in spite of the boast of its directors, in their report of 1869, that, "having completed their improvements and paid therefor from the earnings of the road for 1866, the policy of the directors in future will be to divide the net earnings in cash to the shareholders." The next dividend made was a proper commentary upon all these high-sounding but hollow promises. The net earnings of the Company, instead of being applied to cash dividends, have been, and must be, used to sustain the worthless railway property which the managers of this company have purchased and sold to it. When dividends are earned and paid in cash on the common stock of the Milwaukee and St. Paul Railroad, by the present management, the millenium will not be far off.

By the declaration of dividends in stock all the losses resulting from misconduct and frauds are sought to be thrown upon the people, in increased charges for transportation. The only way to meet and correct such abuses is by law, which shall, by the severest penalties, prohibit, altogether, scrip dividends. Those already declared by the Milwaukee and St. Paul amount to $3,152,847—to pay 7 per cent. on which the people are to be taxed $220,695 annually. To this fictitious capital is to be added the sum of $1,507,500 of capital issued to the Western Union, making a total watered capital of $4,760 347, in addition to that paid in the purchase of land-grant lines. I judge, however, that such dividends are about played out, even in the Milwaukee and St. Paul, as the last one of the kind caused a fall of some ten per cent. in its stock. It was a transaction too barefaced for even a credulous public—it was a further watering of that which before had neither consistency nor color left.

The Company opened last year 100 miles of new line. It increased its share capital in the meantime $5,238,609, and its funded debt $1,050,932. The aggregate of these, for 1869 was $34,564,213; for 1870 it was $40,553,554. The increase was $6,389,341, or nearly twenty per cent. The increase of earnings was from $7,250,668 to $7,420,061, or at the rate of little over two per cent. This is the way watering works: Increase of capital, twenty per cent.—of earnings, two per cent. Nor is this the only way watering works. On those roads, whose capital stock has been largely watered by the issue of additional stock and scrip dividends, *everything* is made subservient to the one necessity of securing sufficient net earnings to pay the promised eight per cent. on these illegal issues. Not only are the charges of transportation advanced but the expenses of the road are curtailed and an economy practiced, profitable, no doubt, to the holders of the fraudulent stock, but perilous to the traveling public. First-class men, unwilling to give their services at less than their fair market value, are replaced by ignorant and inferior workmen, who contract to do *double* duty for *half* wages; a brakeman is discharged here and a flagman there; passenger trains are permitted to make up lost time, by running *at full speed* over draw-bridges—no matter how dark and frosty the night—and to meet heavy freight trains, while they are crossing the same structure. The worn-out running gear yields to the frost; an axle snaps; oil cars jump the track and block the way of a late and rapidly approaching express; there is no one to haul down the white signal-light which proclaims all right; a fearful collision is the result, the oil is ignited, and, in turn, fires the passenger cars; the bridge—a weak wooden structure unable to stand the weight and jar—gives way, *and five and twenty roasting human beings* are dashed on and under the ice that covers the river below. But these are *unavoidable accidents*. These Companies keep as many employees as they can, *consistent with their dividend obligations*, and as these obligations increase, expensive safeguards must be dispensed with, even though a frightful increase of the dangers attending railway travel be the result.

Of all the varieties of fraud and mismanagement there is none so dangerous and fatal as for directors of railroads to engage in the construction or purchase of these works for the purpose of foisting them, at their own price, upon those they control. The only question considered in such cases is the ability of the companies to take and pay for them. Now, no road should be built (except as a private enterprise) where there is not the promise of a fair return upon its cost. Where the parties building are responsible to themselves alone for their blunders and losses, no others will be undertaken. Such as are built will be economically constructed and managed. But where parties are relieved of all such responsibility utter disaster and ruin are the certain result. They never stop until compelled to do so by the poverty or bankruptcy of their victims. The "ring" in the Milwaukee and St. Paul are fast getting to the end of their tether. A few more additions of unproductive and competing lines, a few more dividends in scrip, and all will be up with this concern.

The diversion of land grants from the purposes for which they were made, has already become a colossal evil, and should immediately engage the attention of Congress. There are three great lines in Iowa alone from which the land grants have been severed, to wit: that made to the Cedar Rapids and Missouri Railroad, of 1.422,109 acres; that made to the McGregor and Yancton Railroad, of 1.536,000 acres, and that of the Dubuque and Sioux City Railroad, of 1,226,163 acres. These grants included 4,184 270 acres—an area equal to that of the State of Massachusetts, or about 7,000 square miles. This immense domain is now held by absentees, on speculation—a most odious and injurious mode of holding our wild lands. All these three lines have been leased. The owners of the lands, consequently, have no motive but to get the most they can for their land grants, which have been wholly diverted from the objects for which they were made. The same parties have realized immense sums from the construction of the roads. At $7 per acre for these lands they have an additional profit of nearly $30,000,000 left. The vast sum is to be rung from the sweat of the pioneer. In the meantime the roads must remain without traffic till the lands are sold and settled. The interests of the absentee owners and of the railroads are now wholly antagonistic.

Had the railroads held the lands they would have promoted their early settlement, and would, of necessity, have proved kind and beneficent landlords. The absentees are certain to prove most indifferent and selfish ones. Congress should immediately interpose in all such cases, and forbid any further severance of the land grants from the lines to which they were made. Such a step, to be sure, is locking the stable door after all the best horses have been stolen. Where the grants have been misappropriated, they should, in all cases, be resumed. There are many valuable grants undisposed of. Others may yet be made. All such grants should be the basis of all securities that may be issued for the purpose of building the roads. The mode of their sale, and the prices to be paid, should be accurately defined, so that the grants, while they promote the construction of railroads, will, at the same time advance the public welfare.

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United Companies' Loan.

The London *Times*, of 28th ult., says that Messrs. Morgan & Co., London, invite subscriptions for $2,500,000 six per cent. mortgage bonds of the Camden and Amboy Railroad and Transportation, Delaware and Raritan Canal, and New Jersey Railroad and Transportation Companies. The price is to be 92, or about 91⅙ reckoning allowances, at which they will yield rather over 6½ per cent., and the principal to be redeemed at par in 1894. The *Times*, in its notice of this loan, says "the united companies control the traffic between New York, Philadelphia, Baltimore and Washington; their share capital is equal to £8,315,000, earning dividends of 10 per cent. per annum, and the entire bond and funded debt (including the £396,200 sterling bonds issued in 1869 and the present issue of £500,000) is covered by a mortgage security representing £4,000,000." The quotation in the London market of the existing issue of £869,200 is 96 to 98.

Eastern (Mass.) Railroad.

The receipts of this company for the fiscal years ending November 30, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$1,117,670 35	$1,189,222 52
" freight	423,880 78	458,091 54
" express	36,840 73	38,990 94
" extra baggage	1,618 57	1,965 53
" U. S. mail	15,097 66	14,906 48
" miscellaneous	12,241 52	15,578 04
" property acc'ts	67,886 98	67,514 60
	$1,675,238 59	$1,786,269 76
Expenditures, viz:		
Maintenance of way	$183,309 52	$189,529 77
Locomotive power	162,240 57	168,141 56
Fuel	139,049 86	149,756 21
Train expenses	259,293 15	266,001 05
Station expenses	124,232 00	138,228 35
Mail expenses	475 94	441 42
Office establishment	44 884 88	50,586 17
Insurance and taxes	27,669 13	30,543 12
U. S. tax	28,327 82	24,816 49
	$969,432 87	$1,018,039 14
Balance	$705,755 72	$768,230 62
Rent of B. & M. R.R.	$3,215 08	$3,215 04
Int. paid and accrued	172,626 90	203,785 67
Total rent and int.	$175,841 98	$207,000 71
Net income	$529,913 79	$561,229 91

From the foregoing statement it will be seen that the actual receipts from the business of the railroad, exclusive of property account, have been $1,718,755 16 against $1,607,349 61 for the preceding year; an increase in ordinary revenue of $111,405 55. Our expenses for the same period were $1,018,039 14, against $969,482 87, being an increase of $48,556 27.

During the year we have built in our own shops three first class locomotive engines, rebuilt two, and made large and general repairs upon thirty-one others, putting in nine sets of steel tyres. We now have forty-eight engines.

In our car-shops we have built ten new passenger cars, and eighty-five new freight cars, and we have purchased two new passenger cars and fifteen freight cars. We now have 86 passenger cars, 25 baggage and express and postal cars, 531 freight and 250 coal cars.

We have laid down 2,300 tons of rails within the year, of which 300 tons are steel, and 100 tons with the steel top or heads. In addition, we have laid 670 tons of welded rails. We have put down 43,732 sleepers, and our gravel trains have been constantly employed through the season in ballasting road-beds, grading side-track, &c., for which the pay roll alone of the men working on them has amounted to $35,497 70.

We have re-built both the bridges on the Lyon marshes, to wit: across the Saugus River and at Oak Island; have built a new iron bridge across Ipswich River, and have done a large amount of work on the Boston bridge. We have also widened and extended the bridge this side of Prison Point, and built an additional coal shed, 200 feet in length, thereon.

We have erected a new passenger depot at Marblehead, and have also purchased their ample grounds for freight purposes, and fitted up a convenient freight house. At Everett we have established a station and built a new depot, which is a great convenience, and gives much satisfaction to the citizens of that growing town. At Ashbury Grove we have also built a station house. We have built a new engine house, with four stalls,

and also a new paint shop at Salem. These and other expenditures in our carpenters' department, have amounted to the large sum of $72,468 84. We have purchased additional lands, for depot accommodation, at a large number of stations on the line of the road at Swampscott, at Seabrook, Hampton, Portsmouth, Danvers, North Andover, Peabody, at Newbury, Newburyport, and at Salem for a car shop, at Everett, Lynn, Manchester, Gloucester, and Ipswich, at a total cost of $30,944 45. In the preceding year our expenditures for like purposes were about as much, and the demand for more depots grounds and accommodations is all the while increasing with the increase of business.

Last spring we built a track from our station to the camp-meeting grounds in Hamilton, something over a mile, at a cost of $19,110 83. This we did under a charter granted by the Legislature to the camp-meeting association, which has been transferred to us by virtue of powers for that purpose contained in the charter itself. The convenience of this track, and the relief it affords from crowds and detentions on our main road at that station, are very important to us and to the travelling public, and we moreover get an additional compensation for carrying passengers over it, probably more than sufficient to pay the interest on the outlay.

The number and frequency of our trains has become so great that an extension of the double track beyond Beverly is necessary, and we have begun the work. The question of the enlargement of the Salem tunnel, so as to admit of another track, will soon force itself upon the consideration of the officers of the road, and the authorities of that city. For both must concur in making the improvement, inasmuch as the grade, width, and perhaps direction of some of the streets will have to be changed.

In our last annual report we adverted to the fact that the draws in our bridges across Charles and Miller's Rivers, originally constructed under authority of the Legislature, of the width of thirty feet, were, by another act of the Legislature, passed May 19th, 1869, required to be forthwith widened, at great cost, and without compensating advantages, to us, to the width of forty-four feet. Subsequently the Legislature again passed another act, to wit, the act of June 1st, 1870, requiring those draws, as well as all the other draws on this side of the city, to be of the width of thirty-eight feet. After three weeks further consideration the Legislature deemed it expedient to make still another change, and by act of June 28d, 1870, required those draws to be thirty-six feet wide. These alterations of opinion and enactment show how difficult is the problem to be dealt with, of reconciling the conflicting claims of navigation on the river, and the rights of travel and transportation by rail, and otherwise, across the river. In the meantime, the Harbor Commissioners, who have the interests of navigation specially in charge, co-operating in this case, however, with the Railway Commissioners, under the act of June 1st, 1870, have prepared a plan, alike bold and effectual, for the consideration of the Legislature at its present session, whereby both the draws and the bridges shall be altogether removed; not ours only, but those of the other railroads below us, and including the Lowell passenger bridge, and all these roads shall be brought across the river on one wide bridge, at, or near, the Lowell freight track bridge. This plan also includes, as do other plans submitted by members of the Railroad Commissioners, a rearrangement of depots within the city, and a great increase, especially to us, of freight and passenger accommodation.

Copies of the lease of the Portsmouth, Great Falls and Conway Railroad to the Eastern Railroad in New Hampshire, and the guarantee of this corporation, are hereto annexed.

The work of construction on the Portsmouth, Great Falls and Conway Railroad, was commenced early in November last, and is being prosecuted with vigor. The contractors have stipulated that he road-bed as far as West Ossipee shall be ready for the rails in June next, and the ability and energy they have hitherto displayed, give us good ground for hope that we may have the road in use for the mountain travel the coming season. This will open for tourists a new route by the Ossipee Valley, amidst scenery of unsurpassed beauty and grandeur.

We issued and sold, early in the year, 248 shares of new stock, but discontinued the issue on the passage of the law of the last session of the Legislature, requiring a new stock to be first offered to the stockholders, and certain other formalities to be complied with. This law applies to all corporations of whatever description in the Commonwealth, with the single exception of one railroad company, specially exempted after the passage of the above-named law.

By the terms of the lease of the Portland, Saco and Portsmouth Railroad to the Eastern Railroad, and the Boston and Maine Railroad, of April 1st, 1847, either party was authorized to terminate the lease and contract by giving 180 days' notice of an intention so to do, and paying to the other $200,000. In July last, the Portland, Saco and Portsmouth Railroad Company gave notice of their intention so to terminate the contract, on the 20th day of January current.

The number of miles run by locomotives has been 1,034,320. Number of passengers carried, 4,269,089. Tons of freight carried, 846,566.

TRIAL BALANCE, NOVEMBER 30.

	1869.	1870.
Cost of railroad	$5,604,079 77	$5,688,301 39
" equipment	847,314 42	997,752 49
" property	806 694 94	721,163 98
New work unfinished	98,439 79	131,213 08
Balances due	828,322 91	491,294 05
Cash	40,408 18	15,525 89
	$7,725,260 01	$8,045,250 88
Share capital	$4,037,800 00	$4,062,600 00
Bond capital	2,900,400 00	3,037,400 00
Balances due	138,638 03	66,986 14
Interest		34,178 87
Temporary loan	450,200 00	615,200 00
Profit and loss	198,221 98	228,890 87
	$7,725,260 01	$8,045,250 88

President.—GEORGE M. BROWNE.

Directors.—George M. Browne, Henry L. Williams, Samuel Hooper, Thornton K. Eothrop. Icabod Goodwin, Benj. E. Bates, and Franklin Haven.

Treasurer.—JOHN B. PARKER.

Superintendent.—J. PRESCOTT.

Taxation in New York and Elsewhere.

INEQUALITIES AND DISCRIMINATIONS—METHODS OF ASSESSMENT AND COLLECTION.

The report of the Commissioners—David A. Wells, Edwin Dodge, and George W. Cuyler—appointed under the joint resolution of April 26th, 1870, to revise the laws for the assessment and collection of taxes, was presented to the Legislature on the 16th inst. It opens by showing the recent increase of taxation throughout the country. In New York the aggregate of taxation has advanced from $20,402,276 in 1861 to $50,328,684 in 1870. The taxation per capita of several States is as follows: New York, $11.55, or deducting the population and taxation of New York city, $7.54; Massachusetts, $14.35; Ohio, $8.72; Vermont, $5.29. Taking the known revenues of the Federal Government, and the per capita rate of New York as representing the average rate of all the States, the aggregate taxation of the whole country for the past year would have been $851,705,000. Taking the rate of Ohio as the average, it would have been $751,335,000; of Vermont, $627,535,000. The per capita of the whole country at the minimum would be $16.09.

RATES OF CITY TAXATION.

The following table presents the taxation per capita of various cities in this and other States:

	Rate.	Tax per capita.
New York	$2 27	$29 54
Brooklyn	3 87	19 02
Albany	4 57	20 12
Rochester	6 70	15 25
Montreal	— —	5 28
Troy	$4 80 to 5 24	18 00
Boston	1 58	36 10
Philadelphia	1 80	13 73
Cincinnati	3 19	19 00
Chicago	1 50	21 65
Hartford	— —	17 24
Buffalo	— —	12 83
Springfield, Mass.	— —	14 58

The taxation of London for local purposes in 1867 was $16,458,309, or $5.85 per capita. About half of this was on account of the poor. The local taxation of England and Wales was at the rate per capita of $3.87. The yearly expenses of Paris previous to the war were reported at about $25,000,000. With the exception of that city, the general taxation in this country exceeds that of any other community.

Taxation is not in itself an evil more than any other necessary or desirable expenditure; but it is an evil when rendered excessive through injudicious or wasteful expenditures; or when ill-adjusted. The necessity of reform in existing systems has long been felt. New York took the lead in 1862 by appointing a joint Committee of the Legislature of which Hon. James A. Bell was Chairman, which presented a report with a bill and digest of the mode and machinery of taxation then existing in the remaining States. Others have followed the example, but nothing has been done. The need is now imperative.

WHY REFORM IS NECESSARY.

In 1862 the aggregate valuation of the State was $1,449,303,948, the aggregate of all taxes was $19,456,288, and the average rate 1.342. In 1869, the aggregate valuation being $1,860,120,770, the aggregate of taxation had risen to $46,161,531 and the average rate to 2.482. In other words the valuation has increased but 30.3 per cent, and the taxation 140 per cent. Moreover, such changes have been made in the tax system of several of the States contiguous to New York as to place our State relatively at a great disadvantage and to call for the adoption of measures which will prevent the arrest of its development and the deviation of its legitimate capital, population and enterprise. Thus, for example, New Jersey has exempted, in certain cities and counties next to New York, all mortgages from taxation. In Pennsylvania, personal property under a system of taxation in many respects far more liberal than that of any other State, is either wholly or practically exempt. In a majority of the counties, mortgages, judgments, recognizances are likewise exempt for State purposes. The shares of national banks are virtually taxed only three-tenths of one per cent.

The revenue of Pennsylvania is derived mainly from the following sources: 1. A tax of one-half of one mill on each one per cent. of all dividends declared by corporations of the State, except banks, savings institutions and foreign insurance companies. 2. Taxes on tonnage. 3. Taxes, in a

small degree, on personal property. 4. A tax of three-fourths of one per cent. on the gross receipts of transportation companies. 5. A tax of five per cent. on every dollar of interest paid by the corporation of the State to its bond holders with certain set offs. 6. A tax of three per cent. on the annual net earnings of every private banker and incorporated institution, with certain exceptions. 7. A license tax of $500 per annum on every foreign insurance company doing business in the State, and of three per cent. on the entire amount of the premiums or commissions received. 8. Taxes on the enrollment of all acts passed for the benefit of private parties, varying according to their character. 9. Taxes on the emoluments of officers to the amount of two per cent. on all in excess of $200. 10. Retailers' licenses. 11. Tavern licenses. 12. Amusement licenses, &c. 13. Taxes on collateral inheritances. 14. Taxes on wills, writs and deeds. 15. Auction duties and commissions,—the sum total for 1869, being $5,096,679, as compared with $8,138,000, the State revenue of New York from taxes for the corresponding period. The taxation is apportioned in Pennsylvania so as to enhance in the least degree the cost both of capital and of production. In order to show this more in detail, the report examines by items the taxation of Philadelphia and Pittsburg, the valuation of real estate in the former being $470,851,800, and of personal property $8,188,873. The conclusion is reached that great and substantial advantages are offered by Pennsylvania over and above any which are afforded under the existing laws of New York to capital seeking investment in real estate, mortgages, or the business of manufacturing, mining or shipping. The results of her liberal system are, partially, indicated by the census. Pennsylvania, starting in 1860 with a population of 2,906,215, has gained 609,778 in population, while New York, starting with 3,880,735, has gained only 483,640.

In Lower Canada there is comparatively no taxation upon bank capital, money at interest, manufacturing establishments, shipping or other personal property. Maine and Vermont, with a view of developing their own resources, have enacted laws to exempt from taxation for a period of years, manufacturing establishments of every character, together with the machinery and capital employed in operating them. New York is yearly becoming more of a manufacturing and commercial State, and is brought directly in contact with foreign countries and their system of taxation. In Great Britain, France, Belgium, Prussia and Holland, there are no direct taxes on personal property, and special care is taken that the incidence of taxation shall not increase the cost of production. How the inequality operates as a bar to State and National progress the report thus shows:

"Let us suppose the projection of a new line of steamships to run between the City of New York and Europe in competition with existing lines, now controlled by foreign capitalists and registered under a foreign flag. If the nationality of the company is to be American, and its location New York city, the State, city and county would have levied, or have authorized the levying, during the past year, on the whole accessible capital or property of the company, in the forms of vessels, wharves, storehouses, machine shops, offices and floating capital, a tax of $2.27.

"Beyond this, the national government would have imposed an average tax under the tariff, on all articles of foreign growth or importation used in the vessels of the line, of forty-eight per cent.; on the profits or dividends of the company (if perchance there should be any), an income tax; on all tickets for passage, a tax varying from fifty cents to one dollar and a half; and until quite recently would have also taken two and one-half per cent. on all gross receipts from both passengers and freight.

"If on the other hand, the *situs* of the company is made foreign, and its location fixed at Liverpool, the whole amount of local taxation to which the company would have been subjected would be merely an assessment to the extent of from ten to twenty-five per cent. on the rental value of the premises occupied either as offices, storehouses, or machine shops. Beyond this the British Government would have levied in the year 1870 an income tax on the profit of the individual stockholders or owners, of *four* pence on the pound sterling, equivalent to one and two-thirds per cent., and omitting all other forms of direct taxation, would have allowed all articles subject to taxation either under the excise or tariff, such as distilled spirits, teas, sugars, coffee, wines and tobacco, which may be required for use on board the steamer in question, to be taken from bond free of duty. The difference in the return on the investment, therefore, growing out of the difference merely on the fiscal systems recognized in the different locations specified, would be of itself sufficient to afford to the foreign capitalist a dividend on his stock nearly or quite equal to the ordinary rate of European interest on the capital employed; while to the American investor, the disadvantage would have an expression at least two-fold greater through an increase of expenses and a diminution of profit which can be traced directly to a system of taxation and currency, which has enhanced the price of everything that has entered into the steamer, from the laying of her keel to the coal that feeds her engines.

With such a state of things competition is out of the question, and it is not strange that no American steamship sales from New York. Pennsylvania has recently incorporated a transatlantic steamship company with its situs at Philadelphia and all its property exempt from taxation. Take the manufacture of cotton as another example. In Great Britain the incidence of taxation extends only to the rental value of the buildings and does not regard the value of the machinery or the capital employed. In New York and other States except Pennsylvania, it falls upon everything, and the result is a rate of taxation which actually exceeds in many cases the average rate of interest abroad. Manufacturers are thus burdened by our domestic legislation.

Apart from these diversities, there is a need of inquiry and reform from the inequality and inadequacy of the existing system to accomplish the work assigned to it. It has various imperfections and anomalies. On this branch of the subject, the first point relates to irregularities in methods of valuation. These will be found so great—Massachusetts and the city of Philadelphia possibly excepted—that the word *chaotic* properly characterizes the systems and the practice. In New York, the valuation has increased in ten years 31 per cent.; in Massachusetts 48; in Connecticut 30.5; in Rhode Island 54.9; in New Jersey 13 per cent. in three years.

VALUATION OF REAL ESTATE.

The Assessors in this State take an oath that they have estimated the value of the real estate at "the full and true value thereof, and at which they would appraise the same in payment of a just debt due from a solvent debtor." Yet in some instances in New York the valuation for taxation is as low as twenty per cent. of the real value. In a majority of cases in the country the rate varies from twenty-five to thirty-five per cent., and rises in the cities to fifty and possibly sixty. Several counties are cited as illustrations. In Oneida the assessed valuation has increased only $4,656,740 in twenty-seven years. The value of the dwelling houses alone in 1865 was, according to the census, more than the assessed valuation of all the real estate. In Dutchess there has been an actual decrease in eleven years of $242,703, and in Monroe of $1,300,541.

VALUATION OF PERSONAL PROPERTY.

The inequalities and abuses here are still greater. The Report concurs with the opinion expressed by George Opdyke, in 1851, that "the market value of the aggregate of land and that of the aggregate of productive capital are equal," and that in highly civilized and densely populated States the aggregates of real and personal property are substantially equal. Yet practice shows little conformity of valuation in the two classes. The following table shows the assessed valuations of real and personal property for the several States named, with the ratio between them:

States.	Valuation of real estate. 1869.	Valuation of personal property, 1869.	Ratio of per'l to real.
New York.	$1,532,720,907	$434,270,278	1 to 3.50
Iowa	222,561,061	71,971,191	1 to 3.09
Illinois....	346,587,734	142,407,041	1 to 2.43
Massach'ts.	338,083,415	503,085,988	1 to 1.64
Ohio.....	607,418,203	459,762,252	1 to 1.51

We also append a table of a few cities:

Cities.	Valuation of real estate.	Valuation of personal property.	Ratio of per'l to real.
Brooklyn..	$183,689,579	$17,559,980	1 to 10.46
Rochester..	9,725,736	1,501,600	1 to 6.47
Buffalo....	30,904,139	6,735,915	1 to 4.58
Albany....	25,144,980	5,915,278	1 to 4.11
Chicago...	211,371,240	54,688,655	1 to 3.86
Springfield	17,665,610	5,901,570	1 to 2.99
Jersey City	21,996,460	8,735,610	1 to 2.51
N. Y. City.	634,140,768	281,142,696	1 to 2.43
Worcester.	21,608,800	9,642,550	1 to 2.24
Milwaukee.	29,382,695	14,110,918	1 to 2.08
Troy	10,654,144	5,366,965	1 to 1.98
Lowell....	16,195,125	8,595,871	1 to 1.88
Boston ...	365,598,100	218,498,300	1 to 1.67
Cincinnati.	72,243,844	58,471,666	1 to 1.23
Providence	50,908,400	42,162,500	1 to 1.20

In 1858, the personal property of Albany county was assessed $8,810,141; in 1870 at $7,536,171, showing a decrease in twelve years of $874,970. Other counties show similar results. The whole system of valuation is a mere semblance. Massachusetts and Connecticut have attained the greatest measure of success in subjecting real and personal property to a uniform rule of taxation. In Massachusetts, especially, the system is regarded as practically successful, and yet even there full one-third of the personal property escaped assessment. The personal property of New York as returned for taxation would give $99.13 per capita; of Massachusetts, $345.19. The Report presents a schedule of property in this State which would be classified as personal, and which, exclusive of the estimated annual value of the products of agriculture and manufacturing industry, amounts to $1,665,018,262. Arguing upon the exhibit of the income tax and its results, the Report concludes that there must be five thousand

millions of productive property in the State. Various illustrations and proofs are given of the utter inadequacy of the valuation.

DISCUSSION OF REMEDIES.

The first end is to secure equality and certainty in assessment and collection. It is not necessary to tax all descriptions of property, but it is indispensable that the system should act uniformly and equally upon all property of the same kind. Two courses are open to remedy the evils, first, to attempt to amend and strengthen the present system; second, construct a new system. As to the first, so far as relates to valuation of real estate, the present law is clear and explicit. If it fails the fault is in the administration, and the remedy must be found in making that more effective. This can be done by the creation of some central authority, either a single Commissioner of Taxes, as in Massachusetts, or a Board, and who should be required to enforce the laws, re-assessing where necessary and prosecuting officers for derelictions. There does not seem to be any difficulty in the way of accomplishing this. In Philadelphia the plan has been tried, and the valuation was advanced the first year from $160,850,666 to $445,563,321, while the rate of taxation was reduced from $4 to $1 40.

In the valuation of personal property, the case is widely different. The difficulties are such that most nations have abandoned all attempts to levy a direct tax upon this sort of property in the possession of individuals as something beyond the reach of law, while the efforts to enforce such laws are prejudicial to the morals and material development of the State. In Scotland, the Court of Sessions at Aberdeen came to the decision that it was a preferable plan to take the rents of occupied premises as an index of "means and substance" rather than attempt to get at the "means and substance" themselves. In Rome during the latter days of the Empire, the officials who assessed personal property were authorized at their pleasure to administer torture, recognizing that extraordinary means must be used, if a search was to be made for that which is in itself incorporeal, invisible and intangible.

If it be deemed advisable to maintain the present system, then the law must be made far more stringent, severe and mandatory. The Massachusetts and the Connecticut laws or the work of the Board of Equalization of Illinois will serve as models. The New York Committee of 1862–'8 proposed to make every man, under the solemnity of an oath, become his own assessor, or, in other words, to adopt the method known by the name of listing. And yet they concluded it was best to confine the details of the examination to the knowledge of the assessor and the party alone. In Connecticut the law provides that if any person refuses or neglects to hand in a list the assessors shall made it out to the best of their knowledge, and then add ten per cent. The Massachusetts law is still more stringent. It provides that all persons shall furnish lists of their personal property under oath, and that any person failing to do so shall be taxed fifty per cent. in excess. If any person shall deliver a fraudulent list, he shall be subject to fine or imprisonment. Although this Massachusetts' system is the best in theory and practice, the Commissioners feel themselves debarred from recommending its adoption, because; first, an analogous system was presented by the Joint Committee of 1862–'8, and all subsequent Legislatures have refused to consider it, and second, because when the last Constitutional Convention adopted this provision:—"Real and personal property shall be subject to a uniform rule of assessment and taxation," and when it was separately submitted to the people they rejected it by a vote of 278,260, out of a total of 457,211. Singularly enough there was an adverse majority in many of the rural counties which it was supposed would favor it.

TAXATION OF INDEBTEDNESS.

Another difficulty grows out of the question of indebtedness. In Massachusetts the laws do not allow indebtedness to offset or diminish the amount of tangible property. Thus a merchant in Boston worth $100,000 capital, and goods in store to the value of $500,000, would be assessed upon the average amount of goods in the store during the year preceding ($500,000, if replacing goods as fast as they were sold). With such a system in the city of New York, where the rate is 2.27, the merchant would be liable to pay 11 3-10 per cent. upon his capital; in Brooklyn 19 3.10; in Albany 22.8. An institution like the Park Bank would practically be taxed 2.27 on $23,400,000, or 26 per cent. on its capital. And yet it is difficult to see how a system taxing personal property can be made to work uniformly, unless the right to offset by indebtedness is strictly forbidden, as this very privilege affords the opportunity by which most of the property evades taxation. Nothing is easier than to create debt. The report gives this example.

"Thus, for example, an individual desiring to evade taxation on capital invested in general, mercantile or speculative business, first purchases United States bonds, we may suppose, to the amount of $100,000. He then borrows on his promissory note, using the bonds as collateral, $100,000, or some smaller sum, and invests the money so obtained in the business in question. When the day of assessment comes round, a return is made, under oath, if need be, of $100,000 business capital; $100,000 just debts and liabilities; no personal property subject to taxation. If inquiry is made further respecting the United States bonds purchased, the answer is made legitimately, that in respect to these the State authorities have no jurisdiction. Since the commencement of the present year, moreover, a case involving this very principle of exemption, has been brought before the Supreme Court of New York (General Term, Jan. 3, 1871), by the Tax Commissioners of the city of New York, and a decision given in favor of its legality; thus illustrating how difficult it is, holding on to a system of universal taxation, to once exempt any description of intangible, incorporeal property from assessment, without at the same time opening a door to innumerable opportunities for fraud and evasion. And it should be further borne in mind, that this door has been most effectually opened, both by National and State authorities, and that it is now entirely beyond the power of any individual State to close it."

Various other methods are resorted to. The Commissioners say that they are at a loss to know what remedial measures are practicable. Another circumstance bearing upon the matter is that the Savings Banks have largely changed their character, and have become the depositories of those who are not poor; and it is intimated that they should cease to be regarded with the favor they have heretofore received. In recognition of this state of affairs Massachusetts, in 1868, increased the State tax on Savings Banks from one half of one per cent. to three-quarters of one per cent., and the Governor, in his recent message, suggests a further increase. The character of the banks is well illustrated by a letter from Rochester to one of the Commissioners:

"The stocks of corporations legally taxable in this city aggregate over $1,300,000. The aggregate assessment of 'personal' in 1869, the latest figures in my possession, was $1,568,300. Assuming that these stocks were (although they, in fact, were not) assessed according to law, there would remain $268,300 as the taxable 'personal' of our whole population, aside from their investments in local stocks! The savings banks deposits, January, 1869, amounted to $6,680,590 88; deduct 'personal' (in excess of stocks) assessed 1869, $268,800, and we have an excess of $6,412,290 88 'personal' in the single form of savings bank deposits, above the aggregate of 'personal' exclusive of stocks legally subject to taxation in 1869. In other words, these deposits, composed of money, amount to twenty-five times the amount of personal assessed in excess of taxable stocks.'

In Connecticut, a tax of three-fourths of one per cent. is imposed on the whole amount of deposits and stock, and then in consideration of this and the federal tax the banks are permitted to add a compensatory amount to the legal rate of interest on all their loans, and to take the interest in advance; the effect of which is to throw the whole amount of tax off from the bank on to the borrower, who, in many cases is a man of small means who wants the money for local improvement.

As to the use and value of oaths, the Commissioners say it is the unanimous opinion of all who have had extensive experience, that, as a matter of restraint, or as a guarantee of truth, they have ceased to be effectual. An illustration is given of an individual who was assessed $20,000 on personal property, who swore it off year by year until the amount was reduced to $1,000, and who then dying, left $150,000 of personal property to be divided among his heirs.

In France, one of the causes which led to the revolution was the inequality and multiplicity of taxes, and one of the first acts of the National Assembly was to repeal all inquisitorial taxes of every nature. In place of direct taxes on personal property, it substituted a taxation of the *indicia* or signs which each individual may present of his possession of such property; and further recognized the rent or rental value of the premises, which each person occupies as such signs of *indicia*. That system still prevails, and the tax is fixed at one-twentieth part of the rent paid by each resident.

Alexander Hamilton as a member of the Conventions which framed the Constitutions of the United States and of New York, advocated the restriction of all internal or local taxation to visible, tangible objects, and to the assessment of these specifically and by some uniform and simple rule.

(To be continued.)

☞ The citizens of Lynchburg, Va., by a majority almost unprecedented, have voted the subscription of two hundred thousand dollars asked for to insure the construction of the Lynchburg and Danville Railroad. It is an extension practically of the Orange and Alexandria road, with which Baltimore has its connections for the great line southward.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*	100	$3,355,000	----	----
American Central	100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point	100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina	100	2,545,225	----	----
Atlantic & Gt. Western	50	25,879,923	----	----
" " " pref.	50	1,919,000	----	----
Atlantic & St. Lawrence*	100	2,494,900	M. & S.	Sept '70 2
Augusta and Savannah	100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio	100	16,267,862	A. & O.	Oct. '70 4
Do. Washington Br.	100	2,650,000	A. & O.	Oct. '70 5
Baltimore City Passenger		670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq.	100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware	100	995,800	----	----
Berkshire*	100	600,000	J. A. J&O	Jan. '71 1½
Bloomsburg & Corning.*	50	250,000	J. & D.	Dec. '70 2½
Boston and Albany	100	19,150,800	J. & J.	Dec. '70 5
Boston and Chelsea	100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont.	100	459,800	----	----
Do. do. pref.	100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell	100	2,215,000	J. & J.	Dec. '70 4
Boston and Maine	100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence	100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston)	50	400,000	J. A. J. O.	Dec. '70 2½
Broadw'y & 7th Av. (N.Y.)	100	2,100,000	J. & D.	June '70 3
Brooklyn City	10	1,000,000	F.M.A.N	Nov. '70 3
Brooklyn City & Newt'n.	100	399,800	----	July '70 3½
Brooklyn City & Rockaway	100	1,100,000	----	----
Buffalo, Bradford & Pitts.	100	950,000	M. & N.	Nov '70 3½
Buff., New York & Erie*	100	5,000,000	F. & A.	Aug. '70 4
Buffalo and Erie	100	727,800	A. & O.	Oct. '70 4½
Cambridge Horse (Boston)	100	5,847,800	F. & A.	Feb. '71 5
Camden and Amboy	100	388,446	----	----
Camden and Atlantic	50	742,349	----	----
" " pref.	50	331,000	----	July '69 3
Camden & Burlington Co.	100	916,877	J. & J.	D. '70 $2½
Cape Cod	50	447,000	J. & D.	Dec. '70 3
Cape May and Millville*	50	1,159,500	----	----
Catawissa	50	2,200,000	M. & N.	Nov '70 3½
Catawissa, pref.	50	589,110	J. & J.	Jan. '71 4½
Cayuga & Susquehanna.*	50	765,000	M. & N.	Nov '70 3½
Cedar Rapids & Mo. pref.	100	4,666,800	J. & J	July '70 5
Central of Georgia	100	15,000,000	J. & J.	Dec. '70 4
Central of New Jersey	100	2,425,000	J. & D.	Dec. '70 3
Central Ohio	100	400,000	J. & D.	Dec. '70 3
Do. pref.	100	970,000	----	Oct. 61 2½
Cen. Park, N. & E. River	100	350,000	J.A.J&O	Jan. '70 3
Chemung*	100	2,085,925	J. & J.	Dec. '70 3
Cheshire, preferred	100	7,045,000	M. & S.	Mar. '71 5
Chicago and Alton	100	2,425,400	M. & S.	Mar. '71 5
" " pref.	100	16,590,210	M. & S.	Mar. '70 5
Chicago, Burl. & Quincy	50	1,000,000	J. & J.	Dec. '70 5
Chicago, Iowa & Nebras*	100	2,227,000	----	----
Chicago and Milwaukee*	100	14,676,629	J. & D.	Dec. '70 5
Chicago & N. Western	100	20,370,293	J. & D.	Dec. '70 5
" " pref.	100	17,000,000	A. & O.	Oct. '70 4
Chicago, R. I. & Pacific	100	3,500,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton	100	----	J'n & J'ly	Jan. '68½
Cincinnati City Passenger		----	J. & J.	Jan. '63½
" Street		428,646	M. & N.	Nov '70 3
Cin., Sand. & Clev. pref.	50	192,750	J. @ J.	July '70 7
Citizens' Passenger (Phil.)	50	11,620,000	F. & A.	Feb. '71 3½
Clev., Col., Cin. & Ind.	100	2,056,750	M. & N	Nov '70 3½
Cleveland & Mahoning*	50	7,494,588	F.M.A.N	Feb. '71 2½
Cleveland and Pittsburg	50	5,000,000	F. & A.	Aug. '70 4
Cleveland and Toledo*	50	11,100,000	----	----
Col., Chi. & Indiana Cen.	100	1,786,800	M.J.S.D.	Dec. '70 2
Columbus and Xenia*	50	1,500,000	M. & N.	Nov '70 5
Concord	100	550,000	J. & J.	Jan. '71 3½
Concord & Ports., guar.	100	500,000	----	----
Coney Island & Brooklyn	100	2,084,200	F. & A.	Dec. '70 3
Conn. & Passum. R. pref.	00	1,700,000	J. & J.	Dec. '70 5
Connecticut River	50	1,316,000	A. & O.	Oct. '70 4
Cumberland Valley	50	400,000	quarterly	Dec. '70 3
Danbury and Norwalk	50	2,400,000	----	----
Dayton and Michigan	100	1,107,291	J. & J.	Jan. '71 3
Delaware*	50	16,277,500	J. & J.	Dec. '70 6s
Del., Lackaw. & Western	50	1,820,200	----	----
Des Moines Valley	100	452,350	----	----
Detroit & Milwaukee	100	2,095,000	----	Dec. '60 7
" " pref.	100	1,200,000	F.M.A.N	May '70 2½
D. Dock, E. B'dw. & Bat.	100	5,000,000	J. & J.	Dec. '70 3½
Dubuque and Sioux City*	100	----	J. & J.	Dec. '70 3½
Do do. pref.	100	382,550	J. & J.	July '70 3
East Mahanoy	50	4,062,600	J. & J.	Dec. '70 4
Eastern (Mass.)	100	492,500	J. & J.	Dec. '70 4
Eastern (N. H.)	100	1,309,200	----	Jan. '71 3
East Pennsylvania	50	1,290,087	----	----
East Tenn. and Georgia	100	1,902,000	----	----
East Tenn. and Virginia	100	1,000,000	J.A J&O	Jan. '68 4
Eighth Avenue (N. Y.)	100	500,000	F. & A.	Aug '70 2½
Elm., Jeffers. & Canand*	100	500,000	M. & N.	Nov '70 2½
Elm., Ira & Williamsport*	50	----	J. & J.	Dec. '70 3½
Do. do. pref.	50	75,000,000	F. & A.	Feb. '66 4
Erie Railway	100	8,536,910	Annual	Dec '69 7s
Do. pref.	100	999,780	M.J.S.D.	Dec '70 1½
Erie & Pittsburg	50	2,143,440	----	----
Evansville & Crawfordsv.	100	3,640,000	J. & J.	Dec. '70 4
Fitchburg	100	248,000	J. & J.	Jan. '69 3
Fitchburg & Worcester	100	500,000	M. & N.	M'y '67 5
Flint and Holly	100	750,000	M. & N.	May '70 5
Forty-Sec. St. & G. St. F'y	100	491,629	J. @ J.	Jan. '71 3
Frankf. and Southw. (Ph.)	50	100,000	J. & J.	Jan. '70 4
Georgia	100	4,166,000	J. & J.	Jan. '70 4
Germantown (Phila.)	50	112,248	J. & J.	Dec. '70 3
Girard College (Phila.)	50	160,000	J. & J.	Jul. '67 2
Granite	100	----	M. & S.	Mar. '71 4
Green and Coates St. (Ph.)	50	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven	100	4,796,925	J. A. J&O	Dec. '70 3
Hannibal and St. Joseph	100	4,151,700	----	Aug '70 3½
Do. do pref.	100	5,078,224	----	Aug. '70 7
Hanover Branch, Pa	50	116,850	M. & N.	Nov. '70 5
Housatonic	100	820,000	----	----
" pref	100	1,180,000	J. & J.	Feb. '71 8
Huntingdon & B'd Top	50	615,950	----	----
" " pref.	50	212,350	J. & J.	Jn. '68 3½
Illinois Central	100	25,278,710	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.	50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind.	100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*	100	1,500,000	J. A. J&O	Jan. '71 1½
Joliet & North. Indiana*	100	500,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So.	100	35,000,000	F. & A.	Feb. '70 4
" " guar.	100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb.	50	1 835,000	----	----
Leeds and Farmington*	50	----	J. & J.	Jan. '70 2½
Lehigh and Mahanoy	50	2,158,568	J. & J.	Jan. '67 5
Lehigh and Susquehanna	50	3,739,800	M. & N.	M'y. '67 5
Lehigh Valley	50	17,716,400	J. A. J&O	Dec. '70 2½
Lehigh Luzerne	50	344,650	J. & J.	Jan. '69 4
Little Miami*	50	3,572,400	M. J. S. D.	Dec. '70 2
Little Schuylkill*	50	2,046,100	J. & J.	Jan. '71 5½
Lomb. and South St (Ph.)	25	90,000	----	----
Long Island	50	3,000,000	F.M.A.N.	Aug. '68 2
Louisv., Cin. and Lex.	50	1,623,482	J. & J	Jul. '69 3
" " pref.	100	848,700	J. & J.	Jul. '70 4½
Louisville and Nashville	100	8,080,912	F. & A.	Aug. '70 4
Louisv., N. Alb. & Chicago	100	2,800,000	----	Dec. '70 3
Lowell and Lawrence	100	200,000	A. & O.	Oct. '70 3
Lowell Horse	100	55,830	J. & J.	Jan. '70 3
Macon and Western	100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n*	50	1,616,915	----	----
Maine Central	100	1,611,500	----	----
Manchester & Lawrence	100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati	50	2,029,778	----	----
" " 1st pref.	50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref.	50	4,460,368	M. & S.	Sep. '66 3
Massawippi	100	400,000	----	Dec. '70 5
Memphis and Charleston	100	6,312,72	----	June '69 3
Memphis and Ohio	100	570,000	----	----
Metropolitan (Boston)	100	1,250,000	J. & J.	Dec. '70 5
Michigan Central	100	13,225,848	J. & J.	Dec. '70 5
Middleboro' and Taunton	100	149,029	J. & D.	Dec '70 3
Middlesex (Boston)	100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*	50	323,375	J. & J.	Jan '71 5
Millville and Glassboro'	100	408,020	F. & A.	Feb. '70 5
Milw. & St. Paul.	100	11,422,664	Dec. 1870	Dec. '70 7s
" " " pref.	100	10,424,903	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven	50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio	100	4,269,820	----	----
Montgomery & W. Point	100	1,644,101	J. & D.	Dec. '67 4
Morris and Essex*	50	11,900,950	----	Dec. '70 3½
Mt. Carbon & Pt. Carbon*	50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell	100	720,000	M. & N	Nov. '70 5
Nashville & Chattanooga	100	2,056,544	----	----
Naugatuck	100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton	100	500,000	J. & J.	July '70 4
New Haven & N. London	100	738,588	----	----
N Haven & Northampton	100	1,800,000	J. & J.	Jan. '68 3
New Jersey	100	7,297,200	F. & A.	Feb. '71 6
New London Northern	100	1,008,500	----	Dec. '70 4
N.Y. Central & Hudson R.	100	45,000,000	A. & O.	Oct. '70 4
" Certificates	100	44,428 330	A. & O.	Oct. '70 4
New York and Harlem	50	6,500,000	J. & J.	Dec. '70 4
" " pref.	50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven	100	9,000,000	J. & J	July '70 5
N Y., Provid. & Boston	100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*	100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar.	100	137,500	J. & J.	July '70 3
North Carolina	100	4,000,000	A. & J.	July '70 3
Northern Central	50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S.C.) pref.	100	155,000	----	May '67 4
Northern of N. Hampsh.	100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania	50	3,150,150	----	Feb. '71 5s
Norwich & Worcester	100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n.	100	3,051,800	J. & J.	Jan. '71 3½
" " pref.	100	2,000,000	A. & O.	Oct. '70 4
Ohio and Mississippi	100	19,995,847	----	----
" " pref.	100	4,024,474	J. & D.	Dec. '70 3½
Oil Creek & Allegheny R.	50	4,259,450	J. A. J&O	Dec. '70 2½
Old Colony & Newport	100	4,959,020	J. & J.	Dec. '70 5
Orange and Newark	100	289,550	----	----
Oswego and Syracuse	50	482,400	F. & A.	Aug. '70 4
Pacific of Missouri	100	3,711,196	----	----
Panama	100	7,000,000	J. A. J&O.	Jan. '71 3
Paterson and Rampo	100	248,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv	100	635,000	J. & J.	Dec. '70 4
Pennsylvania	50	38,493,812	M. & N.	Nov. '70 5
Peoria & Bureau Valley*	100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal	100	600,000	J. & J.	July '69 8
Petersburg	100	1,325,200	J. & J.	Jan. '71 3
Philadelphia and Erie*	50	6,004,200	J. & J.	Jan. '68 3
" " pref.		2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading	50	28,949,800	J. & J.	Dec. '70 5
Do. Do. preferred	50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown*	50	1,597,250	M. J. S. D.	Mar. '71 3
Phila. and Trenton*	100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt	50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City	50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby	10	100,000	J. @ J.	July '70 —
Phila. and Grey's Ferry	25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. gtd.*	100	19,666,000	J. A. J&O	Jan. '71 1½
Pittsfield and N. Adams	100	450,000	J. @ J.	Jan. '71 5
Portland and Kennebec	100	581,100	J. & J.	Jan '70 3
Do. Yarmouth Stock	100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th	100	$1,500,000	J. & D.	Dec. '70 3
Providence & Worcester	100	2,000,000	J. & J.	Dec. '70 5
Raleigh and Gaston		----	----	Jul. '69 3
Rensselaer and Saratoga	100	6,000,000	A. & O.	Oct. '70 3½
Richmond and Danville	100	4,000,000	----	----
Richmond and Petersb'g	100	847,100	----	----
Rich., Fred. and Potomac	100	1,041,800	----	----
Rockport	100	85,400	----	Nov. '67 2
Rome, Watert. and Og'nb.	100	3,000,000	J. & J.	Dec. '70 4
Rutland preferred	100	1,331,400	F. & A.	Feb '71 3½
St. L., Alt. and T. Haute.	100	2,300,000	----	----
" " " pref.	100	2,040,000	Annual.	June '70 7
St. L., Jack'nv. and Chic'o.	100	2,478,750	----	----
Sandusky and Cincinnati	100	2,089,000	----	----
" " pref.	100	445,596	M. & N.	Nov. '70 3
Sand., Mansf. and Newark	100	905,222	----	----
Savannah and Charleston	100	1,000,000	----	----
Schuylkill and Susqueh'a.	50	1,289,150	----	----
Second and Third St. (Ph.)	50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley*	50	576,050	J. & J.	Jan '71 2½
Seaboard and Roanoke	100	868,200	M. & N.	Nov. '70 4
Second Avenue (N. Y.)	100	670,000	----	July '70 2
17th & 19th streets (Ph.)	50	150,000	----	Dec. '70 2
Shamokin V. and Pottsv.*	50	869,450	F. & A.	Aug. '70 3
Shore Line	100	636,200	J. & J.	Dec. '70 5
Sixth Avenue (N. Y.)	100	750,000	----	May '70 —
Somerville	100	76,000	M. & N.	Nov. '70 3
South Carolina	100	8,819,276	----	----
South Shore	100	259,685	----	Jul. '68 3
South Western, Georgia.*	100	3,929,900	F. & A.	Aug. '70 4
Staten Island	100	600,000	J. & J.	Jul. '67 4
Stony Brook	100	267,300	M. & N.	May '70 3
Steubenville and Indiana	100	1,983,141	----	----
Stockbridge & Pittsfield*	100	448,700	----	----
Summit Branch	50	250,000	F. & A.	Feb. '71 5
Syr., Bingham. and N. Y.	100	1,314,130	----	----
Taunton Branch	100	400,000	J. @ D.	Dec. '70 4
Tennessee and Alabama	100	595,922	----	----
Terre Haute and Indiana.	50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.)	100	1,750,000	----	May '70 —
Thirteenth and Fif. (Ph.)	50	----	J. @ J.	Dec '70 2½
Tol., Peoria and Warsaw	100	2,700,000	----	----
" " (E. D.) pref.	100	1,700,000	January,	1870,11s
" " (W. D. pref.	100	1,200,000	----	----
Tol., Wabash and West.	100	14,700,000	----	----
" " pref	100	1,000,000	M. & N.	May '70 3½
Troy and Boston	100	607,111	----	----
Troy and Greenbush*	100	274,400	J. & D.	Jun '70 3½
Union Transport'n (Bos.)	100	200,000	M. & N.	Nov. '70 4
Union (Phila.)	50	291,478	J. @ J.	Jan. '71 4
Utica and Black River	100	1,666,000	J. & J.	July '70 3
Vermont and Canada*	100	2,500,000	J. & D.	Dec. '70 4
Vermont Central	100	5,000,000	----	----
Vermont and Massachu'ts.	100	2,860,000	J. & J.	July '70 0
Vicksburg and Meridian	100	857,408	----	----
Virginia Central	100	3,353,679	----	----
Virginia and Tennessee	100	3,506,300	----	----
Western Union	100	2,707,693	----	----
West Jersey	50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia	50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon	100	1,463,775	----	----
Winchester and Potomac		----	J. & J.	Jan. '71 3
Warren	100	1,547,650	----	----
Worcester and Nashua	75	1,400,555	J. & J.	Dec. '70 4
CANALS.				
Chesapeake and Delaware	50	1,983,558	J. & D.	Dec. '70 3
Chesapeake and Ohio	25	6,228,595	----	----
Delaware Division	50	1,633,350	F. & A	Feb. '71 4
Delaware and Hudson	100	15,000,000	F. & A	Feb. '71 5
Delaware and Raritan	100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania	50	64,000	----	----
Lehigh Coal and Navigat.	50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.	50	728 100	J. & J.	July '70 3
Morris (consolidated)	10	1,025,000	F. & A.	Feb '67 3
" (preferred)	100	1 175,000	F. & A.	Feb. '71 4
Pennsylvania	50	4,300,000	----	----
Schuyl. Navigation (cons.)	50	1,908,207	F. & A.	Feb '67 6
" " (pref.)	50	2,888,977	F. & A.	Feb '67 6
Susq. and Tide Water	50	2,002,746	----	----
Union	50	2,907,550	----	----
" preferred	50		----	----
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.				
Pacific Mail Steamship	100	20,000,000	MJS&D.	Sept '69 3
West'n Union Telegraph	100	41,063,000	J. & J.	Jan. '70 2
American Coal	25	1,500,000	M. & S.	M. '70 3
Ashburton	50	2,500,000	J. & D.	Dec. '68 4
Butler Coal	25	600,000	J. & D.	Dec. '70 2
Central Coal	100	2,000,000	J. & J.	July '66 5
Fulton Coal		----	J. & J.	Jan. '71 4
Lackawanna Coal		200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal	40	200,000	----	Dec '68 2½
Pennsylvania Coal	50	3,200,000	FMA&N	Nov. '70 5
Roaring Brook Coal		200,000	----	Dec '68 2½
Short Mt. Coal	50	800,000	----	Jan. '70 5
Spring Mountain Coal	50	1,250,000	J. & J.	Dec. '70 6
Spruce Hill Coal	10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '60
Adams Express	100	10,000,000	----	Mar. '71 2
Am. Merchants Union Exp.	100	18,000,000	----	July '70 3
United States Express	100	6,000,000	FMA&N	Nov. '69 2½
Wells, Fargo & Co. Exp.	100	5,000,000	----	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,655
1868	64,468	86,937	81,396	96,481	106,835	164,729	259,690	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	455,048	568,270	556 080	532,657	511,854	609,788	579,642	555,308	467,639	5,670,882
1870	413,104	394,176	488,333	633,758	708,719	729,274	783,099	807,815	777,163	828,447	746,800	612,805	7,983,513
1871	524,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,509	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252.015	2.770,484
1865	280,503	275,285	299,063	268,480	322,278	355,270	355.985	409,251	401,280	357,966	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,644	321,557	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,682	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	458,101	486,196	503,746	400,569	361 701	4.508,643
1869	343,182	315,099	388,727	328,390	345,833	402,884	351,046	403,282	506 623	468,212	397,515	340,851	4,684,563
1870	298,978	323,825	344,306	334,653	395,044	411,986	421,485	501,040	498,635	488,658	432,492	386,509	4,831,770
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1865	305,554	246,331	289,403	196,580	234,612	321,618	244,121	306,231	360,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,609	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,496	341,885	568,380	558,387	581,209	424,589	433.435	4,797,464
1869	333,319	308,208	308,740	388,386	449,932	523,841	455,607	632,652	736,565	584,163	479 236	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	597,600	638,121	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,345	407,085	2,811,544
1864	273,876	317,889	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563.400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754.671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	772,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,581,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,507	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,576,067	1,107,084	1,001,063	13,384,471
1869	892,003	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,087,974	1,305 673	1,371,780	1,140,145	848,708	13,455,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,087,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,950	203,696	218,347	271,425	287,451	293,296	262,756	230,061	2,916,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,965
1870	201,500	218,600	244,161	246,046	280,169	274,021	249,355	319,012	317,887	339,230	319,573	284,156	3,273,719
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,150	236,637	181,084	191,648	206,246	209,282	261,079	352,786	414,543	410,336	372,598	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424.631	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6.329.447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,580	643,887	518,088	7.181,208
1866	608,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	885,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	663,891	644,874	597,571	695,253	750,215	645,768	861,358	870,584	882,171	841,991	.....	.....
1871	639,541	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,378	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867	94,126	78,976	92,910	92,768	99,526	96,535	106,504	114,716	121,217	142,823	132,387	123,383	1,276,713
1868	92,433	81,590	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,643	114,496	129 388	140,473	132,869	131,019	105,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	158,531	144,023	141,376	1,418,869
1871	130,883	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	255,634	2,650,702
1863	242,073	245,855	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306.156	3,168,064
1864	252,455	278,848	348,802	388,276	271,553	265,780	263,244	346,761	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,608	329,105	413,501	476,661	480,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	298,609	4,260,115
1867	304,095	283,661	375,210	362,783	333,962	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 063
1868	343,816	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,614	403,646	366,622	329,950	353,569	473,546	490,772	448,419	374 542	4.744,164
1870	337,992	329,128	380,430	412,030	405,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,256	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,632,498
1868	369,228	321,203	333,508	436.412	565,718	468,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801.195	486,465	7,250 069
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,538	295,595	2,024,550
1870	213,101	196,307	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	206,836	255,729	2,833,399
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284.319	3.793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,356,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,063	3,459,329
1868	211,973	231,351	266,905	252,149	204,620	217,082	194,455	287,557	307,122	253,329	274,637	233,661	2,964,041
1869	180,366	216,080	221,459	214,400	218,639	223,236	192,364	275,220	292,803	329,044	295.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,967	211,219	300,971	318,957	355,187	316,054	260,471	3,188,137
Pacific of Missouri:													
1869	194,112	207,302	204,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	295,705	271,207	3,184,321
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	296,108	3,455,250
1871	312,005	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	445,994	463,873	466,557	454,626	4,068,837
1863	335,685	361,834	396,771	429,920	506,517	464,800	451,854	574,486	714,302	815,902	746,955	526,009	6,224,035
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,556,510
1865	658,058	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.083 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	800,742	887,793	874,974	436,900	10,637,124
1867	600,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.163	956,685	837,351	686,779	9.266,264
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	851,143	1,006,631	1,169,726	1,113,398	589,924	8,754,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,816,904
1870	479,872	574,706	679,382	814,493	593,986	617,058	569,097	1,1.9,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,582	166,015	222,953	198,884	244,854	212,227	177,364	2,250,142
1867	149,658	149,342	174,188	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,967	204,597	196,910	210,473	174.500	165,700	1,986,753
1869	132,623	127,817	175,950	171,868	157,398	164,133	144,164	186,889	202,238	206,750	159,351	160,085	2,005,266
1870	162,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,565	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,624	126,012	127,412	126,775	124,998	123,943	1,372,23?
1871	126,218	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,610	309,591	364,724	382,996	405,766	351,785	353,480	3,900,353
1868	278,712	265,137	267,900	286,825	260,529	293,344	283,833	454,209	450,203	429,898	328,270	396,429	4,013,208
1869	284,198	240,395	242,705	311,633	312,530	348,891	310,800	450.246	470,720	422,309	322,377	434,284	4,252,345
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,756	466,431	508,042	451,293	425,687	386,254	4,469,763
Union Pacific:													
1869	.....	.....	.....	.....	787,943	706,802	623,660	617,585	758,467	999,665	837,355	716,829	5,709,183
1870	538,529	600,139	659,258	706,008	802,856	746,450	643,058	664,051	728,521	719,698	570,168	506,053	7,884,004
1871	479,575	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Feb. 1, 1871.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	105½
.. .. coupon		5	" "	1874	106½
Loan of June 22, 1860 ..... registered	matured.	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered / coupon	282,788,100	6	" "	1881	114½
		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	109
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	464,080,150	6	May & Nov.	1882	111½
(5-20s).....coupon		6	" "	1882	112
Loan of March 3, 1864 (5-20s)...registered	2,108,100	6	" "	1884	111½
(5-20s).....coupon		6	" "	1884	111½
Loan of June 30, 1864 (5-20s)...registered	102,004,950	6	" "	1864	111½
(5-20s).....coupon		6	" "	1864	111½
Loan of March 3, 1865 (5-20s)...registered	183,842,000	6	" "	1865	111½
(5-20s).....coupon		6	" "	1865	111½
.. .. .. 2d series (5-20s)...registered	267,737,600	6	Jan. & July.	1885	109½
(5-20s).....coupon		6	" "	1885	110½
.. .. .. 3d series (5-20s)...registered	339,764,250	6	" "	1887	110½
(5-20s).....coupon		6	" "	1867	110½
.. .. .. 4th series (5-20s)...registered	39,666,250	6	" "	1888	109½
(5-20s).....coupon		6	" "	1888	111½
Loan of March 3, 1864, (10-40s)..registered	194,667,300	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s) ....coupon		5	" "	1904	110½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	113½
Certificates of Mar. 2, 1867, and July 25, 1868..	42,085 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	....	....
Loans of 1842, 1847, 1848 and 1860.....	918,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	219,932	var	.....	Due.	....
Treasury Notes (7-30s).....	533,350	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,885,390	6	.....	Due.	....
Temporary Loan of June 30, 1864	80,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,101,086	*nil.*	.....	Dem.	....
Fractional Currency	40,749,593	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	100
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	1899	58
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	57½
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	109½
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. — .. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	100½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	99½
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865,(free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	91
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1888	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81½
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'75-'85	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	906,540	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	986,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1880	....
.. —War Loan Bonds	543,200	6	" "	1870	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " .....registered	135,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1850	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1868	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defence Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	6	April & Oct.	'89-'93	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	92
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1890	....
.. — .. .. (Railroads)	2,002,000	6	Various.	'66-'00	68½
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1972	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'55-'85	55½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	100
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1890	96½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'59-'90	....
.. — .. .. converted	1,214,580	6	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	97
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	96
.. — .. .. 1838-'39.....	425,008	6	" "	'98-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. Defense Loan of 1864-'68.....	2,040,100	6	" "	1882	103½
.. —South Relief Loan of 1867.....	109,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,575,666	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	95½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	6	Various.	1870	....
.. —	117,000	5	"	1872	106
.. —	125,000	5	April & Oct.	1875	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	105½
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	113½
.. —	650,000	6	" "	'72-'73	108½
.. —	720,000	6	" "	'74-'75	106½
.. —	1,430,000	6	" "	1876	104½
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1893	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	95½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	97½
.. —Coast Defense Loan of 1863..	858,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1875	95½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	91½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	98½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	90
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	90
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1889	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	108
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	993,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105
.. —	5,726,800	6	" "	1873	102½
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,036,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	106½
North Carolina—State Bonds (old).....	3,511,000	6	J.&J.or A.&O.	'69-'91	49½
.. — .. (new).....	3,059,045	6	" "	'92-'98	27½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	37½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1870	102
.. — .. (").....	4,095,309	6	" "	1881	100½
.. — .. (").....	2,400,000	5	" "	1886	102½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	3,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	104
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	102½
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	105
.. —	7,909,600	6	" "	1877	104½
.. —	9,273,050	6	" "	1882	103
.. —Military Loan.....	910,200	5	" "	'75-'87	....
.. —War Loan of 1861.....	2,820,750	6	" "	1871	104
Rhode Island—War Loan of 1861.....	30,500	5	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1892	90
.. — .. of 1863.....	214,000	6	April & Oct.	1893	90
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	90
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	100
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'76	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	68½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	84½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	84½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,583,902	6	Jan. & July.	long.	66
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	61½
.. — .. Bonds	5,446,000	6	" "	'90-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'83	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1856	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	91½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	50,000	...	.....	.....	...	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	...	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,600,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1854	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	285,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	883,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	651,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	91
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	708,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	27½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	356,000	8	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1856	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	66
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	500,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	56
2d Mortgage	880,000	7	May & Nov.	" "	1872	85½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,000,608	7	April & Oct.	New York.	1893	91
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £288,600	1,396,824	6*	Jan. & July.	London.	1850	....
" *Loan*, £368,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	99½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	91½
Loan for $2,500,000	866,000	6	June & Dec.	" "	1889	91
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	96
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	83
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'71	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	254,000	7	April & Oct.	New York.	1885	81
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,600,000	7	April & Oct.	New York.	1916	86½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
2d Mortgage	394,000	7	May & Nov.	New York.	1875	103
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	86½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	94½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	105
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	95½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	81½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,383,000	7	Jan. & July.	" "	1895	102
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1885	94½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1888	100
Trust Mortgage, convertible	150,000	8	" "	" "	1888	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	45
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (46 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	92½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	93½
Funded Coupons	755,000	7	May & Nov.	" "	1883	92½
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1886	92½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	94½
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1906	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1868	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1898	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1904	85½
Cincinnati, Dayton and Eastern:						
1st Mortgage	466,000	7	Feb. & Aug.	New York.	1910	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1883	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	93
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1868	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	68,000	7	" "	" "	1880	....
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	92½
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'95–'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,258,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension)	1,104,844	7*	Jan. & July.	" "	1892	90
Consol. S. F. Mort. $5,000,000	528,000	7	May & Nov.	" "	1900	95

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1900	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91¼
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	61½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1900	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	99
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (Enst. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1894	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	625,525	7	Jan. & July.	" "	1876	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	92½
1st Mortgage (construction)	660,000	7	" "	" "	1904	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1896	....
2d Mortgage, ordinary	450,000	7	" "	" "	1896	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1860)	430,277	6	" "	" "	1892	....
Mortgage (old)	640,000	6	" "	" "	1890	....
Mortgage (new)	136,400	7	" "	" "	1900	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1860)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	65–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	101
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	90½
Bonds of 1868	500,000	5	March & Sept.	"	1880	90
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	95½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	98
2d Mortgage	4,000,000	7	Maren & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	91
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	85
5th Mortgage	926,500	7	June & Dec.	" "	1888	82
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £300,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	869,000	7	Jan. & July.	"	1892	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	160,000	7	Feb. & Aug.	" "	1861	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1892	95½
2d Mortgage	1,935,000	7	May & Nov.	" "	1875	96
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	19—	....
2d Preference Bonds	7,355,986	5*	" "	"	19—	....
3d Preference Stock	3,414,094	4*	" "	"	19—	....
4th Preference Stock	25,592,500	4*	" "	"	19—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	19—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		19—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'78–'79	....
Mortgage Bonds £547,000	2,652,950	5*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	Irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1883	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	87½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,634,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	106
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	100
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	96
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	461,000	7	Jan. & July.	Providence. Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7			1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York	1885	102½
3d Mortgage	185,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	93½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,046	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	100
Construction	333,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	88
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1868	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1896	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct	New York.	1906	83
2d Mortgage	2,095,000	7	.....	.....	.....	76
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	600,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1926	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1920	....
Tenn. State Loan (new)	800,000	6	" "	" "	1928	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	300,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	8,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	95
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'76	98
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'86	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	99½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,500	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	8½
Scioto and Hocking Valley	500,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortg., dollars, convertible	4,000	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,691,500	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100½
2d Mortgage	2,693,000	7	" "	" "	1877	98
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1896	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	94
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	97
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,800,000	932,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	1,417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,693,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	107½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'91–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'82	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,580	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	800,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	"	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1890	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	"	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,956,625	6	May & Nov.	New York.	1883	90½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	102,000	6	" "	" "	1883	89
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1878	101½
Consolidated mortgage of 1868	1,797,000	7	Feb. & Aug.	" "	1900	91½
New York and New Haven:						
1st Mortgage	1,050,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	98
Extension Bonds	250,000	6	May & Nov.	" "	1882	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	503,000	8	" "	" "	1877	....
2d Mortgage for $300,000	45,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	"	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	82½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	63
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	93
Chattel Mortgage	500,000	10	April & Oct.	"	1867	113
2d Mortgage	276,500	7	May & Nov.	"	18—	98½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	unred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	92
Northern New Hampshire:						
Company Bonds of 1854	120,500	6	April & Oct.	Boston.	1874	90
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	455,500	6	Jan. & July.	Baltimore.	1873	98½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$539,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	
Norwich and Worcester:						
1st Mort. (Mass. Loan) sky fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	955,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	98
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	
Income, W. Div.	221,500	7	April & Oct.	" "	1882	
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	
Consolidated Mort. sterling	83,420		" "	London.	1898	87½
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	82½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	97
Company Bonds	458,000	6	April & Oct.	"	1876	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	81
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	55
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	82
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79½
Va. State Loan	249,962	6	" "	" "	1887	
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	850,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96½
St. Louis Loan	700,000	6	" "	" "	'71–'78	
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	98,847	7*	April & Oct.	London.	1875	
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	— & —	New York.	1877	
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	355,000	7*	May & Nov.	N. Y. & Lond.	1900	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg.	2,283,840	6	" "	London.	1875	
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	96½
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1900	
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'60–'71	
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	93½
Pensacola and Georgia:						
1st Mortgage	1,186,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	200,000	7	" "	" "	18—	
2d Mortgage	255,000	8	" "	" "	18—	
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (General)	5,000,000	6	" "	"	1881	102½
2d Mortgage	4,000,000	6	" "	"	1901	94
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	85½
Philadelphia, Germant. & Norist'n						86½
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1880	
Bonds of 1861	100,000	6	Jan. & July.	"	1871	
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	
Bonds of 1857, convertible	163,500	6	" "	"	1866	96½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	98½
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	79
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	335,000	6	Jan. & July.	Philadelphia.	1884	99½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1908	90½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$250,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	
2d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	
1st Mortgage	525,000	10*	" "	"	1894	
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	
2d Mortgage	50,000	8	June & Dec.	"	1877	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	88
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds, convertible	296,000	7	" "	" "	1876	
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	
2d Mortgage	500,000	7	June & Dec.	"	1884	
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1856	
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'86	
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	76½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	180,500	7	June & Dec.	N. Y. & Rich.	1875	
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'78	
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,334,000	7	— & —	New York	18—	
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1868	200
2d Mort. conv. into com. stock	987,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	
2d *Mortgage*	320,000	10*	Feb. & Aug.	Sacramento.	1881	
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	
2d Mortgage (" ")	500,000	7	— & —	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1894	92½
2d Mortgage ($5,000 per mile)	980,000	7	Jan. & July.	" "	1895	
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1909	
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	
General Mort., dol. for $2,020,000		7	" "	New York.	18—	
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	96½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	
Funded Coupons	560,000	7	" "	" "	1875	
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,028,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,028,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1890	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	292,386	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	500,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'08	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	80½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1878	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	82
2d Mortgage (W. Div.)	1,800,000	7	April & Oct.	" "	1886	68
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	88
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	82
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	200,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	525,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	82½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	72
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	72½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	800,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1857	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	46
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	105
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	385,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	283,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	93
2d Mortgage	23,500	6	" "	" "	1868	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	98½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88½
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	.....	.....	....	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1893	81½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	145,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1878	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	69½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1868	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	84½
3d Loan	7,000,000	6	" "	"	1897	92
Gold Loan	2,0 0,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	83½
Convertible Loan	1,496,879	6	" "	"	1877	79½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,067	6	" "	"	1884	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1870	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	76
Improvement Loan	1,601,670	6	May & Nov.	"	1870	75
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1883	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1876	43
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	12½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line	Branch Lines	2d Track and Sidings	Railroad in progress	Rolling Stock: Engines	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks	Liabilities: Bonds	Liabilities: Accounts	Liabilities: Surplus Income	Railroad Operated.	Operations: Train Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*	.....	.....	4,183,000	915,000	1,205,943	.....	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga..... Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	70.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	28	7	383	Albany and Susquehanna † ... New York.	7,185,162	*	.....	.....	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,558	697,846	237,358	—	100	87
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley..... Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	.....	.....	.....	.....	425,000	.....	.....	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased to Cheshire.)			.....	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	352,666	119,162	8	100	96
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf † ..... Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina † ..N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,568	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased & oper. by		Grand Trunk of Canada.)	—	—	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris ..N. Y.	217,345	.....	.....	.....	194,250	20,000	.....	.....	15 5.	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio † ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	732,[illegible]	20,381,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	139½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch † .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31, 1869	20.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	.....	.....	.....	995,800	2,244,500	902,636	.....	79.0	296,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,080	700,000	.....	.....	59.0	(Operated by Bondholders.			—No returns.)		—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire..... Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	....
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	75
Sept. 30, 1870	200.4	49.6	288.5	—	168	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,546,638	751 902	19,154,800	1,764,520	2,488,021	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	155
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg ..... Mass.	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,342	64.2	186,039	9,486,106	4,554,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,466	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie † M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	1½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell..... Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	140
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	285,631	16,026	4,471,274	.....	.....	1,000,979	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	152
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	464,853	22,606,449	12,499,876	1,049,125	278,807	10	100	153½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,889,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)			.....	.....	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased & oper. by		Grand Trunk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and operated by Erie.)			.....	.....	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	.....	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	* 2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No returns 100 miles recently completed.)			.....	.....	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	....
Dec. 31, 1869	61.2	31.1	108.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	93
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	116½
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	380,000	.....	.....	—	(Leased & oper. by		Camd & Amboy.)	42,447	3	100	15
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	129	Cape Cod ..... Mass.	1,454,779	*	42,269	64,078	915,577	195,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	62,010	5	100	70
Dec. 31, 1869	41.4	—	5.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased and oper. by West Jersey.)			.....	.....	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	20
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	185	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	....
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased and oper. by Illinois Central.)			.....	.....	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*.... Iowa.	15,000,000	*	.....	.....	8,000,000	7,020,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			475,300	.....	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	107
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,935,213	16,515,195	970,890	49,521	3½	100	28½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742 0	2,869,227	.....	.....	5,070,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)		.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,007	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie & N.Central.)			30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No returns published.)			.....	.....	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire..... New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,627	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased to Phila. and Read.)			101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	112½
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy.. Illinois.	16,699 340	4,246,222	2,887,163	961,021	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,404,207	6,621,773	2,604,594	10	100	155
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)		.....	.....	—	100	....
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3 478,419	9	100	76½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,083,871	5,995,266	2,413,475	8½	100	107½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	463	Cincinnati, Hamilton and Dayton... Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	380,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	0.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	283,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased and oper. by Kentucky Central.)			.....	.....	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction.. O. & Ind.	5,805,082	*	.....	.....	3,027,450	2,033,000	1,776,398	.....	98.0	251,442	2,855,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland.. Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795.469	145,405	—	100	23½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,286	5,444,455	346,181	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. 'Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.	—	—	—	—		$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg .....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	...
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,690	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	...
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,946,598	5,034,071	8	100	94¼
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In progress and no returns.)				5,000,000	4,500,000	.....	.....								100	...
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Lehigh Coal and Navigation Co.)		16,060,650	4,573,500	1,943,189	.....	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	...
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	122
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	280,758	32,950	750	.....	241,200	—	42,600	.....	6.6	25,980	880,705	38,823	42,109	4,277	—	100	...
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,672,400	1,480,000	.....	.....								100	...
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	(Leased Dec. 1 1869 to Pt g Cin & S t. Lt. at $80,000 p.a.)						196.5	(Operated by L. M. and Col. & Xenia.)						100	...
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,668	.....	2,646,100	795,500	.....	.....		(Leased to Phila. and Read.)			964,319	22,268,215	35,730,006	1,709,703	562,298	6¼		
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0				301,290	242,940	8	50	89
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	...
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	60
Jun. 30, 1870	186.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,960,705	*	3,585 951	1,176,690	8,690,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	44
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence... Massachusetts.	363,158	—	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	76½
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	—	—	10,000	—	(Leased to Summit Branch.)			63,996	6,996	10	50	...
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Completed in Dec. 1869,no accounts yet published.						Bonds &	10,000 p.	m ind	orsed by Georgia.)						100	...
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,079	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	(Oper. by State receiver.)			.....	.....	—	100	
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased to Phila.& Reading.)			123,589	loss.	—	50	...
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	72,124	22,999	1,000,000	—	—	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Owned & oper. by Concord.)			.....	.....	—	100	
Dec. 31, 1869	190.8	86.0	36.9	—	62	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,596	14,020,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,846	147,681	—	50	...
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	272.0	19.0	24.7	—	42	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	505,544	139,864	291.0	964,510	.....	.....	1,549,000	468,661	—	100	...
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper. by L. & Nashv.)			.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	38
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper. by L. & Nashv.)			1,074,289	2,528,000	590,810	.....	130.6	457,876	3,658 132	.....	799,649	98,840	—	100	...
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Under construction.)		.....	.....	—	100	...
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	306,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,268	1,594,177	10	100	117½
Dec. 31, 1869	42.0	53.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	...
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50,966	.....	—	(Oper. by Erie.)			44,068	14,434	—	100	...
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	.....	—	(Operated by New Jersey.)			14,531	4,850	6	100	...
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14¢	100	52½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	—	.....	—	(Leased to Phila.& Reading.)			305,282	305,282	8	50	102½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	...
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern R.R. Association Lessees.)		.....	.....	—	100	...
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	94	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	[illegible],500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	...
Dec. 31, 1869	472.0	14.5	....	—	99	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,196,630	.....	.....	2,115,287	759,758	—	100	...
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	...
Sept 30, 1869	23.0	—	2.6	—	4	4	2	85	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	—	—	.....	23.0	24,118	617,707	856,855	79,971	6,857	—	100	...
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No report received.)			.....	.....	—	10(	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	(Leased to Dela., Lacka. and West'n.)			.....	.....	7	100	89½
Sept.30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,676	720,000	—	—	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	
Sept. 30, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,868	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	...
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Nashville and Northwestern¶.Tenn. & Ky.	4,600,[illegible]55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operated by Louisville & Nashville.)			.....	.....	—	100	...
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	6	62	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	—	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In hands of bondholder s.]			972,000	—	—	—	119.0	.....	.....	.....	104,737	.....	—	100	...
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	—	.....	.....	605,000	136,300	2,000	.....	—	(Leased & oper. by P.Ft.W.& Chicago.)			.....	.....	11¼	100	...
Sept 30, 1870	83.9	15.2	....	—	16	15	5	235	Newcastle and Frenchtown....Delaware.	150,000	—	.....	.....	150,000	—	—	—	—	(Owned & oper. by P.,W.&B.)			77,837	44,644	—	50	...
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Haven and Northamp.Conn. & Mass.	3,380,207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	...
Dec. 31, 1869	73.8	5.5	7.1	—	.....	.....	.....	.....	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(Included in United Companies)			.....	.....	10	100	119
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	...
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	New London Northern..Conn. and Mass.	1,486,223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	...
Dec 31, 1869	80.2	2.5	14.0	—	13	16	5	226	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,883	—	100	56
Sept. 30, 1869	297.8	200.0	470.0	—	292	297	94	6,274	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	—	.....	.....	[Owned and operated by Charles Morgan of New York City.]												
Sept. 30, 1869	441.8	200.0	640.6	—	378	461	131	7,351	New York Central .....New York.	37,608,697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,763	15,586,616	6,631,131	8	100	46
Sept. 30, 1869	5.0	—	....	34.5	—	—	—	—	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	559,362,876	22,071,583	9,244,621	8	100	94½
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,962	.....	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,065,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	125½
Sept. 30, 1869	123.0	77.0	—	208.0	14	36	6	266	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	768	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	143½
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	New York and Oswego Midland....N.Y.	3,710,564	300,279	.....	.....	3 401,324	591.000	.....	.....	—	(In course of construction)			.....	.....	—	100	...
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	93
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	158	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased to New York Central.)			60,000	6,000	6	100	
May 31, 1869	223.0	—	8.9	—	24	20	14	267	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	80
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	...
									North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	...

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La																										
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,000			72.0																	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476		381.0				2,084,486	432,124	—	—	21								
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	418,407		5,675,377	289,010	3,218	67.7	460,143			1 182,781	463,114	5s	50	90								
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		97.6	404,631	5,252,948		671,076	168,918	—	100									
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600			332.4	1,469,366			2,928 463	977,748	6	50	80½								
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			82.5	409,036	5,935,262	19.110,436	689,626	256,271	8	100	115									
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,311	2,364,400	776,000		227,017	35.3	146,773			325,369	65,764	8	100									
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	233	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)		66.0	349,958	5,909,914	9,312,721	614,199	191,642	10	100	111									
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922	145.0				281,138												
Dec. 31, 1869	340.0	53 0	....	—	66	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,099,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321		122.0	532,120		31,199,413	1,045,222	356,839	6	100	86½								
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,252	45,000		4,259,450	3,170,000			340.0	1,926,156	30,469,353	69,838,274	2,915,547	643,720	—	100	36								
Sept. 30, 1870	130.5	12.2	32.4	—	38	73	18	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604	4,959,020	2,879,000		418,269	98.5	406,010			2,014,427	978,925	10	50	94½								
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357	142.7	770,769	35,486,808	7,461,065	1,276,848	474,713	6	100	92½								
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72								
Sept. 30, 1869	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,999	*			300,000	610,000			9.0				169,088	29,747	—	100									
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000				(Leased	to R. W. &	Ogdensb.)	125,564	62,782	—	100									
Feb. 28, 1870	283.0	—	35.9	—	98	52	20	1,089	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100									
Sept. 30, 1870	47.6	....	—	—	15	23	—	131	Panama	New Granada.	9,500,000	....	....	....	7,000,000	3,784,136	....	....	336.0	1,764,760	....	....	3,213,058	894,345	—	100									
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	....	....	....	630,000	....	....	....	47.6	....	nine m	onths.	1,105,219	340,861	—	100	70								
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	....	....	....	500,000	500,000	....	....	....	(Leased	to Erie.)		....	53,400	8	100									
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	....	....	....	284,500	85,000	....	....	....	(Leased	to Erie.)		....	....	—	100									
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	....	....	....	342,150	160,000	36,542	....	....	(Leased	t o Camden	and Amb oy.)	....	26,500	6	100									
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*	....	....	33,493,112	23,862,092	2,054,452	....	643.0	9,574,632	....	....	17,250,812	4,757,785	10	50	122								
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	....	....	3,200,000	592,500	383,000	....	47.0	....	....	....	....	....	10	50	225								
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079	....	....	....	1,061,700	3,000,000	....	....	....	(Complet	ed Sept. 1	3, 1869.)	....	....	....	—	100								
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	....	....	....	1,200,000	600,000	....	....	....	(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100									
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	....	....	1,000,000	1,000,000	....	....	83.0	....	(Complet	ed July 1,	1869.)	....	....	....	—	100								
Dec. 31, 1869	12.0	—	....	78.0	—	—	—	—	Peoria and Rock Island	Illinois.	1,000,000	*	....	....	1,000,000	....	....	....	12.0	....	(In pr	ogress.)	....	....	....	—	100								
Dec. 31, 1869	61.0	21.5	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*	....	....	1,325,200	241,894	....	....	82.3	164,357	....	....	245,634	97,975	3	100									
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164	....	....	218,000	800,000	291,686	....	46.0	124,224	....	....	196,672	9,272	—	50									
Oct. 31, 1869	287.6	2 0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*	....	....	6,004,300	12,598,000	40,974	....	289.6	2,273,856	....	....	3,262,705	loss.	—	50	54								
Oct. 31, 1869	17.0	8.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888	....	1,595,750	55,900	....	....	24.3	376,303	....	....	697,620	287,492	10	50	168								
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061	....	....	29,022,100	7,819,592	....	....	480.4	5,159,301	40,525,071	483,863,367	11,275,241	5,002,408	10	50	99									
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	....	339,675	....	1,259,100	....	....	80,555	26.5	....	....	....	1,077,559	274,081	10	100	115								
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579	....	....	2,565,302	876,094	8	50	102½								
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000	....	5,423,200	10,036,690	421,154	....	201.0	1,849,510	....	....	2,434,101	531,833	—	50									
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*	....	....	1,795,253	1,891,000	294,917	....	72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50									
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*	....	....	19,583,948	13,563,000	72,093	....	480.6	5,253,584	....	....	8,131,531	2,891,199	9½	100	96								
Sept. 30, 1870	18.6	—	1.6	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,677	....	....	....	450,000	....	....	....	....	....	....	....	....	21,450	6	100	85½								
Dec. 31, 1869	68.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*	....	....	784,700	1,182,988	....	....	109.5	354,754	....	....	632,763	217,872	6	100									
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	....	....	....	1,500,000	....	....	....	51.3	303,266	....	....	575,036	175,586	6	100	120								
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	....	....	....	350,000	....	....	....	....	(Leased	to Concor	d.)	....	24,500	7	100									
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	....	....	170,000	200,000	....	11,496	26.0	....	....	....	80,083	22,015	—	100	110								
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*	....	....	437,917	57,000	18,500	....	15.0	37,960	....	....	112,572	21,542	—	100									
Sept. 30, 1870	43.4	1.0	14.5	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423	2,000,000	46,000	135,000	117,698	47.3	349,465	10,416,520	10,383,430	661,717	189,154	10	100	138½								
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*	....	....	1,500,000	80,000	....	....	97.0	....	....	....	208,000	141,000	3	100									
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	87	Reading and Columbia	Pennsylvania.	1,925,564	220,583	....	....	506,848	1,000,000	982,859	....	54.0	155,070	....	....	207,799	55,879	—	50									
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92								
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100									
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	569,887	75.5	....	....	....	332,025	132,491	—	100									
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331	....	46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100									
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	169	Richmond and Petersburg ¶	Virginia.	1,250,000	*	....	....	650,000	600,000	....	....	....	....	(Not in o	peration.)	....	....	....	—	100									
Sept. 30, 1869	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	1,250,000	*	....	....	427,402	....	....	....	22.0	....	(No	returns.)	....	....	....	—	100									
Sept. 30, 1869	22.0	—	—	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	....	....	....	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	125									
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	4,351,400	....	331,828	....	188.0	679,669	8,347,127	16,336,225	874,855	187,329	—	100	44½								
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487	....	2,100,000	2,589,500	....	....	132.0	....	....	....	753,000	376,000	—	100	72½								
Dec. 31, 1869	132.0	....	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,689,500	*	....	....	4,340,000	6,700,000	....	....	....	....	(Oper. by	Ind. & St.	Louis.)	611,800	—	100	29								
Dec. 31, 1869	175.0	34.0	....	—	....	....	....	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	....	....	10,000,000	4,000,000	....	....	....	....	....	abo	ut 900 000	....	....	—	100	48								
Dec. 31, 1869	195.0	15.0	18.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri	10,943,902	*	....	....	....	2,725,000	....	....	....	(Leased	to Chi. &	Alton.)	....	240,000	—	100									
Dec. 31, 1869	150.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	....	....	....	....	2,000,000	1,000,000	....	....	....	....	(No	returns.)	....	....	....	—	100									
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.	....	(Unf	inished.)	....	1,500,000	4,500,000	....	....	....	(Leased	to Terre H	aute and I	ndianapo	lis.)	....	—	100									
May 31, 1870	158.0	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*	....	....	....	2,020,000	....	....	....	257,004	2,776,680	3,670,874	373,448	138,411	—	100										
Dec. 31, 1869	180.0	—	....	—	14	12	4	109	*St. Paul and Pacific* (1st Div.)	Minnesota.	....	....	....	....	....	....	....	....	....	189,162	....	....	338,693	178,941	—	100										
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,752,518	166,000	531,072	79,514	....	....	....	....	....	16,533	6	50									
Dec. 31, 1869	16.6	—	—	—	—	2	1	12	Salem	New Jersey.	278,328	*	....	....	180,550	100,000	....	....	....	(Leased	to West J	ersey.)	....	....	—	100									
Sept. 30, 1870	6.9	—	0.5	—	—	—	—	—	Salem and Lowell	Massachusetts.	471,492	*	....	2,524	243,305	226,900	1,287	....	....	....	....	....	17,000	15,518	1½	50									
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*	....	....	904,832	2,307,742	....	....	118.3	271,076	....	....	429,212	101,024	—	100									
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	....	....	1,269,150	97,000	106,120	....	54.0	155,070	....	....	172,494	27,393	—	50									
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	....	....	....	576,050	....	....	....	....	(Leased	to Phila. a	nd Readin g.)	....	....	....	5	50									
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.	....	....	....	....	....	210,000	....	....	80.0	....	....	....	....	....	—	100									
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*	....	549,007	999,050	796,830	891,180	25,521	119.3	....	....	....	282,215	....	—	100									
Dec. 31, 1869	235.0	....	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.	....	....	....	....	2,481,062	6,079,100	....	....	200.0	....	....	....	460,000	....	—	100									
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	....	....	....	869,450	700,000	....	....	....	(Le	ased by N	orthern C	entral.)	....	....	6	50									
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*	....	....	1,227,000	800,000	....	....	45.5	....	....	....	61,504	22,091	—	100									
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,668	....	....	....	100,000	37,800	....	....	20.0	(Oper. b	y Jeff. Mad.	and Ind.)	52,448	7,408	—	100									
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732,900	*	....	....	677,900	55,000	....	....	50.0	....	....	....	310,182	47,424	6	100									
Dec. 31, 1869	101.8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*	....	....	1,788,000	3,256,320	....	....	....	....	....	....	294,476	90,000	—	100									
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000	....	....	....	230,000	500,000	....	....	....	(Leased	and oper.	by Portlan	d & Ken.)	36,000	—	100									
Dec. 31, 1869	16.0	....	....	—	—	—	—	—	South Branch	New Jersey.	439,694	....	....	....	438,300	....	....	....	....	(Leased	& oper. by	Cen. of N.	Jersey.)	26,298	6	100									
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	168,729	5,819,275	4,057,351	355,501	....	....	801,171	....	....	1,382,167	605,507	—	100									
Dec. 31, 1869	50.0	—	—	135.0	3	—	—	—	South and North Alabama	Ala	....	....	....	....	1,500,000	1,000,000	....	....	....	....	(In	progres s.)	....	....	—	100									
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	402,167	39,426	....	9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100									
Oct. 31, 1869	57.0	0.7	8.0	—	11	21	5	75	South Side (L. I.)	New York.	1,975,558	*	....	....	497,750	850,000	....	....	63.0	150,560	5,597,645	2,094,921	221.815	66,582	10	100									
Sept. 30, 1869	118.8	10.0	14.0	—	17	4	5	188	South Side (Petersb'g & Lynchb'g)	Va.	4,149,658	*	192,420	430,158	1,365,600	2,133,800	973,116	299,727	133.0	992,029	2,201,096	10,725,243	440,921	103,126	—	100									
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	(cost to	completion.)	....	2,000,000	1,500,000	....	....	....	....	....	....	....	....	—	100									
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100									
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.	....	....	....	....	....	25,000p m	....	....	100.0	....	....	....	348,218	208,473	—	100									
July 31, 1869	143.0	114.8	22.9	25.8	30	14	15	396	Southwestern	Georgia.	4,687,313	*	....	131,053	3,939,900	609,500	37,155	41,811	257.5	384,922	....	....	910,116	380,286	8	100	104								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." Steamboat Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶..South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	.....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	.....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700.000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	.....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800.000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	.....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	—	—	.....	—	.....	.....	.....	.....	31,409	7	100	.....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	—	—	634	267,300	—	—	634	—	.....	.....	.....	.....	.....	—	.....	.....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	—	.....	.....	1,000,000	1,000,000	—	—	—	.....	.....	.....	8,591	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,130	200,000	.....	.....	—	(In progress to be completed June 187 0.)					—	50	.....
Sept. 30, 1869	51.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470.130	1,707,050	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	.....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the		Rondout	and Os	wego Li	ne.)	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	.....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,254	400.000	—	23,557	45,841	11.1	65,346	1,933,322	849,118	102,173	22,935	8	100	104
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	—	—	3,274,000	.....	654,000	2,620.000	.....	.....	—	.....	.....	.....	.....	.....	—	50	.....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503,198	.....	.....	.....	.....	—	100	.....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	1,279,043	671,446	12	100	.....
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,716	.....	.....	1,072,995	.....	—	100	.....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	58½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	.....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	.....	.....	—	(Leased to Hudson River.)					7	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	—	—	.....	.....	—	(Leased to Vt & Mass.			R. R.)	32,000	—	100	.....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased to Pennsylvania.)					—	50	.....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,945,978	*	5,501,000	654,580	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]					—	100	21½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	.....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	—	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	.....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	.....	.....	—	(Leased by Vermont Central.)					8	100	103
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var.	.....
Sept 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	72½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)					2	100	.....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	.....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,647,650	511,400	.....	.....	18.3	(Leased by Del. La c.&W'in.)			454,758	154,618	7	100	87½
Sept 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	.....
Dec. 31, 1869	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget.D. C. & Va.	—	—	(In hands of receiver.)		—	—	—	—	7.0	.....	.....	.....	.....	.....	—	100	.....
Dec 31, 1869	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1 867.)			.....	.....	5	100	.....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	—	—	—	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525.578	.....	526.700	612.300	6,024	.....	—	[In progress.]			330,571	63,761	—	50	.....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of		Georgia.)	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	43.0	—	—	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	.....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	.....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	15.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased to Pennsylvania.)					—	100	.....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	—	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	—	No returns for year.]					—	50	81
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	126
Aug. 31, 1869	94.0	—	....	86.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operated during construct'n by M.& St.Pa'l.)					—	100	.....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	200,000	.....	.....	.....	20.0	13,480	90,746	159,099	14,663	7,147	—	100	.....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased to Boston Con.and Montreal.)				12,000	6	100	.....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no returns.)			139,261	62,375	—	100	.....
Mar. 31, 1870	271.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR. sold	Jan. 5, '70	$525,000.	5,000,000	—	—	—	—	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	[no returns.]			.....	.....	—	100	.....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	282	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	1,857	(Leased to Northern Central.)		550,935	80,873	—	100	.....
Dec. 31, 1869	15.4	....	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	—	—	.....	—	(Recen'l y opened.)		1,254	.....	14,000	7	100	.....
Dec. 31, 1868	38.1	....	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	280,726	4,701,816	7,193,226	452,547	156,860	10	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	.....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,018	—	541,532	112,090	1,983,563	2,089,460	.....	.....	13.6	.....	.....	.....	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	—	—	—	184.5	.....	.....	.....	.....	.....	—	25	.....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231.194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,169,476	.....	.....	408.0	.....	.....	.....	110,610	.....	10	100	115½
Dec 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	.....	.....	4,999,600	(See Ca	m. & A	m'k R.R.)	161.0	.....	.....	.....	1,035,360	732,352	10	100	.....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	.....	.....	64,000	899,750	662,246	.....	161.0	.....	.....	.....	104,961	3,849	—	50	.....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	.....	.....	48.0	.....	.....	.....	405,174	213,374	—	50	69½
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,200,000	1,130,447	74,087	52,226	102.0	(5 p. c. on preferred stock.)			431,246	184,848	—	100	33
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	.....	4,300,000	1,961,000	.....	.....	354.0	.....	.....	.....	736,303	258,436	—	50	52
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,155	7,165,256	588,689	.....	109.2	.....	.....	.....	1,159,085	598,519	—	50	7
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,253	—	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	.....	.....	.....	167,435	81,714	—	50	4
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	.....	.....	.....	43,587	loss.	—	50	·1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1,100,000	708,000	86,000	.....	—	(Leased to Pennsylvaia.)			.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	—	.....	.....	.....	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$		$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	6,000	78,317	21,467	—	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	21½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	186	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	103½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,100	1,200,000	700,000	—	738,800	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia.....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	278	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	40½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	960	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30½
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,023	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	44
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	16½
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	100	100	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	100,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	260	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	50
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	30½
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	45	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,376	—	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	70½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,000	8,000	3,193	1,920	1,920	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,402	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	46½
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	25½
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton ....N.Y.	84,454	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.)....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	58
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,238	750,000	250,000	78,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	41	South Boston.....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	62½
Sept. 30,'70	2.47	25	4	Springfield.....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	5	Syracuse and Onondaga....N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	15.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	107½
Oct. 31,'69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	23½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. 5 y	Troy&	Lansb.	—	100	100	....
Oct. 31,'69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,463	3½	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	55
Oct 31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	60,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport.....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Sept. 30,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3,600	3,010	4	100	100	18
Sept. 30,'70	3.5g	40	16	Worcester.....Mass.	46,295	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1875	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	196,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1870	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	300,000	6	J.& J.	1881	96
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M.& N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1890	....
1st Mortgage.....	15,000	6	J.& J.	1890	....
Salem: 1st Mortgage.....	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	300,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.& J.	1878	90½
Worcester: 1st Mortgage.....	20,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	7	....
Catawissa,* pref. and guar.	2,200,000	7	7	78½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	87½
Chicago and Alton, pref.	2,425,400	7	10	120½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	86½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	82
Erie, preferred	8,536,910	7	7	46
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	98½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	7½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	7	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	8	...	28
" " 2d pref....	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	74½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107½
Ohio and Mississippi, pref.	3,500,000	7	7	71½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	455,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	82
St. Louis, Alton and T. H., pref.	2,040,000	7	7	54
Sandusky and Cincinnati, pref.	445,518	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	82
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	.. ..	...	6	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	8½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	.29 — @ 32 —
Pig, American, No. 1	.31 — @ 32 —
Pig, American, No. 2	.29 — @ 30 —
Pig, American, Forge	.27 — @ 28 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes (gold)	.85 — @100 —
Store Prices.	
Bar, Swedes, ordinary sizes	— — @110 —
Bar, Refined	74 — @ 79 —
Bar, Common	70 — @ — —
Scroll	97 50 @125 —
Ovals and Half-round	97 50 @125 —
Band	92 50 @ 95 —
Horse Shoe	95 — @ — —
Rods, ⅛@3-16 inch	82 50 @ — —
Hoop	102 50 @140 —
Nail Rod per lb.	— — @ — 6½
Sheet, Russia, as to No.'s (gold)	— 10½@ — 11
Sheet, Single D. and T. Common	— 4½@ — 6
Rails, English (gold) per ton.	56 — @ 58 —
Rails, American, at Works in Penna.	c'y. 70 — @ 72 —
Anvils, (Eagle) per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 13 @ — 15
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 16 @ — 17
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d.@10d. per 10 01b	4 37½@ 4 50
Clinch	5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6) per lb.	— 23 @ — 28
Copper	— — @ — 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— — @ — 38
Straits (gold).	— 33½@ — 33½
English (gold).	— — @ — 33

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 75 @ 9 —	11 — @ 10 50
I. C. Coke	7 37½@ 7 75	8 37½@ 8 75
Coke Terne	6 23 @ 7 25	7 — @ 8 —
Charcoal Terne	7 75 @ 8 25	8 75 @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk). per gall.	— 14½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 18½@ — 19
Refined, prime L. S. to W. (110 @115 test)	— — @ — 24½
Refined, Standard White (in ship'g order)	— — @ — 25½
Refined, prime White (in shipping order)	— 26 @ — —
Refined, S. W. (in jobbing lots)	— — @ — —
Refined, S. W. (in tin)	— 31 @ — 32
Naptha, Refined, (65 @ 73 gravity)	— 10½@ — —
Residuum per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.) per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 22.

	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.	W. 22
Canton Co.	....	....	73	....	....	....
Central Pacific 6s	94½	94½	94½	94½	94½	....
Central of N. Jersey	106½	....	106½	107	107	....
Chicago & Alton	118½	....	113⅝	112½	112½	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	105	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	75½	....	....	76½	....	....
" pref.	86	86	86½	86½	86½	....
" 1st M.	92½	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	86½	....	....	....	....
Chic., Rock Isl. & Pac.	106½	106½	107	107½	107	....
Chi., R. I. & Pa. 7s, 1896	98	98½	98	98	98	....
Clev., Col., C. and Ind.	86	85½	85	84½	84	....
Clev. and Pittsburg	104½	....	104½	105	105½	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	80	80	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	18½	18	18½	18	....	....
" 1 M.	83½	83½	83½	83½	84	....
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	116	....	115½	115½	115½	....
Del. Lack. & Western	103	103½	....	104	104½	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	90	....	....	....
Erie Railway	....	21½	....	22½	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	85	....	85	85	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	88	....	87½	88½	88½	....
" pref.	98½	....	98½	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	133	133	133	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th	94	94½	94½	94½	94½	....
Lake Shore Div. bonds	92	....	....	....	....	....
Marietta & Cin. 1st pref.	28½	....	28	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	117½	....	117½	117½	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I, 1 M. S. F.	....	....	100½	....	....	....
" 2 M.	....	....	....	....	98	....
Mariposa Mining Co.	5½	5½	5½	....	....	....
" pref.	8½	8½	8½	8½	....	....
" Tr. 10s ctfs.	30	25	....	....	....	....
Milw. and St. Paul	53½	53½	53½	53½	53½	....
" pref.	74½	74½	74½	74½	74½	....
" 1st mort.	....	92½	92½	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	104	....
" 7 3-10s con.	93½	....	....	....	....	....
Missouri 6s	90½	90½	90½	90½	....	....
" H. & St. J. 1s	....	90½	....	90½	90½	....
Morris and Essex	89½	89½	89½	89½	89½	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	95	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	90½	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	90	....
N. Y. Cen. & Hud. Riv.	94½	94½	94½	94½	94½	....
" certificates	90½	90½	....	....	90	....
N. York and Harlem	125½	....	....	126	125½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	48½	49½	....	49½	49½	....
" new	....	27½	27	27½	27½	....
Ohio and Miss.	35½	35½	....	35½	36	....
" pref.	....	....	....	....	....	....
" 1st M.	....	....	98	....	98	....
Pacific Mail S. S. Co.	43½	43½	44½	44½	44½	....
Panama	....	....	....	....	....	....
Phila. and Reading	99½	99½	99½	99½	99	....
Pitts., Ft. W. & Chi. gtd.	95½	95½	95½	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	98	98	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	13	13	13	13	14½	....
St. L., Alton & T. H.	28½	28½	29	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	97	....	....	....	....	....
" 2 M. pref.	....	....	....	85	84½	....
" Income bds.	75	....	....	75	....	....
Tennessee 6s, old	64½	64½	64½	64½	....	....
" new	64½	64½	64½	64½	....	....
Tol., Wab. & Western	....	....	....	52½	53½	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	92	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	70½	....	....	....	....
Union Pacific	21½	21½	21½	21½	22½	....
" 1st mort.	78	81½	81½	81½	82½	....
" L. Gt. 7s	71	....	....	....	72	....
" Inc. 10s	71	71½	....	72	72½	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup...106¼	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..110⅝	110⅝	110¾	110¾	110⅞	....	....
U. S. 5s, 10-40s, reg	107½	107½	107¾	....	....	....
U. S. 6s, 1881, reg....114	....	114¼	114⅜	114⅜	....	....
U. S. 6s, 1881, coup....114	114	114¼	114¼	114⅜	....	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, ...y	....	....	109	....	....	....
U. S. 6s, 5-20s. reg. '62.111	....	....	....	....	111¼	....
U. S. 6s, 5-20s, c. 1862..111¼	111¼	111¼	112	112	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	111⅜	....
U. S. 6s, 5-20s, c. 1864	111	111¼	111⅜	111¼	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	111½	....
U. S. 6s, 5-20s, c. 1865..111	....	....	111¼	111⅜	....	....
U. S. 6s, 5-20s, r. n. '65.109⅞	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.109¼	109⅞	110¼	110¼	110⅜	....	....
U. S. 6s, 5-20s, reg. '67	109⅞	....	110¼	....	....	....
U. S. 6s, 5-20s, c. 1867..110	109⅞	110¼	110¼	110¼	....	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68...110⅜	....	....	110¼	111¼	....	....
U. S. 6s, Pac.R.R.issue	....	113	113	113¼	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Catawissa	....	....	....	....	....	....
.. preferred	....	39½	39½	....	....	39⅝
Camden and Amboy...117	117	117	116¾	116¾	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	92	....	....	....	91¼	....
.. 6s, 1889	91	....	....	....	....	....
.. mort. 6s, '80	....	96	96	96	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	41	....	....	....	....	....
.. 7s	....	....	....	93¾	....	....
Lehigh Navigation	35½	35	35	34½	34⅝	34⅞
.. 6s, 1884	....	84½	....	84½	....	....
.. Gold L	88⅝	....	88½	88¼	88¼	88½
.. R. R. L	92	....	....	91½	92	....
.. Conv. L	79½	....	....	....	....	....
Lehigh Valley R. R	60½	60⅝	60½	60⅝	60½	61
.. 6s new coup	94½	....	....	....	....	....
.. 6s new reg	....	....	95½	95½	....	95½
Little Schuylkill R.R...	44	44½	....	....	....	44½
.. 7s	....	....	....	....	....	....
Minehill	51½	51½	....	51½	....	51⅝
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	82
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	98	....	....
.. 7s	95½	95⅝	....	....	....	95½
.. 10s, 1887	....	....	....	....	....	....
Northern Central	40⅝	....	40½	....	....	....
Pennsylvania R. R....	59½	59⅝	59⅝	61⅛	61	100⅝
.. 1st M	....	....	100½	....	....	....
.. 2d M.....102½	....	....	....	....	....	....
.. Gen. mort	....	....	....	....	....	....
.. .. reg	....	90	....	....	....	....
Penn. State, 6s. 1st series	....	105	....	....	....	105
.. 6s, 2d series	105⅜	105½	....	....	....	105½
.. 6s, 3d series.107¼	....	....	108	....	....	....
.. 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	....	101⅛	....	....	....	101½
.. new 101⅜	101⅜	101⅜	101½	101½	101½	
Philad., Germ. & Nor	....	84	....	....	....	....
Phila. & Reading	49½	49⅜	49⅜	49⅜	49⅜	49⅜
.. 7s. 1893	....	....	....	....	....	....
Philadelphia and Erie..	26½	27	26½	26⅜	....	27
.. 6s	....	....	94	....	94	....
.. 7s	....	....	....	....	....	86⅞
Schuylkill Navigation	....	8½	....	8½	8½	....
.. pref.	17	....	....	17	....	....
.. 6s, 1882	75½	76	76	....	....	....
.. 6s, 1876	74½	75	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	16½	....	....	....	16⅝	....
Chestnut & Wal. ..	....	....	46½	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	23½	23½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Baltimore City 6s, 1875	....	....	97	....	97½	97½
.. 1886	....	....	....	....	....	....
.. 1890 97	....	97	97	97	97	
.. 1884	....	....	....	....	....	....
.. 1900 96	....	....	....	....	96	
Balt and Ohio	139	....	....	....	....	139½
.. bonds, 1875	....	95	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.. 92½	92½	92⅝	92⅝	....	92⅝	
.. 2d M	81⅜	82½	....	....	....	....
Northern Central	....	....	....	40½	....	....
.. bonds, 1885. 92½	....	....	....	92	....	....
.. .. 1900	....	89	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	96½	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R R	....	21½	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
Boston and Albany	....	155½	....	155	....	
Boston and Lowell	....	140	....	....	....	
Boston and Maine	....	....	152	....	....	
Boston and Providence	....	153½	....	....	....	
Boston, Hartford & Erie	....	....	....	....	....	
.. 7s, new	26½	27	27½	27⅜	27½	
Cheshire, pref	....	87½	....	....	....	
Concord	78½	....	....	....	....	
Connecticut River	....	....	....	....	....	
Eastern	120⅜	120½	121	121	121	
Fitchburg	136⅜	....	136½	137	....	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	118	....	118	118	117¾	
Northern, N. H	....	116	....	....	....	
Ogdens. & Lake Champ	87½	....	87	87	86½	
.. pref	107⅜	....	....	....	....	
Old Colony & Newport.	96	96	....	96½	96½	
Ph., Wil. & Baltimore	51⅜	51½	....	51⅜	51⅜	
Portl'd, Saco & Ports	....	....	120	120	....	
Union Pacific	....	22½	....	....	22½	
" 6s	80½	....	80½	....	81½	
" Land Grant 7s	68⅜	....	....	....	67½	
" Income 10s	66½	67	66⅜	67½	....	
Vermont & Canada	103½	103½	103	....	....	
Vermont & Mass	....	....	72⅜	....	....	
South Boston (Horse)	....	....	....	....	....	
Cambridge ..	....	....	....	....	....	
Metropolitan ..	....	....	....	....	....	
Middlesex ..	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls ..	7⅞	....	8	8	....	
Franklin ..	....	....	....	....	....	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Pewable ..	....	....	....	2⅝	2⅝	
Pittsburg ..	....	....	....	....	....	
Quincy ..	25	25½	....	....	....	

London Stock Exchange.

	Closing Prices. Jan. 27.	Feb. 3.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	28 — 29	28 — 29
Detroit and Milwaukee 1st mort. 7s	65 — 67	65 — 67
Do. 2d mort. 8 p. c.	67 — 70	68 — 70
Erie shares 100 dol. all paid	— —	— —
Do. sterig. 6 p. c. convertible bonds	65 — 67	64 — 66
Do. 3d mort. 7 p. c. 1883	— —	— —
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— —	— —
Do. 100 dol. shares, all paid	110 —111	109 —110
Marietta and Cin. R. R. bonds 7 p. c.	— —	— —
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	94 — 96	93 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	98 —100
Do. General mort. 6 p. c. 1910	90½ — 91½	90½ — 91½
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 96

American Railroad Journal

Saturday, February 25, 1871.

Stock Exchange and Money Market.

There has been a further material increase in the offerings of Money to the leading street borrowers, since our last, and the tendency of rates, as noted in our last, has been continuously favorable to parties, in good standing, requiring accommodations. Call loans have been quoted down to 3@5 per cent., with some thirty to sixty day advance reported, on the pledge of Government securities, at 4@5 per cent. per annum. Mercantile credits have been more readily marketable on the basis of 6@7 per cent. per annum for the best grades of business paper. The prevailing figures show an easier range of rates for the borrowing interests than those current in February for some years past. The city banks in their last weekly returns exhibited a further addition of $2,229,458 to their deposit averages, and of $593,847 to their legal tender reserve, with a loss of $953,337 of specie. They increased their loans $3,641,175, and reduced their circulation $52,328. The banks begun the current week with a legal tender reserve (gold and greenbacks) of $19,061,940 in excess of the 25 per cent. of their liabilities required by the national banking act. The U. S. Sub Treasury reduced its currency reserve, last week, $699,992 and added $959,458 to its coin balances. It closed the week with a reserve of $63,383,013 in coin and uncancelled coin certificates, and $9,919,967 of currency.

The specie reserve of the city banks according to the latest return is $24,707,337, against $37,264,387 same time last year. The city bank deposits are now $216,290,338, against $212,138,882 week ending Feb. 20 1870. The legal tender reserve amounts to $56,366,640, against $55,134,066 same time last year. The circulation now stands at $31,757,814, against $28,694,371 same time last year. The loans are now $275,002,520, against $267,327,368 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $77 524 569 a day, against a daily average of $81,175,817 the preceding week. The current week's exchanges average about 80½ millions a day. The city banks, last week reported a loss of $958,337 of specie, with a gain of $2,229,458 of deposits, and $593,337 of legal tender notes. They increased their loans $3,641,175; and reduced their circulation, $52,323.

National Bank notes to the amount of $482,990 were issued last week by the Treasury Department. Deducting from the grand total issue to 1741 banks the currency returned, including worn out notes, amounting to $37,962,728, the existing 1,648 banks, (with an aggregate capital of $435,356,084,) retain an actual circulation of $308,585,728. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $351,253,000; and for the public deposits, $15,919,500—making a total of $367,172,500. The Treasury Department last week redeemed and destroyed $649,100 of worn and mutilated fractional currency, and issued $673,277 of new.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $9,616,347 in currency, and $64,713,810 in coin, against a balance a week previous of $11,673,258 currency, and $63,709,214 coin.

The U. S. Sub-Treasurer retired, last week, $2,788,503 of coin certificates, received for customs.

The Government revenues have been yielding fairly since our last. The customs at the port of New York, last week were $3,072,503; and at the outports, equal to about a million more, all in coin, or coin certificates. The internal revenue yield thus far in February has been about seven millions and since July 1, 1870, about 100 millions.

There has been only a moderate movement in gold in the aggregate through the week. The speculative inquiry has been on a restricted scale. The customs drain has been liberal and the export call fair. The unusually early trade inquiry for Foreign Exchange, in settlement of foreign merchandise imports recently marketed, together with the extreme ease in Money, having operated in favor of the maintenance of the price of gold, the range of the week has shown an even temper in the dealings, the business having been within the extremes of 110⅞ and 111½, closing on Tuesday evening at 111⅜ against 111⅛ the preceding

Wednesday. As Wednesday of the current week was the anniversary of the birth of Washington, and a legal holiday, all the financial and commercial centres of the city were closed all day. Hence our review, this week, covers the movements of only five business days. The outflow of specie last week was over a million dollars (having been precisely $1,170,554 in the aggregate) and thus far in 1871, the shipments hence have been $5,481,227, against $4,350,860 same time in 1870, $5,139,171 in 1869, and $9,657,851 in 1868. The aggregate of the week's imports of foreign specie was $85,759, and since Jan. 1, $391,408 against $2,836,973 same time in 1870. On Thursday of this week, Government sold a million of Gold at equal to the current market rates, closing the Treasury operations in Bonds and Gold, for the month of February. The shipments of specie, on Wednesday and Thursday of the current week were quite light.

The Gold Exchange Bank clearances on Thursday of last week were $43,069,000; on Tuesday of this week $25,020,000, the extremes since our last.

The export drain was $1,170,554 last week against $676,446, same week preceding year. The shipments since July 1, 1870, have been $16 693,-660, against $21,006,415 same time in 1869–'70.

The customs demand for Gold last week, averaged $528,823 a day; thus far, this week, it has averaged $734,000 a day, or equal to a weekly aggregate of $3,670,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $85,759, and since Jan. 1, 1871, $391,498, against $2,836,973 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $91,096,698, against $83,154,303 same time n 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $62,082,024 against $62,881,173 same time in 1869–'70.

Foreign Exchange has been quoted a shade firmer, since our last, on a comparatively limited offering of prime bills, and a fair demand, chiefly from importers. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109⅝; sight bills on London, 110¼@110⅜.

The dealings in Government securities have shown a stronger, though not an active, market. The Six per cents of 1881, the later issues of the Five Twenties, the Ten Forties, and the Currency Sixes have been the favorites, and have been offered with reserve at the Stock Board, and in the open market. It is now deemed quite probable that we shall soon have to note a renewal of an active demand for our national securities and other American Stocks, for the English and Continental markets; and confidence is already expressed in some circles that the new 5 per cent. Funding Loan will, on the opening of the subscriptions, on the 6th March, command the equivalent of par in Gold, on both sides the Atlantic, or so near it as to induce large conversions of the Five Twenties in anticipation.

On Tuesday, Government bought in two millions of Five-Twenties at 109 42@109 62, ex-interest. The amount of bonds offered was $3,718,000.

U. S. sixes of 1881 closed here on Tuesday of the current week at 114¼@114⅜; U. S. Five-Twenties of 1862, 111⅞@112 U. S. Five-Twenties of 1864 at 111⅝@111¾; U. S. Five-Twenties of 1865, 111⅝@111¾; U. S. Five-twenties of 1865 consolidated, 110½@110⅝; U. S. Five Twenties of 1867, 110½@110⅝; U. S. Five-twenties of 1868, 111⅛@111¼; U. S. Ten-forties at 110¾@111; U. S. Six per cent. currency bonds, 113⅛@113¼.

State bonds have been in moderately active demand, at generally firm and buoyant prices.

Railway bonds have been in good request, the instances of the principal loans at well supported prices. Central Pacific Sixes have been quite active, closing at 94⅜@94½. Chesapeake and Ohio Sixes have been in moderate demand at 90 and interest. Union Pacific Sixes closed at 82¼ @82½.

Railway and miscellaneous share property has been less generally active, but, on the whole, strong as to values, closing about steady. Union Pacific stock closed at 22⅛@22¼. Western Union Telegraph at 48½@48⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 8.	Feb. 15.	Feb. 21.
Consols	92	92 1/16	91⅞
U. S. 5-20's of 1862	90⅛	90⅛	91⅛
U. S. 5-20s, 1865	90¼	90½	90¾
" 1867	89⅛	89½	89⅝
" 10-40s	89½	*87¾	87⅝
Erie	18	18¾	18⅝
Ill. Central	109	109½	109¼
At. and Gt. West	28	29½	29

* Ex March coupon.

General business has shown but little animation in the line of domestic produce, though in foreign imports, there has been a free movement. Breadstuffs and Provisions closed in favor of buyers as a rule. Naval stores, buoyant. Middling upland cotton closed on Tuesday at 15¼@15⅜ cts. per lb., on a better inquiry. The receipts at all the ports, since Sept. 1, 1870, have been 2,648,805 bales, against 1,198,315 bales same time in 1869–'70; exports same time 1,574,002 bales, against 1,121,661 bales same time in 1869–'70; stock on hand at latest dates, 718,879 bales, against 532,262 bales same date 1869.

Ocean freights have been comparatively steady, but remarkably active. The exception of weakness has been in steam rates to Liverpool, which have been quoted easier for Cotton and Provisions, on a more liberal offering of room. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. by steamer per bbl.; grain at 6½d. by sail, and 7½d. by steamer per bushel; cotton at 1/4@5/16d. by sail and 1/4@5/16d. by steamer per lb.; and heavy goods 17s. 6d.@30s. by sail, and 30s.@45s. by steamer, per ton.

The imports for the week ending Feb. 18, and since the beginning of the year, have been as follows:

	1870.	1871.
Dry goods	$2,387,488	$2,663,591
Gen. merchandise	2,146,761	4,341,556
Total for the week	$4,534,199	$7,005,147
Previously reported	26,670,820	33,211,704
Since January 1	$31,205,019	$40,216,851

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending February 14th, and since the beginning of the year:

	1870.	1871.
For the week	$2,247,559	$4,281,530
Previously reported	18,136,556	26,068,147
Since Jan. 1	$20,384,115	$30,349,677

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Alabama 8s, 100; Georgia 6s, 81½; do. 7s, 91; do. 7s, gold, 93¾; Arkansas 6s, Fund Act, 58; North Carolina 6s, Special Tax, 21½; do. Fund Act, 1866, 39¼; do., 1868, 30; South Carolina 6s, new, Jan. and July, 58¼; do., April and Oct., 61; N. Y. State 7s, Bounty Loan reg., 106¾; do. 6s, 1872, 105; Brooklyn 6s, W. L., 94; Toledo, Wabash and Western consol. bonds, 82; St. Louis and Iron Mountain, 1st mort., 89½; Morris and Essex const. bonds, 86; North Missouri 1st mort, 82½; Hannibal and St. Joseph 8s, conv., 106; Gt. Western 1st mort., 1888, 87½; Toledo and Warsaw 1st mort., W. D., 82; Central of New Jersey new bonds, 100⅜; Pacific 7s, guar. by Mo., 97¾; Ohio and Miss. consol. bonds, 87¼; Galena and Chicago 1st mort., 98½; New York New Haven R. R. scrip, 187½; Albany and Susq. R. R., 87; Western Union Telegraph, 50¼; Am. Dock and Imp. 7s, 96; Quicksilver pref., 20; Brunswick City Land, 7¼; American Coal, 37; Penn. Coal, 121; Cumberland Coal and Iron, 30; Adams Exp. Co., 65½; U. S. Exp., 46; Am. Mer. Union Exp., 44⅞; Wells-Fargo Exp., 39; Smith and Parmalee gold, 0.18.

Philadelphia.—Philadelphia and Reading 6s, 1844-'80, 95¾; do. deben. bonds, 79; Pennsylvania and New York Canal, 7s, 93¼; Morris Canal Boat Loan, 80; Wilmington and Reading 7s, 95; Lehigh Nav. conv. loan, 79½; Connecting R. R. bonds, 87; West Jersey R. R. 7s, 98½; Oil Creek and Allegheny River R. R., 47⅜; do. 7s, 82¾; Allegheny County 5s, 77; Cincinnati War Loan, 92; Pennsylvania State 5s, 1870, 100; St. Nicholas Coal, 2¾; New York and Middle, 5½. The latest quotations are: City 6s, 101½ @—; do. free of tax, 101½@101½; State 6s, coupon, 101@102; do. 6s, W. L., 104@—; do. 1st series, 104¾@105; do. 2d series, 105¼@105½; do. 3d series, 107½@107¾; Reading, 49⅛@49½; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 95@ 96; Camden and Amboy, 116¾@117⅛; do. mort. 6s, 1889, 95¾@96; do. 1883, 91½@92; do. 1889, 91¼@92; Penn. R. R., 61@61⅛; do. 1st mort., 100¾@101; do. 2d mort., 101@102; do. Gen'l mort. coupon, 93¾@94; do. reg., 95¾@ 96¼; Little Schuylkill R. R., 44½@44⅝; Morris Canal, 25@—; do. pref., 82@83; do., 6s, 85@88; do., scrip 7s, 70@75; Susquehanna Canal, 5@8; do., 6s, 45@50; Schuylkill Nav., 8⅜@8½; do. pref., 16½@17¼; do. 6s, 1882, 76@76; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 94 @94½; do. 5s, 62@—; Lehigh Coal and Navigation, 84⅞@85; do. 6s, 1884, 84½@84½; do. R. R. Loan, 91@92; do. Gold Loan, 88¾@89; North Pennsylvania, 45@—; do., 6s, 98@99; do., 7s, 95½@95½; do. Chattle 10s, 112@—; Philadelphia and Erie, 26¾@27; do., 6s, 93@95; Minehill, 51¼@51½; Catawissa, 12@15; do. pref., 39⅜@39½; Lehigh Valley, 61@61⅛; do. 6s, 95¼@95½; do. 7s, reg., 102@103; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 58@58⅛; Thirteenth and Fifteenth, 23¾@24; Spruce and Pine, 25⅛@25½; Green and Coates

43@46; Chestnut and Walnut, 45@46⅛; Hestonville, 16¾@17; Union, 52@—; Germantown, 30@30½.

Boston.—Ogdensburg and Lake Champlain Equipment 8s, 102½; Rutland R. R., 44¾; do. pref., 82; do. 8s, 1880, 100; 7s, new, 85; Vermont Central 1st mort., 87½; do. 2d mort., 46; Maryland and Delaware 6s, 1885, 61; Cedar Rapids and Missouri 7s, 1916, 86¼; do. 1894, 87½; Michigan Central 8s, 1890, 107½; Agricultural Branch 1st mort. 6s, 1884, 83¾; Central Pacific 7s, 1883, 105; Kalamazoo and South Haven R. R. 8s, 1889, 103⅞; Central Railroad of Iowa 1st mort. 7s, 1900, 87; Portland and Rochester R. R. 7s, 95; Summit Branch, 40; Cincinnati, Sandusky and Cleveland R. R., 23¾; do. 7s, 82¼; Indianapolis and Cincinnati R. R., 6⅝; Connecticut and Passumpsic Rivers R. R., 91; Vermont Central old stock, 75c.; Boston Water Power Co., 25⅛; Cary Imp., 9¾; Short Mt. Coal, 15¾; New Hampshire 6s, 99⅞; Maine 6s, 99⅝; Boston 6s, currency, 1880, 101½; do. endorsed, 100¼; do. 5s, 1889, 95⅞; St. Louis City 6s, 87½; Roxbury 5s, 1878, 92½; Hartford 6s, 1881, 97½; Cincinnati 6s, 92; Chicago 7s, 1881, 98½; do. 1887, 91; do. 1888, 97⅛; do. 1892, 97¾; do. 1895, 97½; Albany 6s, 1896, 94¾; Bath 6s, 1891, 87⅜; St. Louis County, 1879, 95¾; Bangor 6s, 90; Portland 6s, 95; Allouez Mining Co., 2; Humbolt, 35c.; Canada, 87½c.

Baltimore.—Virginia 6s, old, reg., 52⅛; do. 1866, 60½; do. 1867, 55⅝; Maryland Defense Loan, 103⅛; Memphis City 6s, 51¼; Northern Central R. R. 6s, gold, 92; Orange, Alex. and Manassas bonds, 79½; Orange and Alexandria 2d mort. 6s, 75¾; do. 4th mort. 8s, 82; Pittsburg and Connellsville bonds, 90⅛; Baltimore Copper, 1¼. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90¾@91; Baltimore and Ohio, 139½@140; do. 6s, 1875, 94@95; do. 1880, 94¾@95; do. 1885, 95@96; Northern Central, 40@40½; do. 6s, 1885, 92@92¼; do. 1900, 89@90; do. 6s, 1900, gold, 91¾@92; N. W. Va. 1st mort., 96@97; do. 2d mort., 95@96¾; do. 3d mort., 1885, 89@95; Marietta and Cincinnati 7s, 1892, 92½@93; do. 2d mort., 81⅛@82⅜; Central Ohio, 28@30; do. 1st mort., 86@88½; Western Md. 6s, 1890, 76@80; do. guar. by Baltimore City, 90@96; do. 2d mort., guar., 90@95; do. 6s, pref., 60@63; do. 6s, guar. by Washington Co., 90¼@91; Richmond and Danville bonds, 76@77; Orange and Alexandria 1st mort., 6s, 84@86; do. 2d mort., 6s, 75½@76⅛; do. 3d mort., 8s, 85@86⅞; do. 4th mort., 8s, 81@82¼; Orange, Alex. and Manassas 7s, 79@79⅞; Virginia and Tennessee 8s, 80@80; do. 6s 1st mort., 80@81; do. 6s, 2d mort., 71½@73; Baltimore 6s, 1875, 97¼@97½; do. 1884, 96½@97; do., 1886, 96⅝@—; do. 1890, 97@97¼; do. 1898, 96@99; do., 1900, 96½@97; do. 5s, 1838–'70, 81@82½; Memphis City 6s, 51@51⅜; Maryland Defense Loan, 1883, 103⅝@104; City Passenger R. R., 21@22; George's Creek Coal, 60@70.

Washington Insurance Co.

This firmly established and successful company make an excellent exhibit, in the announcement of its thirty-ninth dividend of seven per cent. which cannot fail to be highly gratifying to its stockholders and customers. We direct the attention of our readers to the card of the "Washington" in another column.

The United Companies of New Jersey.

The following is an abstract of the Annual Report of the Camden and Amboy Railroad Co., the Delaware and Raritan Canal Co., and the New Jersey Railroad and Transportation Co., for the year ending December 31, 1870:

Capital stock paid in of the Delaware and Raritan Canal Company, $5,847,400; Camden and Amboy Railroad, $5,847,800; New Jersey Railroad and Transportation Co., $7,295,200; fractional scrip of 1868 (Delaware and Raritan Canal Co.,) $277 50; total, $18,990,677 50.

The funded debts of the Joint Companies are: English debt, £288,600 at $4.84, $1,396 824; extra dividend loan overdue, $495; loan of 1870, $2,540; loan of 1875, interest at 6 per cent., $765,000; loan of 1883, $1,700,000; loan of 1889, $866,000; consolidated loan, due 1889, $4,929,200; total, $9,570,059.

The debt of the New Jersey Railroad and Transportation Co. is: Loan due 1875, $300,000; loan due 1878, $450,000; loan due the State of New Jersey, $100,000; total, $850,000. Of the United Companies of New Jersey, sterling loan, £369,200, at $5, and $154,000—$2,000,000. Bonds and mortgages of the United Companies, $1,353 502 75; sinking fund of New Jersey Railroad and Transportation Co., $168,679 69; other debts, $1,674,524 33; undivided earnings, represented by cash, $638,186 14; grand total, $35,245,629 41.

Cost of the Camden and Amboy, including branches, steamboats, real estate, &c., $12,527,-160 14; of the Delaware and Raritan Canal and appurtenances, $4,735,353 53; New Jersey Railroad, equipments, property, &c., $8,955,995 76; real estate and capital payments of the United Companies of New Jersey, $642,112 86; total cost, $26,860,620 66.

Investments in and advances to auxiliary works—stocks, $4,555,905; bonds and mortgages, $356,750; advances, $2,064,728 58; sent to England for extinguishment of debt, $70,708 17, sinking fund for extinguishment of sterling loan, $57,752 04; unappropriated materials on hand, $447,880 30; cash in hands of Treasurers, $831,-285 26; amount, $35,245,629 41.

Receipts from passengers, mails, expresses, canal tolls, &c., $7,260,240 78; expenses operating canals and roads, $4,549,185 60; balances, $2,711,955 18; interest, general expenses, duty, taxes, sinking fund, $1,486,488 30; profit and loss carried to surplus earnings, $1,224,566 88.

Marietta and Cincinnati Railroad.

At the annual meeting of the stockholders of this company, held in Cincinnati on the 15th inst., the following gentlemen were elected Directors to serve for the ensuing year, viz: John King, Jr., Johns Hopkins, Thomas Whitridge, Allan A. Chapman and John Donnell Smith, of Baltimore; R. M. Bishop, Nathaniel Wright, W. W. Scarborough and L. D. Lehmer, of Cincinnati; Wm. T. McClintick and John Maderia, of Chillicothe; I. N. Camden, of Parkersburg, and Wylie H. Oldham, of Marietta.

The new Board organized by electing the following officers; John King, Jr., President; C. F. Low, Secretary and Auditor; W. H. Oldham, Treasurer; Wm. E. Jones, Cashier and Registrar.

Pennsylvania Railroad.

At the annual meeting of this company in Philadelphia on the 21st inst., Vice President Scott, in reply to inquiries, said:

"There are pending negotiations for a lease of the Camden and Amboy Railroad, which, we think, will be highly beneficial to this company. The Pennsylvania Railroad has no interest in the Union Pacific Railroad. The extensions of the Pennsylvania Railroad now are limited to Chicago, St. Louis, Louisville, Cincinnati, and as leading from these centres, others forming connection with New Orleans and lines to the Pacific coast."

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU ST.,

NEW YORK, Feb. 24, 1871.

The SIX PER CENT. GOLD BONDS of the CENTRAL PACIFIC RAILROAD COMPANY have an established character which renders them especially desirable for investments.

They are based on one of the most important and valuable railroad lines in the world, fully completed, amply equipped, and already earning large revenues, which must increase enormously with the growth of the country it traverses and the development of trade with Japan, China and Australia, a large portion of which must find its way across the American Continent.

Holders of FIVE-TWENTY BONDS (which are liable to be funded at a low rate of interest within a short time) may exchange them for CENTRAL PACIFIC BONDS, bearing the same rate of interest, and save from 15 to 18 per cent. for reinvestment, while their security remains as reliable as before.

They are dealt in at the New York Stock Exchange and at several of the more important Bourses of Europe. We have introduced them into our regular business upon the same basis as Government Bonds, and buy and sell them as freely at current market rates, and are prepared to furnish them to investors or others at daily quotations.

We buy and sell Government Bonds, Gold, and Coupons, execute orders in Miscellaneous Securities at the New York Stock Exchange, make collections, receive deposits subject to check at sight, allow interest on balances, and do a general banking business.

FISK & HATCH.

☞ In connection with the house of

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We receive deposits of coin and currency, allowing interest, and checks upon us are paid through the Clearing House.

JAY COOKE & CO.

☞ The earnings of the Allegheny Valley Railroad for the year ending December 31, 1870, were $1,705,083 38; and the expenses, $873,082 01—making the net earnings, $831,951 37. Compared with the previous year the gross earnings show an increase of $500,256 36; the expenses an increase of $179,229 67; and the net earnings an increase of $321,026 69.

☞ We are requested to call attention to the Circular of MR. RUFUS HATCH, advertised in another column.

☞ RAILROAD BONDS.—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

Journal of Railroad Law.

RAILROADS—DAMAGES—BURNING FENCES—WHEN NEGLIGENCE MAY BE INFERRED.

The facts in the recent case of Fitch *vs.* The Pacific Railroad Company, (45 Mo., 822,) are fully and clearly stated in the following able opinion by

BLISS, J.—The plaintiff charges defendant with negligently and carelessly, and for want of due care and prudence in running its locomotives and cars, setting fire to and burning up his fences and corn fields, etc. Defendant joined issue, and judgment was recovered by the plaintiff in the Johnson Court of Common Pleas, which was reversed in the District Court.

At the trial, the plaintiff gave evidence tending to prove that the fires were kindled by sparks from the smoke-stacks of defendant's engine; that an unusual amount of smoke and sparks were emitted at the time; that the fire caught near the railroad track, in the dry grass, and also in the plaintiff's contignous inclosure, and ran through his field and burned up his fences; that one of defendant's engines which ran that season upon this road was without the usual and suitable screens upon the smoke-stack to prevent the escape of fire, and that fire had frequently caught near the track from that engine; but it did not affirmatively appear that the fire was kindled by that engine, or that it was running at the time. The defendant gave evidence tending to prove that the company used the best machinery and contrivance to prevent the escape of sparks; that its engines always left the stations in good condition; that the fissures in the fire screens were about one eight of an inch in width; that the small sparks that could escape through these are not dangerous, and could not fire the grass; and that the engineers employed were competent and careful. Evidence was also given tending to show that both in the plaintiff's field near the railroad, and also inside of the railroad fence, there was dead grass which was easily ignited. The court gave to the jury all the instructions requested by defendant's counsel and also gave several instructions asked by the plaintiff, to which exceptions were taken.

The relation to the injury is not one of time or space, and it is not easy to give such perfect definitions as shall apply to all cases. Yet, as injuries from mutual negligence arise, it is seldom difficult to fix upon the proximate cause. The natural reason—our judicial instincts—seize at once upon it and separate it from those more remote, although the injury could never have been inflicted without the latter.

Light may be thrown upon the question by applying the old distinction between causes and instruments, making the remote causes but the instruments, in the scholastic sense, through which the direct causes could operate. And no better illustration of this distinction can be given than the case at bar. The plaintiff's fences and corn were destoyed by the fire kindled by defendant's engine. Assuming that the kindling of this fire was the result of defendant's negligence that negligence was the proximate cause of the destruction. But the fire, it is assumed, would not have destroyed the plaintiff's property had he kept his fields and fence corners thoroughly free from dried grass and herbage. This fuel, then, thus in part furnished by the plaintiff, was the remote cause—the instrument through which the defendant's negligence was enabled to do the mischief.

The modern decisions in our own State have contributed to remove the ambiguity. Huelsenkamp *vs.* Citizens Railway Co. 37 Mo. 537, is the leading case, and in it the authorities are reviewed, and the kind of contributory negligence that will excuse a defendant is defined as applied to passenger carriers (see p. 549). The more recent case of Morrissey *vs.* The Wiggins Ferry Co., 43 Mo. 480, affirms the former decision and restates the rule to be "that the carrier shall be guilty of some negligence, which mediately or immediately produced or enhanced the injury, and that passengers should not have been guilty of any carelessness or imprudence which directly contributed to the injury, since no one can recover for an injury of which his own negligence was, in whole or in part, the proximate cause; and that, although the plaintiff's misconduct may have contributed remotely to the injury, if the defendant's misconduct was the immediate cause of it, and, with the exercise of prudence, he might have prevented it, he is not excused." We have only to apply the rule to cases like the one at bar, so far as their different character will permit.

Firstly, the jury, in order to charge the defendant, must find affirmatively that the fire escaped from the smoke stacks of its engines, through the negligence of its agents and servants. Smith *vs.* Han. and St. Jo. R. R. Co., 37 Mo. 287.) The burning, the damage, the escape of the fire, and the negligence, are all the facts to be charged and proved. But they must be proved, like all other facts, by such evidence as shall satisfy a reasonable mind of their existence. It is sometimes said that negligence is presumed from the escape of the fire. (Ill. Cent. R. R. Co. *vs.* Wells 42 Ill. 407.) But, while this can hardly be called a presumption, as the term is generally used, it may be a fair and reasonable inference. The language of Judge Holmes, in Smith *vs.* Han. and St. Jo. R. R. Co. 295, is very strong and liable to misconstruction unless compared with the case and the rest of the opinion. If the plaintiff were required to prove affirmatively and specifically the condition of the peculiar smoke stack from which the fire escaped—if he were bound to show the specific negligence that permitted its escape—it would be equivalent to denying him relief altogether. The farmer along whose fields the train flies, from the nature of the case, can know nothing about these things. He can not know the engine nor can he tell the contrivances needed, used or neglected. All that he can in most cases show is that the fire escaped and destroyed his property. It is an inference of reason that fire should not so escape. When as dangerous, as well as useful, an instrument of locomotion as a steam locomotive is used, its managers are bound to a care and precaution commensurate with the danger. They have a right to use the instrument, but have no right to scatter fire along their track; and when it is found that this is done, with no explanation of the cause, the jury is warranted in inferring that there has been some neglect. To rebut that reasonable inference, the defendant should show that the best machinery and contriv, ance were used to prevent such a result, and that carefu' and competent servants were employed (Vaughn *vs.* Taffvale R. R. Co. 3 H. & N. 743.) Secondly, as to contributory negligence, if the plaintiff was guilty of some act or negligence that directly or immediately caused the result, he can not recover, notwithstanding the neglect of the defendant. But if the plaintiff's neglect was slight or remote, and if the conduct of the defendant's agents was the immediate and direct cause of the injury, and if, with the exercise of prudence and the use of proper appliances on their part, the result might have been prevented, the defendant is not excused.

In our view of both these propositions, the instructions were sufficiently full, and the verdict is warranted by the evidence. As to the negligence of defendant, the plaintiff made more than a *prima facie* case; for he not only proved the unusual escape of fire, but he also proved that an imperfect engine was used on the road, although it was impossible for him to show that it was the one that set the fire. On the other hand, the defendant whose servants had charge of the engine, proved nothing in regard to this particular one that set the fire, but did show general good management in regard to the smoke-stacks which might be true and consistent with negligence in a specific instance. As to the fact of contributory negligence, the evidence shows that the grass along the fence separating the plaintiff's farm from the defendant's road was left in its natural condition and of course some combustible material accumulated in consequence. It is claimed because of this accumulation the fire was fed and made sufficiently strong to do the injury complained of, that thus the plaintiff contributed to it, and consequently can not recover.

But the neglect charged can not be called the cause of the loss. The words "directly and immediately" are not used to denote time in the chain of the causation, but rather efficiency. An idea of necessity is always involved in the relation cause and effect. Both parties carelessly left on the ground the materials for the fire; but it was the fire and not the materials, that burned the fences. There is a necessary connection between kindling the fire and the combustion, we can not help associating them as cause and effect. I have spoken of it as the instrument, it might be styled the remote cause; it certainly was not the efficient moving or rather *the* cause. The careless leaving of the dead grass upon the ground was not then the proximate cause of the loss, and was not such contributory negligence as will excuse that of defendant.

Had the charge been that by accident, and without negligence fire was kindled in the dry grass along defendant's road, and in consequence of negligence in not removing the grass, and in suffering such combustible material to accumulate, the fire spread and ran into plaintiff's inclosure, burned his fence, etc., it would then, I conceive, be competent for defendant to show that the plaintiff had also suffered a similar accumulation and that without it he would have suffered no injury. Both causes were equally remote, and the proximate cause was an accident. We are referred by defendnt's counsel to a newspaper report of a decision of the Suprume Court of Illinois in Ohio and Mississippi Railway Co. *vs.* Shanafelt, not yet published, but it goes no further than this, no negligence was charged or attempted to be proved against the company in setting the fir

—only in not removing the grass. The parties were equally negligent, and in the same matter precisely, and one could not with a good face charge the other with a specific neglect of which he was also guilty. But the case at bar is entirely different. Without saying that any negligence in relation to the grass was in fact established, the jury might without error have been told, as they were not, that the fact that the natural growth of the year previous had not been removed was no excuse for setting it on fire. The wrongful act of kindling the fire is the proximate cause of the injury, and not the neglect of cleaning up the fence corners, of which, unfortunately, most of our farmers are guilty.

The defendant has no reason to complain of the instruction in this regard, and the judgment of the District Court, reversing that obtained by the plaintiff below, is reversed. The other judges concur.

Jeffersonville, Madison and Indianapolis Railroad Company.

STATEMENT, NOVEMBER 30, 1870.

Cost of road and equipment		$6,027,342 44
Stock in the Louisville Bridge Co.		375,700 00
Lake Erie and Louisville Railroad		202,667 46
Outside real estate		59,572 85
Bills receivable		12,933 51
Cash		32,952 10
Due by stockholders on 2d mortgage bonds		124,350 00
Second mort. coupons discounted		6,300 00
Profit and loss		67,077 04
Due by the Post Office Department		9,025 00
Due by railroad companies		37,166 93
Due by other associations and by individuals		167,593 62
Due by agents		144,224 69
Bridge track		85,716 70
Interest on the funded debt		204,160 00
Expenses (including fuel and other supplies on hand December 31, 1869, $115,231 31)		912,940 74
		$8,469,723 08
Capital stock		$2,000,000 00
First mortgage bonds		2,107,000 00
Second mortgage bonds		2,000,000 00
Jeffersonville railroad bonds		345 000 00
Indianapolis & Madison R.R. bonds		397,000 00
Bonds of the City of Louisville		74,000 00
Capital stock sinking fund		16,721 10
Bills payable		88,000 00
Due to other companies		163,612 92
Due to other associations and to individuals		198,754 52

Receipts for—

Jan.	$77,762 77	Feb.	$91,502 86
March	95,168 50	April	89,558 75
May	92,909 95	June	90,798 36
July	98,100 08	Aug.	106.214 46
Sept.	111,686 65	Oct.	116,038 38
Nov.	109,893 88		
			1,079,634 54
			$8,469,723 08

Approximate earnings for Dec., 1870:

Freight	$65,652 59
Passengers	33,734 20
Express	2,986 18
Mail	1,866 67
	$104,189 64

GEO. S. M'KIERNAN, Secretary.

Jeffersonville, Ind., February 8, 1871.

☞ The bill to enable the Morris Canal and Banking Company to lease their canal and franchises has passed both houses of the New Jersey Legislature.

Commerce of New York.

The foreign imports at New York for the month of January, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.	$11,970,771	$14,169,556
Do. for warehousing	10,122,477	11,058,118
Free goods	1,108.271	3,355,702
Specie and bullion	1,523,856	208,686
Total entered at port	$24,725,375	$28,792,062
Withdrawn fr. wareh'use	8,674,238	13,006,264

The foreign imports at New York for the seven months ending January 31, were:

	1870.	1871.
Entered for consumpt'n.	$83,750,198	$105,024,392
Do. for warehousing	60,357,238	64,566,051
Free goods	8,025 035	10,630,456
Specie and bullion	7,301,058	4,910,371
Total entered at port	$159,483 529	$185,131,270
Withdrawn fr. wareh'se	63,685,677	64,231,875

The revenue from customs at New York for seven months ending January 31, were:

	1870.	1871.
6 mos. ending Jan. 1.	$61,552,308 75	$67,729,184 75
In Jan	9,840,502 99	12,010,020 67
Eleven months	$71,392,811 74	$79,739,205 42

The exports from New York to foreign ports in the month of January, were:

	1870.	1871.
Domestic produce	$11,833,151	$18,370,758
Foreign free goods	63,623	43,412
Do. dutiable	996,392	423,706
Specie and bullion	2,683,392	2,149,211
Total exports	$15,576,558	$20,987,087
Do. exclusive of specie	12,893,166	18,837,876

The exports from New York to foreign ports for seven months ending January 31, were:

	1870.	1871.
Domestic produce	$117,853,758	$121,411,196
Foreign free goods	215,413	121,640
Do. dutiable	4,678 568	4,959,959
Specie and bullion	19,339,947	43,500,086
Total exports	$142,187,686	$169,992,881
Do. exclusive of specie	122,847,739	126,492,795

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, Rolling Stock, &c., for the week ending Feb. 14, 1871, and each bearing that date. Reported for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

111,767.—Car Coupling, James W. Musser and Randolph Carkhuff, Lewisburg.

111,824.—Railway Alarm, George Draper, Hopedale, Mass.

111,862.—Construction of Car Axles and Shafts, James Montgomery, Croton Landing, N. Y.

111,872.—Stock Car, Amos Rank, Salem, Ohio.

111,873.—Railway Stock Car, Amos Rank, Henry King and Joel Sharp, Salem, Ohio.

111,884.—Locomotive Boiler Furnaces, Andrew J. Stevens, San Francisco, Cal.

☞ The earnings of the Pennsylvania Railroad Company for the year ending December 31, 1870, amount to $17,531,706 82, being an increase over last year of $280,895 09. The net earnings for the year amount to $6,271,621 67. The revenues of all the lines operated by the company are $29,665,206 36, and the net profits, $6,399,888 85.

Cotton in Europe.

The following statistics of cotton in Great Britain and in the whole of Europe for 1870, with estimate of available supply for the present year, is from the N. Y. *Express*:

	Bales.
Stock on hand in Great Britain Jan. 1, 1870	460,180
Imports from America (U. S.)	1,664,010
" " India	1,063,540
" " Brazil	402 760
" " Egypt	192,790
" " other countries	139,280
	3,462,330
Total supply	3,922,510
Taken for consumption in Great Britain	2,797,090
Taken for export from Great Britain	658,430
	3,455,520
Leaving stock on hand Dec. 31, 1870.	446,990

	Pounds.
The average weight of bales imported in 1870, was 380 pounds, making an aggregate weight of	1,315,397,730
The average weight of bales imported in 1869 was 354 pounds, making an aggregate weight of	1,198,354,550
Increase in 1870	117,043,180
The average weight of bales consumed in Great Britain during 1870 was 386 pounds, an aggregate of	1,078,204,510
That of 1869 was 358 pounds, an aggregate of	941,585,520
Increase in 1870	136,618,990

The increase in the consumption of cotton in Great Britain is noted in the following table:

	Pounds.		Pounds.
1850	588,200.000	1861	1 007 400.000
1855	839,100,000	1366	890,700,000
1856	891,400,000	1867	954,500,000
1857	826,000,000	1868	985,475,700
1858	905,600,000	1869	941 585,500
1859	976,600,000	1870	1,078,204,500
1860	1,079,321,000		

The cotton statement for 1870 in the whole of Europe was as follows, partly estimated:

	Bales.
Stock on hand in ports, Jan. 1, 1870	587,000
Imports to Great Britain	3,462,330
Imports to continent	1,100,000
	4,562,330
Total supply to Europe	5,149,330
Taken for consumption—	
Great Britain	2,797,090
Continent	1,510,000
	4,307,090
Stocks on hand Dec. 31, 1870	842,240
Consump. in 1869	1,617,200,000 lbs. (854 lbs. p.b.)
Consump. in 1870	1,658,000,000 lbs. (884 lbs. p.b.)

The following is an estimate of the available supply of cotton in Europe for the present year

	Bales.
Stocks of cotton on hand in European ports Jan. 1, 1871	842,240
Imports from America	2,750,000
India	1,650,000
Egypt	300,000
Other countries	700,000
	5,400,000
Supply available	6,242,240

☞ The last rail on the Evansville, Henderson and Nashville Railroad was laid on the 20th inst., and through trains are now running to Nashville.

The California and Oregon Railroad.

The papers of the city have alluded more than once to the California and Oregon branch of the Central Pacific Road, but their allusions have generally been very indefinite, and the fact has not been mentioned that the road is one of the most important on the coast, and is certain to be one of the most profitable. We append a few facts about this great line, which has received from the Government one of the richest land subsidies ever bestowed upon a railroad. The California and Oregon Railroad commences at Roseville, at the Central Pacific line, eighteen miles north of Sacramento, and is completed to Tehama, a distance of one hundred and seven miles north of Roseville. The surveys for its extension all through the Sacramento Valley and on the Oregon boundary are, we believe, completed, and work will be prosecuted northward when the rainy season closes. The California and Oregon Road is in direct connection with its parent line —the Central Pacific—and is, therefore, in daily communication with San Francisco, Nevada, Utah, Idaho, Montana and the Atlantic States; while, in addition to this, it runs through our largest, richest and most thickly settled valley. It is a road the profits from which are not likely to be exceeded by any on the coast. Its consolidation with the Central Pacific line allows its long lines of wheat and wool cars to run down to the Central Pacific's deep water docks at Oakland, directly alongside of the vessels that load for Europe with these and other products of the great valley. The California and Oregon Railroad carries the United States mails and does the express business. * * * * * The completion of the California and Oregon branch of the Central Pacific Road, and that of the Great Southern Pacific line, will give us railroad communication from one end of the State to the other, north and south. In future articles we shall speak of the San Joaquin Valley and of the Southern Pacific Roads. All of these railroads will aid us vastly in building up the city and State, and all of us are interested in knowing the facts about them. —*San Francisco News Letter.*

☞ The following gentlemen have been elected directors of the Allegheny Valley Railroad Company for the ensuing year: Wm. Phillips, J. Patton Lyon, Wm. K. Nimick, Wm. M. Lyon, B. J. Jones, Felix R. Brunot, James Park, Jr.

☞ The New Haven and Northampton Railroad Company have recently laid one hundred tons of fish jointed steel rails on their road.

THIRTY-NINTH DIVIDEND.—WASHINGTON INSURANCE COMPANY, No. 172 Broadway, New York, Feb. 8, 1871.

CASH CAPITAL.....$400,000
CASH ASSETS, Feb. 1, 1871.....806,060

A Dividend of (7) SEVEN PER CENT. is this day declared payable on demand, in CASH, to Stockholders.

Also, an Interest Dividend of (6) SIX PER CENT. on outstanding Scrip, payable First of April, in CASH.

Also a scrip Dividend of (50) FIFTY PER CENT. on the earned premiums of Policies entitled to participate in the profits for the year ending 31st January, 1871. The Scrip will be ready for delivery on and after the First of April next.

FIFTY PER CENT. of the Scrip of 1864 will be redeemed on the First of April next, from which date interest thereon will cease.

WM. K. LOTHROP, Secretary.

DUNCAN, SHERMAN & CO.,

BANKERS,

Corner of Pine and Nassau Streets,

NEW-YORK.

Issue CIRCULAR NOTES AND LETTERS OF CREDIT for TRAVELLERS, available in all the PRINCIPAL CITIES OF THE WORLD.

ALSO

TELEGRAPHIC TRANSFERS of Money made to EUROPE or CALIFORNIA, on favorable terms.

INTEREST ALLOWED ON DEPOSITS.

WISCONSIN CENTRAL

late

Portage, Winnebago and Superior

RAILROAD.

Notice to Contractors.

Proposals will be received at the office of Capt. D. W. WELLMAN, Chief Engineer, at Menasha, Wis., until

Twelve o'clock Noon, on Wednesday, March 1, 1871,

for the Grading, Masonry and Bridging on that portion of the Wisconsin Central Railroad lying between Doty Island and the Wisconsin River at Stevens Point, a distance of about sixty-four (64) miles.

Proposals will be received for the work in each Section (of about (1) mile), or for the whole work; but parties making proposals for the whole will be required to specify the prices for each Section.

Blank forms, setting forth the different items for which proposals will be received, will be furnished on application; and Plans, Profiles and Specifications can be seen on and after Monday, January 23d, at the office of the Chief Engineer, and at the office of the undersigned, in Room 5 Ogden Building, corner Clark and Lake Streets, Chicago, Ill., on and after Monday, February 6th, 1871.

Proposals, accompanied by Plans, are also invited for the Construction of the Railroad Bridge across Wolf River—to be either of Wood or Iron —consisting of one span of one hundred and fifty (150) feet, and one draw of sixty (60) feet, clear space. The bridge to be first class in every particular, and able to meet the requirements of a first class Road.

Saperate proposals will also be received for the whole of the Span Bridging on the above-described work.

Right is reserved to reject all bids not deemed advantageous to the Company.

PHILLIPS & CROSBY,
Contractors.

Chicago, January 18, 1871.

ENGLISH

FIRE BRICK

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45,000 Common Size.
15,000 Wedge or Arch.
5,000 1 1-2 Split.
5,000 Crown.
520 Cupola.

At BOSTON, in Store.

16,000 Common Size.
4,500 Side Wedge.

S. L. MERCHANT & Co.,

76 South Street, NEW YORK.

27 Central Wharf, BOSTON.

Corner Atlantic Avenue.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 5 Tryon Row, New York.

INTERCOLONIAL RAILWAY OF CANADA.

Tenders for Iron Bridge Superstructures.

The Commissioners for the construction of the Intercolonial Railway are prepared to receive Tenders for TWENTY ONE SPANS OF IRON BRIDGE SUPERSTRUCTURE of one hundred feet for each span, and also for sixteen spans of Two Hundred feet for each span.

Printed specifications showing the tests which each span will be required to bear; information as to the location of the different bridges; and forms of tender, can be obtained at the offices of the Commissioners or at those of the Chief Engineer, at Ottawa, Canada; or at the Banking House of Messrs. Morton, Rose & Co., Bartholomew Lane, E. C., London, England.

Parties tendering must submit their own plans of the mode in which they propose to construct the Bridges, and must state the price of each span f. o. b., at the place of shipment; and also the price of each span completed in place.

Tenders for additional spans of one hundred feet, and for spans of eighty feet, will also be received at the same time. Specifications are being prepared and can be had within a few days on application at the places above named.

Tenders marked "Tenders for Bridges" and addressed to the Commissioners, at Ottawa, will be received up to 6 O'CLOCK P. M., of THURSDAY, the 6th day of APRIL, 1871.

The Commissioners will not be bound to accept the lowest or any tender.

A. WALSH.
ED. B. CHANDLER.
C. J. BRYDGES.
A. W. McLELAN.
Commissioners.

Intercolonial Railway,
Commissioner's Office,
Ottawa, 19th January, 1871.

Rolling Mill Property

FOR SALE,

OPPOSITE NEW YORK CITY.

The well-known NORTH RIVER OR DURBIN ROLLING MILL, situated at Prospect and North 5th St., Jersey City, New Jersey. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, a Stable, &c.

The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It can be seen running, and has been successfully run from its establishment in 1855. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots and Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value the vast R. R. Interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

Office, 140 HUDSON STREET,
Jersey City N. J.,

In the First National Bank Building.

Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of WM. H. WALLACE & Co., Corner of Liberty and Washington Streets, N. Y., City Agents; and R. R. CHRISMAN, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

CAMP'S IMPROVED DUMPING CAR.



RIGHTS FOR SALE BY

A. W. RHOADS & CO.

Wilkes-Barre, Pa.

A. W. RHOADS. N. H. CAMP



Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever, H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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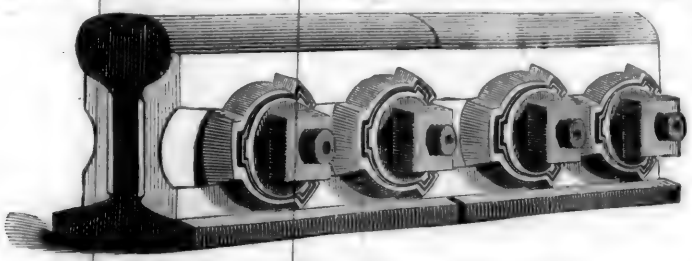
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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 4TH AND 20TH OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

March 4, OCEAN QUEEN, CAPT. H. P. CONNER, connecting with the MONTANA, CAPT. CAVARLY.

Departure of 26th every month will touch at San Jose Guatemala and Punta Arenas.

Steamer JAPAN will leave San Francisco April 1, 1871, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, March 3. Freight for Central American and South Pacific ports will be received until 4 P. M. on THURSDAY, March 2, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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RAILROAD PADLOCKS.

THE UNDERSIGNED CONTINUE TO MANUfacture the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

RITCHIE & BOYDEN,

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$18 IMPROVED WALTHAM WATCHES.

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Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 81 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 9.] SATURDAY, MARCH 4, 1871. [WHOLE No. 1,819, VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, March 4, 1871.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH, BANKERS,
No. 5 NASSAU STREET NEW YORK,
Feb. 27, 1871.

THE FIRST MORTGAGE BONDS OF THE

Chesapeake and Ohio Railroad Company,

Originally offered by us last Winter, were so rapidly taken that, prior to the 1st of June last, a sufficient amount had been sold, (upward of $5,000,000,) to supply the Company with all the money that would be required until March or April of the present year.

The CHESAPEAKE AND OHIO RAILROAD—A NEW TRUNK LINE FROM THE SEABOARD TO THE WEST—is already completed and in operation from Richmond to the celebrated White Sulphur Springs, 227 miles, and there remain but 200 miles, now under construction, to complete it to the Western terminus on the Ohio River, 315 miles below Pittsburg, at the head of *reliable and continuous* navigation.

During the past year the work on the Western Division, between the Ohio River and the Falls of the Kanawha, about 100 miles, has been prosecuted with great vigor, and as rapidly as a due regard to economy would permit, over 4,000 men having been employed during a great portion of the time. This division—which will bring the Kanawha coal mines into immediate connection with the Western markets, and with the iron furnaces of Southern Ohio, and thus commence at once the development of the coal traffic of the road—is now nearly ready for the track, which will be laid, and the division put in operation, by the month of August next, (1871.)

Meanwhile the work on the intermediate section, between the Falls of the Kanawha and White Sulphur Springs, is being carried forward, so as to be completed and ready for traffic as soon as the tunnel at the Big Bend of the Greenbrier can be opened.

The entire road will be completed and trains running through from Richmond to the Ohio River during the Summer of 1872.

Provision is made in all necessary particulars for a *double track*, which, it is believed, will be imperatively demanded for the accommodation of the traffic of the road within a very short period after it is opened for through business.

The completed portion of the Road is already doing a GOOD LOCAL BUSINESS, which will be enormously increased as it progresses and opens the immense mineral riches of Virginia and West Virginia, whose coal and iron are celebrated for their quality and abundance, and would alone enrich the means of communication which affords them access to the markets East and West.

The advantages of the Chesapeake and Ohio Railroad AS A GREAT EAST AND WEST THROUGH LINE, for the transportation of the heavy freights (which constitute the principal part of the East and West through traffic), are numerous and important.

1. A SHORT ROUTE, connecting the Atlantic coast with the principal produce centres and markets for the consumption and production of Eastern manufactures and imported goods, throughout the West and Southwest.

2. LOW GRADES.

3. LIGHT CURVES.

4. A GENIAL CLIMATE, which renders the entire route remarkably free from extremes of heat and cold, ice, snow, and climatic obstructions generally, and imparts to it in this respect a marked and important superiority over the more Northerly routes, and admits of safe, economical, and rapid railroad operation throughout the year.

5. A WESTERN TERMINUS at the head of reliable navigation on the Ohio River, at a point *below* the principal obstructions to navigation, from which communication by water with the West, Southwest and Northwest is reliable and almost uninterrupted throughout the greater portion of the year, *and which is nearer to Cincinnati by 315 miles than the western terminus of the Pennsylvania Railroad at Pittsburg, and by 225 miles and 131 miles, respectively, than the western termini of the Baltimore and Ohio Railroad at Wheeling and Parkersburg.*

6. AN EASTERN TERMINUS, on the waters of the Chesapeake Bay, at the centre of the Atlantic coast line of the United States, where is found the best and most commodious harbor on the entire coast for the entrance, shelter, loading and exit of sea-going vessels; with abundance of water for ships of the deepest draught, and always free from ice.

7. A COMPARATIVELY LIGHT CAPITAL AND DEBT, representing cost of construction, and consequently a light tax upon traffic for payment of interest and dividends.

All these conditions favor a cheap and economical working of the line, and enable the Chesapeake and Ohio route to compete successfully for as much of the through *Western* traffic as it can accommodate; and to do a profitable business at rates which would not pay by the more difficult and costly lines.

It will also control a *Southwestern through trade*, peculiarly its own, the area and amount of which will be enormously extended and increased by the establishment of this route, a trade which has now no profitable access to the Atlantic Coast markets, and which no existing route can expect to share.

The most apparent and pressing want of the grain, pork and wool producing regions of the West at the present time, is more economical transportation to the seaboard; and any line of communication which can reduce the cost of this transportation, by ever so little, will widen the area of profitable produc-

tion, and draw to itself a full traffic, by a law as certain and as prompt in its operation as the law of gravitation itself.

The waters of the Ohio River, which flow by the western terminus of the Chesapeake and Ohio Railroad, connect with more than 12,000 MILES OF RELIABLE RIVER NAVIGATION, and 8,000 MILES ADDITIONAL which are available for portions of the year; and with over 20,000 MILES OF RAILROAD.

These rivers and railroads wash the shores and traverse the territory of SIXTEEN MAGNIFICENT, POPULOUS, AND GROWING STATES, containing 1,000,000 square miles; unite more than 200 towns and cities, of which at least twenty-five contain each a population of 20,000 and upward; and minister to the wants of ten millions of people.

The tonnage of the upper Ohio, in steamers, barges and boats exceeds that of New York; and the trade of the Ohio River, as estimated by Government engineers, exceeds the entire foreign commerce of the United States.

To all this vast area, with its magnificent internal systems of water and railroad transportation, its teeming population, its wealth of production, and its enormous commerce, THE CHESAPEAKE AND OHIO RAILROAD OPENS AN ACCESSIBLE, SHORT, EASY AND ECONOMICAL OUTLET TO THE ATLANTIC COAST, upon whose shores the great West and South west must find the chief market for their products, and whence they must mainly draw their supplies of manufactured and foreign goods.

Among the officers and Directors are some of our best known and prominent business men.—Mr. C. P. Huntington, whose financial management of the great Central Pacific Railroad has been so successful, is President of the Company, with Messrs. W. H. Aspinwall, A. A. Low, F. G. Clark, Richard Irvin and others, well known merchants of New York, as Associate Directors.

We are now authorized to sell an additional amount of the

FIRST MORTGAGE 6 PER CENT. GOLD BONDS of the Company, at the original price of 90 *and accrued interest.*

The Bonds are secured by a mortgage upon the entire road, franchises, and property of the Company, WHICH NOW, IN COMPLETED ROAD AND WORK DONE, EXCEEDS THE ENTIRE AMOUNT OF THE MORTGAGE; and which, when completed, will be worth at least $30,000,000.

A *Sinking Fund* of $100,000 per annum is provided for their redemption.

They are issued as Coupon or Registered Bonds, and in denominations of

$100, $500, and $1,000.

Interest payable May and November, in the City of New York.

The superior advantages, valuable property and franchises, and able and honorable management of the Chesapeake and Ohio Railroad Company render it one of the most substantial, reliable and trustworthy Corporations in the country, and commend its Securities to the unhesitating confidence of capitalists and investors.

Pamphlets, maps and full particulars furnished upon application.

FISK & HATCH, Bankers.

Springfield and Illinois Southeastern R. R.

The annual meeting of the stockholders of this company was held at their office in Springfield, Ills., on the 22d ult., for the purpose of electing thirteen Directors for the current year. Nearly the entire amount of stock was represented, and the following named persons were chosen Directors, viz: Thos. S. Ridgeway and Charles Carroll, of Shawneetown, Ills.; Hon. Wm. P. Cutler, General Orland Smith, and Col. E. C. Dawes, of Ohio; Charles A. Beecher, of Fairfield, Ill.; M. H. Bloodgood, of New York; Dr. W. B. Wilson, of Flora, Ill.; Hon. Alex. Starne, Hon. J. W. Priest, Geo. N. Black, C. W. Matheney and F. W. Tracey, of Springfield.

At a meeting of the newly elected Board of Directors, the following were chosen as the officers for the ensuing year: Thos. S. Ridgeway, of Shawneetown, Ill., President; C. A. Beecher, of Fairfield, Ill., Vice President; Geo. N. Black, of Springfield, Ill., Secretary; Col. E. C. Dawes, of Cincinnati, Ohio, Treasurer; Gen. Orland Smith, of Chillicothe, Ohio, General Superintendent; Geo. W. Norris, of Flora, Ill., Superintendent Southern Division.

The Springfield *State Journal*, from which the above is taken, says the result of the operation of the completed portion of this road during a part of the year 1870, fully demonstrates the necessity and practicability of a railroad through the territory traversed by this line, extending from Shawneetown on the Ohio, to Beardstown on Illinois river, a distance of two hundred and twenty-six miles, and crossing in its course thirteen other railroads, thus giving to residents along its line easy communication with all points of the country. Of this distance (226 miles) there is completed and in operation ninety-six miles from Shawneetown to Edgewood, Illinois, and sixty four miles from Pana to Ashland; in all, one hundred and sixty miles. Of that portion from Ashland to Beardstown, a distance of twenty-four miles, the grading is nearly completed, and ties and iron on the ground for the entire distance, and the iron laid on about five miles; and it is confidently expected that trains will run over this line to Beardstown by the first of May. Arrangements are being made for the construction, during the coming summer, of that portion from Edgewood to Pana, which will open a line that will command a very large amount of trade.

Lamps for Railroad Cars.

Messrs. WILLIAMS, PAGE & Co., Boston, Mass., manufacturers of Passenger Car Lamps, have recently introduced to Railroads a new Lamp, with flat wicks, which burns the Downer Mineral Sperm Oil for Passenger Cars. This oil is not Kerosene, but a product of the heavy oil, after the Kerosene and light oils have passed off. It stands, according to Prof. Hayes, State Assayer and Chemist, Mass., a "fire test" of 306 degrees, or nearly 100 degrees above the heat of boiling water, and nearly three times the legal standard of Kerosene. The oil is straw colored, has but very slight odor of any kind at 60 degrees, and a specific gravity of 868. This Lamp is advertised in another column. In the advertisement allusion is made to statements of Professors Silliman and Chandler regarding the safety of this oil, in comparison with sperm. Prof. Chandler considers it safer than any other hydro carbon oil in use at the present time, and fully as safe as sperm oil. It stands a flashing test of 250 degrees, and a burning test of 292 degrees. (The legal standard is: flashing point 100, and burning point 110.) Numerous experiments with different lamps, showed that the temperature of the oil never rises in practice above 100, which is 150 below the flashing, and 192 below the burning point of the Mineral Sperm. Prof. Silliman esteems it as safe, in all respects as sperm oil, and much superior in duration and in purity of illumination, and absence of carbonization of the lamp wick, to any other known to him, whether animal, vegetable or mineral. The boiling point of this oil is about the same as that of sperm, viz: 500 to 550 degrees. The use of the oil is approved by Insurance Companies. For Circular, giving full description and explanations, address Messrs. WILLIAMS, PAGE & Co., 91 Water St., Boston, Mass.

Boston and Albany Railroad.

The receipts and expenditures of this road for ten months of the financial year which terminated September 30, 1870, were as follows:

Receipts:		
From passengers		$2,188,192 20
" freight		3,265,481 67
" mails and other sources		332,313 27
		$5,785,987 14
Expenses, viz:		
Repairs of roadway	$761,968 14	
Repairs of engines	367,995 28	
Repairs of passenger and freight cars	518,880 63	
Repairs of buildings, ferry, etc.	216,188 89	
Transportation exp.	2,040,282 71	
General expenses	50,357 67	
		3,995,673 32
Net balance of income		$1,830,313 82
From this deduct—		
Interest on state loans and exchanges	$315,893 13	
Five per cent. July dividend, including Government tax	863,189 45	
Dividend on Pittsfield and North Adams R. R, three per cent.	13,500 00	
		1,192,582 58
Surplus not divided		$637,731 24

—subject to a charge of $40,000 to Sinking Fund, and second dividend to Pittsfield and North Adams railroad of $13,500=$53,500.

SINKING FUND.

Value of Massachusetts Sinking Fund, Nov. 30, 1869		$1,665,231 03
Earnings in 1870		120,653 87
		$1,785,884 90
Paid £180,000 due April 1, 1870, at $4.80	$864,000 00	
Premium on exchange	84,860 20	
		948,860 20
Value of fund Nov. 30, 1870		$837,024 70
Value of Albany sinking fund, Nov. 30, 1869	$506,560 54	
Earnings in 1870, including taxes refunded by Government	36,943 88	
	$543,504 42	
Interest paid in 1870	26,000 00	
	$517,404 42	
Bonds paid in 1870	219,000 00	
Value of fund Nov. 30, 1870		298,404 42
Value of both funds, Nov. 30, 1870.		$1,135,429 12

The gross receipts for the year ending November 30, 1869, were $6,796,456. For the ten months ending September 30, 1870, the receipts

were $5,786,987; and for the months of October and November, $1,367,602—making a total for the year 1870 of $7,153,589; showing an increase over the year 1869 of $357,133. The report says:

The balance of the sterling debt, viz., £157,400, will be due in London on the first day of April next. A portion of these bonds, viz., £30,600, are now in the hands of the Commissioners of the Sinking Fund, the assets of which fund, together with the usual annual contribution, will, it is confidently believed, enable the Commissioners to remit in full for the balance of these bonds at their maturity. Should anything further be required, however, it will be furnished by the corporation, and thus the final obligation to the Commonwealth for money loaned to build the road, will on the first day of April be paid in full.

The Albany bonds, unfortunately not yet due, are provided for by the Albany Sinking Fund. The corporation would be glad to treat these obligations also as due the present season, and to that end, the holders are invited to present them for payment.

The rolling stock and roadway have been much improved; the former by the addition of new and improved cars and engines, and the latter by the substitution of steel rails, though not to so great an extent as we had expected, owing to the failure of the English makers with whom we have large contracts, to deliver their rails according to agreement. The widening of the roadway into the City of Boston, the raising of the bridges, and the construction of new iron bridges over Harrison Avenue and Washington Street, have been successfully completed. New engine houses have been built in Boston and West Springfield, extensive car shops at Allston, and the works in progress at East Boston at the commencement of the year have been completed. Nothing has yet been done to improve the South Boston Flats, except to deposit thereon the material dredged from the docks and bar in front of the same at East Boston. The future of this enterprise must depend largely upon the action of the Commonwealth, or the Harbor Commissioners, since the work of filling and protecting this territory by proper sea walls can not be effectually prosecuted except in connection with the Commonwealth and other parties, owning a much larger water front than we have contracted for.

Contracts have been entered into for a double track iron bridge at Albany by the Hudson River Bridge Company, of whose capital stock we are one-fourth owners. This bridge is already under way, and will be completed in the season of 1871. The lengthening of the piers of the bridge at Springfield preparatory to building a double track iron superstructure has also been commenced.

The matter of improved depot accommodations, both at Springfield and Worcester, has received the careful attention of the Board, but owing to the diversity of interests, public and private, which it is found necessary to reconcile in large changes of this character, no definite plans have yet been agreed upon. At Boston, also, the necessity of enlarged and improved depot accommodations is becoming daily more and more apparent. One of the chief obstacles to be encountered in any enlargement of our accommodations at or near the present site grows out of a disposition manifested by neighboring proprietors to speculate upon what they deem the necessities of the Corporation. While this state of things is to be regretted, it will not permanently interfere with the accomplishment of our purposes, but may lead to the adoption of another and not less favorable location for this business.

In conformity to the law of 1869, the day for making our annual return has been brought forward two months, thus giving but ten months business upon which to make up the present report, and affording four instead of six months' receipts for the present dividend. The balance required for this dividend, after applying the net earnings of the four months' business, has been charged to the Contingent Fund, which represents the unexpended earnings of former years. In the future, in order to close each year's business by itself, it is proposed to change the dividend day from July and January to May and November.

The consolidation of the Boston and Albany, the Albany and West Stockbridge, and the Hudson and Boston Railroads into one corporation, under the authority granted by the Legislature of the States of New York and Massachusetts, has this day been consummated, by more than two-thirds of the votes of the stockholders of this corporation.

By this act, all the powers, privileges, rights, franchises and property of the several companies vest in the new corporation, under the name of The Boston and Albany Railroad Company.

The company have 50 passenger and 113 freight locomotives; 118 passenger, 40 baggage and postal, 3,045 merchandise, 137 gravel and 100 hand cars. Also, 98-234ths of 46 passenger, 4 express, 5 post office, and 12 baggage cars of the New York and Boston Express Line, and 2 5ths of 2 passenger and 2 baggage cars on Steamboat Train.

The number of miles run by locomotives with passenger trains, was 905,053; with freight trains, 1,887,995; with gravel trains, etc., 84,492—total, 2,877,540.

The number of through passengers carried, was 57,322; way do., 3,697,411—total, 3,754,733. Number of passengers carried one mile, 78,808,929.

The total number of tons moved was 1,531,149, of which 502,564 went west, and 1,028,585 east. The through tonnage westward amounted to 84,168; do., eastward, 241,308. All other tonnage westward, 418,396; do., eastward, 787,277. Equivalent number of tons carried one mile, 148,871,491—equal to 744,357 tons carried over the whole road.

An aggregate of 227,680,420 passengers or tons of freight carried one mile in 1870, against 254,257,409 passengers or tons of freight carried one mile in 1869.

The cost of transportation for each passenger and each ton of freight one mile this year has been 1.787 cents, against 1.888 cents in 1869.

The cost of the Boston and Albany, Albany and West Stockbridge, and Hudson and Boston Railroads to September 30, 1870, has been as follows:

Boston and Albany Railroad	$14,628,725 08
Equipment	2,861,337 78
Albany and West Stockbridge R.R.	2,411,055 75
Hudson and Boston Railroad	203,036 01
West Stockbridge Railroad stock	13,000 00
Grand Junction Railroad	1,378,751 26
South Boston Flats	442,722 73
Total	$21,938,628 61

BALANCE SHEET FOR 1870.

Cost of road and equipment		$21,495,905 88
" " South Boston Flats		442,722 73
Hudson River bridge		135,000 00
Notes receivable		949,276 87
Materials		783,743 90
Cash		650,820 12
Real estate and lands		100,465 80
Ledger balances due from individuals and corporations		101,082 42
Commissioners of Massachusetts sinking fund	$837,024 70	
Trustees of Albany sinking fund	298,404 42	
		1,135,429 12
		$25,794,446 34

Capital stock, 191,508 shares		$19,150,800 00
£157,400 sterling bonds at $4.80	$755,520	
Albany bonds	281,000	
Dollar bonds	728,000	
		1,764,520 00
Unclaimed dividends and interest		22,370 25
Notes payable		470,000 00
First installment on new stock		254,400 00
Accumulated sinking fund profits	$1,826,710 70	
Less premium paid on exchange	84,860 20	
		1,741,850 50
Contingent fund last year		1,762,774 38
Surplus this year not divided		637,781 24
		$25,794,446 34

President.—C. W. CHAPIN, Springfield.

Vice President.—D. WALDO LINCOLN, Boston.

Directors.—C. W. Chapin, Daniel Denny, Ignatius Sargent, Charles J. Kittredge, Josiah Stickney, Moses Kimball, Ginery Twichell, Avery Plumer, D. Waldo Lincoln, William Claflin, Jonathan D. Wheeler, Henry Colt, Stephen M. Crosby.

Gen'l Sup't.—C. O. RUSSELL, Springfield.

Ass't Sup't.—ABRAHAM FREITH, Boston.

Ass't Sup't.—J. B. CHAPIN, Albany.

Treasurer.—C. E. STEVENS, Boston.

Taxation in New York and Elsewhere.

INEQUALITIES AND DISCRIMINATIONS—METHODS OF ASSESSMENT AND COLLECTION.

(Continued from Page 209.)

TAXATION OF MORTGAGES.

A universal and uniform system of taxation according to the popular acceptation, would of necessity require that mortgages of real estate should be taxed in common with other property, and such is the case in New York, Massachusetts, and most of the States. The subject has been much discussed and in the late Constitutional Convention of New York, the weight of opinion seemed to be that if the present practice of allowing indebtedness to offset the valuation of personal property is to be recognized, the deduction of the value of mortgages from the value of real estate should be allowed. The New York Commission of 1862–'63 reported a law to the effect, "that the net value only of every person's taxable estate, whether invested in land or in any other species of property," should be taxed; and that the taxes levied on mortgaged real estate should be proportionably assessed on the land and on the possessor of the mortgage, and that the mortgage thus assessed should not be otherwise taxed. The commissioners of New Jersey and Connecticut, on the other hand, came to an exactly opposite conclusion, and recommended that both the land and the mortgage be taxed on their full valuation, holding that the two are independent property, and that the taxation of both would not be, therefore, double taxation. Writers differ, but the test of experience is decisive. On this point the report says:

"The land owners desires the use of capital in order to improve his property; it may be to drain it, fence it, build on it, or otherwise improve. It is especially for the interest of the State that this should be done; to increase the area and amount of its crops; to provide comfortable and abundant homes for its citizens and working classes; to attract population; and, to speak plainly, increase the value and amount of real, tangible property, such as shall serve as a basis of, and not evade, taxation. But the capitalist is entitled to and will have the legal rate of interest on his money; and abundant opportunities are

afforded him for obtaining that, and even more; as by investing in national, State and railroad bonds, exempt by law from taxation, or sold at a discount sufficient to compensate for taxation; or in bonds and mortgages on real estate in New Jersey and Pennsylvania, or in many of the Western States and cities or in Connecticut, where the statute allows the lender of money on mortgage to add to the legal rate of interest the rate of taxation and also the premium for insurance; or in ground rents, a condition of which may be that the taxes are to be paid by the occupier.

"On the other hand, the State of New York, by taxing mortgages, virtually says to the lender of money on these securities, "You shall not have in return the legal rate of interest;" for the mortgage, being matter of record, cannot be concealed, and accordingly, by requirement of law, is usually taxed at its full valuation. But it is obvious, if it is so taxed, that the investor generally will receive not only less than the legal rate of interest, but less than would be afforded by an nvestment of his money in almost any other security. Nay more, there have been instances in New York in which the holder of a mortgage, if taxed according to law, would lose not only his entire interest, but would further be obliged to pay a sum additional for the privilege, as it were, of holding such an investment. Thus, for example, a mortgage in New York city cannot today, without a violation of the usury laws, or a dereliction of duty on the part of the assessors, or except purchased at a discount, yield over 4 7-10 interest; in Brooklyn, 3 1-10; in Albany, 2 4-10; and in Rochester, but three tenths of one per cent.; and as the rate of taxation in the latter city in former years has been in excess of seven per cent., it is clear that money loaned on real estate mortgages in that locality must have theoretically paid more in taxes than it received in interest."

The result is exactly what might have been expected. Capital which formerly found its way into real estate mortgages is now directed into other channels, and to such an extent that it is difficult to obtain money for the improvement of real estate on the pledge of the property.

"Again, it was formerly a very general custom to embody in wills a provision that property bequeathed, or to be held in trust, should be invested in mortgages; but this custom, the Commissioners are informed, is now almost entirely done away with, while executors and trustees are continually importuned by legatees to change the character of such investments on the ground that they no longer continue to afford a fair interest. In one instance, the Commissioners were frankly informed by a Board of Assessors, that their feelings as men would not allow them to assess mortgages, according to the strict provisions of the law, when they knew that by so doing they would deprive widows and orphans of almost their entire income. In another instance it was pleaded that the interests of a city would not allow its Assessors to tax its local mortgages, inasmuch as so doing would inevitably restrict growth, and that a certain annual growth or land improvement was absolutely essential in order to prevent the rate of taxation by reason of annually increasing expenditures, from becoming unbearable."

Connecticut taxes mortgages at their full valuation, but provides that as between residents of the State indebtedness might be deducted from valuation, when, at the instance of the debtor, the debt could be transferred for taxation, to the list of the assets of the creditor. An additional law was enacted, reading as follows: "No contract shall be deemed usurious by reason of the borrowers' paying, or agreeing to pay, the taxes assessed and paid on the sum loaned, or the insurance upon the estate mortgaged to secure the same"—the practical effect of which is to throw the onus of the taxation on the debtor and entirely exempt the creditor. New Jersey and Pennsylvania have more wisely exempted mortgages from taxation over a large part of their territory, and the demand came not from the capitalists but from the small landholders and the working classes. The effect has been excellent. The Commissioners are of the opinion that this discriminating legislation of contignous States imperatively requires that the same exemption shall be granted here, and furthermore, that so far from diminishing the taxable property of the State, the effect of such exemption will be (at least after a little time) to greatly increase it; and at the same time prevent diversion of a large amount of the legitimate capital of the State beyond its borders.

OTHER CONDITIONS AFFECTING TAXATION.

Another point of great importance is the consideration how far personal property, from its very nature, and from the action of laws, national and State, is placed beyond the jurisdiction of the State for assessment and taxation. As partaking of such a character, the following descriptions of personal property may be enumerated. 1. Imported goods, wares and merchandise, in original packages, in possession of the merchant importer. 2. Bonds, notes and other securities or evidence of indebtedness of the United States. 3. The deposits and the surplus of the savings banks of the State. 4. Indebtedness. 5. Personal property belonging to citizens of New York, but actually situated out of the State. Upon this point the Report cites legal opinions and constructions as to the *situs* of personal property. 6. Property in transitu. 7. Negotiable instruments. On this point the report examines first, the practicability and, second, the expediency of such taxation, and, third, the extent of the jurisdiction of the State over such instruments. Legal decisions are referred to at length. The Commissioners conclude that such taxation is both impracticable and inexpedient. 8. Situs of ships for the purpose of local taxation. 9. Exemption of Property from Taxation through extra legal or Adventitious Circumstances. It may be taken as an axiom that no tax law can be fully and permanently executed which is in opposition to any considerable public sentiment, or which in itself contains extraordinary inducements for its violation. The old Government tax of two dollars on whiskey may be cited as an example. Philadelphia imposes an annual tax on watches, and the assessors could find only 12,871 watches. In Boston the decrease in personal valuation during the past year has been $6,452,900, a large proportion of wealthy citizens leaving to escape taxation. In one of the cities of New York the assessors informed the Commissioners that they had tried the plan of assessing wealthy citizens at an approximate full valuation for personal property, and finding the result universally one of detriment to the city had desisted. Experience had shown that a tax on full valuation was never paid by such citizens but once, for they then sold their property and changed their residence. In Massachusetts, under the system now prevailing, forty-two per cent. of the voting population have no taxable property. The report says:

"The facts and statements submitted also make clear that of the personal property of the State of New York, the following descriptions or classes are already exempt from taxation or beyond the jurisdiction of the State for such purposes: 1. Imported goods, in original packages. 2. Bonds, notes, and securities of the United States. 3. Visible personal property of citizens of the State located without the State. 4. Property brought within the territory of the State for sale. 5. Deposits in savings banks. 6. Personal property represented by indebtedness; custom and the temptation for evading taxation, including under the head *constructive* as well as *actual* indebtedness. 7. Personal property of citizens of the State in the hands of trustees residing without the territory and sovereignty of the State.

"Of property whose taxation by the State involves the exercise of doubtful powers, we have: 1. Mortgage bonds, or evidence of indebtedness created by different States or corporations of such State, over which another State sovereignty is claimed and exercised. 2. Negotiable instruments, the property of citizens of New York having an actual *situs* without the State. 3. Ships belonging to citizens of the State, but registered without the State."

PROPOSED NEW SYSTEM OF TAXATION.

The Commissioners propose a new system of taxation with the following points:

First.—Provide for the taxation of all corporations created by the State which are in the nature of a Monopoly. Of such the gas company is the type. Other corporations approximating in character would be the national banks, the State banks, railroad corporations, omnibuses, ferries and bridges. Manufacturing firms and corporations would not be included. Private banks should be taxed and the surplus of savings banks, insurance and trust companies can be taxed moderately without detriment. The Commissioners believe that on a true valuation of property on this plan a revenue would be derived equivalent to that now obtained on the whole valuation of personal property. The present system of taxing railroads by the different towns through which they run is very objectionable, and the commissioners recommend that the State, take the whole taxation of railroads into its own hands, as in Massachusetts. In the latter State indeed, the Courts have decided that the roadway of the railroads being taken in the exercise of the right of eminent domain is not liable to local taxation.

Second. The second provision of the plan of taxation recommended by the comissioners would be, to tax land exclusive of building at a uniform valuation of fifty per centum of its true marketable or fair value.

It is obviously immaterial, so far as equity is concerned, what standard of valuation is adopted for any given class of property, provided that the standard be uniform; but the reasons for recommending *fifty per centum*, or some valuation less than a full one, are connected with the next and third provision of the proposed system of the commissioners.

Third. The problem here presented is: Can the present imperfect system be done away with, and personal property at the same time be made to sustain its equitable and proportionate share of the public burdens?

To this the commissioners reply unqualifiedly in the affirmative, and for the following reasons:

Every person possessed of personal property, unless he convert such property into money and refrains from all use of it, affords some sign or index of its possession.

In England, France, Belgium and Holland (in

all of which countries, at the commencement of the seventeenth century, the same system of indiscriminate and universal taxation prevailed as now in the United States), experience has led to the conclusion that the rental value of houses or other occupied buildings is the most certain index of the value of the personal estate of the owners and occupiers, and the best measure of their ability to pay. The Commissioners, therefore, propose, as the third provision of their new system, one of the following plans:

"1. Tax the house or building as real estate separately, at the same rate of valuation as the land, that is, fifty per cent; and then assuming that the value of the house or building, irrespective of its contents, be such contents furniture, machinery or any other chattels whatsoever, is the sign or index which the owner or occupier puts out of his personal property, tax the house or building on a valuation of fifty per cent. additional to its real estate valuation, as the representative valuation of such personal property: or in other words, tax the land separately on fifty per cent. of its fair marketable valuation, and tax the building apart from the land, as representing the owner's personal property on a *full* valuation, as indicated by the rent actually paid for it or its estimated rental valuation.

"Or as a substitute for the above third provision the following:

"2. Tax buildings conjointly with land as real estate at a uniform valuation: and then as the equivalent for all taxation on personal property, tax the occupier, be he owner or tenant of any building or portion of any building used as a dwelling, or for any other purpose, on a valuation of three times its rental or rental value of the premises occupied. Tenement houses occupied by more than one family, or tenement houses having a rental value not in excess of a fixed sum, to be taxed to the owner as occupier.

"All property not embraced under one of the three provisions as above stated to be entirely exempt from all taxation."

To recognize clearly the principle of these provisions, it is necessary to remember that the market value of real estate is always proportional to and dependent on the amount of personal property, or rather productive capital placed upon it, or in its immediate vicinity. Applying the system practically to this State, taxation would be the lowest in the most sparsely settled agricultural regions. Property here is mainly in land, whereas in the cities the value of the building generally exceeds the value of the land on which it is situated. The sum of three times the rent or rental value is taken as the basis of the valuation of personal property on the assumption that this is the minimum rate that exists between rent paid, or rental value of the building occupied, and the other available means or income of the tenant or owner.

CONSIDERATION OF OBJECTIONS.

It may be objected that the plan would offer a premium for tame architecture and cheap structures, but the Commissioners answer that there is nothing in which wealth so instinctively seeks to display itself as in ornamentation. The Report meets another objection thus:

"Again let us consider how the proposed system of taxation will affect persons of small means, who, by long continued effort and saving, have obtained a homestead, but, through inability to completely pay for the same, have given a mortgage upon the premises. As the case now stands, they are liable to taxation under the existing law on its full valuation of their real estate, and also on their furniture and other personal property. The mortgage on the property is also subject to taxation, which, as before demonstrated, is also, either directly or indirectly, paid by the borrower or mortgagor. And here it is to be remembered that the present system already practically imposes the bulk of the taxes on real estate, and that, under the recent legal decisions, the amount of personal property that can be directly made subject to taxation will every year become proportionably less.

"Let us suppose the property in question to be located in Brooklyn, Troy, Albany or Rochester, in all of which cities the present rate of taxation is in excess of four per cent. If the assessment is made on a full valuation of $4,000, the annual taxation of four per cent. would be $160; and if on a valuation of fifty per cent. (which valuation must soon be exceeded, if personal property is to continue to evade its liabilities), eighty dollars.

"Under the proposed system of the commissioners, the rate cannot be in excess of *two* per cent., and will probably be much less. *Two* per cent. on a fifty per cent. valuation of the land, supposing the value of the property to be equally divided between the land and the building, would be twenty dollars. Two per cent. on a full valuation of the dwelling would be forty dollars; total sixty dollars annual taxation. Or according to the basis of the second proposition of the commissioners, in which *three times* the rent or rental value of the premises is taken as the representation of the personal property, the taxation would be as follows: *Two* per cent. on a *fifty per cent.* real estate valuation of the whole property would be $40.

"Assume then the rental to be equivalent to ten per cent. on the full value of the property, or $400; *three times* this would be $1,200, on which the taxation at two per cent. would be twenty-four dollars; making the total taxation sixty-four dollars, as compared with sixty dollars according to the basis of the first proposition; and eighty dollars according to a fifty per cent. valuation under the existing laws, *plus* the taxes on the mortgage encumbrance, and on all the personal property of the owner. And yet, while every real estate owner in the State will, under the proposed system, equitably pay less than now on his real estate, the valuation of the State, through a real and unavoidable inclusion of its personal property, will be very greatly increased."

The Commissioners show by figures that the effect of the system upon the valuation of the State would be to increase it over a thousand millions. In New York city it would give a valuation representing personal property of $504,000,000 as compared with the present valuation of $281,000,000. The system would also practically place other securities upon the same footing as Government bonds, thus stripping the latter of their exclusive privileges. Another advantage is that the individual would see and feel in a consolidated form the proportion of the public burden he sustains, and would have his attention directed more powerfully to the manner in which the revenues are disposed of.

"A striking illustration of the truth of this proposition is now afforded in the case of the city of Philadelphia, one of the cleanest, most convenient and prosperous cities of the country. Taxation for municipal and county expenditures, as has been before shown, are here assessed almost exclusively upon land and buildings, and yet in no other city in the country are rents so moderate, the buildings so tasteful and the investment in real estate mortgages regarded with more favor. While New York city, with a population of 927,000, in the years 1869 and 1870, built or proposed to build 4,537 buildings; Philadelphia, with a population of 657,000, issued permits for erection within its limits, during the same period, of over 10,000 buildings, a large proportion of which were for dwellings."

On the subject of a uniform regulation of the rate of taxation, the report says:

"A peculiar feature, which has for some time characterized the tax system of France, seems to the commissioners worthy of being incorporated also, in any new system which may be adopted for New York, viz., that of limiting, by legislative authority, the rate according to which taxes may be levied in any one year. The Revised Statutes of France provide that the *Corps Legislatif* shall annually establish the maximum rate of taxation, above which no real estate shall be taxed. Then the *Corps Legislatif* annually apportions the amount to be raised by the several departments, and limits the rate of taxation which the *conseils generaux* (boards of supervisors) may levy in apportioning the rate for the expenses of the *cantons* (counties) and also for the municipalities.

"The *Corps Legislatif* also, in annually levying the direct taxes, gives authority for the levy of a special tax at a small rate, the proceeds of which are to be used exclusively in paying pressing claims on the departments, cantons, or municipalities, in case other sources are not sufficient to meet and discharge such immediate liabilities. A permanent law then defines what shall be considered as 'pressing liabilities,' viz., the maintenance of the buildings of the 'prefecture,' the salaries of the judiciary, the interest of debts lawfully contracted, and the judgment of the courts."

On disproportionate taxation, the Commissioners remark:

At present if an individual is assessed on a valuation in excess of the true value of his property, he can obtain relief by personally appearing before the board of assessors and, as it is termed, "swearing down" his valuation. But if he is assessed through error or partiality of the assessors, on a valuation disproportionate to his neighbors, and yet not in excess of the true value of his property, there is no mode of obtaining relief now open to him under the existing system.

"To remedy this defect, and insure equality, the Commissioners have proposed a plan believed to be entirely new in American tax systems, and which in substance is as follows: The individual aggrieved may appear before the assessor or tax commissioners sitting as a board of review; and if he can show by the testimony of creditable witnesses that he has been disproportionately assessed by the undervaluation of the property of his neighbors, the assessors or tax commissioners shall immediately raise the valuation of all such property undervalued to a full and fair valuation, and thus give relief to the aggrieved party by a full, fair and just valuation."

The appendix embraces the following points:

"Appendix A, Local taxation in Canada; appendix B, A detailed analysis and review of the legal questions and court decisions involved in the determination of the situs of personal property, and the jurisdiction of States in respect to the same; appendix C, Outline codes of law in accordance with the provisions of the new system of taxation recommended by the commissioners."

☞ The Media (Penn.) *American* says: The grading on most of the sections of the new bed of the Philadelphia, Wilmington and Baltimore Railroad is rapidly proceeding. The filling in across Stone Creek will be thirty-five feet high. The contract for the bridge over the creek has been given to Armstrong, of Philadelphia. A bridge will also be erected at Hickman's mill.

☞ As the spring begins to open, operations on the Alexandria and Fredericksburg railroad are increasing in magnitude. Large gangs of laborers are now at work at different points along the line of the road, and in a few weeks the entire route between Alexandria and Fredericksburg will be in progress of construction.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point..100	1,282,200	J. & J.	July '70 4
Atlantic & N. Carolina ..100	5,545,225		
Atlantic & Gt. Western ..50	26,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept '70 2
Augusta and Savannah ..100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio.....100	16,267,862	A. & O.	Oct. '70 4
Do. Washington Br 100	2,860,000	A. & O.	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware.....100	995,800		
Berkshire*.....100	600,000	J. A J&O	Jan. '71 1½
Blossburg & Corning.*..... 50	250,000	J. & J.	Dec. '70 2½
Boston and Albany 100	19,150,800	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,300		
Do., do. pref..100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	2,215,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ...100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J. A J. O.	Dec. '70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '70 3
Brooklyn City & Newt'n..100	399,800		July '70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	Nov '70 3½
Burlin'n and Erie.....100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " " pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Bost'n)100	747,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	377,100		
" " pref. 50	753,600		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 60	915,577	J. & J.	D., '70 $2½
Cape May and Millvi le* 50	447,000	J. & D.	Dec. '70 3
Catawissa.....50	1,159,500		
Catawissa, pref.....50	2,200,000	M. & N.	Nov '70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N	Nov '70 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,425,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000		Oct. '61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton.....100	7,045,000	M. & S.	Mar. '71 5
" " pref...100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,676,629	J. & D.	Dec. '70 5
" " pref.100	20,370,293	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger....		J'n &J'ly	Jan '68 $2
" Street.....		J. & J.	Jan '68 $2
Cin., Sand. & Clev. pref.. 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb. '71 3½
Cleveland & Mahoning*.... 50	2,050,750	M. & N	Nov '70 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Feb. '71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Columbus and Xenia*..... 50	1,758,800	M.J.S.D.	Dec. '70 2
Concord 100	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	Jan. '71 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum'c R. pref. '00	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Dec. '70 5
Cumberland Vall'y..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk.... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan.....100	2,400,000		
Delaware*.....50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec. '70 6s
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	452,350		
" " pref.100	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100		J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	1,300,200		Jan. '71 3
East Tenn., Va. and Ga....100	1,969,524		
Eighth Avenue (N. Y.) 100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Aug '70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov '70 2½
Do. do. pref. 50	500,000	J. & J.	Dec. '70 3½
Erie Railway 100	75,000,000	F. & A.	Feb. '66 4
Do. pref.....100	8,536,910	Annual.	Dec '69 7s
Erie & Pittsburg 50	999,780	M.J.S.D.	Dec '70 1½
Evansville & Crawfordsv.100	1,143,446		
Fitchburg.....100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. F'y.100	750,000	M. & N.	May '70 5
Frankl. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 5
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....10		M. & S.	Mar. '71 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A J&O	Dec. '70 3
Hannibal and St. Joseph.100	4,151,700		Aug '70 3½
Do. do. pref.100	5,078,224		Aug. '70 7
Hanover Branch, Pa.....50	116,850	M. & N.	Nov. '70 5
Housatonic.....100	320,000		
" pref 100	1,180,000	J. & J	Feb. '71 8
Huntingdon & B'd Top ... 50	615,950		
" " pref. 50	212,350	J. & J.	Jan. '68 3s
Illinois Central 100	25,278,710	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Jan. '71 1½
Joliet & North. Indiana*..100	300 000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	833,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 326,000		
Leeds and Farmington*.....		J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,665	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y '67 5
Lehigh Valley 50	17,716,400	J. A J&O	Dec. '70 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan. '69 4
Little Miami.*..... 50	3,572,400	M.J. S.D.	Dec. '70 2
Little Schuylkill*..... 50	2,816,100	J. & J.	Jan. '71 5½
Lomb. and South St (Ph.) 25	90,000		
Long Island.....50	3,000 000	F.M.A.N.	Aug. '69 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J	Jul. '69 3
" " pref.. 100	848,700	J. & J.	Jul. '70 4½
Louisville and Nashville..100	8,080,912	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,900,000		Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	3,400,500		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000		Dec. '70 2
Memphis and Charleston..100	5,312,725		June 69 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec '70 5
Michigan Central 100	13,225 848	J. & J.	Dec. '70 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan '71 5
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	Dec. 1870	Dec. '70 7s
" " " pref.....100	10,424,903	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,289,820		
Montgomery & W. Point..100	1,844,104	J. & D.	Dec. '67 4
Morris and Essex*..... 50	11,900,950		Dec. '70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell.....100	720,000	M. & N	Nov. '70 5
Nashville & Chattancoga..100	2,056,544		
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	600,000	J.& J.	July '70 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey.....100	7,297,200	F. & A.	Feb. '71 5
New London Northern.....100	1,003,500		Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,428 330	A. & O.	Oct. '70 4
New York and Harlem.... 50	6,600,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 5
Norfolk & Peters'b'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania.....50	3,150,150		Feb. '71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	19,995,847		
" " pref.100	4,024,474	J. & D.	Dec. '70 3½
Oil Creek & Allegheny R. 50	4,259,450	J. A. J&O	Dec. '70 2½
Old Colony & Newport ...100	4,959,020	J. & J.	Dec. '70 3
Orange and Newark 100	289,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug. '70 4
Pacific of Missouri.....100	3,711,198		
Panama.....100	7,000,000	J. A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	33,493,812	M. & N.	Nov. '70 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,325,200	J. & J.	Jan. '71 3
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Dec. '70 5
Do Do preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Mar. '71 3
Phila. and Trenton*..... 100	1,999,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July '70 -
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J.A J&O	Jan. '71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '71 3
Portland and Kennebec...100	616,700	J. & J.	Jan '70 3
Do. Yarmouth Stock...100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec. '70 3
Providence & Worcester..100	2,000,000	J. & J.	Dec. '70 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct. '70 3½
Richmond and Danville ..100	4,000,000		
Richmond and Petersb g.100	847,100		
Rich., Fred. and Potomac.100	1,041.800		
Rockport 100	58,400		Nov. '67 2
Rome, Watert. and Ogd'nb..100	2,998,900	J. & J.	Dec. '70 4
Rutland preferred.....100	1,831,400	F. & A.	Feb '71 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June '70 7
St. L., Jack'nv. and Chic'o.100	2,478,750		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov. '70 3
Sand., Mansf. and Newark.100	905,222		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	676,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000		July '70 2
17th & 19th streets (Ph.)... 50	130,000		Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A	Aug.'70 3
Shore Line..... 100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.).....100	750,000		May'70 -
Somerville 100	75,000	M. & N.	Nov.'70 3
South. Carolina 100	5,819,276		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia..*100	3,9.9,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		3½
Summit Branch..... 50	250,000	F. & A.	Feb. '71 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.).....100	1,750,000		May '70 -
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000	January,	1870,114s
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West. ..100	14,700,000		
" " pref 100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....		J. & J.	Jan. '71 3
Warren 100	1,547,650		
Worcester and Nashua .. 75	1,400,555	J. & J.	Dec.'70 3½
CANALS.			
Chesapeake and Delaware 50	1,983,563	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A	Feb. '71 4
Delaware and Hudson.....100	15,000,000	F. & A	F. b. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania..... 50	4,300,000		
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" (pref.) 50	2,888,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,004,746		
Union..... 50	2,007,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	M.J&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....		J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Nov.'70 5
Roaring Brook Coal.....	200,000		Dec'68 2½
short Mt. Coal.....	800,000		Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '69
Adams Express.....100	10,000,000		Mar. '71 2
Am. Merchants Union Exp.100	18,000,000		July'70 3
United States Express 100	6,000,000	FMA&N	Nov.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,655
1868	64,463	86,937	81,396	96,481	106,835	164,720	259,590	251,832	262,770	298,422	256,562	342,743	2,360,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870	413,104	394,176	488,338	633,758	708,719	729,274	783,090	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	524,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,263	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,260	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,082	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,589	361 701	4,508,843
1869	343,182	315,090	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,663
1870	293,978	323,825	344,366	334,663	395,044	411,986	421,485	501,049	498,635	488,658	432,492	386,599	4,831,770
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1866	241,895	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,360	207,625	276,651	297,513	444,024	566,403	599,549	442,275	377,053	4,368,814
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,200	424,589	433,435	4,797,464
1869	333,319	308,206	393,740	388,380	449,952	523,841	455,607	632,652	736,555	684,156	479 236	393,468	5,684 109
1870	401.275	449.655	509.393	443,300	507,900	529,512	462,400	556,100	597,600	638,121	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,160	478,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,750	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200.216	1,010.892	712,359	9,299,436
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,607,479	1,570,067	1,107.084	1,001,987	13,384,471
1869	892,003	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,750	1,140.145	845,708	13,355,467
1870	706,025	753,782	858,350	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259 282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,34
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293.615	271,555	242,621	3,095,90
1870	201,500	218,600	244,161	240,046	260,160	274,021	249,356	319,012	317,887	339,239	319,573	284,156	3,275,71
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414.543	410,336	372,593	359,463	3,445,82
1863	299,944	271,085	275,643	289,224	334,687	407,992	348,929	511,305	478,576	496,433	437,679	424,531	4,571,02
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799.236	661,391	557.141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643.887	518,088	7,181,20
1866	603,953	505,266	505,465	411,605	569,250	567,670	480,626	578,253	571,348	661,971	558,219	604,066	6,546,741
1867	647,120	624,871	417,071	440,271	477,027	516,493	525,242	709,327	738,580	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,219	549,714	794,325	889,967	931,530	685,401	681,041	7,817,622
1869	669,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,833,482
1870	623,383	663,391	614,874	597,571	696,253	759,215	645,768	861,358	870,584	862,171	841,991	.....	.....
1871	639,541	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,982	123,802	1,201,29
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,71
1868	92,433	81,590	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,09
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,569	131,019	109,629	1,380,52
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,928	141,376	1,418,86
1871	130,883	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,096	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,70
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30 .186	3,168,06
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,94
1865	306,324	279,137	344,228	337,241	401,456	366,663	329,105	413,501	476,661	490,694	444,570	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 66	308,669	4,260,11
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,903	464,778	506,206	412,80	330,373	4,371,07
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,976	511,820	410,82	290,671	4,509,25
1869	384,120	320,636	356,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	409,283	363,187	326,891	378,880	457,990	511,447	453,573	387,827	4,755,95
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,206	401,900	360,356	365,412	350,565	751,738	1,101,771	775,610	438,323	5,683,60
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,396	522,682	1,024,045	1,037,464	856,91	468 880	6,517,94
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,631	525,547	724,732	1,040,102	801.1	9 .6	7,250 09
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,42
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,060	150,416	160,149	155,586	231,662	235,513	248,5	203,595	2,024,86
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,8	255,726	2,833,39
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,24	275,950	3,311,07
1865	259,223	239,130	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412 5	284,319	3,793,00
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,42	281,613	3 .90 58
1867	242,798	219,065	279,647	284,729	282,939	240,135	254,633	322,521	365,371	379,367	336,0	272,053	3,459,31
1868	211,973	231,351	265,905	252,149	264,620	217,082	194,455	287,557	307,122	283,329	274,6	253,861	2,964,04
1869	180,366	216,080	221,459	214,400	218,639	223,236	192,364	275,220	292,803	328,044	298.0	254,896	2,915,54
1870	196,787	218,234	253,065	270,934	246,266	249,937	211,219	300,971	318,957	355,187	316,0	250,471	3,188,13
1871	245,982	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,278	249,349	184,411	262,515	350,613	329,248	296,70	271.207	3,184,28
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,378	321,659	236,108	3,438,93
1871	212,005	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,875	466,557	454,826	4,088,83
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746.955	526.009	6,324,08
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,51
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10 033 02
1866	738,061	725,967	779,196	861,604	1,109,267	1,140,301	996,841	1,252,380	850,742	887,703	874,974	436,990	10,687,12
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	993,104	873.153	956,658	837.351	586,779	9,256,28
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,06
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,204,621	1,235,366	1,476,405	828,447	11,316,90
1870	479,872	574,706	679,532	514,498	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,14
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,09	180,971	2,218,40
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,50	168,698	1,935,75
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,35	160,085	2,008,26
1870	152,393	158,788	172,216	172,347	155,081	160,719	.....	167,305	175,453	163,286	150,55	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,23
1871	126,218	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,501	364,724	382,996	406,766	351,75	333,480	3,800,35
1868	278,712	265,137	257,800	286,825	280,520	293,344	283,833	484,200	450,203	429,898	323,27	399,439	4,013,90
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,577	434,284	4,252,34
1870	312,133	293,645	295,298	318,699	340,802	348,632	322,756	406,431	508,042	451,203	425,687	386,254	4,469,76
Union Pacific:													
1869	.....	.....	.....	.....	707,948	706,602	623,560	617,585	758,467	999,665	887,388	716,829	5,709,04
1870	528,529	500,139	539,238	706,605	802,586	746,450	643,068	664,961	798,521	719,898	590,165	505,055	7,084,09
1871	479,578	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Mar. 1, 1871					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	105½
.. .. coupon		5	" "	1874	106½
Loan of June 22, 1860 ..... registered	matured.	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,783,100	6	" "	1881	114½
.. .. coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	109
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	493,728,350	6	May & Nov.	1882	112½
(5-20s).....coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s)...registered	3,102,600	6	" "	1884	111½
(5-20s).....coupon		6	" "	1884	112½
Loan of June 30, 1864 (5-20s)...registered	102,028,900	6	" "	1884	111½
(5-20s).....coupon		6	" "	1884	112½
Loan of March 3, 1865 (5-20s)...registered	182,112,450	6	" "	1885	112
(5-20s).....coupon		6	" "	1885	112½
.. .. .. 2d series (5-20s)...registered	264,619,700	6	Jan. & July.	1885	111½
(5-20s).....coupon		6	" "	1885	110½
.. .. .. 3d series (5-20s)...registered	338,832,550	6	" "	1887	110½
(5-20s).....coupon		6	" "	1887	110
.. .. .. 4th series (5-20s)...registered	39,663,750	6	" "	1888	111½
(5-20s).....coupon		6	" "	1888	111½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	110
(10-40s) ....coupon		6	" "	1904	110
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	40,560,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	.....	....
Loans of 1842, 1847, 1848 and 1860.....	307,150	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1847.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	217,792	var	.....	Due.	....
Treasury Notes (7-30s).....	523,650	7.3	.....	Due.	....
Certificates of Indebtedness.....	5.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,866,440	6	.....	Due.	....
Temporary Loan of June 30, 1864	90,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,100,186	*nil.*	.....	Dem.	....
Fractional Currency	40,513,748	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds...	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. " extended)..	782,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	100
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	1899	58½
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	57½
Californin—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	109½
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'85-'86	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	100½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	99½
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865,(free)		6	" "	1885	....
.. — .. various) registered	887,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	01
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	83
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (At. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'80	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1890	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1885	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1860	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	435,000	6	Various.	'80-'98	92
Louisiana—State Bonds (Schools, &c.).....	684.500	6	Jan. & July.	1905	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'95	69
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1905	87
.. — .. .. (Funding).....	497,300	6	Various.	'88-'88	65½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	100
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1890	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	97
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	96
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	104½
.. —South Relief Loan of 1867.....	100,000	6	"	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'00-'58	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. .. dollar	1,166,500	5	" "	'90-'94	95½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1876	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	108½
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'73	108½
.. —	720,000	6	" "	'74-'75	105
.. —	1,430,000	6	" "	1876	104½
.. — .. .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63....	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	95½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	97½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	99½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	896,000	7	" "	1866	....
.. —Bounty Loan	463,000	7	May & Nov.	1900	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	91½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90½
Nebraska—(No Account).....	.....	...	....	.....	...
Nevada—(No Account).....	.....	...	....	.....	...
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105
.. —	5,726,800	6	" "	1873	102½
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	6	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	107½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	49½
.. — .. (new).....	3,969,045	6	" "	'92-'98	27½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	38½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1881	100½
.. — .. (").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —Coupon Loans.....	1,642,128	5	Jan. & July.	1870	100
.. —	4,724,000	5	Various.	'72-'82	102½
.. —Inclined Plane Loan.....	112,000	4½	Jan. & July.	1882	....
.. —Redemption Loan of 1867.....	400,000	6	April & Oct.	1879	103½
.. —	4,907,150	6	Feb. & Aug.	1872	105½
.. —	7,909,600	6	" "	1877	105½
.. —	9,273,050	6	" "	1882	108
.. —Military Loan.....	910,200	5	" "	'72-'87	....
Rhode Island—War Loan of 1861.....	2,820,750	6	" "	1871	104
.. — .. of 1862.....	30,500	6	April & Oct.	1871	100
.. — .. of 1863.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1864.....	776,000	6	Jan. & July.	1893	99
South Carolina—Fire Loan, 1838	881,000	6	Feb. & Aug.	1894	101½
.. " — .. (stg.).....	314,454	6	J. A. J. & O.	1870	....
.. —State House Loans.....	484,445	5	" "	1868	....
.. —Blue Ridge R. R.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Funding Bonds	1,000,000	6	" "	'75-'79	....
Tennessee—State Bonds	1,282,971	6	" "	'70-'90	60
.. —	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —Railroad Loans	1,706,000	6	" "	"	....
.. —Railroad Endorsements	25,903,000	6	Jan. & July.	long.	64½
.. —Funding Bonds	2,172,000	6	" "	Var.	....
Texas—No legal debt.....	4,677,950	6	" "	"	64
Vermont—State Bonds.....	.....	...	.....	.....	...
.. — .. Certificates.....	1,026,000	6	June & Dec.	'71-'78	109
Virginia—State Stock.....	201,000	6	" "	'71-'78	....
.. — .. Bonds	20,653,962	6	Jan. & July.	long.	64½
.. — .. .. stg.....	10,963,000	6	" "	"	....
.. —Funding Stock.....	2,331,500	5	" "	"	....
.. — .. Bonds	2,880,801	6	" "	1870	62½
.. —Guaranteed Bonds.....	3,446,000	6	" "	'80-'90	....
West Virginia—No Debt.....	1,735,380	6	" "	Var.	....
Wisconsin—War Loan Bonds.....	.....	...	.....	.....	...
	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	91½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,000,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,600,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,800	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sks fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850	579,500	6	" "	"	1890	95⅛
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	651,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	89
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	28½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	80
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	91
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1890	....
Camden and Amboy:						
Sterling Bonds, sks fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92
Loan for $2,500,000	866,000	6	June & Dec.	" "	1889	91
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	96
Camden and Atlantic						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $250,000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	125,000	8	Jan. & July.	Boston.	'69–'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	82½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,600,000	7	April & Oct.	New York.	1916	36½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
2d Mortgage	394,000	7	May & Nov.	New York.	1876	103
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	86½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	96½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1895	103
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	95½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	187–	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,353,000	7	Jan. & July.	" "	1893	101
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1885	85
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	109
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July	New York.	1901	....
Chicago and Milwaukee, (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	92½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	94½
Funded Coupons	755,000	7	May & Nov.	" "	1883	94
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	93½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	88
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	92
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1885	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1896	98½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1890	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1894	60
3d Mortgage	500,000	8	Jan. & July.	" "	1883	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1896	73
2d Mortgage	2,000,000	7	Jan. & July	" "	'77–'87	80½
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1898	....
2d Mortgage	800,000	7	March & Sept.	" "	1898	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1866	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	82½
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'65–'90	94½
Cleveland and Mahoning:						
1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,000	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	101½
3d Mortgage (or 2d Extension)	1,358,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,104,344	7	" & July.	" "	1892	81
Consol. S. F. Mort. 5,000,000	650,000	7	May & Nov.	" "	1900	88

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	101
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage sink. fund	15,000,000	7	April & Oct.	New York.	1908	85
Consol. 2d Mortgage sink. fund	5,000,000	7	Feb. & Aug.	" "	1909	62½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1883	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	99
Connecticut River:						
1st Mortgage	250,000	8	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	793,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,892,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000.	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000.	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General) for $2,600,000.	1,633,000	7	March & Sept.	" "	1891	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	928,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92
Detroit and Pontiac (Det. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1880	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	94
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1886	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1860)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	65–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	101½
1st Mortgage. (Essex Railroad)	214,000	6	Jan. & July.	"	1876	90
Bonds of 1863	500,000	6	March & Sept.	"	1893	90
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov	New York.	1897	98½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95
3d Mortgage	6,000,000	7	" "	" "	1883	91
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	85
5th Mortgage	926,500	7	June & Dec.	" "	1888	81½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	93½
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	'70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £40,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	87½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	83
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	102
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	100
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York	1885	103
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	93½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1886	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	76
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	900,000	6	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1893	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1850	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	86
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	82
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortg., dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1892	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101
2d Mortgage	2,693,000	7	" "	" "	1877	98
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1895	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	103½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	93½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$417,500	7	Jan. & July	New York.	877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	6*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1862	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1862	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1896	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719.500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'82	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1907	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1868	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	99
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,936,626	6	May & Nov	New York.	1883	91½
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	90
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,000,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1868	1,797,000	7	Feb. & Aug.	" "	1903	91½
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'72–'76	99
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	82½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	65
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1890	93
Chattel Mortgage	360,000	10	April & Oct.	"	1887	113
2d Mortgage	276,500	7	May & Nov.	"	18—	99½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	91½
Northern New Hampshire:						
Company Bonds of 1854	120.000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1875	104
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	" "	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	98
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	87½
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	85
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	97
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	82
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79½
Va. State Loan	249,962	6	" "	" "	1887	....
Orange Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1890	94½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama.						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. }	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1900	90½
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'60–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	94
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	200,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	256,000	6	—— & ——	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (General)	5,000,000	6	" "	"	1881	94
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	200,000	7	Jan. & July.	"	1885	86½
Philadelphia, Germant. & Norist						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	....
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-45 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	143,500	6	" "	"	1886	98½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	79
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	388,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1550	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	91
Port Huron and Lake Michigan						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	" "	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	77
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'60–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	56
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	660,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell.						
1st Mortgage	525,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	..
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1875	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,044	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	282,356	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	6	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	80½
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	83
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	82
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	70
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M.(L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	87
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T., W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	82
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	500,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	85½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95-'99	....
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N.Y. & Boston	'87-'89	76
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	77½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	8*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	46
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	104½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	293,200	7	" "	New York.	1959	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1900	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	72½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	81
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1868	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1854	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1876	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	985,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1890	96½
Western (Boston and Albany).						
Sterling Loans, £800,900	2,061,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	98
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90½
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	.....	.....	....	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,97[illegible],000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1875	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1888	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1888	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1861	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1900	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	831,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	den and	A	mboy R. R.)			
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "		1884	85½
3d Loan	2,000,000	6	" "	"	1897	91½
Gold Loan	2,0 0,000	6*	.....	"	1884	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	85½
Convertible Loan	1,495,579	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Essex):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85½
2d Mortgage	302,750	6	" "	"	1876	78
Boat Loan	232,057	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	58
Improvement Loan	1,601,670	6	May & Nov.	"	1876	75
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1875	48
Preferred Interest Bonds	225,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	12½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Locomotives.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. & E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	•			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.....Alabama									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York	7,185,162	•			2,149,200	4,175,000			142.0	421,816	9,214,589	7,020,858	697,846	237,353	—	100	87½
Jan. 31, 1870	132.0	—	23.0	48.0	22	19	6	425	Allegheny Valley.....Pennsylvania	7,913,532	•			2,169,560	7,550,564	531,114		132.0				1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	116	Androscoggin.....Maine	800,000					425,000			68.0	118,080			196,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire	506,000				346,018	150,000			—	(Leased	to Cheshire.)			7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama	1,200,258	•	47,945	89,913	1,232,200	47,000	12,811	46,881	86.7				362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.					30,000,000	29,999,000			505.7	3,844,135	42,662,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia	5,785,183				3,940,489	2,000,000			285.7	461,575			784,340	274,532	—	100	79½
May 31, 1869	96.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶.N.Carolina	2,178,960				1,795,225	200,000	102,991	81,538	96.0				106,801	22,606	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	•			2,494,900	3,483,992				(Leased	& oper. by	Grand Trunk of Canada.)			4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris..N. Y.	217,345				194,250	20,000			15 5	20,032	498,333	44,213	30,125	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	316	149	136	5,153	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,288	5,026,461	16,190,943	711,871	16,267,862	8,751,750	724,[illegible]	20,361,676	379.6	6,640,721			8,724,916	2,968,809	8	100	128
									Washington Branch ¶.....Maryland.	1,650,000		377,661		1,650,000	20,000		357,661	30.0	418,895			415,924	277,508	10	100	125
									Parkersburg Branch.....W. Virginia.									103.6	691,644			536,033	L158,572	—	100	....
Dec. 31, 1869	29.0	20 0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	•	289,805	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434			513,355		—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware.....New Jersey.	3,946,852	•			995,800	2,244,500	902,636		79.0	298,128			848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	•			232,000	700,000			59.0	(Operated	by Bondholders.		—No returns.)		—	100	....
Sept. 30, 1871	21.2	—	—	—	—	—	—	—	Berkshire.....Massachusetts.	600,000				600,000								42,000	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346				250,000				—	(Leased	to Fall Brook Coal	Co.)			7	100	....
Sept. 30, 1871	200.4	49.6	238.5	—	103	118	40	3,045	Boston and Albany.....Mass. & N. York.	21,538,629	•	3 546,638	751 902	19,154,800	1,764,520	2,468,621	2,390,506	268.6	2,577,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	155
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	2??	Boston, Clinton and Fitchburg.....Mass	1,601,018	•			100,000	68,750	872,600	800,500	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal.....N. H.	2,850,000	•	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.8	.....	7,510,140	4,187,460	524,564	135,263	6	100	78½
Sept. 30, 1870	112.5	—	16.8	....	22	25	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....								172.5	396 556	11,608,003	5,936,796	470,732	110,948	—	100	2
Sept. 30, 1870	28.7	10.6	19.0	—	32	33	18	790	Boston and Lowell.....Mass.	2,653,300	•	618,198	529,882	2,215,000	955,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,893	8	100	140
Sept. 30, 1870	74.8	8.5	64.8	—	46	80	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	•	286,631	16,626	4,471,274			1,000,[illegible]7	144.0	849,692	44,032,919	13,399,512	1,563,658	511,561	10	100	1524
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	•	504,422	.....	3,700,000			504,422	63.0	454,853	22 6 6,449	12,499,276	1,049,125	278,807	10	100	153½
Sept. 30, 1869	28.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500				2,286,000	583,500			—	(Leased	to Erie.)				—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.....N. Y. & Penn.	1,446,988	•			428,717	700,000			87 2	121,957			225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,087	Buffalo and Erie.....N. Y. & Penn.	7,008,901	•			6,000,000	4,000,000			88.0	989,627			1,888,262	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780								—	(Leased	& oper. by	Grand Trunk of Ca.)	96,328		—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	426	Buffalo, New York and Erie..New York.	3,396,088	•			950,000	2,389,000			—	(Leased	and operated by Erie.)				7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127				428,472				1.60	28,606	664,730		49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000			2,500,000	1,500,000			—	(No returns 100 miles recently completed.)					—	100	....
Apr 70, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	•			1,633,000	9,957,000			279.0				921,467	527,627	—	100	93
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	•			5,000,000	9,751,335			92.3				4,229,064	1,257,425	10	100	116
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	•			1,120,805	990,000			60.2				320,677	124.583	—	100	15
Dec 31, 1869	23.0	7 1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362				332,925	300,000			—	(Leased	& oper. by	Camd & Amboy.)	42,447	3	100	....
Sept 30, 1870	64 8	1.4	3.0	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	•	42,260	64,078	915,577	125,000			66.2	114,150	4,361,462	1,159,260	212,924	52,010	5	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	609,380				447,000	200,000	202,205		—	(Leased	and oper. by West Jersey.)				6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	•	.....		420,900				34.0	85,576			150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	595	Catawissa.....Penn.	3,826,500	•			3,350,500	445,350			67.5	307,310			625,132	178,342	—	50	20
Sept. 30, 1869	34.0	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110				589,110				—	(Leased	to Dela., L. and W.)		54,000		9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000				1,701,000	1,701,000			—	(Leased	and oper. by Illinois Central.)				—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000				8,000,000	7,620,000			—	(Leased	and oper. by Chic. and N.W.)		475,300		—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	•			4,666,800	786,000			284.0	974,915			2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	•	docks, &c		15,000,000	3,400,000			74.0				4,010,122	1,367,958	—	100	106½
Jun. 30, 1869	137.0	—	25.3	—	44	28	25	667	Central Ohio.....Ohio.	5,506,935	•	.....		3,000,000	2,500,000			137.0	553,750	9,985,213	16,515'195	970,890	49,521	3½	100	28½
Dec. 31, 1869	742.0	1.0 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922				40,097,290	58,905,777			742.0	2,809,227			5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R.. Kansas.	4,200,000	•			1,000,000	3,200,000			100.0			(No returns.)			—	100	....
Dec. 31, 1869	194.8	—	13.2	—	18	10	5	126	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	•	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6				463,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000				380,000				—	(Leased	to Erie & N.Centrl.)		30,000		6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	•			291,222	225,000			40.0				42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	•				3,288,692										—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire.....New Hampshire.	2,689,307	•	313,665	58,825	2,085,925	807,000		103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900				871,900	500,000	437,500			(Leased	to Phila. and Read.)		101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	•	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397			4,681,563	2,004,970	10	100	114
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	150
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	•			1,500,000	1,000,000			73.0			(No returns.)			—	100	....
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	5,000,000				3,916,000	810,000			—	(Leased	and oper. by Chic. and N.W.)		557,950		10	100	119½
May 31, 1870	803.1	—	166.8	—	259	184	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	•	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3 478,419	9	100	80½
Mar. 31, 1870	493.0	50.5	98 0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	•	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8	100	111½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick					500,000	500,000			—						—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	320,249	375,925	60.1	498,270			1,191,457	611,483	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477				500,000	1,500,000			27.2	153,550	2,500,000	5,550,000	283,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	•			1,000,000				—	(Leased	and oper. by Kentucky Central.)				—	100	....
Jun. 30. 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062				3,027,450	2,033,000	776,398		98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec [illegible]868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000				400,000	400,000			—	(Leased	to Ind., Cin. and Laf.		54,000	54,000	—	100	....
Ma[illegible] 70	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395		42.0	.....	.....	.....	105,752	28,305	—	100	....
Ju[illegible] 9	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	6,700,00[illegible]	•	107,[illegible]	167,866	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	705,469	145,405	—	100	22½
Ju[illegible]	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	•	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340 5	49.9	61 7	—	83	47	24	1,435	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	...	...	...	11,620,000	1,997,000	...	...	390.4	2,155,248	29,770,918	55,130,680	2,962,614	929 384	7	100	844
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,346	397,981	...	...	...	2,056,750	1,652,100	...	...		(Leased	to Atl. &	Gt. Western.)	...	...	8	100	...
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,516	2,283,265	...	...	...	6,300,475	3,883,500	...	610,497	225.0	1,665,141	...	...	2,383,670	908,306	8	50	109
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,091	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,539,369	*	...	...	...	13,000,000	18,814,000	1,725,369	...	588.0	3,655,909	35,605,620	41,064,196	3,529,411	262,452	—	100	194
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio	2,034,200	*	...	...	...	1,786,200	248,000	...	...		(Leased	& operate	d by Little	Miami.)		6½	100	...
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire	1,500,000	*	138,029	92,610	1,500,000	...	...	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	157
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	61	Concord and Claremont	New Hampshire	698,258	*	...	...	595,587	374,500	300,000	...	27.0	39,460	556,055	361,137	75,430	27,338	—	100	...
Mar. 31, 1869	41.0	—	8 2	—	—	—	—	—	Concord and Portsmouth	N. Hampshire	1,108,859	—	...	...	350,000	...	...	...	...	(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.5	—	12.0	—	76	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	11,573	153,938	2,087,888	795,000	208,879	68,929	110.3	190,400	3 747,271	4,799,290	529,347	192,184	6	100	91
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River	Massachusetts.	2,100,430	*	164,864	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,964,321	6,466,931	591,972	197,174	10	100	140½
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	215,000	...	1,278,300	1,000,000	...	...	...	(Leased	to Phila.	& Trent.)	...	...	...	50	...
Mar. 31, 1869	14.6	—	1.1	—	...	...	...	...	Contoocook River	New Hampshire.	257,000	—	...	...	200,000	30,000	...	...	14.6	(Oper.	by Northe	rn N. H.)	38,458	16,981	—	100	...
Dec. 31, 1869	34.0	—	19.0	—	23	6	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	...	...	1,500,000	3,443,000	...	...	34.0	337,200	...	...	791,063	75,118	—	50	...
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	...	1,316,900	352,300	...	...	74.0	226,576	...	...	523,993	143,479	8	50	110
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,783	11,200	26,391	400,000	300,000	...	6,454	28.0	93,222	1,549,669	959,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	315,910	15,600	300,000	...	413,150	510,000	...	...	...	(N	ot yet in o	peration.)	...	...	...	—	100	...
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	...	...	3,000,000	2,000,000	...	...	...	(U	nder cons	truction.)	...	...	...	—	100	...
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,557,068	667,268	...	261,099	2,393,140	4,278,300	112,579	...	141.4	...	...	...	1,061,856	421,277	—	100	...
Jun. 30, 1869	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	...	...	76,000	527,449	12,768	...	31.8	76,128	72,188	60,571	118,420	17,479	—	100	...
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	—	...	...	309,276	715,000	...	...	...	(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	...
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	—	...	...	891,206	892,750	...	...	253.4	[Leased	and oper.	by Phila.,	Wilm. an	d Balt.]	6	100	...
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	...	...	14,100,600	3,3 8,000	2,190,000	...	184.0	1,820,253	...	...	2,417,324	637,845	10	50	104½
Dec. 31, 1869	235.0	—	16.0	12.0	25	10	10	515	Des Moines Valley	Iowa.	8,182,500	*	...	...	3,872,500	4,310,000	...	...	...	...	...	...	830,241	365.392	—	100	...
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*	111,886	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	...	...	1,615,618	666,267	—	100	...
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	—	...	...	480,000	...	...	...	...	(Leased	and operat	ed by Bo	ston & M	aine.)	6	100	...
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	...	(Leased	& oper. by	Ill. Centr.)	1,290,589	...	7	100	80
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*	...	...	1,000,000	550,000	...	...	79.0	...	...	...	188,832	...	—	100	...
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	—	...	...	280,000	...	...	...	...	(Jn	progress.)	...	...	...	...	—	100	...
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—	...	...	700,000	1,000,000	...	...	...	(Leased	to Boston,	Hart.&Fis	hkill.)	...	...	100	...
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	2,500	...	89,800	175,000	2,000	...	...	(Leased	to Pennsy	lvania.)	...	...	...	50	...
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	610	Eastern ¶	Massachusetts.	6,783,262	*	900,578	171,922	4,062,660	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	120½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	...	...	280,000	570,000	...	...	...	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	...
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	...	...	392,550	...	...	...	...	(Leased	to Phila.	& Readin	g.)	...	6	50	...
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—	...	...	1,209,200	495,900	...	...	...	(Leased	to Phila.	& Readin	g.)	...	7	50	84
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	539	East Tenn. Va., & Georgia ¶	Tenn. & Ga	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	270.0	...	...	...	1,278,864	562,682	—	100	...
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶	Tenn.	...	...	...	...	(Consolid	ated in t	he East	(Oper. by	Tennessee, Virginia and Georgia.)	...	...	...	...	...	—	...	...
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.	...	...	...	...	...	...	...	...	Evansville, Henderson & Nashv.)	...	...	...	...	...	—	...	...
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	...	...	500,000	...	...	...	...	(Leased	to Northern	Central.)	25,000	25,000	5	100	...
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	N. Y.	2,268,000	352,000	...	...	1,000,000	1,620,000	...	...	...	(Leased	to Northe	rn Cent.)	562,933	loss.	5	100	56
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	...	...	78,536,910	23,398,800	...	...	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	224
Oct. 31, 1869	88 7	8.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	...	990,600	2,577,590	...	57,800	101.2	484,530	...	...	824,611	383,028	—	50	...
Dec. 31, 1869	56.0	—	5.0	52.0	5	5	1	98	European and North American ¶	Maine.	2,094,883	148,659	...	...	...	3,000,000	...	...	...	58,493	...	...	129,726	56,198	—	100	...
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*	...	...	(Owned	by Domi	nion of	Canada.)	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	...
Jun. 30, 1869	23.5	—	....	5.45	—	—	—	—	Europ. & N. American W. Div.	N. Bruns.	1,743,037	—	...	...	803,750	1,853,907	18,001	...	...	(No	t in comp	lete opera	tion.)	...	...	—	100	...
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,317	132.0	306,838	...	...	516,804	166,699	—	100	...
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	...	...	...	...	...	...	...	...	64.0	...	...	...	...	...	—	100	...
Sept. 30, 1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*	21,174	491	150,000	...	289,450	...	5.8	10,846	350,016	...	26,815	3,800	—	100	...
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	...	...	90,000	...	...	60	...	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	...
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg	Massachusetts.	3,640,000	*	300,579	200,661	3,640,000	...	...	501,231	93.7	538,088	20,328,234	13,563,559	1,085,937	252,285	8	100	136½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	...	...	150,000	100,000	100,000	...	...	(Oper.	by Belvide	re Delaw	are.)	...	—	100	...
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,269,094	*	173,976	1.149,692	1,099,100	1,867,500	441,208	124,884	90.0	208,113	...	...	466,737	232,707	—	100	...
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	8?	*Florida*	Florida.	5 300,000	*	...	...	3,000,000	2,300,000	...	...	154.0	...	...	...	...	...	—	100	...
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	—	...	...	800,000	1,500,000	...	...	...	(Not	in complet	e operatio	n.)	...	...	—	100	...
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	27	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,266	...	230,845	...	94,266	...	23.0	12,800	...	...	69,807	2,038	3	100	...
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	...	...	...	...	...	575,000	...	...	52.0	[Operat	ed by Rec	eiver.]	...	...	...	—	...	...
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia	4,156,000	*	1,283,369	595,500	4,156,000	615,500	388,618	886,260	232.0	801,823	...	...	1,352,029	501,807	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.	...	...	...	...	...	...	...	...	40.0	[In progr	ess and n	o part in c	ompl te o	pern'n.]	—	100	...
Dec. 31, 1869	94.0	—	6 5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	—	...	...	1,000,000	1,000,000	...	...	...	(Owned	and oper.	by Mich. Ce	ntr. since A	pl. 1870.]	—	100	...
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶	Canada.	90,720,565	*	...	...	...	...	...	...	1,380.0	7,071 893	...	...	7,153,924	1,607,681	—	100	...
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,529	Great Western ¶	Canada.	25,027,287	*	1,968,248	877,019	18,202,126	3,656,415	783,218	280,595	334.5	2,676,393	...	...	3,934,114	1,780,516	4	100	...
Dec. 31, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	...	1,510,374	1,902,157	...	...	164.2	125,000	...	...	366,528	146,211	—	100	...
Sept. 30, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,073	*	...	...	8,000,000	8,938,000	1,009,073	...	275 0	...	...	...	2,941,997	...	—	...	89½
Aug 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	...	...	1,182,550	700,000	...	23,000	...	(Leased	to Pennsy	lvania.)	...	...	7	50	112
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut.	3,407,286	*	...	...	4,800,000	744,000	...	...	75.0	578,810	...	...	1,568,382	513,594	10	100	165
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.	Conn. & R. I.	4,704,866	*	...	...	2,037,939	2,055,500	...	...	130.1	470,699	12,592,276	5,172,157	848,562	79,028	—	100	...
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,459	41,840	104,900	...	1,809,565	500,000	100,000	...	32.0	20,800	...	...	60,495	3,008	—	100	...
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2,000,000	291,000	123,708	155,257	119.8	...	...	...	743,808	166,231	—	100	...
Dec. 31, 1869	144.0	58 0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶	Texas.	5,600,000	*	...	...	3,000,000	2,600,000	...	...	125.0	...	...	...	1,040,400	601,933	—	100	...
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	91	Houston Tap and Brazoria	Texas.	...	...	...	...	...	...	...	...	50.0	[Is being	g continue	d to Whar	ton Color	do Riv.]	—	100	...
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,537	*	...	...	16,020,000	4,309,220	...	...	150.0	1,978,880	106,998,816	114,943,123	6,484,967	2,713,490	8	100	...
Oct. 31, 1869	44.0	14.8	12.0	—	18	3	3	58	Huntingdon and Broad Top Mt	Penn.	2,202,174	*	...	...	706,580	1,927,614	...	...	58.8	191,777	...	...	291,564	5,882	—	50	...
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,500	...	970.9	5,414,403	53,206,016	253,336,118	8,823,482	3,052,616	10	100	138½
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Read in	progress	is now o	perating	St. Louis	Alton &	T. H. R.	R.)	194.0	...	...	...	1,774,867	Loss.	—	100	...
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*	...	...	5,685,497	7,368,931	675,628	...	289.0	1,205,656	...	...	1,921,274	707,492	—	100	64
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	...	...	...	...	...	...	...	...	75.0	...	...	...	...	...	—	100	...
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	...	...	...	...	...	...	...	...	...	[Project	ed.)	...	...	...	—	100	...
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*	...	...	132.411	35,000	...	...	13.0	24,000	234,368	664,541	73,307	11,855	—	100	...
Oct 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	...	400,000	180,000	...	...	11.0	...	...	...	32,361	22,727	—	50	...
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	182	*Jackson, Lansing and Saginaw*	Michigan.	2,698,023	*	...	87,031	515,465	1,895,000	143,196	131,393	116.0	...	...	...	391,849	212,727	—	100	...
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jamestown and Franklin	Penn.	1,765,248	—	35,000	...	603,077	1,000,000	658,228	...	...	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	...
Dec. 31, 1869	108.0	52.0	17.9	—	37	26	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,533	413,927	2,000,000	3,100,000	587,179	1,632,923	226.0	...	...	...	1,140,099	408,486	—	100	40
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	...	...	1,500,000	500,000	...	...	...	(Leased	and oper.	by Chicago	& Alton.)	...	7	100	91
Dec. 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	...	...	300,000	800,000	...	...	...	(Leased	and oper.	by Michigan	Central.)	...	8	100	...
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	...	...	180,250	800,000	...	...	4.6	16,472	1,040.193	5,589,807	107,612	49,533	—	100	...
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	36	11	1,026	Kansas Pacific	Kansas & Col.	...	...	...	...	5,072,500	...	...	...	439.0	963,512	...	...	2,225,850	859,670	—	100	...
Dec. 31, 1869	99.0	—	11.0	—	21	12	10	300	Kentucky Central	Kentucky.	...	...	...	...	...	1,200,000	(St k sw	amped.)	112.0	...	(Operated	by boudh	olders.)	...	—	100	...
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	...	...	...	...	...	...	...	...	16.0	[No	returns.]	...	...	...	—	100	...
Dec. 31, 1869	81.0	—	1.3	24.0	5	5	1	20	Knoxville and Kentucky ¶	Tennessee.	...	...	...	...	...	...	...	...	31.0	[No	returns.]	...	...	...	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line	Branch Line	2d Track and Sidings	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	0.0	—	21.0	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,690	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	903.9	.....	.....	.....	12,945,598	5,084,071	8	100	98¼
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,887	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,159	.....	209.5	2,226,474	.....	.....	1,945,598	748 960	—	50	....
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	.....	.....	.....	4,936,591	1,819,315	10	50	120½
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	25,980	880,705	33,823	42,100	4,277	—	100	....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....	—	(Op	erated by	L. M. and	Col. & Xenia.)	—	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1 1	869 to Pb	g Cin'& S	t. L.at	80,000p.a.	] 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	100	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	89
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore. New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71.601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	27.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,545	—	100	44
Jun. 30, 1870	186.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,706	*	3,555 951	1,176,690	8,650,912	8,478,000	805,465	748 977	381.6	1,600,947	27,330,015	57,885,740	2,964,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence... Massachusetts.	363,158	—	.....	15,133	200,000	67,700	11,529	3,608	—	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	—	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869, n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	.....	.....	.....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220 907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	—	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	.....	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,580	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49.500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621.977	942 664	132,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1 6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	.....	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	—	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1.582.000	99,842	.....	82.6	299 091	.....	.....	408,525	464	—	100	
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	.....	130.6	457,576	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	.....	100	....
May 31, 1870	284.8	—	57.1	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,037	396,180	13,225,848	3,629,989	175,433	595,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	117½
Sept. 30, 1869	13.0	—	0.5	—	—	—	—	—	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50 966	.....	—	(Oper.	by Erie.)	.....	44,068	14.434	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Millstone and New Brunswick..N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	.....	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	54½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	.....	.....	.....	—	(Leased	to Phila.&	Reading.)	305.282	305,282	8	50	102¼
Dec. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	99.2	—	4.9	—	10	9	6	94	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,881	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	.....	.....	(Southern	R.R. Asso	ciation L	easeess.)	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,233	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Girard*.....Alabama	1.294,430	150 766	284,206	85,468	1,232,728	531,500	50.643	.....	83.5	.....	.....	.....	131.376	27,270	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Sept. 30, 1869	23.0	—	2.6	—	4	4	2	35	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625.721	.....	66,211	12,914	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1 000 0	0	.....	.....	23.0	24,1 8	617,707	856,855	79,971	6,857	—	100	....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Sept. 30, 18 0	14.6	—	3 0	—	14	17	8	350	Morris and Essex .....New Jersey	9,759.062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	(Leased	to Dela., L	acka. and	West'n.)	.....	7	100	89½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashua and Lowell.....N. Hamp. & Mass.	737,706	*	57,982	78.675	720,000	.....	.....	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1.900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Dec. 31, 1869	172 5	—	4.7	—	20	4	2	193	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172 5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464.050	.....	.....	.....	(Operat	ed by Loui	sville & N	ashville.)	.....	.....	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71.547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	New Bedford and Taunton.....Mass.	500,000	*	19 ,154	.....	500,000	172,500	—	124 078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	(In han	ds of bon	dholder	s.)	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	—	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P. Ft. W. &	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	—	.....	.....	150,000	.....	.....	.....	—	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250 000	850,000	.....	.....	—	(In	cluded in	United Co	mpanies)	.....	10	100	118½
Dec. 31, 1869	73.8	8.5	7.1	—	—	—	—	—	New Jersey Southern.....New Jersey.	5,500.000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	2'6,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65 493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483.906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	54
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	—	.....	.....	[Owned	and oper	ated by	Charles	Morgan	of New	York City.]	.....	.....	.....	.....	.....	46
Sept. 30, 1869	297.8	296 0	470.0	—	292	297	94	6.274	New York Central .....New York.	37,603 697	*	.....	.....	51,831,000	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474.419,753	15 586,616	6,531.131	8	100	
Sept. 30, 1869	441.8	29 0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N Y.	57,523.234	*	.....	.....	9,000,000	15,707,946	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,553	9,244,621	8	100	9¼
Sept. 30, 1869	5.0	—	....	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,962	.....	—	.....	.....	.....	.....	.....	—	100	
Sept. 30, 1869	130 8	2.1	45.5	—	41	61	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	127½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,712	114,677	6,000,000	1,061,500	300,246	883,528	76.8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	147½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cour	se of con t	ruction)	.....	.....	—	100	
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centra	l.)	60 000	6	100	92
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479.355	*	622,891	.....	1,798,000	793,000	263,717	.....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	225.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102.629	682,706	223.0	.....	.....	.....	658,117	257,000	—	100	
Feb. 28, 1869	102.0	—	....	—	12	12	6	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	11 26,175	23,701	1,063,950	646,000	276,937	23,120	102.0	.....	.....	.....	264,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	113.0	—	—	—	North Louisiana and Texas	La											72.0							—	100	
Feb. 28, 1870	253.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000					7,500,000	13000,000			351.0				2,084,486	432,124	—	—	21	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,089,106	965,987	991,004			3,150,000	5,583,439	133,476		67.7	460,143			1 132,731	463,114	8s	50	90½	
Dec. 31, 1869	56.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	56,788	415,407			5,676,877	289,010	8,218	97.6	404,631	5,252,948		671,076	168,918	—	100		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,332	Northern Central ¶	Md. and Penn.	10,586,586	2,989,134				6,000,000	7,005,500	592,582		382.4	1,469,366			2,928 468	977,748	6	50	82	
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767			3,068,400	115,600			82.5	409,036	6,935,262	19,110,486	659,626	256,271	8	100	115	
Mar. 31, 1870	59.4	7.0	12.3	—	21	20	—	642	Northern New Jersey	N. J. and N. Y.	527,452	*				1,100,000	400,000			35.3	46,773			326,369	65,764	8	100		
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	158,311		2,364,400	776,000		227,017	66.0	349,958	5,909,914	9,312,721	614,199	191,642	10	100	112½	
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Prov	incial Gov	ernment.)			145.0				281,138		—	100		
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922		122.0	532,120		31,199,413	1,045,222	356,839	6	100	87	
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,595,583	120,754	23,714,125	6,152,880	492,321			340.0	1 926,156	30,469,353	69,538,274	2,915,547	643,720	—	100	42½	
Dec. 31, 1869	340.0	53 0	....	—	26	43	24	1,269	Oil Creek and Allegheny River	Penn.	6,830,158	830,282	45,000		4,259,450	3,170,000				98.5	406,010			2,014,427	978,925	10	50	94½	
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604	4,969,020	2,879,000		418,269		142.7	770,769	35,486,808	7,461,065	1,276,845	474,713	6	100	59	
Sept. 30, 1870	130.5	12.2	32.4	—	38	73	18	490	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,882	43,262	2,488,757	4,350,546	1,019,395	47,357		270.2	497,198	9,196,620	9,069,150	919,122	407,339	—	100	72	
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	554	Orange and Newark	New Jersey.	800,000	*			300,000	500,000				9.0				169,088	29,747	—	100		
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Oswego and Rome	New York.	925,999	*			300,000	610,000					(Leased	to R.W &	Ogdensb.)	125,564	62,782	—	100	....	
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000				36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			3,406,034	7,793,742				336.0	1,764,760			3,213,058	894,345	—	100		
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			7,000,000	3,784,136				47.6		nine m	onths.	1,105,219	340,861	—	100	72½	
Sept. 30, 1870	47.6	—	....	—	15	23	—	151	Panama	New Granada.	9,500,000				630,000						(Leased	to Erie.)			53,400	8	100	....	
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	1,000,000				500,000	500,000					(Leased	to Erie)					100	....	
Dec. 31, 1869	14.5	—	—	—	—	—	—	—	Paterson and Newark	New Jersey.	350,000				284,500	85,000					(Leased	to Erie.)			26,500	6	100	....	
Dec. 31, 1869	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	538,692				342,150	160,000	36,542				(Leased	to Camden	and Amboy.)			—	100	....	
Dec. 31, 1869	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	32,392,867	*			33,493,112	23,862,092	2,064,452			643.0	9,574,532			17,250,812	4,767,785	10	50	122½	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000			47.0						10	50	220	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,060	Pennsylvania Coal	Pennsylvania.												(Complet	ed Sept. 13, 1869.)							
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079				1,061,700	3,000,000					(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....	
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	*			1,200,000	600,000					(Complet	ed July 1,	1869.)				100	....	
Dec. 30, 1869	82.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000				83.0		(In pr	ogress.)				100	....	
Dec. 31, 1869	12.0	—	....	78.0	—	—	—	....	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000					12.0						—	100	....	
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894				82.3	164,357			245,634	97,975	3	100	....	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			21	800,000	291,686			46.0	124,224			196,672	9,272	—	50	....	
Oct. 31, 1869	287.6	2 0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974			289.6	2,273,856			3,262,705	loss.	—	50	52½	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900				24.3	376,303			697,620	287,492	10	50	165	
Dec. 31, 1869	98.4	382.0	394.8	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592				480.4	5,159,301	40,525,071	483,858,367	11,275 241	5,002,408	10	50	99½	
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	*	339,675		1,259,100		80,555			26.5				1,077.559	274,081	10	100	115½	
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,662,242	*	821,032	1,213,042	9,529,850	2,367,000	534,547	434,787		99.7	962,579			2,565,302	876,094	8	50	101½	
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184			201.0	1,849,510			2,434,101	531,833	—	50		
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917			72.0	425,341	4,912,563	16,286,331	608,919	207,354	—	50		
Oct. 31, 1869	468.3	—	189.2	—	210	121	54	3,181	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,580	*			19,583,948	13,563,000	72,093			480.6	5,263,584			8,131,581	2,891,199	9½	100	96	
Sept. 30, 1870	18.6	—	1.6	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,677				450,000										21,450	6	100	88½	
Dec. 31, 1869	63.0	9.8	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988				109.5	354,754			632,763	217,272	6	100		
May 31, 1869	57.3	—	6.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000					51.3	303,266			575,036	175,586	6	100	119½	
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000						(Leased	to Concor	d.)		24,500	7	100		
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496		26.0				80,083	22,015	—	100	110	
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500			15.0	37,960			112,672	21,542	—	100		
Sept. 30, 1870	43.4	1.0	14.5	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423	2,000,000	46,000	135,000	117,698		47.3	349,465	10,416,620	10,383,480	661,717	189,154	10	100	188½	
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000				97.0				208,000	141,000	3	100		
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	982,859			54.0	155,070			207,799	56,879	—	50		
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647		151.0	637,821	16,458,636	30,164,875	1,594,002	604,247	7	100	92	
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	288	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,062	95,480	4,000,000	2,680,700	228,674	1,906,158		190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100		
Sept. 30, 1869	76.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887		75.5				332,025	132,491	—	100		
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331			46.4	90,998	1,258,994	1,422,279	160,946	37,244	—	100		
Sept. 30, 1869	38.3	—	....	—	—	—	—	....	Richmond and York River ¶	Virginia.	1,260,000	*			650,000	600,000						(Not in o	peration.)			—	100		
Sept. 30, 1869	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0		(No	returns.)			—	100		
Sept. 30, 1869	141.1	48.5	23.4	—	35	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970		218.2	585,168	14,604,381	18 054.197	1,274,134	501,998	10	100	125	
Sept. 30, 1869	120.0	—	12.0	—	28	28	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,281,400		331,928			138.0	679,669	8,347,127	16,836,225	874,855	187,329	—	100	44½	
Dec. 31, 1869	132.0	—	....	—	—	—	—	....	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			4,340,000	6,700,000				132.0				753,000	376,000	—	100	72½	
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			10,000,000	4,000,000						(Oper. by	Ind. & St.	Louis.)	611,800	100	30½	
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*				2,725,000							about 90 000			100	48	
Dec. 31, 1869	150.0	—	....	—	—	—	—	....	St. Louis, Jacksonville and Chicago	Ill.					2,000,000	1,000,000				(Leased	to Chi. &	Alton.)		240,000	—	100	....	
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.		(Unfi	nished.)		1,500,000	4,500,000						(No	returns.)			—	100	....	
May 31, 1870	158.9	—	....	—	17	10	4	316	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*				2,020,000				(Leased	to Terre H	aute and I	ndianapol	is.)		—	100	....	
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.										257,004	2,776,680	3,570,874		373,448	138,411	—	100	....	
Dec. 31, 1869	100.0	—	8 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,762	*	152,860	81,980	2,782,616	166,000	581,072	79,614		189,152				338,693	179,941	—	100	....	
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	St. Paul and Sioux City	New Jersey.	278,328	*			180,550	100,000					(Leased	to West J	ersey.)		16,833	6	50	....	
Sept. 30, 1870	6.9	—	0.5	—	—	—	—	—	Salem	Massachusetts.	471,492	*		2,524	243,305	226,900	1,287							17,000	15,518	11	100	....	
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Salem and Lowell	Massachusetts.	3,212,566	*			904,882	2,307,742				116.3	271,076			429,212	101,024	—	100	....	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Sandusky, Mansfield and Newark	Ohio.	1,300,702	*			1,269,150	97,000	106,120			54.0	155,070			172,494	27,393	—	50	....	
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill and Susquehanna	Penn.					576,050						(Leased	to Phila. a	nd Reading.)			6	50		
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Schuylkill Valley	Pennsylvania.	576,841					210,000				80.0						—	100		
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Seaboard and Roanoke	Va. & N. Carolina.										119.3				282,215		—	100		
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	Selma and Meridian	Alabama.	2,163,564	*		549,007	999,050	796,830	801,180	25,521		200.9				460,000		—	100		
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,002	6,079,100						(Le	ased by N	orthern C	entral.)	6	50		
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000										—	100		
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*			1,227,000	800,000				45.5				61,504	22,091	—	100		
May 31, 1869	50.0	—	2.5	—	10	18	8	80	Shelby and Rush	Indiana.	187,663				100,000	37,800				20.0	(Oper. by	Jeff. Mad.	and Ind.)	32,448	7,408	—	100		
Dec. 31, 1869	101 8	4 5	8.7	—	12	4	3	134	Shore Line	Connecticut.	732,900	*			677,900	55,000				50.0				310,182	47,424	6	100		
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,256,320								234,476	90,000	—	100		
Dec. 31, 1869	16.0	—	....	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000				230,000	500,000					(Leased	and oper.	by Portland & Ken.)		36,000	—	100		
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Branch	New Jersey.	439,694				438,300						(Leased	& oper. by	Gen. of N.	Jersey.)	26,298	6	100		
Dec. 31, 1869	50.0	—	—	133.0	3	—	—	—	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	168,729	5,819,276	4,057,351	355,501				801,171				1,58 2,167	595,507	—	100		
Nov. 30, 1869	71.5	—	1.9	—	3	12	2	8	South and North Alabama	Ala.					1,800,000	1,000,000							(In progress.)			—	100		
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Shore	Massachusetts.	462,167	39,426		9,666	259,983	150,000	7,944	21,000		11.5	49,204	1,222,256	60,911	67,9 2	9,513	—	100		
Dec. 30, 1869	128 0	10.0	12.0	—	17	5	5	188	South Side (L. I.)	New York.	1,97 ,55	*			497,750	850,000				63.0	150,560	5,597.64	2,094 921	221 815	66.5.2	10	100		
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	32	South Side (Petersb'g & Lynchb'g	Va.	4,149,658	*	192.420	480,158	1,365,980	2,153,800	973,116	299,727		133.0	292,029	2,201,090	10,725,213	440,927	103,125	—	100		
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Central	New York.	4,500,000	(cost to	completion	n.)	3,000,000	1,500,000										—	100	....	
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	Southern Minnesota	Minnesota.							25,000p m			100.0				348,218	208,473	—	100	....	
July 31, 1869	143 0	114.0	22.0	26.5	30	14	18	396	*South Pacific* ¶	Missouri.																—	100		
									Southwestern	Georgia.	4,587,313	*		131,053	3,939,900	699,500	37,155	41,611		257.5	384,922			910,116	360,380	8	100	104	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Mass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	2.4	—	5	4	—	31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	.....	.....	751,296	647,380	126,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	3	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)		700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	.....	634	267,300	.....	.....	634	—	.....	.....	.....	8,591	7,956	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(In progress to be completed June 1870.)						50	....
Dec. 31, 1869	12.6	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	51.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York .N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,650	.....	.....	81.0	271,077	5,812,876	16,678,940	619,307	182,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	*	(Will form a part of the Rondout and Oswego Line.)													100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,224	400 000	.....	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	104
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	*	3,274,000	.....	654,000	2,620.000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,167,178	166,264	1,988,150	345,000	163,918	1,949,666	84.0	568,198	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843.402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	1,279,043	671,445	12	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	395.440	82,005	—	50	100
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western.O. I. & Ill.	23,390,000	*	1,078,807	.329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	1,072,995	.....	—	100	....
Sept. 30, 1869	35.0	—	8.8	—	12	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	178,592	4,989,322	4,950,807	4,252,343	1,200,938	—	100	54
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			629,680	236,987	—	100	49
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt & Mass. R. R.)			.....	.....	7	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,000	.....	.....	.....	swamped	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	82,000	—	50	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,945,978	*	5,591,000	654,530	33,762,300	107,307,360	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]			8,407,553	4,203,926	—	100	30
Sept. 30, 1869	29.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	6	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased by Vermont Central.)					8	100	103
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,306	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,805,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	226	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,253,273	456,651	.....	—	100	72
May 31, 1869	23.7	—	.....	.....	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)			.....	.....	2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	264	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	8,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929.186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.6	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased by Del. La. & W'tn.)			454,758	154,618	7	100	87
Sept 30, 1869	10.3	—	.....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	.....	—	.....	.....	.....	.....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)						7.0	.....	.....	.....	.....	.....	7	100	....
Dec 31, 1868	23.0	—	.....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	28 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	—	—	.....	93.0	.....	.....	.....	.....	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		.....	.....	.....	.....	—	[In progress.]			.....	.....	—	100	....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	68	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased No return for year.)			.....	.....	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	[No	w forming a division of the Milwaukee and St. Paul						—						—	50	81
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1.716 500	244,176	129,783	126.1	288,365	.....	.....	.....	.....	—	100	....
Aug. 31, 1869	94.0	—	.....	86.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operated during construction by M. & St. Pa'l.)			652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	.....	51.0	.....	.....	.....	.....	Whitehall and Plattsburg ¶....New York.	.....	.....	(No return.)		.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	20.0	13,430	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased to Boston, Con. and Montreal.)			12.000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no returns.)			.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.N. C. & S. C.	[W & M.	BR.sold	Jan.5, '70	$525,000.	5,000,000	.....	.....	.....	—	[no returns.]			139,261	82,375	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052.818	35,915	8,286	.....	734.812	789,300	.....	.....	19.3	1,857	(Leased to Northern Central.)		.....	.....	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶....N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Recently opened.)		1,254	.....	14,000	7	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶....Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	.....	.....	1,160,782	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	393,535	—	111,224	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	186,860	10	100	137
												.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.0	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2.433,350	—	—	—	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231.194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	117
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999.600	(See Cam. & Amb.R.R.)			161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	899,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	70
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 373,611	—	—	—	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. on preferred stock.)			431.246	184,848	—	100	33
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	94,149	4,300,000	1,961,000	.....	.....	364.0	—	—	—	735,303	268,436	—	50	52
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	.....	109.2	—	—	—	1,159,085	598,519	—	50	7
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	—	—	.....	2,002,746	2,682,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	14
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	11
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30, '70	0.06	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	2,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	21¼
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	85,267	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	1,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury. Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	12.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,782	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not in operation.)			—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74			9.0	100	100	103½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	525,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia.....N.Y.	42,643	34,825	—	1,337	5,450	4,162	5.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	55	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.38	275	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	46
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	343,021	123,493	19½	50	15	20½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	60	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,0-3	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	43
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	62,060	2½	50	7	16½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	100	100	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	108,700	74,000	9,272			—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	100	100	....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,360	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	82,500	11,462	78,378	6,258	—	25	9	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,000	7,000	34,108	6,299	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) .....Mass.	1,624,594	1,250,000	—	297,271	655,303	99,519	10.0	100	100	72
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,387	400,000	100,000	31,557	172,240	12,845	5.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	5,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,000	8,000	3,19-	1,920	1,920	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	800,000	500,000	—	109,088	29,747	—	100	100	....
Dec. 31, '68	8.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,810	80,754	20.	50	15	46½
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	50	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	25½
Oct. 31, '69	8.75	153	28	Pby., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,681	88,000	10,600	44,931	81,702	9,969	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton ....N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	15.00	554	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	50	82
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	115	28	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	225
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	5.	100	100	....
Sept. 30,'70	6.43	250	45	South Boston.....Mass.	418 891	400,000	—	13,283	200,996	35,061	9½	100	100	62½
Sept. 30,'70	2.47	25	4	Springfield.....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	10	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	5.	100	100	....
Oct. 31, '69	8.13	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	—	—	170,504	64,350	2	50	50	23½
Sept. 30,'69	3.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,565	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	40	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	Troy&	Lansh.	—	100	100	....
Oct. 31, '69	24.25	545	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	405,585	112,426	20	50	20	35
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	43,427	366,350	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	50	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	2½	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	28,845	14,750	—	10,049	7,887	Loss	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany).....N.Y.	312,454	240,000	131,000	—	105,759	28,624	11	100	100	....
Dec. 31, '68	5.50	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct. 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,908	400,000	100,000	—	393,752	93,936	10	50	50	65
Oct. 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	5,702	10	50	50	....
Oct. 31, '69	2.40	15	4	Williamsport.....Pa.	32,692	16,600	5,000	15,966			—	25	25	....
Sept. 30,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	5,650	3,010	4	100	100	18
Sept. 30,'70	3.69	40	16	Worcester.....Mass.	46,205	40,000	20,000	5,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J. & J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J. & J.	1882	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1875	....
Brooklyn, Prosp. P. & Flatb.: 1st Mortgage	278,000	7	M. & N.	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J. & J.	18—	....
Buffalo street: 1st Mortgage	316,500	7	J. & D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,200	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J. & J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J. & J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	196,000	7	J. & J.	1877	....
Germantown: 1st Mortgage	250,000	7	J. & J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J. & J.	18—	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage	130,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J. & J.	1874	98
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M. & N.	1878	....
Lombard and South st.(Ph.): 1st Mortgage	67,500	7	J. & J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1880	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A. & O.	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,000	7	J. & J.	1876	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J. & D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J. & J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J. & J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J. & J.	1881	....
2d Mort. O. & N. R. R.	500,000	6	J. & J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1881	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J. & J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M. & N.	1878	....
Quincy: Plain bonds	60,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J. & J.	1880	....
1st Mortgage	15,000	6	J. & J.	1880	....
Salem: 1st Mortgage	55,000	6	J. & J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	915,000	7	J. & J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J. & J.	1878	....
2d Mortgage	15,000	7	A. & D.	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J. & J.	1875	....
Real estate	500,000	7	J. & J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A. & O.	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J. & J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J. & J.	1897	....
West Hoboken: 1st Mortgage	61,000	7	M. & N.	1876	....
West Philadelphia: 1st Mortgage	100,000	7	J. & D.	1878	90½
Worcester: 1st Mortgage	20,000	6	A. & O.	1878	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	800,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,† guar....	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	....	....
Catawissa,* pref. and guar.	2,200,000	7	7	79½
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung, guar.	250,000	8	6	....
Cheshire, preferred	2,017,815	7	3	88
Chicago and Alton, pref.	2,425,400	7	10	115½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	89½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,761	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	520,309	7	7	....
Eastern (N. H.)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	81
Erie, preferred	8,536,910	7	7	45
Evansville and Crawfordsville pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.	5,078,224	....	....	96½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	106½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	29
" " 2d pref....	4,051,744	6	....	8
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	75½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107½
Ohio and Mississippi, pref.	3,500,000	7	7	73
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar..	1,099,120	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord†	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guarnteed	142,900	7	7	....
Rochester and Genesee Valley*	567,560	....	7	....
Rutland, preferred	....	7	7	81½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	54
Sandusky and Cincinnati, pref.	445,516	6	6	36½
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	300,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	83
Schuylkill Navigation, pref.	1,888,997	6	6	34
Union, preferred	....	....	6	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	....	....	6	....
Mariposa Mining, pref.	5,774 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	30 — @	34 —
Pig, American, No. 1		33 — @	34 —
Pig, American, No. 2		30 — @	33 —
Pig, American, Forge		30 — @	32 —
Bar, Refined, English and American		— — @	75 —
Bar, Swedes, assorted sizes	(gold)	85 — @	100 —
		—STORE PRICES.—	
Bar, Swedes, ordinary sizes		— — @	110 —
Bar, Refined		75 — @	80 —
Bar, Common		70 — @	— —
Scroll		97 50 @	125 —
Ovals and Half-round		97 50 @	125 —
Band		92 50 @	95 —
Horse Shoe		95 — @	— —
Rods, ⅜@3-16 inch		82 50 @	— —
Hoop		102 50 @	140 —
Nail Rod	per lb.	— — @	6½
Sheet, Russia, as to No.'s	(gold)	10½ @	11
Sheet, Single D. and T. Common		— 4½ @	6
Rails, English	(gold) per ton.	54 50 @	58 —
Rails, American, at Works in Penna.	c'y.	70 — @	72 —
Anvils, (Eagle)	per lb currency.	— 8 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va... (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	15 @	18
English Spring (2d and 1st quality)		7 @	10
English Blister (2d and 1st quality)		10 @	17
English Machinery		11½ @	14
English German (2d and 1st quality)		13 @	15
American Blister "Black Diamond"		— — @	12
American, Cast, Tool, do.		— 16 @	17
American, Spring, do.		— 9 @	11
American Machinery do.		— — @	12
American German do.		— 9 @	12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d.@10d	per 10 0lb	4 25 @	4 50
Clinch		5 87½ @	6 —
Horse Shoe, Forged (No. 10 to 6)	per lb.	23 @	28
Copper		— — @	37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	38½ @	39
Straits	(gold).	33 @	33½
English	(gold).	— — @	33

Plates—Fair to good brands. —Gold.— —Currency.—

I. C. Charcoal	per box.	8 62½ @	9 —	10 — @	10 50
I. C. Coke		7 37½ @	7 75	8 37½ @	8 75
Coke Terne		6 23 @	7 25	7 — @	8 —
Charcoal Terne		7 75 @	8 25	8 75 @	9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	per gall.	14½ @	— —
Crude, 40 @ 47 gravity (in shipping order)		— — @	18½
Refined, prime L. S. to W. (110 @115 test)		— — @	24½
Refined, Standard White (in ship'g order)		— — @	25½
Refined, prime White (in shipping order)		26 @	— —
Refined, S. W. (in jobbing lots)		— — @	— —
Refined, S. W. (in tin)		31 @	32
Naptha, Refined, (65 @ 73 gravity)		— @	9
Residuum	per bbl.	4 — @	— —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	22 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	22 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 1.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 1
Canton Co.	74	74½	....	75	....	74½
Central Pacific 6s.	94	95	95½	95½	95½	95½
Central of N. Jersey.	106½	107	107½	106½	....	....
Chicago & Alton	113	113½	113½	114	113½	....
" pref.	....	115½	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	95
Chicago, Burl. & Q.	154½	....	150x	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	76½	....	77½	77½	78½	78½
" pref.	86½	86½	87½	88½	88½	89½
" 1st M.	93	....	....	....	93	93½
" S. F.	....	....	....	....	....	....
" Consol.	....	87	....	....	88	....
Chic., Rock Isl. & Pac.	107½	107½	108½	109	109½	109½
Chi., R. I. & Pa. 7s, 1896	98	98½	98½	98½	....	....
Clev., Col., C. and Ind.	84	84½	84½	84½	84	84½
Clev. and Pittsburg	108½	107½	108	108½	108½	108½
" 2 M.	....	....	101½	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	80	....	80½	....	81
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	99	....	....	101	101
Col., Chi., & Ind. C.	18	17½	18	17½	18½	18½
" 1 M.	84	84½	84½	85	85	85
" 2 M.	61½	61½	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal.	116	116½	....	....	117	117
Del. Lack. & Western.	105½	105½	105½	105½	104½	....
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s.	....	....	....	....	....	....
Dubuque & Sioux City	90½	....	90	90	....	89
Erie Railway.	21½	22½	22½	22½	22½	22½
" pref.	....	44	....	....	44½	45
" 1 M. 7s, 1897	99	....	....	....	....	99½
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	81½	....
Great Western 2d mort.	....	....	....	....	83	....
Hannibal & St. Joseph.	87½	87½	89	88½	89½	89½
" pref.	98½	97½	....	97½	....	99½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	103	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	132½	....	133½	133½	133½	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	94½	95½	96½	96½	97½	97½
Lake Shore Div. bonds.	93	....	....	....	....	....
Marietta & Cin. 1st pref.	29	29	....	....	29	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	118	118	118	118	118	117½
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I.	1 M. S. F. 100½	....	100½	....	101	101
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	5½	....	6	....	6½	7
" pref.	....	9½	9½	10½	10½	10½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul.	53	53½	53½	53½	53½	53½
" pref.	74½	74½	75½	76½	75½	75½
" 1st mort.	93	....	....	93	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	103½	....	103½	103½	103½	103½
" 7 3-10s con.	94	....	....	....	....	93½
Missouri 6s.	91½	91½	91½	91½	91½	92
" H. & St. J. 1s.	90½	....	....	....	....	....
Morris and Essex	89½	89½	89½	89½	89½	89½
" 1st mort.	102½	102½	....	....	102½	....
" 2d mort.	....	....	....	....	95	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	100½	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	91½	....	92	....	....	91½
" 6s. S.F. 1887	....	....	....	....	92	....
N. Y. Can. & Hud. Riv.	94	91½	95½	96½	96½	96½
" certificates.	90½	91½	91½	92½	92½	92½
N. York and Harlem	125½	125½	127	127½	127½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	49	....	....	....	....	48½
" new	28	27½	....	....	27½	28
Ohio and Miss.	35½	....	39½	39½	37½	42½
" pref.	72	72	72	72	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	44½	45½	46	45½	43½	43½
Panama	70	70½	....	72½	72½	72½
Phila. and Reading	99	98½	99½	99	99½	99½
Pitts., Ft. W. & Chi. gtd.	96	....	....	95½	....	99
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	98	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	15½	14	13½	14	14	14
St. L., Alton & T. H.	....	....	29	28½	30½	....
" pref.	....	....	....	....	....	54
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	54½	....	....
" Income bds.	75	....	....	....	....	....
Tennessee 6s, old	64½	64½	....	64½	64	64
" new	64½	64½	64½	64½	64	64
Tol., Wab. & Western	53½	53½	54½	54½	54½	54½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	92½	....	....	....
" 2 M.	....	....	....	87	....	....
" Equipment	....	....	....	....	....	....
Union Pacific	21½	23	24½	24½	25½	29
" 1st mort.	82½	82½	83½	84½	84½	86
" L. Gt. 7s.	72	72	74	74½	75	76
" Inc. 10s.	....	....	76½	76½	77½	....
Virginia 6s, old	65½	65½	66	66½	66½	....
" new	....	....	....	61½	61½	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 1.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	111¼	110¾	111¼	111¾	111¾	110x
U. S. 5s, 10-40s, reg	....	....	108¼	....	108¾	110
U. S. 6s, 1881, reg	114¼	114¾	114¾	....	....	....
U. S. 6s, 1881, coup	114¼	114¾	....	114¾	114¾	114¾
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, " 1y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	111¾	111¾	112	....	....	112¾
U. S. 6s, 5-20s, c. 1862	112	112¾	112¾	112¾	....	112¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	111¾	....
U. S. 6s, 5-20s, c. 1864	111	111¾	....	....	....	112¾
U. S. 6s, 5-20s, reg. '65	....	....	112	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	112¾	112¾	....	....
U. S. 6s, 5-20s, r. n. '65	110¾	....	111	111¾	....	....
U. S. 6s, 5-20s, c. n. '65	110¾	110¾	111	....	110¾	111
U. S. 6s, 5-20s, reg. '67	110	....	....	....	110¾	....
U. S. 6s, 5-20s, c. 1867	110¾	110¾	111	111¾	111	111¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	111¾	111¾	111¾	....	111¾	111¾
U. S. 6s, Pac.R.R.Issue	113¾	....	113¾	....	....	111¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Catawissa	....	....	....	....	39¾	39¾
" preferred	....	....	....	....	....	....
Camden and Amboy	116¾	116¾	116¾	116¾	116¾	116¾
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	92	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	96	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	40¼	....	....	....
" 7s	....	93¼	....	93¼	....	94
Lehigh Navigation	....	35¾	35	35¾	35¾	35¾
" 6s, 1884	....	....	....	....	85¾	85¾
" Gold L.	....	88¾	88¾	88¾	88¾	....
" R. R. L.	....	....	....	91	91¼	....
" Conv. L.	....	....	....	89	....	89
Lehigh Valley R. R.	....	60¾	60¾	60¾	60¾	60¾
" 6s new coup	....	....	....	....	94¾	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	51¾	....	....
Morris Canal	....	....	....	....	....	....
" pref.	53	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	45¾	....	45¾
" 6s, 1880	....	....	....	....	....	....
" 7s	....	93¾	....	95¼	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	40¼	....	....	....	41
Pennsylvania R. R.	....	61¾	61¾	61¾	61¾	61¾
" 1st M.	....	....	100¾	100¾	100¾	100¾
" 2d M.	....	....	....	102¾	102¾	102¾
" Gen. mort.	....	....	....	....	....	....
" reg.	....	....	....	....	....	....
Penn. State, 6s. 1st series	....	....	....	104¾	....	....
" 6s, 2d series	105¾	....	....	....	....	....
" 6s, 3d series	....	....	....	....	....	....
" 6s, W L.	....	....	....	....	....	....
Philadelphia City, 6s	....	....	101¾	101¾	....	....
" new	101¾	101¾	101¾	101¾	101¾	101¾
Philad., Germ. & Nor.	....	....	....	....	82¾	....
Phila. & Reading	49¾	49¾	49¾	49¾	49¾	49¾
" 7s. 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	....	....	27¾	27¾
" 6s	....	....	....	....	....	....
" 7s	87	86¾	....	86¾	86¾	86¾
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	17	....	....
" 6s, 1882	....	....	....	76¾	....	75¾
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	46¾	....	....
Green & Coates	43	....	....	....	....	....
3d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	24	....	23¾

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875	....	....	....	....	....	....
" 1886	....	....	96	....	....	....
" 1890	97	96¾	96¾	96¾	....	....
" 1884	....	....	....	96¾	....	....
" 1900	....	....	....	....	....	96¾
Balt and Ohio	130	....	....	....	....	129
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	92¾	....	....	93	92	
" 2d M.	82	81¾	82	82¾	82	
Northern Central	40¾	40¾	....	....	41¾	
" bonds, 1885	....	....	....	92¾	....	
" " 1900	89¾	89¾	....	89	....	
N. W. Va. 1st mort.	....	....	....	....	....	
" 2d mort.	....	....	....	....	....	
" 3d mort.	....	....	....	....	....	
City Passenger R. R.	....	....	....	....	21¾	

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 1.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.1
Boston and Albany	155	....	155¾	154¾	155	155
Boston and Lowell	....	....	....	....	....	140
Boston and Maine	152	....	....	....	152¾	152¾
Boston and Providence	153	153	....	....	....	152¾
Boston, Hartford & Erie	....	1¾	1¾	2	1¾	
" 7s, new	28¾	28¾	28	28	28	28¼
Cheshire, pref.	....	....	....	....	....	88
Concord	78¾	....	....	....	....	78¾
Connecticut River	....	....	....	....	....	....
Eastern	121	....	121	121¾	121¾	120¾
Fitchburg	....	137	....	....	....	136¾
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	118	118	118	....	....	117¾
Northern, N. H.	115	115	115¾	....	....	115
Ogdens. & Lake Champ	86	86¾	87	86¾	....	87
" pref.	106	....	....	....	107	107¾
Old Colony & Newport.	96¾	....	96	....	98	99
Ph., Wil. & Baltimore	51¾	51¾	51¾	51	50¾	50¾
Portl'd, Saco & Ports.	118¾	119¾	118	119	119¾	....
Union Pacific	22	....	24¾	25	25¾	27¾
" 6s	81¾	81¾	82	83	84¾	84¾
" Land Grant 7s	....	....	70	71¾	72	72¾
" Income 10s	67¾	67¾	70¾	71	72	72¾
Vermont & Canada	105¾	103	103	103¾	103¾	103¾
Vermont & Mass.	....	....	72	72	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	103¾	....	....	....	....	103¾
Metropolitan "	71¾	....	....	....	....	72
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	....	....	....	8	8	8¼
Franklin "	....	....	....	....	....	....
Huron "	....	....	....	....	....	....
Isle Royale "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Pewabic "	....	....	....	....	....	....
Pittsburg "	....	....	4¾	....	....	....
Quincy "	....	....	....	24	24	....

London Stock Exchange.

	—Closing Prices.— Feb. 10.	Feb. 17.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	67 — 70	68 — 72
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	67 — 70	68 — 72
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	28½ — 29½	29 — 30
Detroit and Milwaukee 1st mort. 7s	66 — 68	66 — 68
Do. 2d mort. 8 p. c.	68 — 70	68 — 70
Erie shares 100 dol. all paid	— —	— —
Do. sterig. 6 p. c. convertible bonds	64 — 66	64 — 66
Do. 3d mort. 7 p. c. 1883	— —	— —
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— —	— —
Do. 100 dol. shares, all paid	108½—109½	109 —110
Marietta and Cin. R. R. bonds 7 p. c.	— —	— —
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	92 — 94	93 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	98 —100
Do. General mort. 6 p. c. 1910	90½— 91¼	90½— 91¼
Do. $50 shares	50 — 52	49 — 51
Philadelphia and Erie 1st mort. 1881	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, March 4, 1871.

Stock Exchange and Money Market.

With the increased activity in the dealings at the Stock Exchange, Money has been in livelier demand, for speculative purposes, but has been offered freely up to the close, on the basis of 4@5 per cent. as the prevailing rates on call to the leading borrowers. Mercantile credits have been in good request at 6@7 per cent. per annum, for all prime grades of business paper. The city banks, in their weekly returns, show a gain of $811,769 in their legal tender reserve, with an addition of $1,338,783 to their deposit line, while the specie item exhibits a falling off of $1,145,289. The loan and discount averages have been increased $3,093,479, and the circulation has been reduced $17,396. The U. S. Sub Treasury closed the week with a currency reserve of $7,496,156, against $9,919,967 the preceding Saturday; and a coin balance of $65,015,680, against $63,383,013 on the 18th ult. The peace reports from Europe, and the more liberal financial programme of the Treasury Department for March have tended to strengthen confidence in financial values, in the immediate future, and the transactions at the Stock Exchange in the Public Funds, Railway property, and miscellaneous shares have been on a much more extensive scale at higher and rising prices.

Under the Treasury programme for March, Government will sell at least seven millions of Treasury Coin, beginning on Thursday, March 2, with $1,000,000, and continuing through the month, as follows: Thursday, March 9, $2,000,000; Thursday, March 16, $1,000,000; Thursday, March 23, $2,000,000; Thursday, March 30, $1,000,000. And buy in, at least, two millions of Bonds on each of the five Wednesdays of the month, beginning with Wednesday, March 1, and ending with Wednesday, March 29, making an aggregate of at least ten millions, the Department reserving to itself the usual privileges.

Washington advices to Wednesday evening make the net reduction in the Public Debt in February $7,817,960. The reduction since March 1st, 1870, is given at $117,619,630; and March 1st, 1869, at $204,754,418.

The coin reserve of the Treasury on March 1, was $103,174,209, including $20,657,500 on private deposit; currency reserve, $20,854,606.

The specie reserve of the city banks according to the latest return is $23,562,048, against $35,694,289 same time last year. The city bank deposits are now $217,629,116, against $211,132,943 week ending Feb. 27, 1870. The legal tender reserve amounts to $57,178,408, against $53,771,824 same time last year. The circulation now stands at $31,720,445, against $23,820,905 same time last year. The loans are now $278,005,999, against $268,485,642 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $79,911,803 a day, against a daily average of $77,524,569 the preceding week. The current week's exchanges average about 104½ millions a day. The city banks, last week reported a loss of $1,145,289 of specie, with a gain of $1,338,783 of deposits, and $811,769 of legal tender notes. They increased their loans $3,093,479; and reduced their circulation, $17,396.

National Bank notes to the amount of $241,940 were issued last week by the Treasury Department. Deducting from the grand total issue to 1741 banks the currency returned, including worn out notes, amounting to $38,612,767, the existing 1,648 banks, (with an aggregate capital of $485,356,084.) retain an actual circulation of $308,889,228. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $352,575,000; and for the public deposits, $15,899,500—making a total of $368,474,500. The Treasury Department last week redeemed and destroyed $302,200 of worn and mutilated fractional currency, and issued $176,472 of new.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $10,288,890 in currency, and $64,894,428 in coin against a balance a week previous of $9,616,347 currency, and $64,713,810 coin.

The U. S. Sub-Treasurer retired, last week, $3,324,921 of coin certificates, received for customs.

The total receipts of the Sub Treasury in February were $45,188,557, including $12,681,658

from customs at the port; total payments, $46,783,829, including $2,454,112 of coin interest. Aggregate coin balance at the close of February $72,600,662, against $74,125,933 at the close of January.

Government revenues have been yielding quite liberally, since our last. The customs at the port of New York, last week were $3,610,921; and at the outports, equal to about $1,200,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been about 102 millions.

Gold has been more active, but less firm, having fallen to 110¾ and closing on Wednesday at 111, under the more liberal offerings, and the somewhat improved political and financial situation in Europe, which has served to strengthen confidence in the home market. The Government office has already disbursed about 2¼ millions of coin on account of the March interest on the Ten-Forty Loan, the payment of which, without rebate, was commenced on Friday, Feb. 24, under instructions from Secretary Boutwell.

On Wednesday the steamer *Wisconsin* took out $2,500,000 in Mexican silver, a trans-shipment. The *Cuba* took out $178,500 in specie.

The Gold Exchange Bank clearances on Thursday of last week were $17,696,000; on Tuesday of this week $54,809,000, the extremes since our last.

The export drain was $690,048 last week against $521,782, same week preceding year. The shipments since July 1, 1870, have been $47,383,708, against $21,529,200 same time in 1869–'70.

The customs demand for Gold last week, averaged $725,000 a day; thus far, this week, it has averaged $564,000 a day, or equal to a weekly aggregate of $3,284,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $28,326, and since Jan. 1, 1871, $419,784, against $3,051,570 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $94,721,608, against $86,271,303 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $64,561,000 against $64,343,737 same time in 1869–'70.

Foreign Exchange has been in less confident demand and quoted a trifle cheaper. Bankers' sixty day bills on London closed on Wednesday at 109¾@109⅞; sight bills on London, 110¼@110⅜.

Government securities have been in brisk request at advanced and buoyant price.

On Wednesday, Government bought in two millions of Five-Twenties at 109 92@109 98, ex-interest. The amount of bonds offered was $4,804,600.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114⅝@114¾; U. S. Five-Twenties of 1862, 112@112⅛; U. S. Five-Twenties of 1864 at 112@112⅛; U. S. Five-Twenties of 1865, 112@112⅛; U. S. Five-twenties of 1865 consolidated, 111@111⅛; U. S. Five Twenties of 1867, 111@111⅛; U. S. Five-twenties of 1868, 111⅛@111¾; U. S. Ten-forties at 109⅞@110 ex-coupon; U. S. Six per cent. currency bonds, 113¼@113½.

State bonds have been in more demand, at generally firmer prices.

Railway bonds have been in good request, the instances of the principal loans at buoyant prices. Central Pacific Sixes have been quite active, closing at 95½@95¾. The demand for this Loan has been stimulated as well by the reported admission of the bonds to the regular dealings at the London Stock Exchange, as by the Washington advices of the action of the Senate Committees on the issues pending between the Government and the great Pacific Railways, which strengthened the belief that the final ruling would be in favor of the Road. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in quite active request at 90 per cent. and accrued interest. The first portion of this Loan marketed through the earlier half of 1870, yielded enough money to meet all the requirements of the Company, including all the large construction claims, up to March or April of the current year. In view of the prevailing cheapness of Money, and the growing call for safe and profitable forms of investment, yielding a liberal fixed and certain income to investors, the management of the Company has authorized Messrs. Fisk & Hatch, the financial agents, to again offer an additional portion of the Loan at the original price. The loan is secured by a first mortgage on all the property of the Company, which will include the completed road through from Richmond to the Ohio, with its equipments, franchises, &c., of an estimated value of at least thirty million dollars. The finished portion of the road from Richmond to the White Sulphur Springs—227 miles—and the actual work done on the portion yet in process of construction—200 miles—are deemed of much greater value than the aggregate amount of the Loan, thus giving ample protection to the interests of the creditors of the enterprise, which is, under a capable and responsible management, favorably known to the business community. Union Pacific Sixes closed at 85¾@85⅞.

Railway and miscellaneous share property has been unusually active, and, on the whole, much stronger as to values, closing buoyantly. Union Pacific stock closed at 29¾@30. Western Union Telegraph at 51¾@51⅞.

There has been a ready sale reported for the Northern Pacific 7-30 Gold Bonds, the claims of which to favorable consideration by the business public are presented by Jay Cooke & Co., the financial agents of the Loan, on another page of this paper.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 15.	Feb. 21.	March 1.
Consols	92⅛	91⅞	91⅝
U. S. 5-20's of 1862	90⅛	91⅛	91⅜
U. S. 5-20s, 1865	90⅛	90¾	91⅛
" 1867	89⅛	89⅝	90¾
" 10-40s	*87¾	87⅝	88¾
Erie	18¾	18⅜	19
Ill. Central	109⅛	109¼	109⅛
At. and Gt. West.	29⅛	29	—

* Ex March coupon.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 83; do. 7s, 91; do. 7s, gold, 94½; South Carolina 6s, old, 71; do. new, Jan. and July, 60; do., April and Oct., 61¾; Louisiana 6s, old, 69; N. Y. State 7s, Bounty Loan reg., 107½; do. coup., 107⅛; Arkansas 6s, Fund Act, 58½; North Carolina 6s, Special Tax, 21⅞; do. Fund Act, 1866, 39½; Alabama 8s, 100; Michigan 6s, 1883, 100; Buffalo, N. Y. and Erie 1st mort., 89; Hannibal and St. Joseph 8s, conv., 102; Quincy and Toledo 1st mort., 83; Cleveland and Pittsburg Consol. bonds, 88½; Dubuque and Sioux City 1st mort., 94; Central of New Jersey new bonds, 100½; Cedar Falls and Min. 1st mort., 82½; Long Dock bonds, 86; Chicago and North Western Int. bonds, 94; St. Louis and Iron Mountain 1st mort., 89½; Toledo, Peoria and Warsaw 2d mort., 70; Toledo, Wabash and Western consol. bonds, 82; Peninsula R. R. 1st mort., 92; North Missouri 1st mort., 82; Gt. Western (Ills.) 1st mort., 1888, 87½; Morris and Essex const. bonds, 86; Albany and Susq. R. R., 87½; New Jersey R. R., 118½; New York and New Haven R. R., 147¾; do. scrip, 189; do. 6s, 101; Second Avenue R. R., 62; American Coal, 85½; Pennsylvania Coal Co., 220; Consol. Coal Co. of Md., 24½; Adams Exp. Co., 69½; Wells-Fargo Exp., 41¾; U. S. Exp., 48; Am. Mer. Union Exp., 47½; Western Union Telegraph, 51⅞; do. 7s, 95¼; Quicksilver Mining pref., 18; Brooklyn Water Loan, 94.

Philadelphia.—Pennsylvania 5s, coupon, 102½; Pittsburg 5s, reg., 78; Allegheny County scrip, 75; Pennsylvania and New York Canal, 7s, 94; Lehigh Nav. conv. loan, 80; Schuylkill Nav. Boat Loan, 79; Oil Creek and Allegheny River R. R., 48; do. 7s, 83; Wilmington and Reading 7s, 95; Philadelphia and Reading 6s, 1844–'80, 95; Warren and Franklin 1st mort., 86½; Camden and Burlington Co. R. R. 6s, 87; Connecting R. R. bonds, 87; West Jersey 7s, 98½; do. 6s, 91; Phila. and Sunbury 7s, 100; Belvidere Delaware 2d mort., 89; Fulton Coal, 5¼; McClintock oil, 0.69. The latest quotations are: City 6s, 101½@—; do. free of tax, 101¼@101⅜; State 5s, coupon, 102@103; do. 6s, W. L., 104@—; do. 1st series, 104@105; do. 2d series, 105@105½; do. 3d series, 107½@107¾; Reading, 49¾@49⅞; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 95@96; Camden and Amboy, 116½@116¾; do. mort. 6s, 1889, 95½@96; do. 1883, 92@92½; do. 1889, 91½@92; Penn. R. R., 61¼@61½; do. 1st mort., 100⅝@100¾; do. 2d mort., 102½@102¾; do. Gen'l mort. coupon, 93@94; do. reg., 95@96; Little Schuylkill R. R., 44½@45; Morris Canal, 32½@35; do. pref., 86@90; do. 6s, 86@88; do., scrip 7s, 70@75; Susquehanna Canal, 5@8; do., 6s, 45@50; Schuylkill Nav., 8⅜@8¾; do. pref., 17@17½; do. 6s, 1882, 76@76; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 93½@94; do. 5s, 62@—; Lehigh Coal and Navigation, 34⅞@35; do. 6s, 1884, 85½@86; do. R. R. Loan, 91@92; do. Gold Loan, 88⅞@89; North Pennsylvania, 45@46; do., 6s, 98@99; do., 7s, 95½@95⅝; do. Chattle 10s, 112@—; Philadelphia and Erie, 27⅜@27⅝; do., 6s, 94@95; Minehill, 51½@52¼; Catawissa, 12@15; do. pref., 39¾@40; Lehigh Valley, 60¾@60⅞; do. 6s, 95½@95½; do. 7s, reg., 102@103; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 56@57; Thirteenth and Fifteenth, 24@25; Spruce and Pine, 25½@25½; Green and Coates 43@46; Chestnut and Walnut, 46@46½; Hestonville, 16¾@17; Union, 52@—; Germantown, 80@80½.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 28¼; do. pref., 35½; do. 7s, 82½; Great Falls and Conway R. R., 111¾; Rutland R. R., 44¾; do. pref., 81½; do. 7s, new, 85; do. 8s, 1880, 102; Summit Branch, 43¼; Connecticut and Passumpsic Rivers pref., 91½; Norwich and Worcester R. R., 112¾; Indianapolis and Cincinnati R. R., 6¾; Worcester and Nashua R. R., 137; Stanstead, Shefford and Chambly R. R. 7s, 1887, 84; Vermont Central 1st mort., 87½; do. 2d mort., 46; Michigan Central R. R. 8s, 1890, 107½; Cedar Rapids and Missouri 7s, 1894, 87½; do. 1916, 86¼; Ogdensburg and Lake Champlain Equipment 8s, 1879, 102½; Connecticut River R. R. 6s, 1878, gold, 100¼; Missisquoi 7s, 85; Vermont and Mass. 6s, 92; Central Pacific 7s, 1883, 103; Michigan Air Line 1st mort. 8s, 1890, 105½; Vt. Central and Vt. and Canada R. R. 8s, 1889, 104¼; Eastern R. R. 6s, 1874, 101⅜; do. 1885, 96¼; Boston Water Power, 27; Cary Imp., 10; New Hampshire 6s, 1871, 99¾; Maine 6s, 1889, 99⅞; Massachusetts 5s, 1883, gold, 97¾; do. 1894, reg., 96¼; do. 6s, currency, reg., 100¾; Hartford 6s, 1876, 97; Portland 6s, 1877, 94⅞; do. 1883, 95¼; Albany 6s, 1879, 91¼; Brooklyn 6s, 1881, 94; Cincinnati 5s, 1885, 91¾; do. 1871, 98¼; Chicago 7s, 1895, 97½; Minneapolis 8s, 1910, 95; Boston 5s, 1884, 97½; do. 6s, currency, reg., 100½; St. Paul 6s, 1898, 72; Augusta 6s, 1887, 93⅜; Dorchester 5½s, 1871, 99⅜; Bath 6s, 1891, 89; Charleston 6s, 1888, 93¾; St. Louis City 6s, 1890, 87; do. 1880, 91¼; Allouez Mining Co., 2; Canada, 85c.; Hanover 1⅝.

Baltimore.—Maryland Defense Loan, 104¼; Virginia 6s, old, reg., 52½; do. 1866, 61; Richmond and Danville bonds, 77; Virginia and Tennessee 8s, 81; do.. 2d mort., 6s, 72½; Orange, and Alexandria 4th mort. 8s, 82; Western Maryland 2d mort. guar., 90⅞; do., 2d mort. pref., 60; Pittsburg and Connellsville bonds, 91; Northern Central 6s, gold, 91⅞; Balt. Copper, 1½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90¾@91¼; Baltimore and Ohio, 138@139; do. 6s, 1875, 94¾@95; do. 1880, 94¾@95; do. 1885, 95@96; Northern Central, 40½@41½; do. 6s, 1885, 92¼@93; do. 1900, 88¾@89½; do. 6s, 1900, gold, 91¾@92; N. W. Va. 1st mort., 96½@97½; do. 2d mort., 96@97½; do. 3d mort., 1885, 89@95; Marietta and Cincinnati 7s, 1892, 92½@92⅞; do. 2d mort., 82@82½; Central Ohio, 28@30; do. 1st mort., —@85; Western Md. 6s, 1890, 76@80; do. guar. by Baltimore City, 90@96; do. 2d mort., guar., 90@95; do. 6s, pref., 60@63; do. 6s, guar. by Washington Co., 81@82½; Richmond and Danville bonds, 76⅝@77¼; Orange and Alexandria 1st mort., 6s, 84@86; do. 2d mort., 6s, 75¼@77; do. 3d mort., 8s, 85@89; do. 4th mort., 8s, 81@82; Orange, Alex. and Manassas 7s, 79@79⅜; Virginia and Tennessee 8s, 81@81¾; do. 6s 1st mort., 82@—; do. 6s, 2d mort., 73½@74; Baltimore 6s, 1875, 97¼@97½; do. 1884, 96¾@97; do., 1886, 96@96½; do. 1890, 96⅞@97¼; do. 1893, 96½@98; do., 1900, 96¼@96½; do. 5s, 1868-'70, 81@82½; Memphis City 6s, 52@—; Maryland Defense Loan, 1888, 103@104¼; City Passenger R. R., 21¼@21½; George's Creek Coal, 60@70.

☞ RAILROAD BONDS.—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

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We have several times taken occasion to commend the cardinal advantages of the approved plan of joint participation which has, from time to time, been adopted by some of our leading and most reliable underwriting incorporations; and the experience of each year gives increased evidence of the superiority of the system, it combining absolute safety with the greatest economy, and giving the utmost satisfaction throughout. The statement just announced by that always reliable and sterling organization, the Washington Insurance Company is yet another bright example. The Washington has a cash capital of $400,000, with total assets of more than double that sum, and issues policies with or without participation, as their patrons elect. At a meeting of its directors, on the 8th inst., a dividend of seven per cent. was declared, payable in cash, on demand, to the stockholders; also an interest dividend of six per cent. on outstanding scrip, payable on the first of April next, in cash; and yet further, a scrip dividend of fifty per cent. on the earned premiums of policies entitled to participate in the profits of the year ending January 31, 1871. The scrip will be ready for delivery on the first of April next, at which time fifty per cent. of the scrip of 1864, will be redeemed, and from which date interest will cease thereon. When it is taken into consideration that the last year was rather a trying one for underwriters, the success achieved here can be considered remarkable, and eminently due to the approved system by which it was accomplished. The headquarters of the Washington Insurance Company is at No. 172 Broadway, corner Maiden Lane. This company, has long enjoyed an enviable reputation for the fidelity and promptness which pervade its transactions throughout. The prevailing participating rates of premiums are as low as commensurate with perfect safety, and losses are adjusted promptly and equitably. In short, it is the very company to transact your business satisfactorily and economically, as such has been our experience after twenty years' connection with it.—*New York Com. Advertiser.*

Chesapeake and Ohio Railroad.

H. D. Whitcomb, Esq., Chief Engineer of this road invites sealed proposals to be sent to Richmond, Va., by the 28th of March, for the Graduation and Masonry on 108 miles of the road west of White Sulphur Springs, it being all the remaining unfinished portion of the road not now under contract. The work embraces 3,000,000 cubic yards in open cutting, 27,000 cubic yards in tunnels, and 60,000 cubic yards of masonry, of all classes, and is to be completed May 1st, 1872. Profiles and specifications can be had after the 14th March at the offices of the company, 54 William street, New York, at Richmond, Va., and at Huntington, West Virginia.

Plans for and proposals for building the iron superstructure of the New River Bridge at Miller's Ferry, Fayette county, West Va., will be received at the same time and place. There will be two spans of 250 feet each, and two of 70 feet each. Parties submitting proposals should see the site of the bridge, where further information may be had from the engineer in charge. The bridge must be completed by December, 1871.

☞ At a meeting of stockholders of the Martinsburg and Potomac railroad, on the 18th ult., Hon. C. J. Faulkner was re-elected President. The following gentlemen were elected directors. James L. Campbell, J. Q. A. Nadenbousch, Wm. N. Riddle, J. B. A. Nadenbousch, Wm. T. Snodgrass, J. S. Haldeman, Barnet Cushwa, Jacob Ropp and E. S. Troxell.

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Journal of Railroad Law.

HORSE RAILROAD COMPANIES—DEGREE OF CARE BETWEEN EMPLOYEES AND PASSENGERS AND REST OF GENERAL PUBLIC.

The facts in the late case of The Pendleton Street Railroad Company *vs.* Shires and ano., are fully and clearly stated in the following opinion by

BRINKERHOFF, J.—The defendant in error, Margaret, while sole, brought her action against the Street Railroad Company in the Superior Court of Cincinnati, and having married pending the suit, her husband was made a co-plaintiff with her. Her cause of action is stated in her petition thus:

"Plaintiff avers that the said defendant, on the 26th day of November, A. D., 1865, was the owner of a certain street railroad line, with its cars running thereon, which said cars are drawn by horses, from the corner of Fourth and Walnut streets to a point in the eastern portion of the City of Cincinnati, Hamilton County, and State of Ohio.

"Plaintiff further avers, that on Sunday the 26th day of November, A. D. 1865, she was walking upon the sidewalk on Pearl Street, between Lawrence and Ludlow Streets, in said city: the same being a public highway, open and free to all persons to pass and repass at all times, and at their will.

"Plaintiff avers that an excavation and ditch had been made and dug across said Pearl street, at or near Ludlow Street aforesaid and over which the track of said street railroad ran: that it was hazardous and dangerous to the defendant's horses and cars to pass over said excavation or ditch: and that for the better safety of said cars, and to prevent injury to their said horses, and in the prosecution of their said business, the said defendant through its agents and servants, caused the horses attached to a certain car, No. 4, on said road, to be unhitched therefrom, and attempted to drive said horses around said excavation or ditch; that in so unhitching said horses from said car, and taking or attempting to take them around said excavation or ditch, or across the same, the said defendant, its servants and agents, so negligently and carelessly conducted and managed said business and horses, that the said horses ran off and away from the servant of said defendant then driving the same and ran against the said plaintiff while she was walking as aforesaid on said Pearl Street, knocking her down, causing a fracture of three of her ribs, and serious internal injuries, and badly cutting and bruising her loins and body, and otherwise injuring her; whereby she became sick, sore and lame, and unable to attend to her necessary affairs and business," etc.

To this the Company filed an answer, as follows:

"The defendant admits that on the 26th day of November, in the year eighteen hundred and sixty-five, it was the proprietor of Street railroad routes number five and seven, in the City of Cincinnati, under and in virtue of a general ordinance of the Council of said city, passed on the first day of July, in the year eighteen hundred and fifty-nine, with several subsequent amendments, and, also, in virtue of an act of the Legislature of Ohio, entitled an act to pr de for and regulate Street Railroad Companies, passed on the tenth of April, in the year 1861; to which ordinance and statute, as matters of public record, the defendant hereby makes reference.

"The defendant admits, likewise, that said route number five extends from Lawrence to Ludlow Streets with double track, on East Pearl Street, in the city aforesaid, as, also, that on the 26th day of November, in the year 1865, the defendant was using said track for the transportation of persons by means of cars drawn by horses, as lawfully it might.

"The defendant admits, furthermore, that on said 26th day of November, in the year last aforesaid, an excavation of considerable depth and width had been made under said double track, in East Pearl Street, between Lawrence and Ludlow Streets, so as to prevent the horses attached to any car from directly crossing the same. But the defendant alleges that said excavation was not made by it, or any of its agents or servants, nor for its advantage; but was made by the Trustees of the Water Works of the City of Cincinnati, for the purpose of relaying or repairing the water-pipes underneath the surface of East Pearl Street.

"The defendant admits that it was necessary, in order to the use of its railway track, at the place aforesaid, to detach the horses from such car, and, while pushing the car by hand upon the track across said excavation, to drive the horses along those parts of East Pearl Street between the curb-stones, to which the excavation did not extend; which course was pursued, accordingly, with defendant's car No. 4 and the horses belonging, on the day and year last mentioned.

"But this defendant denies that either in detaching, driving, or attempting to re attach the horses as aforesaid, or in pushing said car upon the track across the excavation or in any other particular, was it (the defendant) or any of its agents or servants, guilty of any carelessness, negligence or default whatsoever. On the contrary the defendant alleges that all said business was conducted and managed by its agents and servants with the utmost possible degree of care, skilfulness, prudence and attention; and that the running away of said horses, when about to be re-attached to the car, was a mere sudden and unavoidable accident.

"And this defendant denies that the plaintiff, at the time of the supposed injury to her by said horses, was upon the sidewalk of East Pearl Street; it avers, on the contrary, that said plaintiff, instead of remaining upon the sidewalk, where she would have been safe, or of fleeing toward the houses or wall adjacent, unnecessarily and incautiously ran into the street and in front of said horses, while they were attempting to run away, and was thereby somewhat, but not seriously, injured.

"Whereupon the defendant prays," etc.

On this state of pleadings the case was tried to a jury; and evidence having been given by the parties tending to sustain their claims, respectively, as to matters of fact, the Court, among other things, charged the jury, that:

"If the servants of the defendant, by the use of means then well known, and within their power to employ, could, in a safer way than that used, have managed the horses attached to the car, and thereby prevented the accident; it was their duty to employ such means; and the neglect to do so may well authorize the jury to infer fault on their part; which will not be excused if the plaintiff, from fear or the sudden impulse of the moment did not pursue the safest course to save herself from injury."

Exceptions having been taken to this charge, and to other ruling of the Court on the trial, and the jury having returned a verdict for the plaintiff below, and judgment being entered thereon, the defendant below took the case, on error to the Superior Court, at General Term, where the judgment at Special Term was affirmed.

A petition in error is now prosecuted in this Court, alleging for error that the Court, at Special Term, among other rulings, erred in charging the jury as above set forth, and that the Court at General Term erred in affirming the judgment at Special Term.

As I do not propose to review all the questions raised on the record and discussed by counsel in the argument of the case, I have limited the above statement to such of its features as seemed to be necessary to present the single question on which we now and here determine it; and that question is, did the Court at Special Term err in charging the jury, that: "If the servants of the defendant, by the use of means then well known, and within their power to employ, could, in a safer way than that used, have managed the horses attached to the car, and thereby prevented the accident, it was their duty to employ such means; and the neglect to do so may well authorize the jury to infer fault on their part?" We think it did. The charge thus given seems to imply an obligation on the Company to exercise the highest degree of care, and to employ the very best possible well known means and appliances, in respect to their teams and cars, to insure the safety of the general public. If it had been a passenger on one of their cars that was injured, the charge would have been well enough; but as to the case of an individual of the general public, towards whom the company occupied no relation arising out of contract, express or implied, the rule is different, and is thus laid down in Cleveland, Columbus and Cincinnati Railroad Co. *vs.* Terry, 8 Ohio St., 570: "The degree of care required in such cases of the employees" of the company, "and also of the party injured, is merely ordinary care and prudence, the perils to be encountered, and all other circumstances under which the injury was inflicted and received, being considered."

It is possible that the Court below, at Special Term, did not intend to be understood by the jury in accordance with our interpretation of its words; but if it did not, it was certainly unfortunate in its choice of the language it employed, and the jury was liable to be misled by it.

Judgments of the Court below, both at General and Special Term, reversed, new trial awarded, and cause remanded to the Superior Court at Special Term.

☞ Engineers have commenced the location of a route for the Cincinnati and Dayton (Ohio) Short Line railroad.

☞ The Chicago, Burlington and Quincy Railroad declared, on the 22d ult., a 5 per cent. dividend, payable March 15, free of tax.

Improvement in Wheels and Axles.

EDITOR AMERICAN RAILROAD JOURNAL:

Will you permit me to suggest, for the consideration of those acquainted with such matters, what appears to me to be an improvement of importance, that might be adopted on all our Railroads, as regards both economy and safety of transportation. It came to my knowledge, many years ago, in the form of an application for a patent, which was not granted, for the reason, that it was held not to be new—it appearing that a similar arrangement, in part, had been casually mentioned in one of the early reports of a railroad company—I think the Baltimore and Ohio—though so far as I have ever learned, never adopted or used on any railroad.

The improvement, or suggestion, is simply this: having the flanges of the car-wheels on the outside, instead of inside, as at present, and one wheel loose on each axle, or all the wheels running independently.

There appears to be reason for supposing that such an arrangement would, to a great degree, obviate the breaking of axles, running off the track, and a large share of the present wear of the rails; besides rendering the running of the cars easier, and thus cheapening the cost of transportation.

The reasons for such opinion, I will briefly state, as intelligently as I may.

The present plan, of course, is to have wheels with flanges inside, and fastened inflexibly to, and running with, the axles. The effect of such arrangement is pretty generally known. The opposite wheels must revolve an equal number of times—neither more nor less. No matter what the inequality of the opposite rails, and no matter how frequent or sharp the curves, the difference in the rate of speed required for each wheel must be made up by the *sliding* of one of them more or less. The inevitable effect of this is to twist the axle, and, after a series of twists, backwards and forwards, occasionally an axle will break.

Again in passing a curve, when the outside wheel strikes the outer or longer rail of the curve, this is an obstruction to the passage of the wheels, the opposite wheel receives an impetus towards the obstruction, which causes the outside wheel to bind or crowd the rail still more, and thus a train will frequently shoot the track. The same movement causes a great wear of the rails.

Now what is the operation of cars running as I have suggested? As one wheel on each axle will be loose, there will not be such straining of the axle as I have referred to, nor the cars equal liability to breakage of the axle.

The flanges of the wheels being on the outside, instead of the inside, when a curve is reached, the inner wheel first crowds it, and the opposite wheel, being loose, relieves the first one from crowding so hard; and thus the curve is passed with comparative ease.

The same causes ensure less wear of the rails, greater ease of transportation, and, consequently, less expense.

If these be facts, they are susceptible of being demonstrated; and is it not the duty of some of our railroad corporations to test the operation of cars thus prepared. The principle could, probably, be sufficiently tested in a Horse Railroad; and such roads would be equally the gainers by a substantial improvement like this, if it shall prove to be one.

SUBSCRIBER.

Port Huron and Lake Michigan Railroad.

The business and prospects of the Port Huron and Lake Michigan Railroad continue in every way favorable. The traffic of the road is at present very heavy, especially in freight, and the prospects are that the receipts for February will exceed those of any previous month.

Mr. Dan. Runnels, who has the contract for building the new dock and slip, is getting the timber in readiness, and will soon commence spile driving. The cost of the dock and slip is expected to reach $30,000.

Cars have gone out to complete a line between Lapeer and Flint. The ties have been already distributed between these two points, and the iron will be laid as soon as spring opens. The ice storm some weeks ago rendered it impossible to proceed with the work at that time, and it was thought best to postpone further operations until spring. Ties are being delivered between Lapeer and Flint, ready for the completion of the road between these points.

A new station house is to be built at Emmet in the spring.

The Sarnia branch of the Great Western Railway will be reduced in April to 4 feet 8½ inches gauge, the same as that on the main line between Windsor and Komoka. By this arrangement, and with the aid of a suitable boat, the cars of the Port Huron and Lake Michigan road can then be sent eastward to any desirable point along the main line or the New York Central.—*Port Huron Times, Feb.* 24.

Chesapeake and Ohio Loan.

The loan of the Chesapeake and Ohio Railroad Company, which was so favorably received by the public, and which was virtually withdrawn from the market upon the outbreak of the war in Europe, is again brought forward by the financial agents of the Company, Messrs. FISK & HATCH. More than a third of this loan was sold during the first part of 1869—sufficient to enable the Company to press the work of construction to this time. About two-thirds of the expenditure on this line is made, and it is expected to be opened from tide-water to the Ohio river in about 15 months. This will give a new and much needed trunk line whereby the produce of the Western States and the coal of West Virginia can be brought to all Atlantic ports at very low rates, as the favorable grades and short routes are remarkable in contrast with those now in operation. The bonds bear six per cent. gold interest, can be had coupon or registered, and are offered for the present at 90 and accrued interest.

☞ From the statement of the New York Central and Hudson River R. R. Co., made to the Assembly on the 27th ult., it appears that the total number of tons of through freight carried on the Hudson River Railroad in 1870, was 1,041,248, amount $3,628,074 11; way freight 210,508 tons, amount $498,694 28; through passengers 378,575, amount $1,115,743 10; way passengers 2,728,902, amount $1,418,177 77. On the Central Railroad, through freight 1,549 002 tons, amount $6,013,423 93; way freight 1,523,247 tons, amount $4,187,226 16; through passengers 282,533, amount $1,356,736 77; way passengers 3,704,936, amount $2,847,934 37.

☞ Surveys have been commenced at Poughkeepsie, in view of erecting a bridge across the Hudson River at that point.

Northern Central Railroad.

At the annual meeting of the stockholders of this company in Baltimore on the 23d ult., the following gentlemen were re-elected directors for the ensuing year: J. D. Cameron, Wistar Morris, J. M. Kennedy, E. C. Biddle, Ed. Smith, J. P. Jones, A. E. Kapp, Wm. Colder, Henry Welsh, George Small, B. F. Newcomer and S. M. Shoemaker. The annual report of the President of the Company was submitted, which shows the total earnings of the road for the year to have been $4,088,624 58; the total expenses, $2,816,661 74—making the net revenue, $1,271,962 84. On motion of Mr. Kennedy, the following resolution was passed:

Resolved, That the Board of Directors be and they are hereby authorized to take such financial measures to provide for the payment at maturity of mortgage bonds on any of the lines leased by this company, or as may be required to aid other companies connected directly with this company, in securing means for the completion of their works, as they may deem best to protect and promote the interests of this company.

☞ At a recent meeting of the directors of the Androscoggin Valley Railroad in Lewiston, Me., the road was located so as to connect with either the Androscoggin or the Maine Central at that point, and a committee was appointed to confer with the directors of the Androscoggin and Maine Central roads respecting a lease of the Valley road.

☞ The Michigan Central Railroad Co. have commenced running freight trains over the air line. It is reported that the company will relay the track this season from Detroit to Jackson and from Niles to Chicago with steel rails.

☞ The bill incorporating the Washington and Richmond railway has become a law, having finally passed the Virginia House of Delegates on the 25th ult., with the Senate amendment, by a vote of 69 to 36.

☞ The Burlington and Missouri River R. R. Co. will pay its first dividend of 10 per cent. in stock on the 10th of March on both common and preferred shares.

☞ The work on the Queenstown and Kent Railroad, says the Centreville (Md.) *Observer*, progresses satisfactorily. The track-layers are now within about two miles of Hewitt's Station.

☞ The State railroad commissioners have accepted the location and lay-out of the Shepaug Valley (Conn.) Railroad, and the chief engineer says it will be in readiness for laying the rails in May.

☞ The improvements to the Bessemer Steel Works, at Troy, costing $80,000, have been completed, and with the additional facilities secured seventy tons of steel can be turned out every day.

☞ The Lake Shore and Michigan Southern Railroad Co. will shortly commence to lay a second track between Toledo and Buffalo, and from Elhart to Chicago, using steel rails.

☞ The Hackensack (N. J.) Extension Railroad is graded to Nanuet, 6½ miles beyond Hillsdale, and will be extended to Grassy Point at an early day.

☞ At an election for directors of the Cleveland, Columbus, Cincinnati and Indianapolis R. R. Co., held in Cleveland on the 1st inst., the old board was re-elected with two exceptions. Horace F. Clark and Augustus Schell, of New York, were elected in place of J. H. Wade and Stillman Witt, of Cleveland. Oscar Townsend was re-elected President, and the other officers of the road will remain unchanged.

Drexel, Winthrop & Co.,

NO. 18 WALL-ST.,

OFFER FOR SALE

Houston and Texas Central Railway Company

FIRST MORTGAGE LAND GRANT

SINKING FUND

7 Per Cent. Gold Bonds.

Secured by a First Mortgage upon 6,400 acres per mile, and upon the whole and entire line of road, its franchises and property of every description.

RECEIPTS IN GOLD COIN.

Operating 141 Miles. 1869.	Operating 166 Miles. 1870.
$1,047,827 65.	**$1,538,420 00.**

The receipts for January, 1871, were $213,000, gold.

The net earnings for the year 1870 were more than sufficient to pay the interest upon $13,000,000, or over three times the present issue of Bonds.

The affairs of this Company have been examined by many capitalists, who have invested largely in the Bonds, and we are confident that a careful scrutiny will prove them to be the best and safest security now offered in this market.

FOR SALE AT 90 AND ACCRUED INTEREST

BY

DREXEL, WINTHROP & CO.,

No. 18 Wall-st.

THE PARTNERSHIP HERETOFORE EXISTING under the firm name of Burton & Macdonald, engineers and contractors, is hereby dissolved by the withdrawal of Charles Macdonald. Existing contracts will be completed by the late firm, and either party may sign in liquidation.

Dated March 1, 1871, 30 Broadway, New York.

A. B. BURTON, CHARLES MACDONALD.

CHESAPEAKE AND OHIO RAILROAD.

Notice to Contractors.

SEALED PROPOSALS will be received by the undersigned, at Richmond, Va., until 12 M. 28th March, 1871, for the graduation and masonry on one hundred and eight miles of this road west of White Sulphur Springs, it being all the remaining unfinished portion of the road not now under contract. The work embraces 3,000,000 cubic yards in open cutting, 27,000 cubic yards in tunnels, and 60,000 cubic yards of masonry, of all classes, and is to be completed May 1st, 1872. Profiles and specifications can be had after the 14th March, at the offices of the company, 54 William street, New York; at Richmond, Va., and at Huntington, W. Va. Plans for and proposals for building the iron superstructure of the New River Bridge, at Miller's Ferry, Fayette county, W. Va., will be received at the same time and place. There will be two spans of 250 feet each, and two of 70 feet each. Parties submitting proposals should see the site of the bridge, where further information may be had from the engineer in charge. This bridge must be completed by December, 1871.

H. D. WHITCOMB,
Chief Engineer C. & O. R. R.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.

NEW AND SAFE
Lamp for Railroad Cars,
WITHOUT KEROSENE.
WILLIAMS, PAGE & CO.,

Manufacturers of the well known Kerosene Car Lamps now used in all parts of the country, have, during the past year, made a Lamp for burning

The Mineral Sperm Oil

Made by DOWNER & CO., the well known and reliable Oil Manufacturers.

Professor Silliman, of Yale College, and Professor Chandler, of Columbia College, N.Y., well known chemists, state that this Oil is **Safe as Sperm Oil.** It is used by thousands of families, and by Steamboats, Manufacturers and Railroads, in place of candles or Kerosene. *The cost of burning is but half that of car candles, and the light four or five times as much.*

We make these Car Lamps with a strong Brass Case, and brass Lamp Fount, thus making them *perfectly secure and safe in case of accident.*

Circulars with full particulars, sent when requested.

Car, Office, Station and Platform Lamps for this oil, and the oil by the barrel, for sale by

WILLIAMS, PAGE & CO.,

Feb. 25. **BOSTON, Mass.**

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LONDON.

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45,000 Common Size.
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16,000 Common Size.
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Issue CIRCULAR NOTES AND LETTERS OF CREDIT for TRAVELLERS, available in all the PRINCIPAL CITIES OF THE WORLD.

XI56

TELEGRAPHIC TRANSFERS of Money made to EUROPE or CALIFORNIA, on favorable terms

INTEREST ALLOWED ON DEPOSITS.

INTERCOLONIAL RAILWAY OF CANADA.

Tenders for Iron Bridge Superstructures.

The Commissioners for the construction of the Intercolonial Railway are prepared to receive Tenders for TWENTY ONE SPANS OF IRON BRIDGE SUPERSTRUCTURE of one hundred feet for each span, and also for sixteen spans of Two Hundred feet for each span.

Printed specifications showing the tests which each span will be required to bear; information as to the location of the different bridges; and forms of tender, can be obtained at the offices of the Commissioners or at those of the Chief Engineer, at Ottawa, Canada; or at the Banking House of Messrs. Morton, Rose & Co., Bartholomew Lane, E. C., London, England.

Parties tendering must submit their own plans of the mode in which they propose to construct the Bridges, and must state the price of each span f. o. b., at the place of shipment; and also the price of each span completed in place.

Tenders for additional spans of one hundred feet, and for spans of eighty feet, will also be received at the same time. Specifications are being prepared and can be had within a few days on application at the places above named.

Tenders marked "Tenders for Bridges" and addressed to the Commissioners, at Ottawa, will be received up to 6 O'CLOCK P. M., of THURSDAY, the 6th day of APRIL, 1871.

The Commissioners will not be bound to accept the lowest or any tender.

A. WALSH.
ED. B. CHANDLER.
C. J. BRYDGES.
A. W. McLELAN.
Commissioners.

Intercolonial Railway,
Commissioner's Office,
Ottawa, 19th January, 1871.

Rolling Mill Property
FOR SALE,
OPPOSITE NEW YORK CITY.

The well-known North River or Dunbir Rolling Mill, situated at Prospect and North 5th St., Jersey City, New Jersey. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, a Stable, &c.

The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It can be seen running, and has been successfully run from its establishment in 1855. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots and Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value the vast R. R. Interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

Office, 140 HUDSON STREET,
Jersey City N. J.,
In the First National Bank Building.

Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of Wm. H. Wallace & Co., Corner of Liberty and Washington Streets, N. Y., City Agents; and R. R. Cresman, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

TAYLOR IRON WORKS

HIGH BRIDGE, N. J.,

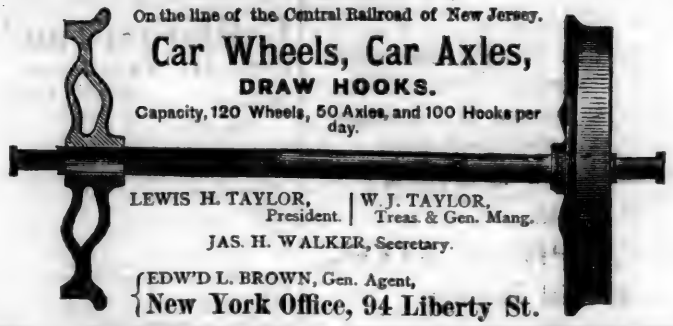
On the line of the Central Railroad of New Jersey.

Car Wheels, Car Axles,

DRAW HOOKS.

Capacity, 120 Wheels, 50 Axles, and 100 Hooks per day.

Wheels and Axles, made in the best and most careful manner, furnished separately, or "*fitted*," making complete sets.



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AND ALL

Bridge Irons Generally.

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Compound Spiral,

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Railway Car Springs,

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1,000 tons LLYNVI VALE.
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Hot Pressed Nuts ⅛ for ½ Bolts to 3/4x2 for 2 in. Bolts either Square or Hexagon.

Bridge and Truss Bolts ½ in. to 3½ in. in diameter any length with upset ends.

Car Bolts either Blank or Finished.

Machine Bolts Square or Hexagon Heads and Nuts.

Car Forgings, Car Trucks, and Iron work for Cars in general.

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Instrument Manufacturers,

AT THEIR OLD LOCATION,

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Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

Steele's Feather Dusters

FOR RAILROAD USE.



OUR **Extra CAR Duster,** made very strong and full of selected Ostrich Feathers, is the most durable and economical brush for Railroad Car use.

Car Washers, AND 300 varieties of Dusters adapted to the use of Stores, Offices and Dwellings, all of the superior quality that has characterized our Dusters for 35 years past, at low prices. Price List on application.

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GEN'L SALES AGENT,

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PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail,* with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

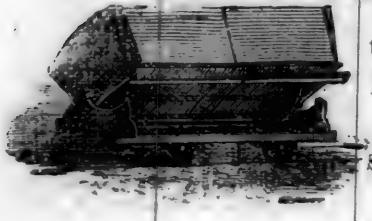
The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

PETELER PORTABLE RAILROAD CO.

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TO CONTRACTORS, MINERS, ETC.



By this invention one horse does the work of ten, and one man the work of eight.

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Through rates, New York to San Francisco:

First Class. $125 to $170. Steerage. $60.

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 4TH AND 20TH OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

March 4, OCEAN QUEEN, Capt H. P. Conner, connecting with the MONTANA, Capt. Cavarly.

Departure of 20th every month will touch at San Jose Guatemala and Punta Arenas.

Steamer JAPAN will leave San Francisco April 1, 1871, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, March 3. Freight for Central American and South Pacific ports will be received until 4 P. M. on THURSDAY, March 2, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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RAILROAD PADLOCKS.

THE UNDERSIGNED CONTINUE TO MANUfacture the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

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15 R. R. Avenue, Newark, N. J.,

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$18 IMPROVED
WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, $18. In 18k Gold Cases, $80. Ladies' Size, $70. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

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MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 10.] SATURDAY, MARCH 11, 1871. [WHOLE No. 1,820, VOL. XLIV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, March 11, 1871.

Another Outlet for Western Produce.

The vast area of the Mississippi Valley, more than a million square miles, represents an enormous basis wherein the agricultural products are ten times more than are needed for the maintenance of its own population. On the Atlantic coast, and in Europe, are whole States whose agricultural productions fall short of their own proper consumption. The difference between the cost of the same articles of food where they are grown at the West, and the prices where they are consumed, at the East, is from one hundred to four hundred per cent.—and this enormous addition to their cost is due mainly to the insufficiency of the present means of conveyance to tide-water. For a large part of the year the principal outlets for this vast surplus are in the hands of four railroad corporations controlling the lines crossing the Alleghanies. In summer, with the aid of the Erie Canal and the St. Lawrence, the rates are out of proportion to the distances at which heavy freights can be carried; and in the winter months a combination of three of the four companies can force them much higher. The only lasting remedy for this state of things, which shall, at the same time, benefit the producer and consumer is in the multiplication of new and more economical means of conveyance. The roads now in operation and under construction across the Alleghany range may fairly be presumed to cover the best routes which engineers could discover. There is a line now building through Virginia, and which will be completed within a year and a half, which in point of shortness of route, grades, proximity and cost of fuel, mild climate, light capital charges, and termini at unfailing navigation, is unsurpassed by any of the existing or projected lines; and which will therefore be enabled to do its full share of the Western carrying trade at the lowest possible cost, and therefore will have an important influence on this problem of lower transportation rates.

From a pamphlet recently issued by the Chesapeake and Ohio Railroad Company we gather that they have secured the line of shortest portage between tide-water and western inland steamboat navigation, and also the shortest route from our most important western cities to coastwise vessels. This will be seen by the following comparison of distances by the old and new routes:

MILES FROM PORT OF	Richmond, via Ches. and Ohio.	Baltimore, via Balt. and Ohio.	Philadelphia, via Penn. R. R.	New York, via Erie Railway	New York, via N. Y. Central	Boston, via N. Y. Central
To Cincinnati.	552	591	668	861	888	941
To Louisville.	645	699	775	997	940	998
To St. Louis.	902	931	992	1,201	1,144	1,202
To Memphis.	992	1,070	1,152	1,354	1,354	1,426
To Nashville.	800	884	960	1,153	1,176	1,254
To Columbus, O.	564	617	705	755	761	829
To Indianapolis.	677	705	786	935	880	888
To Chicago.	*875	828	823	933	980	1,038

* By a contemplated line from the Ohio River to Dayton, this distance will be reduced to 822 miles.

The advantage in grades, however, is more conspicuous even than that of miles. This line from the Chesapeake to Cincinnati can be, and ultimately will be constructed as a freight road, having light grades going East, (the direction of heavy freights) averaging 10 feet and not exceeding 30 feet to the mile; and the same average and maximum going west, with a single exception at one point of 60 feet per mile. These grades will be recognized as something superior for roads traversing a prairie country, and for a line crossing a mountain range at an elevation of 2 000 feet are marvellous; and like conditions it would be impossible to find on any parallel route. Abundance of coal, iron ores, timber are also to be found along the line. The total cost of such a line when completed, owing to the benefactions of the State of Virginia, under whose auspices the work was in part constructed, will be about $30,000,000, against nearly three times that amount of Capital and Bonded Debt account to be borne by some of the other lines competing to the same points.

The Chesapeake and Ohio Road will enter the field, very soon then, with the most favorable set of conditions for doing a large traffic at the greatest ratio of profit, which has belonged to any enterprises begun for many years back. New York, of course, has been attracted by the advantages of the route, and some of the most eminent merchants and ship owners of the United States are to be found in its list of directors.

Frederick and Pennsylvania Line R. R.

The Hanover (Pa.) *Spectator* is informed that sufficient iron has been purchased of the Lochiel Iron Works at Harrisburg by the Frederick and Pennsylvania Line Railroad Company to lay the track from Littlestown as far as Taneytown—a distance of some 9 or 10 miles, and that the work of laying the rails will be commenced at once. The completion of the entire line to Frederick is expected by the middle of July next. The Hanover Branch Railroad Company have secured the contract to operate the road on its completion.

☞ Hon. T. Jones Yorke has been re-elected President, and George J. Robbins, Esq., Secretary and Treasurer, of the West Jersey Railroad Co.

Railroads of New Jersey.

The following is an abstract of the Reports of the Railroad companies of New Jersey, made to the Legislature for the year ending December 31, 1870—not including the Report of the Joint Companies, which was given in a previous issue:

CENTRAL RAILROAD OF NEW JERSEY.

Capital stock, $15,000,000; old mortgage bonds, $394,000; mortgage bonds of 1890, $2,837,000; accounts payable, $1,568,043 35; total, $19,799,043 35. Invested in railroad, $7,764,112 25; Jersey City station, $964,448 10; Port Johnson, (coal,) $695,076 01; Elizabethport, $300,146 10; station houses, shops, &c., $546,035 39; total, $10,269,817 85; engines, $1,193,000; cars, $1,481,000; total, $2,674,000; ferry boats, $525,000; other property, fuel, materials, &c., $3,414,951 80; total, $3,939,951 80; cash and accounts receivable, $2,915,273 70. Receipts for 1870, $4,398,514 12, as follows: Passengers, $1,118,147 20; merchandise, $1,172,870 63; coal, $1,964,550 56; mail, express, rents, &c., $147,945 73. Merchandise, 702,529 tons, carried 42,792,171 miles; coal, 2,052,184 tons, carried 115,304,381 miles; total, 2,754,713 tons, carried 158,096,552 miles; number of passengers carried, 3,291,034; do. carried one mile, 40,499,888.

MORRIS CANAL AND BANKING COMPANY.

Capital stock paid in, $2,200,000; debts, funded and other, $1,132,492 89; cost of canal and appurtenances, $3,879,167 25; repairs of 1870, $136,181 86; navigation (lock and plane tending, &c.), $54,083,79; superintendence and management, $29,612 92; income from passengers, tolls and other sources, $390,780 33; dividend paid in cash, $58,750.

CAMDEN AND ATLANTIC RAILROAD.

Cost of road and equipment, $1,607,637 78; capital stock paid in $1,130,795 59; funded debt, $1,075,603; floating debt, $96,471 14. Receipts of road, $234,444 23; working expenses, $175,215 28; interest paid during year, $94,534 12; taxes, insurance, &c., $17,840 47; total expenses, $287,589 82; balance, $46,854 41.

MORRIS AND ESSEX RAILROAD.

Capital stock, $11,900,950; funded debt, $12,184,000; other indebtedness, 20,205 57; construction account, $23,300,000. Receipts for the past year, $2,858,452 68; expenses, $1,900,931 18. balance, $957,521 50. Two payments of interest of 7 per cent. have been made to the stockholders by the lessees.

NEWARK AND BLOOMFIELD RAILROAD.

Capital stock, $103,850; the road is rented for $6,600 per annum; two interest dividends have been made during the year, amounting to $3,115 50 each.

ORANGE AND NEWARK HORSE CAR-RAILROAD.

Capital stock, $289,550; funded debt, $546,000; mortgage on depot and stables, $3,200; bills payable, $46,500; Belleville Railroad stock, $15,000; mortgage on Orange property, $5,000. Total, $905,250, represented as follows: Superstructure, depots, rails, &c., $808,022 52; cars and snowploughs, $44,800; horses, harness and fixtures, $44,200; cash, January, 1871, $8,227 48. Receipts from passengers, $187,192 55; tolls, $4,858 63; sundries, $3,310 43. Total, $195,356 61. Expenses of maintaining and operating road, $157,481 77; balance, $37,874 84. Interest paid during year, $39,033 34; no dividends; passengers carried, 2,640,258.

PATTERSON AND RAMAPO RAILROAD.

This is the connecting link of the Erie Railway at Paterson. Capital stock paid in, $248,000; amount of funded debt—bonds outstanding, $85,000; bonds redeemed, $15,000; cost of road and equipments, $350,000; income rent from Erie Railway Company, $26,500; income interest from sinking fund, $2,951 75; dividends, 5½ per cent. on $248,000, $13,640; expenses for contingencies, taxes, &c., $4,551 93; paid sinking fund to redeem bonds, $5,000; interest on bonds ($85,000 at 7 per cent.), $5,950.

PATERSON AND HUDSON RIVER RAILROAD.

This road is leased by the Erie Railway Company, and reports: Capital stock $630,000, which is all invested in the cost of road, including land, buildings, &c.; rent of road, $53,400; one dividend of 4½ per cent., $28,350; do. of 4 per cent., $25,200. Total dividends, $53,550.

SUSSEX RAILROAD.

Capital stock issued, $317,850 00; funded debt, $200,000; floating debt of old road, $3,873 92. Total, $521,723 92. Estimated debt for the construction of extension of the road now completed from Newton to Franklin and Branchville, payable in capital stock of the company not yet issued, $150,000; total estimated cost of road, $1,171,728 92. Receipts for passengers, freight, &c., $95,258 23; expenses, $92,965 78, as follows: Operating expenses, $42,510 03; repairs to road and equipment, $20,781 59; interest on funded debt, $12,500 00; revenue taxes, $710 11; interest and dividend, paid 1870, $16,464; surplus, applicable for debt, $2,187 50. Number miles run, 51,712.

CHESTER RAILROAD.

Amount paid in on capital stock, $36,596 68; funded debt, $100,000. This road is leased to and operated by the Morris and Essex Railroad Company.

JERSEY CITY AND BERGEN RAILROAD.

Cost of road, $486,920 50; one-half of one per cent. tax thereon, $2,434 60; local taxes paid, $939 03; deduct excess over amount authorized to be deducted, $330 38; balance, $608 65; amount of tax due, $1,825 95.

PERTH AMBOY AND WOODBRIDGE RAILROAD.

Capital stock and floating and funded debt, $214,581 57; cost of railroad, $214,581 57; receipts on passengers, freight, &c., $21,307 18; expenses, $12,140 05; balance, $9,167 18. Passengers carried over whole road, 78,816.

SOUTH BRANCH RAILROAD.

Cost of road, $362,370 39; paid on account of right of way, $51,573 65; station houses, $25,750 38; amount received in capital stock, $438,800. The road is leased to the Central Railroad of New Jersey, at an annual rent of 6 per cent.

WEST JERSEY RAILROAD.

Capital stock, $1,208,900; fractional scrip, $100; bonded indebtedness, $2,379,000; other indebtedness, $20,000. Cost of West Jersey Railroad, $1,449,024 01; cost of Millville and Glassboro Railroad, $221,020—total cost of construction of consolidated roads, $1,670,044 01; premium paid Millville and Glassboro road for consolidation, $184,000; discount and interest paid in construction of West Jersey Railroad and auxiliary works, $350,420 54; sinking fund to redeem bonds of loan of 1869, $71,500; investment in auxiliary works, $1,829,823 47. Receipts, $638,616 58; expenses, $419,706; taxes, $10,073 84; interest, $101,791 41; sinking fund, $12,500. Three cash dividends of 5 per cent. have been paid during the year.

BELVIDERE DELAWARE RAILROAD.

Capital stock paid in, $995,800; funded debt, $2,244,500; special loan, $198,845 48; due other companies, $771,622 51; total indebtedness, $3,214,967 99; total stock and debt, $4,210,767 99; cost of road and equipment, $4,125,865 30. Receipts, $872,226 72; expenses, $634,432 67; balance, $237,794 05; expended for working Flemington Railroad over receipts, $22,559 39; net earnings, $215,234 66; interest paid during the year, $187,831 61; balance, $27,403 05. Receipts and expenses for the Flemington Railroad, worked by the Belvidere Delaware Railroad: receipts, $17,549 84; expenses, $40,109 23; excess of expenses over receipts, $22,559 39. Two dividends have been declared upon the capital stock of the two roads, one of 4 per cent. from the earnings of 1869, and one of 2 per cent. from those of 1870.

WARREN RAILROAD.

Capital stock issued prior to April, 1870, $1,547,650; first mortgage bonds of 1875, $511,400; capital stock issued since April, 1870, for construction, $252,350. Total cost of road, $2,311,400. Earnings of the road for the year, passengers, freight, mails, express, &c., $574,203 92; expenses for running, repairs and wages, $401,942 74—$172,261 18; interest and dividends paid, $152-965 25—$19,295 93; estimated tax due State, $11,261 75; balance applicable to paying government and other taxes, $8,034 18. The Company owe an unadjusted debt to the Delaware, Lackawanna and Western Railroad for double track, tunnel, &c., claimed to amount to $643,164 85.

Iron and Steel Rails.

The following is an extract from the Report of C. J. Brydges, Esq., Managing Director of the Grand Trunk Railway of Canada, to the Canadian Dominion Board of Trade, under date January 31, 1871:

During the ten years from 1861 to 1870, there have been put in, upon the 798 miles of main line, between Portland and Sarina, 2,763,085 new sleepers. The original quantity of sleepers put in on the main line was 1,685,376, so that every sleeper has been renewed in about five and a quarter years. The sleepers are, therefore, as sound and in as good condition as it is possible for them to be, upon any line of railway in the world.

As regards rails, 1,132 miles of new rails have been put down upon the 798 miles of railway in the ten years. This is to say, the average life of every rail has not been allowed to go beyond seven years—the whole line having been renewed in the ten years nearly once and a third times. These rails have been procured from the best makers in England, many of them at a high price, and guaranteed as to their wear—from the rolling mill at Toronto, where they have been manufactured with great care, and under a very stringent specification, and for the Portland line, from one of the best mills in the United States.

Iron rails having been proved not to be entirely satisfactory in cold climates, this Company began five years ago an experiment with steel rails. It had to be done cautiously, as engineers had doubts if the material would not break in severe cold.

Five years' trial has proved that steel will stand, where iron breaks, and accordingly in 1870 the

Grand Trunk Company imported and laid in sixty miles of steel rails, which have stood perfectly the severe cold of the present month. Eighty-five (85) miles have been ordered from England for this year, and if they can be procured, I hope that after this year nothing but steel rails will be laid down.

This Company was the first to introduce steel rails into Canada; but the experiment having succeeded, the Great Western Company is following our example, their experience of iron being as much against it as ours, although their climate is, on the whole, so much less severe.

Pennsylvania Railroad Company.

TWENTY-FOURTH ANNUAL REPORT.

OFFICE OF THE PENNSYLVANIA RAILROAD CO.
PHILADELPHIA, February 18, 1871.

To the Shareholders of the Pennsylvania Railroad Company:

Your directors have the pleasure to submit to you a very satisfactory report of the results of the business of the company for the past year. During that period the operations of the company have been very extensive, and have been attended with gratifying success. The earnings of your Main Line and Branches were:

From passengers	$8,595,871 20
" from emigrant passengers	162,671 92
" mails	146,743 45
" express matter	310,785 78
" general freights	12,793,160 47
" miscellaneous sources	522,974 00
	$17,531,706 82

Expenses:

For conducting transportation	$3,562,084 60	
For motive power	3,240,606 69	
For maintenance of cars	1,136,945 17	
For maintenance of road	3,058,685 78	
For general expenses	211,762 82	
		11,260,085 15
Leaving net earnings for 1870 of		$6,271,621 67

The total amount of revenue compared with last year is:

1870	$17,531,706 82
1869	17,250,811 73
Increase	$280,895 09

The changes in the sources of revenues are shown below:

Increase in first class passengers	$95,300 14
" emigrants	31,605 99
" mails	27,781 54
" express matter	8,131 24
" miscellaneous sources	257,572 59
	$420,391 50
Decrease in freight	139,496 41
Increase, as above stated	$280,895 09

The only item of income that shows a decrease is from freights, and this has occurred under an increased tonnage of 401,060 tons, and is mainly accounted for by the reduction of freight charges—without any legitimate object—during the past summer and autumn, by the New York lines, to a point much below the cost of transportation.

The gross revenues for 1870 are equal to $48,971 25 per mile for the main line of railroad.

The whole number of passengers carried in 1869 was 4,229,363, and in 1870, 4,352,769, an increase of 123,406, or nearly 3 per cent. The average distance traveled by each passenger was 34 65-100 miles, being 43-100 of a mile greater than in 1869.

The number of tons of freight moved (including 376,650 tons of fuel and other materials transported for the company) was 5,804,051, embracing 2,550,389 tons of coal. It was last year 5,402,991 tons.

The average charge per net ton per mile upon freights, during the year, was 1 549-1000 cents, against 1 718-1000 cents last year and 1 9-10 the year previous; and per passenger, 2 49-100 cents per mile, against 2 51-100 cents last year, or an average decrease in freight charges of 9 8-10 per cent., and in passenger charges of 8-10 of one per cent. per mile.

The actual cost of operating your railroad, including branch lines, in 1870, was 59 15-100 per cent. of its receipts.

The earnings of the Philadelphia and Erie Railroad in 1870 were:

From passengers	$606,488 31
" freights	2,459,154 52
" express matter	33,111 95
" mails	25,000 00
" miscellaneous sources	20,339 93
Total (nearly $11,000 per mile of road)	$3,144,044 71

The operating expenses during the same period were:

For conducting transportation	$712,179 28	
For motive power	736,926 66	
For maintenance of cars	260,710 23	
For maintenance of way	867,912 25	
		2,577,728 42
Showing a balance to credit of P. & E. R. R		$566,316 29

The number of tons moved over this railroad during the year was 1,614,287 against 1,302,041 tons in 1869. The average charge made per ton per mile on freight was 1 290-1000 cents, which is within 304-1000 cents of the actual cost of its transportation. The road passes through a sparsely populated region and meets the direct competition of the Erie Railway, the rates upon which have not for many years been adjusted with a view to dividends to its shareholders.

The revenues of the lines operated by this company and the amounts paid for their working expenses, interest and dividends are as follows:

From the Pennsylvania Railroad and branches	$17,531,706 82
From the Pittsburg, Ft. Wayne and Chicago Railway	8,118,595 60
From the Erie and Pittsburg Railway (10 months)	870,859 23
From the Philadelphia and Erie Railway	3,144,044 71
	$29,665,206 36

And the expenses of operating these lines were:

Pennsylvania R. R.	$11,260,085 15	
Pittsburg, Ft. Wayne and Chicago Railway includ'g rent, etc	7,052,011 95	
Erie and Pittsburg Railway, includi'g rent, &c. (10 ms.)	642,281 76	
Philadelphia & Erie Railroad (including $566,316 29 net earnings paid to that company)	3,144,044 71	
The loss upon advances to the Columbus, Chicago and Indiana Central Railway Company, to meet its floating debt, etc., and on the operations of the lease of the said company for 1870, amount, under an agreement & settlement with the lessee, to	1,166,892 94	
		23,265,317 51
Leaving the net profits of the year 1870 upon all the operations of the company		$6,399,888 85
From which deduct dividends declared in May and November (each 5 per cent.) with the taxes paid thereon	$3,455,857 50	
Balance to debit of interest account and the amount allowed discount on sale of bonds	1,799,161 38	
Due for the lease of the Harrisburg and Lancaster Railroad	134,821 89	
Annual payment to the State of Pennsylvania on account of interest and principal due upon the purchase of her works between Pittsburg & Philadelphia	460,000 00	
		5,849,330 77
Leaving a balance of credit to profit and loss of		$550,648 08

It will be noticed that this balance is the result of the business of the year, without bringing forward a similar suplus in 1869 amounting to $463,533, and after charging to expense account the additional cost of substituting iron bridges on the main line of your road for those originally constructed of wood; the change of steel for iron rails; the cost of the straightening of the old Philadelphia and Columbia Railway, purchased of the State, and the extension of the shops at Altoona; neither of which items of expenditures will add to the productive capacity of your railroad, but they may prevent serious interruptions to your traffic, and in time materially reduce the cost of operating the line.

The operations of the Pittsburg, Fort Wayne and Chicago Railway continue to show the favorable results confidently anticipated at the time the lease was made.

The earnings during the year 1870 were	$8,118,595 60
And the operating expenses	4,371,987 53
Balance	$3,746,608 07
The annual rent, with interest on the bonds of the company, expenses of maintaining the organization, annual contribution to the sinking fund, etc., etc., amounted to	2,680,024 42
Showing the surplus of the lease to be	$1,066,583 65
The earnings of the Erie and Pittsburg Railroad from March 1 to December 31, 1870—10 months—(operated under the General Manager of the Pittsburg, Ft Wayne & Chicago R. W.), were	$870,859 23
And the expenses for the same period were	383,425 76
Balance	$487,433 47
The interest on the b'ds of the company, expenses of maintaining organization, &c.,&c., during this period, amounted to	258,875 00
Showing a profit of	$228,576 47
Giving a profit on the leases of these two roads of	$1,295,160 12

The net revenues of the Pennsylvania Railroad Company from investments in other lines, it is confidently expected, will, after 1871, yield an amount sufficient to meet the interest upon the

whole mortgage indebtedness of the company—a source of income which may be expected to continue and annually increase.

It is not the intention of the Directors that the mortgage indebtedness of the company shall be increased beyond the thirty five millions of dollars already authorized, as they consider that the other assets of the company, after exhausting this issue, will be ample to meet any enlargement of their works that may be required to comply with the public demand for transportation facilities.

The value of the existing Sinking Fund, instituted for the payment of the second mortgage bonds, will not only be sufficient to cancel the bonds issued under it when due, but a balance will be left which, if judiciously administered, will also pay off at maturity not only the first mortgage bonds, but also those of the general mortgage; while the lien of the State upon the Philadelphia and Columbia Railway is being paid off by the annual reduction of its principal, in accordance with the act of Legislature, to an extent which will extinguish it before its maturity.

From this summary the shareholders will notice that the interest upon the mortgage debt of the company after 1871 may be provided from the interest upon installments outside of your railroad, and that this debt may be all cancelled at maturity by the existing sinking fund, leaving the net earnings of your railroad, which the past year amounted to $6,271,621 67 (after meeting the annual payment of $450,000 to the State) for the stockholders.

The Treasurer's statement, annexed to this report, will exhibit the condition of the finances of the company at the close of the year. The discount allowed upon the large amount of general mortgage bonds sold in this country and Europe, to take up the company's debentures and meet its other obligations, has been met, as heretofore, by the net revenues of the company for 1870, instead of charging this item, as is usual with other companies, to the cost of the investment.

To meet the demands upon the Treasury during 1871, to complete the works in progress that are deemed essential to protect the existing interests of the company, and pay the debentures amounting to $1,109,224 falling due in July, the Board propose to give to each shareholder the privilege of subscribing for one share of stock for every six that may be standing in his name upon the books the company on the 30th of April, at par. Under the terms of the general mortgage, there can be issued only one million one hundred and ninety-two thousand dollars of these bonds in addition to those already sold, until the debentures due in July are cancelled, and further payments are made upon the State debt and prior mortgages upon its line, when an additional issue equal to such reduction and payments may be made. The net revenues of the company in 1870 were in excess of the amount required to meet dividends of 10 per cent. upon the proposed increase of capital, and there is no reason to expect less favorable results in the future. To enable the company to provide for this distribution of stock, the Directors accepted the provisions of the general act of Assembly of Pennsylvania, approved December 29, 1869, authorizing the increase of the capital of all railway companies 50 per cent.

The Directors, in their last annual report, referred to the motives which induced them to depart from their original policy in extending their direct control of railways west of Pittsburg. As this change has been made the subject of much public comment the Board will be pardoned if they again briefly refer to it.

In consequence of the failure of the mixed system of canals and railroads of the Commonwealth of Pennsylvania, and their connecting lines beyond Pittsburg, to attract a reasonable share of the traffic between the East and the West, or successfully compete with the avenues built by New York, all the lines of railway that were first built in the West to reach the Atlantic market were directed towards Buffalo as the then best and cheapest route to the East, leaving to this company, if it entered the list of competitors for this distant traffic, to endeavor without delay to secure in its interest railway connections with the commercial centres of the West as feeders to your main line. Sensible of the prejudice against large corporations since the failure of the United States Bank, the policy of this company was first directed to the procuring of these connections by securing the organization of the independent railway companies, and their construction by such pecuniary assistance as was required to effect this necessary object under contracts for the mutual interchange of business. This course was confidently expected would meet the object desired without involving the company in the direct management of distant enterprises.

It however soon became evident, after securing such feeders, that their success in diverting the traffic of the West from the channels it had become accustomed to follow, stimulated the older rival interests to endeavor to overcome it by obtaining the control of such feeders with a view to embarrass our business and augment their own. The efforts proved nearly successful, and were only prevented by promptly meeting the exigency by securing the absolute control of these lines for this company. The Board think that they would have been derelict in their duty if they had yielded to timid counsels and permitted this opportunity to secure their object to pass unnoticed. This control was affected by the lease for nine hundred and ninety-nine years of the Columbus Chicago and Indiana Central Railway, and of the Little Miami Railroad, through the Pittsburg, Cincinnati and St. Louis Railway Company, which your company controls by the ownership of a large majority of its shares; and the direct lease of the Pittsburg, Fort Wayne and Chicago, and the Erie and Pittsburg Railways. Under the lease of the Pittsburg, Fort Wayne and Chicago Railway this company became possessed also of one half the shares of the Indianapolis and St. Louis Rail way Company (between Indianapolis and Terre Haute), which had a lease of the old line between Terre Haute, Alton and St. Louis. The Pennsylvania Railroad Company had previously acquired a majority of the shares of the new line between Terre Haute and St. Louis *via* Vandalia, thus completing our connections with St. Louis.

Under the amended lease of the Columbus, Chicago and Indiana Central Railway, this company felt morally bound to assume its obligations to the Indianapolis and Vincennes Railroad Company, of which it is now nearly the sole shareholder. This enterprise is at present unprofitable, but will ere long prove a productive work, and when extended into Cairo, the grading of which is in a great measure finished, it will soon become a line of national importance.

It is not proposed nor is it desirable to manage these lines in a manner to divert traffic from its natural markets or channels, but solely with a view to secure to this company its fair share of the business of the West, which it was found impossible otherwise to obtain.

The result of the operations of all these lines for 1870 shows a small profit, which under judicious management must annually increase. The net profits for 1871 it is confidently expected will be very satisfactory.

With a view to give greater simplicity and efficiency to the management of this large Western interest, and as far as practicable return to our former policy, a charter was obtained from the Commonwealth of Pennsylvania incorporating the "Pennsylvania Company," to which all the interests above mentioned of the Pennsylvania Railroad Company will be transferred on the first of March next, and $8,000,000 of the preferred capital stock of the Pennsylvania Company received therefor, which amount covers fully all of our expenditures in this connection. The whole capital of the Pennsylvania Company will consist of $8,000,000 of preferred and not exceeding $4,000,000 of common stock. All the profits of the corporation during 1871, after meeting the obligations of the lines leased, are to be used by the managers in perfecting and equipping the railroads transferred to it. After 1871 the preferred shares of this company will yield at least 6 per cent. on their par value.

In addition to the interests of the company in the West to be transferred to the Pennsylvania Company, it still holds twenty-two thousand shares (a large majority) of the stock of the Cleveland, Mount Vernon and Delaware R. R. Co. —whose line is partly finished and the remainder in progress under judicious supervision of its President, Judge Hurd, of Mount Vernon, Ohio. This interest was received with the lease of the Pittsburg, Fort Wayne and Chicago Railway, and promises to become a profitable investment; also one million and forty-nine thousand dollars of the bonds of the Newport and Cincinnati Railroad Bridge, now being erected to connect the Little Miami Railway with the Kentucky system of railroads; four millions four hundred and forty-six thousand dollars of the general mortgage bonds of the Pittsburg, Cincinnati and St. Louis Railway Company; one million seven hundred and sixty-six thousand dollars of the second mortgage bonds of the Terre Haute, Vandalia and St. Louis Railway Company, and eight hundred and seven thousand dollars of the first mortgage bonds of the Cincinnati and Muskingum Valley Railroad Company—the line of which is built from Zanesville to Morrow, 132 miles, and is being extended from Zanesville 16 miles to Dresden, on the Pittsburg, Cincinnati and St. Louis Railway. The interest upon all these bonds (amounting to $8,068,000) will be duly met from the revenues of these works.

This company also holds a majority of the shares of the stock of the Chartiers Railway Company, whose line between Pittsburg and Washington is now approaching completion, and must soon become a profitable investment.

The liabilities of the Pennsylvania Railroad Company in the West, as guarantors, arise wholly under the leases that it has made or guaranteed, and extend to four millions of dollars of the first mortgage bonds of the Grand Rapids and Indiana Railroad Company—as required by the terms of the lease of the Pittsburg, Fort Wayne and Chicago Railway. The Grand Rapids and Indiana Railroad Company, besides its railway, holds lands pledged for the payment of these bonds, valued at least at eight millions of dollars, and they cannot, therefore, reasonably become a charge upon this company, even if the railway should prove unproductive—an expectation which is not justified by the revenues of that portion of the line already built; to the bonds of the Indianapolis and Vincennes Railroad Company, amounting to three millions one hundred and fifty thousand dollars upon 114 miles of road, which will doubtless earn, after 1872, ample revenues to meet its interest and provide for the principal when due; to the interest upon thirty-six millions seven hundred and twenty-four thousand and fifty-two dollars of the bonds of the Pittsburg, Fort Wayne and Chicago Railway Company and the Erie and Pittsburg Railroad Company, and to fifteen millions eight hundred and twenty-one thousand dollars of the bonds of the Columbus, Chicago and Indiana Central Railway Company. These works, as a whole, *now* yield net revenues *more* than sufficient to meet the interest upon all of the obligations mentioned, while the operation of the sinking fund of the Pittsburg, Fort Wayne and Chicago Railway Company, the terms of which have been faithfully complied with and the semi-annual amount due charged to running expenses, will pay of the whole of its mortgage indebtedness, amounting to $13,568,000 before the bonds are due.

From this general review of the interests of the company in the West, it will be perceived that, while securing to the company and this city uninterrupted communication with the trade centres of that region on and east of the Mississippi river, the board has at the same time also invested the means required to secure that object, so that they will yield satisfactory direct returns to this company.

The difficulties encountered by this company in securing harmonious railway connections with

the West have also been met in its efforts to open communications with the capital of the Union with which the Northern Central Railway and your road have formed the most direct route of travel to and from the north and northwest.

The Northern Central Railway Company fell for a time under the control of the Presidents of the Baltimore and Ohio and the Philadelphia and Reading Railroad Companies, who represented interests adverse to those of this company, rendering the object we desire of no easy accomplishment. During the monetary panic in Baltimore, however, immediately after the election of President Lincoln, the interest of the first-named party and many other shareholders in the Northern Central Company was thrown upon the market and immediately taken up by this company. The remaining shares required to make a majority of the stock of the company were purchased in London. This arrangement secured to this company a satisfactory connection with Baltimore; but to reach Washington the Baltimore and Ohio Railroad had still to be used. Every effort to obtain reasonable terms connecting our route with the national capital failed. Neither the sale of through tickets, the right to check through passenger baggage or to run through trains would be yielded, while the rates demanded upon freight passing over this line were quite prohibitory. These disadvantages were submitted to until the Baltimore and Ohio Railroad Company determined to extend a branch of their line to Pittsburg, when further forbearance, it seemed, would be construed into weakness, and steps were at once taken under the auspices of the Northern Central Railway Company to build an independent line from Baltimore to the Potomac, at Washington. This road is now nearly ready for the rails, and will be immediately extended by a tunnel under Baltimore to the Northern Central Company's depot, and thus open to the capital of the Union direct and uninterrupted communication with the North, Northwest and Northeast.

The products of the anthracite coal fields and the white pine lumber regions of Pennsylvania, consumed in Washington and vicinity, that have heretofore been excluded from the Northern Central Railway by the exactions referred to, will, when this road is completed, furnish a large and increasing traffic to that line. To make this enterprise complete arrangements have been made to extend the road across the Potomac, through Alexandria, to a junction with the Richmond, Fredericksburg and Potomac Railroad, northeast of Fredericksburg, thus forming a direct and continuous line of railway between all important points in the Southern Atlantic States with those of the North and East.

On reaching the Richmond, Fredericksburg and Potomac Railway, however, we unexpectedly met the restrictive policy which has heretofore governed most of the seaboard railroads south of New York, a policy which belongs to the past, and which we trust will soon be abandoned as inconsistent with the interests of the public and permanent interests of the shareholders of the company, and traffic be permitted to reach its destination and market whenever it will leave margin of profit to the transporter.

The privilege secured to the shareholders of the Harrisburg and Lancaster Railroad Company, under the lease of their railroad to this company, to convert their shares at par into the shares of the Pennsylvania Railroad Company, terminated on the twenty-ninth day of December last, leaving 7,056 shares, equal to $352,800 of the capital stock of that company still in the hands of individuals, upon which semi-annual dividends of three and a half per cent. have been guaranteed by this company.

The gradual alignment of the old Philadelphia and Columbia Railway is still in progress, and will be continued until the whole line is brought to the standard of modern railroads. That portion of the line between this city and Steamboat Station, in Chester county, where the most numerous and abrupt curvatures were laid, will be rebuilt and ready for use by the autumn of 1872. Grading upon this and other portions of the main line at points best suited for the purpose has been commenced for a third track, to avoid the vexatious detentions that now occur in passing trains in the same direction, travelling at different rates of speed.

There has not been much progress made by the Allegheny Valley Railroad Company toward the extension of its railroad (known as the "Low Grade Railway") to the Philadelphia and Erie Railroad, at Driftwood, except its relocation under the direction of John A. Wilson, Esq., Chief Engineer. His survey demonstrates the entire practicability of continuing a maximum gradient of eighteen feet per mile on straight lines from Columbia, Lancaster county, to near the summit of the Allegheny Mountains, and thence reaching the tunnel under the mountain by a short exceptional gradient of only thirty-six feet per mile, in favor of the heavy grades. The descent from the mountain to the Allegheny river is accomplished with a maximum gradient of sixteen feet per mile. We here have a line crossing the rugged Allegheny Mountains at an extreme elevation of only 1,440 feet above tidewater, with lower gradients than are found necessary in passing the plains of the Mississippi Valley. Upon such a line, when completed, freights in large quantities may be moved at one cent per net ton per mile, with a sufficient margin of profit to the transporter. This rate must draw to the line all the traffic south of the lakes, which now seeks the New York Canal.

The main object in the organization of the Pennsylvania Railroad Company was to promote traffic between this city and the West. This object has been kept steadily in view, and is not inconsistent with the best interest of the shareholders. It was confidently expected on the completion of your railway that the enterprise and capital of the citizens of Philadelphia would have been at once enlisted in marketing the products brought to their doors, and the means furnished to distribute them to points of consumption. But it soon became evident that this could not be depended upon, and that our cars must pass to New York to meet purchasers of their contents or the business of the company would become dwarfed to that of a second class railroad —a fate which the interests of the shareholders would not permit.

To remedy this difficulty this company, at an early period, offered to join the citizens or corporate authorities in establishing lines of steamers between this port and Liverpool, but without eliciting any favorable response until the present time, when the required stock subscription to such a line has been made. The success of the project now depends upon the purchase of one and a half millions of the bonds of the steamship company guaranteed by this company. The Board has agreed to take a majority of the stock of this company not exceeding $400,000, and make this guarantee, and now submit their action for your approval. In the success of this enterprise the Board has the fullest confidence, and it may be stated that the delay that has occurred in the organization of the line is not without its compensating advantages, as it will enable the company to profit by the very great improvements that have been made within the last ten years in the construction of steamers and their machinery, which have rendered almost obsolete steamships built previous to that date.

Even with the aid of this line of steamships, the tonnage capacity of your railway will be far in advance of the ability of this city to market, and the surplus must continue, as heretofore, to seek New York and other cities. In the adjustment of rates of freight from and to the West, the difference due to the shorter distances to Philadelphia have always been maintained. This discrimination, however, depends altogether upon the action of your Board for the time being; but arrangements may be made by the corporate authorities of Philadelphia by which these differences will be permanently adhered to.

Your directors have had under consideration for some months the propriety of leasing the railways and canals of the joint companies between Philadelphia and New York, but have not as yet come to a satisfactory conclusion in relation to this very important question. The principal object desired by this company is to secure ample facilities for the accommodation of the large traffic that we can send to Jersey City, and its prompt delivery at that point. These joint companies have been unable or unwilling to give us the facilities desired, and our business is consequently restricted in its development, and the terminal expenses unnecessarily increased. The effect of such a lease will not be detrimental to the interests of this city, as it is intended to maintain the discrimination in rates of traffic that has always existed in her favor, while its influence upon the prosperity of your company must be material if the lease is obtained upon satisfactory terms. The rate at present demanded is greater than the joint companies have derived from the net profits of their lines for some years.

Your Directors take much pleasure in acknowledging their indebtedness to the General Superintendent of the Pennsylvania Railroad, A. J. Cassatt, Esq., and his assistants, for the freedom from serious accidents on the road during the year, and for the very satisfactory reductions that have been made in the cost of operating the line, notwithstanding the increase of its tonnage. They also mention with commendation the success of the General Superintendent, W. A. Baldwin, Esq., of the Philadelphia and Erie Railroad, in the management of his line under the extremely low rates that it has been compelled to accept during the year.

To the General Manager of our leased lines beyond Pittsburg, J. N. McCullough, Esq., we are especially indebted, for the very satisfactory profits that have been realized from the railways committed to his charge, under the low rates upon through freights that have prevailed during a larger portion of the last season.

Respectfully submitted,
By order of the Board,
J. Edgar Thomson, President.

Washington and Richmond Railroad.

The Governor of Virginia has signed the bill chartering the Washington and Richmond Railroad company, some of the conditions of which, says the Baltimore *Sun*, are not likely to be very burdensome to the Pennsylvania railroad, in whose interest it was passed, to wit: the endorsement of the bonds of the Norfolk and Great Western road by the Pennsylvania company is not required till $2,000,000 of solvent subscriptions have been made to the stock of the road, and no one knows where they are to come from; and the guarantee of $15,000 per mile to the bonds of the Piedmont and Potomac road by the Pennsylvania company, another of the conditions of Washington and Richmond charter, is only for the superstructure and equipment of that road. Of course the road bed must be made from means otherwise raised before this guaranty can be demanded. This road is to run from the Chain Bridge or the Aqueduct Bridge, on the Potomac, near Georgetown, to Aldie, in Loudoun, and thence to the Alexandria and Manassas road, at or near Rectortown, and thence to the Shenandoah Valley road, at or near Luray.

☞ The London *Times* says that under a commission from the Argentine Government, Messrs. Waring Brothers are sending out a staff of engineers to survey a railway route of about 1,200 miles from Buenos Ayres across the Andes, to join the Chilian system from Santiago to Valparaiso, thus connecting in the southern hemisphere the Atlantic and the Pacific.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna* 100	$3,355,000		
American Central 100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point 100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina 100	5,345,225		
Atlantic & Gt. Western 50	25,379,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence* 100	1,494,900	M. & S.	Sept '70 2
Augusta and Savannah 100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio 100	16,267,862	A. & O.	Oct. '70 4
Do. Washington Br. 100	2,660,000	A. & O	Oct. '70 5
Baltimore City Passenger 50	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq. 100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware 100	995,800		
Berkshire* 100	600,000	J. A J&O	Jan. '71 1½
Blossburg & Corning.* 50	250,000	J. & D.	Dec. '70 2½
Boston and Albany 100	19,150,800	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont. 100	459,800		
Do. do. pref. 100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell 500	2,215,000	J. & J.	Dec. '70 4
Boston and Maine 100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence 100	5,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Dec.'70 2½
Broad'y & 7th Av.(N.Y.) 100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '70 3
Brooklyn City & Newt'n 100	599,800		July '70 3½
Buffalo, Bradford & Pitts. 100	1,100,000		
Buff., New York & Erie* 100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie 100	5,000,000	F. & A.	Aug. '70 4
Burlington and Mo. Riv. 100	1,237,000	March.	Mar'71 10s
" " pref. 100	385,000	March.	Mar'71 10s
Cambridge Horse (Boston) 100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy 100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	877,100		
" " pref. 50	753,695		
Camden & Burlington Co. 100	331,000		July '69 3
Cape Cod 60	915,577	J. & J.	D. '70 $2½
Cape May and Millvi le* 50	447,000	J. & D.	Dec. '70 3
Catawissa 50	1,159,500		
Catawissa, pref. 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref. 100	755,000	M. & N.	Nov'70 3½
Central of Georgia 100	4,666,800	J. & J.	July '70 5
Central of New Jersey 100	15,000,000	J. & J.	Dec. '70 4
Central Ohio 100	2,425,000	J. & D.	Dec. '70 3
Do. pref. 100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River 100	970,000		Oct. 61 2½
Chemung* 100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,055,925	J. & J.	Dec. '70 3
Chicago and Alton 100	7,045,000	M. & S.	Mar. '71 5
" " pref. 100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras* 100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee* 100	2,227,000		
Chicago & N. Western 100	14,676,629	J. & D.	Dec.'70 5
" " pref. 100	20,370,293	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific 100	17,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton 100	3,600,000	A. & O.	Oct. '70 4
Cincinnati City Passenger		J'n &J'l	Jan.'68½
" Street		J. & J.	Jan.'68½
Cin., Sand. & Clev. pref. 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind. 100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning* 50	2,056,750	M. & N	Nov'70 3½
Cleveland and Pittsburg 50	7,494,588	F.M.A.N	Feb.'71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '70 4
Columbus and Xenia* 50	1,786,800	M.J.S.D.	Dec. '70 2
Concord 50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar. 100	450,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn 100	800,000		
Conn. & Passumpsic R. pref. 100	2,084,200	F. & A.	Dec. '70 3
Connecticut River 100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwal 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan 100	2,400,000		
Delaware* 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley 100	1,820,200		
Detroit & Milwaukee 100	452,350		
" " pref. 100	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City* 100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref. 100		J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.) 100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	1,309,200		Jan. '71 3
East Tenn., Va. and Ga. 100	1,969,524		
Eighth Avenue (N. Y.) 100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand* 100	500,000	F. & A	Aug'70 2½
Elmira & Williamsport* 50	600,000	M. & N	Nov'70 2½
Do. do. pref. 50	600,000	J. & J.	Dec.'70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref. 100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv. 100	1,143,445		
Fitchburg 100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester 100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y. 100	750,000	M. & N.	May '70 6
Frankf. and Southw. (Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	J an. '70 4
Germantown (Phila.) 50	112,248	J. & J.	Dec. '70 3
Girard College (Phila.) 50	160,000	J. & J.	Jul. '67 2
Granite 100		M. & S.	Mar.'71 4
Green and Coates St. (Ph.) 50	160,000	J. & J.	Jan. '71 4
Hartford and New Haven 100	4,796,925	J.A.J&O	Dec. '70 3
Hannibal and St. Joseph 100	4,151,700		Aug'70 3½
Do. do. pref. 100	5,078,224		Aug. '70 7
Hanover Branch, Pa 50	116,850	M. & N.	Nov.'70 5
Housatonic 100	820,000		
" pref 100	1,180,000	J. & J.	Feb. '71 3
Huntingdon & B'd Top 50	615,950		
" " pref. 50	212,350	J. & J.	Jn.'68 3½
Illinois Central 100	25,278,710	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay. 50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago* 100	1,500,000	J.A.J&O	Jan.'71 1½
Joliet & North. Indiana* 100	300,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. 100	45,000,000	F. & A.	Feb. '70 4
" " guar. 100	833,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb. 50	1 335,000		
Leeds and Farmington*		J. & J.	Jan. '70 2½
Lehigh and Mahanoy 50	2,188,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna 50	5,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Dec.'70 2½
Lehigh Luzerne 50	344,650	J. & J.	Jan.'69 4
Little Miami* 50	3,572,400	M.J.S.D.	Dec. '70 2
Little Schuylkill* 50	2,646,100	J. & J.	Jan.'71 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex. 50	1,623,482	J. & J.	Jul. '69 3
" " pref. 100	848,700	J. & J.	Jul. '70 4½
Louisville and Nashville 100	8,680,912	F. & A.	Aug. '70 4
Louisv., N. Alb. & Chicago 100	2,800,000		Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '70 3
Lowell Horse 100	55,800	J. & J.	Jan. '70 3
Macon and Western 100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central 100	3,400,500		
Manchester & Lawrence 100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati 50	2,029,778		
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,388	M. & S.	Sep. '66 3
Massawippi 100	400,000		Dec. '70 3
Memphis and Charleston 100	5,312,725		June'69 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston) 100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	13,225,845	J. & J.	Dec. '70 5
Middleboro' and Taunton 100	149,029	J. & D.	Dec '70 2
Middlesex (Boston) 100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill* 50	823,375	J. & J.	Jan '71 4
Millville and Glassboro' 100	405,000	F. & A.	Feb. '70 5
Milw. & St. Paul 100	11,422,664	Dec. 1870	Dec.'70 7s
" " pref. 100	10,424,903	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,269,820		
Montgomery & W. Point 100	1,644,104	J. & D.	Dec. '67 4
Morris and Essex* 50	11,900,950		Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell 100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga 100	2,056,544		
Naugatuck 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton 100	600,000	J. & J.	July '70 4
New Haven & N. London 100	758,338		
N. Haven & Northampton 100	1,500,000	J. & J.	Jan. '68 3
New Jersey 100	7,297,200	F. & A.	Feb. '71 5
New London Northern 100	1,003,500		Dec. '70 4
N.Y. Central & Hudson R. 100	45,000,000	A. & O.	Oct. '70 4
" Certificates. 100	44,428 330	A. & O.	Oct. '70 4
New York and Harlem 50	6,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven 100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston 100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai* 100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar. 100	127,500	J. & J.	July '70 3
North Carolina 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S.C.) pref. 100	155,000		May '67 4
Northern of N. Hampsh. 100	5,068,400	J. & D.	Dec. '70 4
North Pennsylvania 50	3,150,150		Feb.'71 5s
Norwich & Worcester 100	2,354,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n. 100	2,051,800	J. & J.	Jan.'71 3½
" " pref. 100	2,000,000	A. & O.	Oct. '70 4
Ohio and Mississippi 100	19,995,847		
" " pref. 100	4,024,474	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Dec.'70 2½
Old Colony & Newport 100	4,959,020	J. & J.	Dec. '70 3
Orange and Newark 100	269,550		
Oswego and Syracuse 50	452,400	F. & A.	Aug.'70 4
Pacific of Missouri 100	3,711,196		
Panama 100	7,000,000	J.AJ&O.	Jan. '71 3
Paterson and Ramapo 100	248,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv 100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	33,493,812	M. & N.	Nov. '70 5
Peoria & Bureau Valley* 100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal 100	600,000	J. & J.	Jul. '69 5
Petersburg 100	1,325,200	J. & J.	Jan. '71 3
Philadelphia and Erie* 50	6,004,200	J. & J.	Jan. '68 3
" " " pref.	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28,849,300	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Mar. '71 3
Phila. and Trenton* 100	1,099,120	F. & A.	Feb. '71 6
Phila., Wil. & Balt. 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby 20	100,000	J. @ J.	July '70 -
Phila. and Grey's Ferry 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. gtd.* 100	15,665,000	J.A J&O	Jan.'71 1½
Pittsfield and N. Adams 100	450,000	J. @ J.	Jan. '71 3
Portland and Kennebec. 100	616,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock 100	202,400	A. & O	Apl. '70 3
Portl., Saco & Portsm'th 100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester 100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston 100			Jul. '69 3
Rensselaer and Saratoga 100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville 100	4,000,000		
Richmond and Petersb'g 100	847,100		
Rich., Fred. and Potomac 100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb. 100	2,908,900	J. & J.	Dec.'70 4
Rutland preferred 100	1,831,400	F. & A	Feb'71 3½
St. L., Alt. and T. Haute 100	2,300,000		
" " " pref. 100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o. 100	2,478,750		
Sandusky and Cincinnati 100	2,089,000		
" " pref. 100	445,596	M. & N.	Nov.'70 3
Sand., Mansf. and Newark 100	905,222		
Savannah and Charleston 100	1,000,000		
Schuylkill and Susqueh's. 50	1,289,150		
Second and Third St. (Ph.) 50	203,767	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke 100	968,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.) 100	670,000		July'70 2
17th & 19th streets (Ph.) 50	130,000		Dec.'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line 100	656,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000		May'70 -
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul.'68 3
South Western, Georgia.* 100	3,939,900	F. & A.	Aug.'70 4
Staten Island 100	600,000	J. & J.	Jul. '67 4
Stony Brook 100	287,800	M. & N.	May'70 3
Steubenville and Indiana 100	1,988,141		
Stockbridge & Pittsfield* 100	445,700		
Summit Branch 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y. 100	1,314,180		
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama 100	595,922		
Terre Haute and Indiana 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.) 100	1,750,000		May '70 -
Thirteenth and Fif. (Ph.) 50		J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw 100	2,700,000		
" " (E. D.) pref. 100	1,700,000	January,	1870,114s
" " (W. D. pref. 100	1,300,000		
Tol., Wabash and West 100	14,700,000		
" " pref 100	1,000,000	M. & N.	May'70 3½
Troy and Boston 100	607,111		
Troy and Greenbush* 100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Boa.) 100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River 100	1,666,000	J. & J.	July '70 3
Vermont and Canada* 100	2,500,000	J. & D.	Dec. '70 4
Vermont Central 100	5,000,000		
Vermont and Massachu'ts 100	2,860,000	J. & J.	July'70 0
Vicksburg and Meridian 100	257,405		
Virginia Central 100	3,353,679		
Virginia and Tennessee 100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia 50	269,100	J. & J.	Dec. '70 5
Wilm. and Weldon 100	1,463,776		
Winchester and Potomac		J. & J.	Jan. '71 3
Warren 100	1,547,650		
Worcester and Nashua 75	1,400,555	J. & J.	Dec.'70 3s
CANALS.			
Chesapeake and Delaware 50	1,983,563	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	5,228,585		
Delaware Division 50	1,633,150	F. & A.	Feb. '71 4
Delaware and Hudson 100	15,000,000	F. & A	Feb. '71 5
Delaware and Raritan 100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania 50	64,000		
Lehigh Coal and Navigat. 50	8,759,800	M. & N.	M'y '67 5
Monongahela Navigation 50	728 100	J. & J.	July'70 3
Morris (consolidated) 10	1,025,000	F. & A.	Feb.'67 3
" (preferred) 100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania 50	4,300,000		
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,977	F. & A.	Feb.'67 6
Susq. and Tide Water 50	2,002,746		
Union 50	2,907,550		
" preferred 50			
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship 100	20,000,000	M.J&D.	Sept.'69 3
West'n Union Telegraph 100	41,063,000	J. & J.	Jan.'70 2
American Coal 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal		J. & J.	Jan.'71 4
Lackawanna Coal	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	F.M.A&N	Nov.'70 5
Roaring Brook Coal	200,000		Dec'68 2½
Short Mt. Coal 50	500,000		Jan. '70 5
Spring Mountain Coal 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express 100	10,000,000		Mar. '71 2
Am. Merchants Union Exp. 100	18,000,000		July'70 3
United States Express 100	6,000,000	F.M.A&N	N'v.'69 2½
Wells, Fargo & Co. Exp. 100	5,000,000		

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,535	164,729	259,560	251,832	262,770	296,422	236,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,043	568,270	556 080	532,657	511,854	609,788	679,642	535,309	467,659	5,670,882
1870	413,104	394,176	488,333	653,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	524,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	254,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	299,249	329,851	371,544	321,597	387,260	322,638	360,223	223,036	271,247	3,695,150
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	250,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,589	261 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	500 623	468,212	397,515	340,851	4,681,563
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	495,635	488,858	432,492	386,500	4,831,770
1871	343,560	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,658	2,811,544
1864	273,876	317,689	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,568
1865	541,005	482,164	499,296	468,358	585,622	747,942	702,691	767,508	946,707	932,681	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	806,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,296,430
1867	696,147	574,664	765,398	774,280	895,712	893,058	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,167,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	855,359	922,077	1,177,897	1,139,284	1,034,303	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,950	203,696	218,347	271,425	287,451	293,296	262,798	220,061	2,918,34
1869	204,112	180,840	239,522	247,661	241,456	258,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,96
1870	201,500	218,600	244,161	246,946	280,169	274,021	249,355	319,012	317,887	329,270	319,573	284,156	3,275,71
1871	270,148	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	151,084	191,648	206,346	269,252	261,079	352,786	414,543	410,336	372,593	339,463	3,445,82
1863	299,944	271,085	275,643	289,224	334,657	407,992	343,929	511,306	478,576	496,433	437,679	424,531	4,571,02
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	667,141	603,402	6,329,44
1865	571,536	528,972	616,605	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	818,088	7,181,20
1866	603,053	505,206	506,465	411,605	508,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,74
1867	647,120	524,871	417,071	440,271	477,027	516,493	523,242	709,527	738,530	823,901	727,810	613,329	7,169,93
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,825	889,967	831,530	685,401	681,041	7,817,62
1869	659,138	524,993	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,48
1870	523,383	661,789	644,874	597,571	695,253	759,215	645,768	861,358	870,584	862,171	841,991	.....	.....
1871	639,541	565,416	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,151	96,388	103,378	98,043	106,921	104,866	113,504	112,962	125,802	1,201,22
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,71
1868	92,433	81,569	98,482	108,461	96,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,284,06
1869	98,617	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,569	131,019	108,629	1,329,82
1870	90,177	96,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,86
1871	130,883	126,224	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	253,634	2,650,70
1863	242,073	245,588	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30 ,186	3,168,06
1864	252,435	278,848	348,802	338,276	271,553	268,780	263,344	346,781	408,445	410,802	405,510	376,470	3,970,84
1865	306,324	279,137	344,228	337,241	401,455	365,663	329,106	413,501	476,661	490,654	447,670	328,870	4,520,55
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	368,699	4,220,11
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,998	464,778	508,296	412,934	330,373	4,371,07
1868	343,316	304,315	326,880	415,758	369,256	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,22
1869	384,120	320,636	386,527	411,614	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,16
1870	337,992	329,128	380,430	412,030	405,283	363,187	326,891	378,880	457,990	511,447	455,573	387,627	4,756,96
1871	418,755	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,768	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	455,523	5,635,61
1868	369,228	321,203	333,508	436,412	465,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,64
1869	454,590	330,400	420,951	460,288	630,844	578,923	586,531	525,547	724,732	1,040,102	801 1.5	,96,.63	7,250,09
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,454	661,020	808,318	908,313	791,014	529,758	7,420,42
1871	396,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1860	119,721	94,927	135,263	149,184	139,000	150,416	160,140	155,586	231,662	235,513	248,838	203,595	2,024,85
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,090	264,690	236,240	266,836	255,726	2,833,99
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,07
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,00
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,562	305,454	278,701	310,762	302,426	281,611	3 380 08
1867	242,793	219,065	279,647	254,729	282,939	240,135	234,633	322,521	365,371	379,367	336,000	272,093	3,429,31
1868	211,973	231,351	265,905	252,140	204,620	217,082	194,455	257,557	307,122	283,329	274,637	223,861	2,904,03
1869	180,366	216,080	221,459	214,409	218,639	225,236	192,364	275,220	292,803	328,044	298,027	254,896	2,918,34
1870	196,787	218,234	253,065	270,934	246,226	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,19
1871	246,982	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,28
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,650	236,108	3,438,90
1871	212,005	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,255	385,725	414,707	418,994	463,873	466,557	454,826	4,055,53
1863	336,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,024,08
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,41
1865	653,053	608,205	116,215	923,283	416,841	566,979	967,194	1,121,205	1,351 579	1,419,282	1,190,955	702,685	10,033,92
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,541	1,252,386	850,742	887,793	874,974	436,000	10,687,12
1867	500,488	534,551	703,618	826,603	965,358	903,974	864,637	693,104	873,153	966,658	837,351	556,779	9,266,78
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	859,924	8,735,96
1869	479,236	525,490	755,433	904,534	899,463	830,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,90
1870	479,872	574,706	679,382	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,803	192,138	170,485	168,899	162,532	166,015	222,953	195,884	244,834	212,227	177,364	2,250,14
1867	149,658	149,342	174,158	188,162	171,736	156,966	172,968	220.788	219,160	230,340	205,085	180,971	2,218,40
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	198,910	210,473	174,500	165,896	1,985,75
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	206,760	189,351	160,085	2,008,28
1870	152,393	158,788	172,216	172,347	156,081	150,719	.....	197,305	175,453	163,285	150,555	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	96,610	105,083	103,716	117,625	116,242	107,594	126,012	127,412	126,775	124,988	123,948	1,372,23
1871	126,218	122,373	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	209,793	270,630	317,052	329,078	304,610	309,591	364,724	382,906	466,788	351,750	323,480	3,800,25
1868	278,712	265,137	257,800	286,825	260,629	293,344	283,533	434,209	450,203	429,896	323,270	399,439	4,013,30
1869	284,193	240,395	242,705	311,833	312,630	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,34
1870	312,133	283,645	295,296	318,699	340,892	348,832	322,756	466,431	508,042	451,293	425,687	386,254	4,460,16
1871	365,174	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,545	705,602	628,560	617,585	788,487	999,665	837,288	716,829	5,700,18
1870	455,529	500,139	539,328	706,003	802,586	745,450	643,058	664,051	728,521	719,696	670,108	506,053	7,654,09
1871	479,573	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Mar. 1, 1871.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	105½
.. .. coupon		5	" "	1874	106½
Loan of June 22, 1860 ..... registered	matured.	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 5, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	116
.. .. coupon		6	" "	1881	116
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	109
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	493,728,350	6	May & Nov.	1882	111½
.. .. .. (5-20s).....coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s)...registered	3,102,600	6	" "	1884	112½
.. .. .. (5-20s).....coupon		6	" "	1884	112½
Loan of June 30, 1864 (5-20s)...registered	102,028,900	6	" "	1884	112½
.. .. .. (5-20s).....coupon		6	" "	1884	112½
Loan of March 3, 1865 (5-20s)...registered	182,112,450	6	" "	1885	111½
.. .. .. (5-20s).....coupon		6	" "	1885	112½
.. .. 2d series (5-20s)...registered	264,619,700	6	Jan. & July.	1885	111
.. .. .. (5-20s).....coupon		6	" "	1885	110½
.. .. 3d series (5-20s)...registered	338,832,550	6	" "	1887	111
.. .. .. (5-20s).....coupon		6	" "	1887	111
.. .. 4th series (5-20s)...registered	39,663,750	6	" "	1888	111½
.. .. .. (5-20s).....coupon		6	" "	1888	111½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s) ....coupon		5	" "	1904	109
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	114½
Certificates of Mar. 2, 1867, and July 25, 1868..	40,560,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	.....	....
Loans of 1842, 1847, 1848 and 1860.....	397,150	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	217,792	var	.....	Due.	....
Treasury Notes (7-30s).....	523,650	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,603,440	6	.....	Due.	....
Temporary Loan of June 30, 1864	50,510	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,100,186	nil.	.....	Dem.	....
Fractional Currency	40,573,748	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	105,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	100
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	1899	58½
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	57½
California—Civil Bonds of 1857.....	3,046,500	7	Jan. & July.	1877	110½
.. .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	942,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,813,692	6	Jan. & July.	'71-'81	100½
.. .. .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	99½
.. .. .. Nov., 1863		6	" "	1883	....
.. .. .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. .. .. May 1, 1865,(free)		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. .. .. (" ")		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	91
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	5,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	83
.. — .. .. (" ")....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	906,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock.....	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	250,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	695,000	6	Various.	'80-'93	92
Louisiana—State Bonds (Schools, &c.).....	654,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'80-'06	60
.. — .. .. (Charity Hospital)....	80,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	65½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	500,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	100½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	902,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	97
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'86	96
.. — .. .. 1838-'39.....	525,008	6	" "	'80-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'65.....	2,040,100	6	" "	1883	104
.. —South Relief Loan of 1837.....	100,000	6	" "	1873	....
Massachusetts—Western R. R. Loan, sterling	3,575,666	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. .. dollar	1,166,500	5	" "	'90-'94	95½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	6	Various.	1870	....
.. —	117,000	5	"	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	344,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	103½
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'73	103½
.. —	720,000	6	" "	'74-'75	105
.. —	1,480,000	6	" "	1876	106½
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1850	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	97½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	96½
.. —Coast Defense Loan of 1863..	885,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,506,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	99½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	696,000	7	" "	1896	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	91½
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90½
Nebraska—(No Account).....	.....	...	.....	.....	...
Nevada—(No Account).....	.....	...	.....	.....	...
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'71-'78	101
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1909	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,466	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	8	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105
.. —	5,726,800	6	" "	1873	102½
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,184,000	7	" "	1877	107½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.,&O.	'69-'01	47½
.. — .. (new).....	3,055,045	6	" "	'92-'98	2½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	39½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	102
.. — .. (")....	4,095,300	6	" "	1881	100½
.. — .. (")....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —Coupon Loans.....	1,642,128	5	Jan. & July.	1870	100
.. —	4,724,000	5	Various.	'72-'82	102½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	103½
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	105½
.. —	9,273,050	6	" "	1882	108
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,187,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg).....	484,445	5	" "	1888	....
.. —State House Loans.....	2,085,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	64½
Tennessee—State Bonds	1,358,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	64½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,960	6	" "	"	64½
Texas—No legal debt.....	.....	...	.....	.....	...
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	109
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	66½
.. — .. Bonds	10,962,000	6	" "	"	....
.. — .. .. stg.....	2,351,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	66
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,755,580	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	...
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'85	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,600,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
3d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	583,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1860	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	90½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	651,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1855	66
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	54
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'60-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1895	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
3d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1900	28½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	8	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	99½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	550,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	53½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	95
Burlington and Missouri River:						
Land Grant Mortgage	4,600,008	7	April & Oct.	New York.	1890	91
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	955,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1880	....
Camden and Amboy:						
Sterling Bonds, skg fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	....
" Loan, $1,200,000 & $184,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,600,000	866,000	6	June & Dec.	" "	1889	91
Consol. Mortgage for $6,000,000	4,929,200	6	May & Nov.	" "	1889	96
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	126,000	6	Jan. & July.	Boston.	'90-'92	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$871,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	52½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,600,000	7	April & Oct.	New York.	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	95½
Central of New Jersey:						
2d Mortgage	594,000	7	May & Nov.	New York.	1875	103
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	109½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	55
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	95½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	103
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	95½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	101
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	500,000	7	" "	" "	1905	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1901	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	94
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98½
Funded Coupons	755,000	7	May & Nov.	" "	1883	94
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	95½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	94
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1896	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	85½
Equipment Bonds	525,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1878	85
1st Mortgage (Peninsula R.R.)	555,000	7	March & Sept.	" "	1898	92
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	"	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	95
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	85½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	95
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1896	77
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	550,000	7	Jan. & July.	New York.	1898	....
2d Mortgage	65,000	7	" "	" "	1898	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	92
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'65-'90	96
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1861	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	101
3d Mortgage (or 2d Extension)	1,358,000	7	May & Nov.	" "	1873	97
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1896	92
Consol. S. F. Mort. $5,000,000	438,000	7	May & Nov.	" "	1900	98

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	85½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	62
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,493,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	99
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1902	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	276,000	7	March & Sept.	New York.	1852	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1876	100½
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1891	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	928,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,561,839	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	94½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,500	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	540,000	6	" "	" "	1880	....
Mortgage (new)	126,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1896	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	750,000	6	Feb. & Aug.	Boston.	1874	101½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96
Bonds of 1868	500,000	6	March & Sept.	"	1889	99½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	870,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	98½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	91
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	86½
5th Mortgage	926,500	7	June & Dec.	" "	1885	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	98½
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	96
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,356,986	6*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,800	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	6,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*Irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	97½
2d Mortgage	2,500,000	7	May & Nov.	" "	1908	88
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	103½
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	100
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	96
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	461,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102
3d Mortgage	185,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1896	87½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	100
Construction	352,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1900	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1902	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1956	88
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1899	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1861	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	100
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	7	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1881	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,810,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	900,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1896	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	98
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'86	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1897	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	82
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1886	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1886	101
2d Mortgage	2,893,000	7	" "	" "	1877	90½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	94½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	95
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	909,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$1,417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,693,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1891	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'85–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	165,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1861	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1883	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1902	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	94
New London Northern:						
1st Mortgage	90,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,167,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,986,626	6	May & Nov.	New York.	1883	93
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1885	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	99
Bonds for real estate	162,000	6	" "	" "	1883	96
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	196,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	91½
New York and New Haven:						
1st Mortgage	1,059,600	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'75–'76	99
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	5,000,000	7	Jan. & July.	New York.	1895	88
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	66
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	97½
Chattel Mortgage	360,000	10	April & Oct.	"	1867	112
2d Mortgage	276,500	7	May & Nov.	"	18—	90½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	92
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	90
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	455,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	
New Loan for $300,000		6	" "	"	1887	
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	
Steamboat mortgage	45,000	7	Feb. & Aug.	"	1870	
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'75	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	99
1st Mortgage, W. Div.	350,000	7	" "	" "	1872	
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	
Income, W. Div.	221,500	7	April & Oct.	" "	1882	
Consolidated Mort. for $6,000,000	1,662,000	7	Jan. & July.	" "	1898	
Consolidated Mort. sterling	85,420	...	" "	London.	1898	56
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	83½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	97
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	82
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78½
Va. State Loan	249,962	6	" "	" "	1887	
Orange Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	
Oswego and Syracuse:						
1st Mortgage	408,500	8	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1886	
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	90½
St. Louis Loan	700,000	6	" "	" "	'71–'73	
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	
2d *Mortgage*, Sterling	740,956	7*	Feb. & Aug.	"	1872	
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1900	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg. } Harrisb. to Pittsb.	2,283,340	6	" "	London.	1875	
General Mortgage	1,548,000	6	J. A. J. & O.	Philadelphia.	1910	
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	
Short Bonds and Debentures	3,529,728	6	J. A. J. & O.	Philadelphia.	'69–'71	
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	93½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	
2d Mortgage	265,000	8	" "	" "	18—	
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (General)	5,000,000	6	" "	"	1881	94½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	86½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	
Philadelphia and Reading:						
Bonds of 1870	3,625,000	7	Jan. & July.	Philadelphia.	1890	
Bonds of 1861	100,000	6	Jan. & July.	"	1871	
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1850	96
Bonds of 1857, convertible	143,500	6	" "	"	1886	98½
Bonds of 1866, Sterling	182,400	5*	" "	London.	1880	
Bonds of 1856, Sterling, conv.	285,000	7*	" "	"	'72–'77	
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	81
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	106
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1883	
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94½
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,000,000	7	Feb. & Aug.	Philadelphia.	1900	
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	91
Port Huron and Lake Michigan:						
1st Mortgage for $10,000 p.m.	566,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R. W. & O.):						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	97
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	
3d Mortgage	2,000,000	7	April & Oct.	" "	1919	92½
Bridge (O. & P. R. R.) bonds	165,000	7	May & Nov.	" "	1876	
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	
1st Mortgage	525,000	10*	" "	"	1894	
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	
2d Mortgage	50,000	8	June & Dec.	"	1877	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	88
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds, convertible	296,000	7	" "	" "	1876	
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	
2d Mortgage	350,000	7	June & Dec.	"	1884	
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	120,500	7	June & Dec.	N. Y. & Rich.	1875	
Company Bonds (coupons)	175,000	6	March & Sept.	Philadelphia.	1870	
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	90
Rock Island and Peoria:						
1st Mortgage	1,334,000	7	— & —	New York	18—	
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1860	
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1862	200
2d Mort. conv. into com. stock	987,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	
2d Mortgage (" ")	500,000	7	— & —	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	94½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1854	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,800,000	7	Jan. & July.	New York.	1897	
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	
General Mort., dol. for $2,020,000		7	" "	New York.	18—	
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1806	
Salem and Lowell:						
1st Mortgage	225,000	6	Feb. & Aug.	Boston.	1876	99½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	
Funded Coupons	800,000	7	" "	" "	1875	
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1880	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1878	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	500,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
outh Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	292,368	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	80½
South Western:						
1st Mortgage	600,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	83
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	70
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L. Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	88
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T., W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	300,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	83
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	75½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	70
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	88
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	104½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	300,000	7	April & Oct.	New York.	1880	....
1st Mortgage	114,000	6	" "	Boston.	1880	....
Mortgage	205,200	7	" "	New York.	1880	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	484,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1869	72½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1880	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1900	83½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1864	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1833 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1836 for $1,000,000	983,500	6	Jan. & July.	"	1886	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1889	98½
Western (Boston and Albany).						
Sterling Loans, £599,900	2,661,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92½
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	.....	.....	.....	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	.....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1893	81½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1866	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1907	84½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Morigage*, Sterling	576,888	6*	Jan. & July.	London.	1891	....
2d *Morigage*, Sterling	197,777	7*	May & Nov.	"	1896	....
Sinking Fund Mortgage	506,000	7	Jan. & July.	New York.	1896	80½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1893	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1890	91
Sterling, guaranteed	4,375,000	5*	"	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	675,796	7	Jan. & July.	Philadelphia.	1885	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	126,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	85½
3d Loan	2,000,000	6	" "	"	1897	91
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88½
Convertible Loan	1,496,579	6	" "	"	1877	90
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	82½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	77
Improvement Loan	1,001,670	6	May & Nov.	"	1876	75
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	48
Preferred Interest Bonds	525,000	6	" "	"	1884	....
Union (Pa.):						
1st Mortgage	5,000,000	6	May & Nov.	Philadelphia.	1893	12½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*	.....	.....	4,183,000	915,000	1,205,943	.....	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga ..... Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	70.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	26	7	383	Albany and Susquehanna ¶ ... New York.	7,185,162	*	.....	.....	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	87½
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley ..... Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	551,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot ..... New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	to Cheshire	e.)	.....	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,611	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	96
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	6,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶ .N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,588	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris .. N. Y.	217,345	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ .... Md. & W. Va.	24,186,268	5,028,461	16,190,943	711,871	16,267,862	8,751,750	734,2[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	129
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	126
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch .. .... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31 1869	26.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette* ..... Michigan.	1,791,776	*	289,895	31,571	1,451,000	125,000	173,551	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,060	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Sept. 30, 1870	21.2	—	—	—					Berkshire ..... Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	75
Sept. 30, 1869	15.6	—	0.4	—					Blossburg and Corning ..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)	.....	7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	103	118	40	3,045	Boston and Albany .... Mass. & N. York.	21,938,629	*	3,546,638	751 902	19,164,866	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	155½
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg ..... Mass.	1,601,016	*	100,000	68,790	872,600	800,500	.....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	181,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,466	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M., R.L, Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,008	5,936,796	470,732	110,948	—	100	1
Sept. 30, 1870	20.7	10.8	19.0	—	32	38	18	780	Boston and Lowell ..... Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	140
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine ..... Mass., N. H. & Me.	5,171,995	*	285,631	16,036	4,471,274	.....	.....	1,000,979	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	152½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence ..... Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	454,853	22 606,449	12,499,876	1,049,125	278,507	10	100	154½
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	.....	.....	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb .... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie ..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,027	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron ..... Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	GrandTru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie .. New York.	3,396,088	*	.....	.....	960,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Er	ie.)	.....	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ... Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.00	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota .. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No ret	urns 100 m	iles recent	ly comple	ted.)	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River* ..... Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	93
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy ..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	116½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic ..... New Jersey.	2,093,159	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.8	—					Camden and Burlington Co .. New Jersey.	712,362	.....	.....	.....	332,925	300,000	.....	.....	—	(Leased	& oper. by	Camd. &	Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	52,010	5	100	72½
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville ..... New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. b	y West J	ersey.)	.....	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville ..... Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	586	Catawissa ..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna ..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota ..... Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River* ... Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia ..... Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey ..... New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,387,958	—	100	107
Jun. 30, 1869	137.0	—	25.3	—	44	28	25	667	Central Ohio ..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515'196	970,890	49,521	3½	100	28½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific* ..... California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	74 20	2,800,227	.....	.....	5,670,822	2,677,290	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R. .. Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)	.....	.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,568,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung ..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington ..... S. Carolina.	600,000	.....	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio ..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	.....	.....	(No retur	ns publish	ed.)	.....	.....	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire ..... New Hampshire.	2,689,307	*	313,666	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	114
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy .. Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,296	52,555,532	147,409,207	6,621,778	2,604,594	10	100	151
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)	.....	.....	.....	—	100	....
May 31, 1870	81.3	1.1	16.7	—					Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. b	y Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	79½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	111½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	90.1	—	60.9	—	33	31	13	463	Cincinnati, Hamilton and Dayton ... Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	376,925	60.1	493,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana ..... Ohio & Ind.	1,894,477	*	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,983	10	100	....
Dec. 31, 1869	13.0	—	0.5	—					Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. b	y Kentuc	ky Centra	l.)	—	100	....
Jan. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction .. O. & Ind.	5,805,062	.....	.....	.....	3,027,450	2,033,000	776,396	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville ..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin	n. and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland .. Ohio.	5,700,00	*	107,866	167,866	3,186,896	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	24½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville ..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 041,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	240.5	49.9	61 7	—	82	47	24	1,435	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,036,146	*			11,620,000	1,997,000			360.4	2,155,246	29,770,918	95,120,680	2,962,614	929'384	7	100	84
Jan. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981			2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)			8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,516	2,283,265			6,300,475	3,883,500		610,497	225.0	1,665,141			2,388,670	908,306	8	50	118
Jun. 30, 1869	568.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,539,369	*			13,000,000	18,814,000	1,725,369		558.0	3,655,909	35,605,620	41,064,196	3,629,411	262,452	—	100	20
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200	—			1,786,200	248,000			—	(Leased	& operate	d by Little	Miami.			64	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	—	75,000	155,689	110.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	155
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	61	Concord and Claremont	New Hampshire.	698,258	*			595,587	374,500	300,000		27.0	89,460	556,055	361,137	75,420	27,338	—	100	
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,889	—			850,000	—			—	(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	91
Sept. 30, 1870	60.0	3.4	12.7	—	17	21	8	238	Connecticut River	Massachusetts.	2,100,430	*	164,864	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,924,321	6,466,931	591,972	197,174	10	100	140
Oct. 31, 1869	6.5	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	215,000	—	1,278,300	1,000,000	—	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	—
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—	1,500,000	3,443,000	—	—	34.0	337,200	—	—	791,053	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	—	1,316,900	352,300	—	—	74.0	226,576	—	—	523,993	143,479	8	50	110
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,783	11,200	26,391	400,000	300,000	—	6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	813,910	15,600	300,000	—	413,150	510,000	—	—	—	(N	ot yet in o	peration.)	—	—	—	—	—
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(U	nder cons	truction.)	—	—	—	—	—
Mar. 31, 1869	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268	—	261,099	2,393,140	4,278,300	112,579	—	141.4	—	—	—	1,061,856	421,277	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	—	—	—	309,276	715,000	—	—	—	(Leas. &	oper. by L'	tleMiami.)	—	—	—	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	—	—	—	891,206	892,750	—	—	—	[Leased	and oper.	by Phila.,	Wilm. an	d Balt.]	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	—	—	14,100,600	3,308,000	2,190,000	—	253.4	1,820,283	—	—	2,417,324	637,845	10	50	106
Dec. 31, 1869	285.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*	—	—	3,872,500	4,310,000	—	—	184.0	—	—	—	830,241	365,392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*	111,386	186,778	2,647,350	6,825,048	2,341,923	104,063	189.0	614,243	—	—	1,615,618	666,267	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	—	—	—	480,000	—	—	—	—	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	663,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,290,589	—	7	100	89
Dec. 31, 1869	55.5	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*	—	—	1,000,000	550,000	—	—	79.0	—	—	—	188,832	—	—	100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	—	—	—	280,000	—	—	—	—	(In	progres	s.)	—	—	—	100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—	—	—	700,000	1,000,000	—	—	—	(Leased	to Boston,	Hart. & Fis	hkill.)	—	—	—	—
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	2,500	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	50	—
Sept. 30, 1870	44.1	54.4	21.8	—	46	36	25	810	Eastern	Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	121
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	—	6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—	—	—	1,209,200	495,900	—	—	—	(Leased	to Phila.	& Readin	g.)	—	7	50	84
Jun. 30, 1870	240.0	30.0	17.9	—	30	21	7	530	East Tenn. Va., & Georgia	Tenn & Ga	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,562,958	270.0	—	—	—	1,278,864	502,682	—	100	
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia	Tenn.	—	—	—	—	(Consolid	ated in t	he East	Tennessee,	Virginia and	Georgia.)	—	—	—	—	—	—	
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky	Tenn.	—	—	—	—	—	—	—	(Oper. by	Evansville, H	enderson	& Nashv.)	—	—	—	—	—	
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Norther	n Central.)	25,000	25,000	5	100	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	56
Sept. 30, 1869	459.0	386.7	481.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	—	—	78,536,910	28,398,800	—	—	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	214
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	716	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	—	999,600	2,577,590	—	57,809	101.2	484,530	—	—	824,611	383,028	—	50	
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	98	European and North American	Maine.	2,094,883	148,659	—	—	—	3,000,000	—	—	—	58,493	—	—	129,726	56,196	—	100	
Jun. 30, 1869	108.0	32.0	15.2	—	14	18	9	115	European and N. American	N. Brunsw.	4,674,806	*	—	—	[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,796	56,646	—	100	
Jun. 30, 1869	33.5	—	....	5.45	—	—	—	....	Europ. & N. American W. Div.	N. Brunsw.	1,743,037	*	—	—	803,750	1,853,907	18,001	—	—	(No	t in comp	lete opera	tion.)	—	—	—	100	
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,866	51,600	1,144,053	1,185,000	86,564	522,377	132.0	306,838	—	—	516,804	166,699	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	
Sept. 30, 1870	5.5	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*	21,174	491	150,000	—	269,450	—	5.8	10,846	350,016	—	26,815	3,800	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	90,000	—	—	60	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	74	50	
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg	Massachusetts.	3,640,000	*	300,579	200,661	3,640,000	—	—	501,231	93.7	538,086	20,328,234	13,563,559	1,085,937	252,285	8	100	136
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	100,000	—	—	(Oper.	by Belvide	re Delaw	are.)	—	—	—	100	
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	189	*Flint and Pere Marquette*	Michigan.	2,269,094	*	178,876	1,149,602	1,099,100	1,867,500	441,208	124,854	90.0	208,113	—	—	486,737	232,707	—	100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	Florida	Florida.	5,300,000	*	—	—	3,000,000	2,300,000	—	—	154.0	—	—	—	—	—	—	100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*	—	—	800,000	1,500,000	—	—	—	(Not i	n complet	e operatio	n.)	—	—	—	100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N. J.	200,866	30,061	99,266	—	230,845	—	99,266	—	23.0	12,800	—	—	60,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	[Operat	ed by Rec	eiver.]	—	—	—	100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*	1,283,369	595,500	4,156,000	615,500	388,618	886,260	232.0	801,823	—	—	1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.	—	—	—	—	—	—	—	—	40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.]	—	100	
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	—	—	—	1,000,000	1,000,000	—	—	—	[Owned	and oper.	by Mich. Ce	n. since A	pi. 1870.]	—	100	
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk	Canada.	90,720,865	*	—	—	—	—	—	—	1,380.0	7,071,898	—	—	7,153,924	1,607,631	—	100	
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western	Canada.	25,027,287	*	1,968,848	877,019	18,202,126	3,656,415	733,218	280,896	334.5	2,676,393	—	—	3,934,114	1,780,516	4	100	
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia	S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,902,157	—	—	164.2	125,000	—	—	365,528	146,211	—	100	
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph*	Missouri.	17,947,073	*	—	—	8,000,000	8,938,000	1,009,073	—	275 0	—	—	—	2,941,997	—	—	100	94
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	23,069	—	(Leased	to Pennsy	lvania.)	—	—	7	50	112
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut.	3,407,285	*	—	—	4,800,000	744,000	—	—	75.0	578,810	—	—	1,568,362	513,594	10	100	166
Dec. 31, 1869	122.4	7.7	16.4	—	24	30	16	302	Hartford, Prov. and Fishkill	Conn. & R. I.	4,704,866	*	—	—	2,037,939	2,055,500	—	—	130.1	470,699	13,592,276	5,172,187	848,563	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900	—	1,809,565	500,000	100,000	—	32.0	20,800	—	—	60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	12	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	153,267	119.8	—	—	—	743,808	166,231	—	100	
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central	Texas.	5,600,000	*	—	—	3,000,000	2,600,000	—	—	125.0	—	—	—	1,040,400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	[Is being	g continue	d to Whar	ton Color	'do Riv.]	—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,019,587	*	—	—	16,020,000	4,309,220	—	—	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	16	3	3	58	Huntingdon and Broad Top Mt	—	2,202,174	*	—	—	706,580	1,927,614	—	—	58.8	191,777	—	—	291,564	5,882	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506	—	970.9	5,414,403	53,306,016	263,336,118	8,823,482	3,052,616	10	100	134
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progres	s is now o	perating	St. Louis	Alton &	T. H. R. R.)	—	194.0	—	—	—	1,774,867	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*	—	—	5,685,497	7,358,931	675,628	—	289.0	1,205,686	—	—	1,921,274	707,492	—	100	78
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	250	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	—	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	[Project	ed.]	—	—	—	—	—	
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*	—	—	132,411	35,000	—	—	13.0	24,000	234,368	664,541	73,307	11,855	—	100	
Oct. 31, 1869	10.0	1.0	4.0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	—	400,000	130,000	—	—	11.0	—	—	—	32,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	162	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	—	87,061	515,465	1,895,000	143,196	131,393	116.0	—	—	—	391,849	212,727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jameston and Franklin	Penn.	1,765,248	—	35,000	—	603,077	1,000,000	688,228	—	—	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,833	413,927	2,900,000	3,100,000	587,179	1,632,923	225.0	—	—	—	1,140,099	403,486	—	100	40
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	and oper. b	y Chicago	& Alton.)	—	7	100	91
Dec 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	and oper. b	y Mich'gan	Central.)	—	8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	16,472	1,040,198	5,689,807	107,612	49,533	—	100	
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.	—	—	—	—	5,072,500	—	—	—	439.0	963,512	—	—	2,225,850	839,670	—	100	
Dec. 31, 1869	99.6	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	—	—	—	—	—	1,200,000	(St k sw	amped.)	112.0	—	[Operated	by bondh	olders.]	—	—	—	100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston	Tennessee.	—	—	—	—	—	—	—	—	16.0	[No	returns.]	—	—	—	—	100	
Dec. 31, 1869	31.0	—	1.8	84.0	2	2	1	90	Knoxville and Kentucky	Tennessee	—	—	—	—	—	—	—	—	31.0	[No	returns.]	—	—	—	—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,385,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	36,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,084,071	8	100	97½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In progress and no returns.)				5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le		high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	18,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,316	10	50	121½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,554	—	425,550	.....	3,572,400	1,430,000	.....	.....	.....	(Operated by	L. M. and	Col. & Xenia.)	.....	.....	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1. 1	869 to Pb	g Cin. & S	t. Lat. at	80,000p.a.	196.5	964,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	80
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136,200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,331	*	156,741	66,718	2,472,188	2,696,610	1,235,770	350,227	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville..Ky. and Tenn.	13,950,705	*	3,555,951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	*	.....	16,133	200,000	67,700	11,529	8,603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10,000	—	(Leased	to Summit	Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick.....Georgia.	(Complete	d in Dec. 1869, n	o accoun	ts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.†.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	.....	(Oper. by | State rec | eiver.)	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	58,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila. &	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central †.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	128.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942,664	182,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,596	14,620,566	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,846	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	408,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. †..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	500,810	.....	130.6	457,576	3,638,132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Under co	nstruction.)	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,228,848	3,629,989	175,423	895,723	329.3	2,501,902	.....	.....	4,707,288	1,594,177	10	100	118
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50,966	.....	.....	(Oper.	by Erie.)	.....	44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,631	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	54½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	—	—	—	(Leased	to Phila. &	Reading.)	305,282	305,282	8	50	102½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	—	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. †..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	.....	(Southern	R.R. Asso	ciation I	ecesses.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	1,304,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,233	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.6	....	—	69	32	10	709	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,271,859	10,083,643	760,369	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	54	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	16,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	55	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	—	—	—	23.0	34,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex.....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.)	.....	7	100	89½
Sept. 30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	—	—	126,747	43.0	224,938	7,499,849	5,191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga †..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,985,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur †...Tenn. and Ala.	3,817,610	442,558	918,271	525,615	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600,000	*	.....	.....	1,157,786	3,464,050	.....	.....	.....	(Operat	ed by Louis	ville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck.....Connecticut.	1,964,900	*	71,547	161,764	1,838,900	146,000	32,306	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	New Bedford and Taunton.....Mass.	600,000	*	192,154	.....	500,000	172,500	.....	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada †..N. Bruns.	2,500,000	(In hand	s of bon	dholder	s.)	972,000	.....	.....	119.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,200	2,000	.....	.....	(Leased	& oper. by	P. Ft. W. &	Chicago.)	.....	11½	100	....
Oct. 31, 1869	0.0	....	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.0	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380,207	*	.....	.....	1,300,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.0	....	35.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	118½
Dec. 31, 1869	73.8	5.5	7.1	—	—	—	—	—	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485,223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,498	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.†.L. & M.	6,483,906	1,551,830	.....	.....	4,742,358	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	84
Dec. 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* †..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morgan	n of New	York City.]	.....	.....	.....	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central.....New York.	37,608,697	*	.....	.....	51,831,800	11,398,426	.....	.....	692.2	5,907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	....
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	559,362,876	22,071,583	9,244,621	8	100	97½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,962	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130.8	2.1	45.5	—	41	31	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	123
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,961,500	300,246	883,528	76 8	838,173	60,247,430	6,736,280	2,160,561	657,115	10	100	148
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,710,584	300,279	.....	.....	3,401,324	991,000	.....	.....	.....	(In cour	se of const	ruction.)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg †.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina †.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern †.....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	264,164	108,725	—	100	....

Dec. 31, 1869	72.0			3.0	118.0					North Louisiana and Texas	La.											72.0							100	
Feb. 28, 1870	283.3	147.8	11.9		68	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,000				351.0				2,084,486	432,124			21	
Oct. 31, 1869	55.6	12.1	28.8		29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	995,987	991,054		3,150,000	3,588,439	133,476			67.7	460,143			1,132,781	463,114	5	50	90
Dec. 31, 1869	95.9	2.0	20.3		21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218		97.8	404,631	5,252,948			671,076	168,918		100	
Oct. 31, 1869	138.0		123.0		134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582			332.4	1,469,366			2,928 463	977,748	6	50	81
Mar. 31, 1870	69.1	13.4	16.2		25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,800				82.5	409,036	5,935,262	19,110,436	689,626	256,271	8	100	115
Sept. 30, 1869	21.8		4.5		6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000				35.3	146,773			325,369	65,764	8	100	
Sept. 30, 1870	59.4	7.0	12.3		21	20		642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,311	2,364,400	776,000		227,017		66.0	349,958	5,909,914	9,812,721	614,199	191,642	10	100	112½
Jun. 30, 1869	113.0	32.0	14.0		19	21	5	233	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)			145.0					281,138				
Mar. 30, 1869	113.0	4.0	18.7		31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922		122.0	532,120		31,199,418	1,045,222	356,839	6	100	88
Dec. 31, 1869	340.0	53.0	....		86	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321			340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720		100	434
Oct. 31, 1869	95.0	3.5	21.5		28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,237	45,000		4,259,450	3,170,000				98.5	406,010			2,014,427	978,925	10	50	97½
Sept. 30, 1870	130.5	12.2	32.4		38	73	16	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,804	4,959,020	2,879,000		418,269		142.7	770,769	35,486,808	7,461,065	1,276,848	474,713	6	100	97½
Sept. 30, 1869	280.3	9.9	9.7		27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357		270.2	497,198	9,196,620	9,069,150	919,122	407,336		100	72
Dec. 31, 1869	5.0	4.0	1.3		....	....	....	....	Orange and Newark	New Jersey.	800,000	*			360,000	500,000				9.0				169,088	29,747		100	....
Dec. 31, 1869	28.6		3.2						Oswego and Rome	New York.	925,999	*			300,000	610,000					(Leased	to R.W.&	Ogdensb.)	125,564	62,782		100	....
Sept. 30, 1869	36.3		24.7		7	9	4	65	Oswego and Syracuse	New York.	1,445,982	*			490,400	591,000				36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....
Feb. 28, 1869	283.0		35.9		98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,084	7,793,742				336.0	1,764,760			5,213,058	894,345		100	....
Sept. 30, 1870	47.6				15	23		131	Panama	New Granada.	9,500,000	*			7,000,000	3,784,136				47.6		nine m	onths.	1,105,219	340,861		100	74½
									Paterson and Hudson	New Jersey.	630,000				630,000						(Leased	to Erie.)					100	....
Dec. 31, 1869	14.5		14.5						Paterson and Newark	New Jersey.	1,000,000	*			500,000	500,000					(Leased	to Erie)			53,400	8	100	....
Dec. 31, 1869	12.0		....						Paterson and Ramapo	New Jersey.	350,000	*			284,500	85,000					(Leased	to Erie.)			26,500	6	100	....
Dec. 31, 1869	15.1		....						Pemberton and Hightstown	N. Jersey.	588,692	*			342,150	160,000	36,542						(Leased t	o Camden	and Amb	oy.)	100	....
Dec. 31, 1869	22.0		....						Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452			643.0	9,574,632			17,250,512	4,767,785	10	50	124
Oct. 31, 1869	354.9	36.5	494.9		477	234	102	7,011	Pennsylvania	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000			47.0						10	50	220
Oct. 31, 1869	47.0	15.9	63.0		23	4		2,050	Pennsylvania Coal	Pennsylvania.	2,449,079				1,061,700	3,000,000						(Complet	ed Sept. 1	3, 1869.)			100	....
Oct. 31, 1869	105.0	....	10.5						Pennsylvania and N. York	N.Y. & Penn.	1,800,000				1,200,000	600,000					(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....
									Peoria and Bureau Valley	Illinois.	2,000,000	*			1,000,000	1,000,000				83.0		(Complet	ed July 1,	1869.)			100	....
Dec. 31, 1869	46.0		....						Peoria, Pekin and Jacksonville	Illinois.	1,000,000	*			1,000,000					12.0		(In pr	ogress.)				100	....
Dec. 30, 1869	83.0		6.4	....	10	8	4	85	Peoria and Rock Island	Illinois.	1,000,000	*			1,325,200	241,894				82.3	164,357			245,624	97,975	3	100	....
Dec. 31, 1869	12.0		....	78.0					Petersburg ¶	Virginia.	1,486,478	*			218,000	800,000	291,686			46.0	124,224			196,672	9,272		50	....
Dec. 31, 1869	61.0	21.8	6.2		11	8	3	92	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			6,004,300	12,598,000	40,974			289.6	2,273,856			3,262,705	loss.		50	54
Oct. 31, 1869	40.0		4.5		6	6	2	69	Philadelphia and Erie	Pennsylvania.	19,391,972	*			1,595,750	55,900				24.3	376,303			697,620	287,492	10	50	165
Oct. 31, 1869	287.6	20	86.5		108	38	15	1,909	Phila., Germantown and Norristown	Pa.	1,139,079	315,703	448,888		29,022,100	7,819,592				480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	101
Dec. 31, 1869	98.4	382.0	394.3	59.1	207	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			1,259,100			80,555		26.5				1,077,559	274,081	10	100	115
Oct. 31, 1869	26.5		86.8						Philadelphia and Trenton	Pennsylvania.	1,486,388	*	339,675		9,520,850	2,367,000	534,547	434,787		99.7	962,579			2,566,302	876,094	8	50	102
Oct. 31, 1869	95.9	37.9	107.5		59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	5,423,200	10,036,690	421,164			201.0	1,849,510			2,434,101	531,833		50	....
Oct. 31, 1869	193.0	8.0	24.0		77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		1,795,253	1,891,000	294,917			72.0	425,341	4,912,503	16,286,331	608,919	207,354		50	....
Oct. 31, 1869	59.0		18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			19,583,948	13,563,000	72,093			480.6	5,253,584			8,131,531	2,891,199	9	100	96
Oct. 31, 1869	468.3		139.2		210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			450,000										21,450	6	100	85
									Pittsfield and North Adams	Mass.	443,677				784,700	1,182,988				109.5	354,754			632,763	217,872	6	100	
Sept. 30, 1870	18.6		1.6						Portland and Kennebec	Maine.	3,000,000	*			1,500,000					51.3	303,266			575,036	175,586	6	100	120
Dec. 31, 1869	63.0	9.5	7.0		17	21	12	245	Portland, Saco and Portsmouth	Maine.	1,686,063	*			350,000						(Leased	to Concor	d.)		24,500	7	100	
May 31, 1869	57.3		5.7		17			169	Portsmouth and Concord	N. Hampshire.	350,000				170,000	200,000		11,490		26.0				80,083	22,015		100	111
Mar. 31, 1870	50.0		....						Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			437,917	57,000	18,500			15.0	37,960			112,572	21,542		100	
Mar. 31, 1869	26.0		2.0		3	3	2	56	Providence, Warren and Bristol	R. I. & M.	679,604	*			2,000,000	46,000	135,000	117,098		47.3	349,465	10,416,520	10,383,430	661,717	189,154	10	100	138
Nov. 30, 1869	15.0		0.7		4	6	2	11	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423	1,500,000	80,000				97.0				208,000	141,000	3	100	
Sept. 30, 1870	43.4	1.0	14.8		21	24	6	622	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			506,848	1,000,000	962,860			54.0	155,070			207,799	55,879		50	
Dec. 31, 1869	97.0		....		11	14	....	81	Reading and Columbia	Pennsylvania.	1,925,564	220,583			3,000,000	1,569,750	1,781,893	461,647		181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92
Oct. 31, 1869	40.0	8.0	4.1		8	7	1	37	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	4,000,000	2,680,700	228,674	1,906,158		190.5	312,139	4,860,625	6,271,192	609,403	212,070		100	....
Sept. 30, 1869	71.0	110.0	27.0		34	56	17	720	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,220,900				75.5				332,025	132,491		100	....
Sept. 30, 1869	140.5	1.5	11.3		24	17	8	238	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887		46.4	90,998	1,258,994	1,422,279	160,946	37,344		100	....
Sept. 30, 1869	75.5		5.2		12	11	14	81	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331					(Not in o	peration.)				100	....
Sept. 30, 1869	22.1	2.8	3.6		7	10	3	159	Richmond and York River ¶	Virginia.	1,250,000	*			650,000	600,000						(No	returns.)				100	....
Sept. 30, 1869	38.3		....		....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0							100	....
Sept. 30, 1869	22.0		....	81.0				....	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970		218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	125
Sept. 30, 1869	141.1	48.5	23.4		38	28	14	654	Rutland	Vermont.	4,381,741	*	791,487		4,381,400		531,828			188.0	679,669	8,347,127	16,336,225	874,855	187,329		100	44
Sept. 30, 1869	120.0		12.0		28	23	9	745	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589,500				132.0				753,000	376,000		100	72
Dec. 31, 1869	132.0		....					....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000						(Oper. by	Ind. & St.	Louis.)	611,800		100	30
Dec. 31, 1869	175.0	34.0	....						St. Louis, Jacksonville and Chicago	Ill.	10,943,902	*			10,000,000	4,000,000							abo	ut 900 000			100	48
Dec. 31, 1869	195.0	15.0	13.0		48	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.						2,725,000					(Leased	to Chi. &	Alton.)		240,000		100	
Dec. 31, 1869	150.0		....		....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.					2,000,000	1,000,000						(No	returns.)				100	
Dec. 31, 1869			....	72.8				....	St. Louis and St Joseph	Mo.		(Unfi	nished.)			1,000,000					(Leased	to Terre H	aute and I	ndianapo	lis.)		100	
May 31, 1870	158.0		....		17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000											100	
Dec. 31, 1869	180.0		....		14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000					257,004	2,776,680	3,570,874	373,448	138,411		100	
Dec. 31, 1869	100.0		5.0	200.0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514			189,152			338,693	178,941		100	
Dec. 31, 1869	16.6		....			2	1	12	Salem	New Jersey.	278,328				180,550	100,000					(Leased	to West J	ersey.)		16,633	6	50	
									Salem and Lowell	Massachusetts.	471,492			2,524	243,305	226,900	1,287							17,000	15,518	1½	100	
Sept. 30, 1870	6.9		0.5						Sandusky, Mansfield and Newark	Ohio.	3,212,565	*			904,832	2,307,742				116.3	271,076			429,212	101,024		100	
Jun. 30, 1869	116.3		10.0		10	11	4	178	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120			54.0	155,070			172,494	27,393		50	
Oct. 31, 1869	54.0		7.0		7	2	2	88	Schuylkill Valley	Pennsylvania.	576,841				576,050						(Leased	to Phila. a	nd Readin	g.)		5	50	
Oct. 31, 1869	11.0	12.8	8.5						Seaboard and Roanoke	Va. & N. Carolina.						210,000				80.0							100	
Dec. 31, 1869	80.0		4.6		13	5	4	160	Selma and Meridian	Alabama.	2,163,564	*		549,007	999,050	796,830	891,180	25,521		119.3				282,215			100	
Dec. 31, 1869	81.3		6.3		13	8	2	100	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	6,079,100				200.0				460,000				
Dec. 31, 1869	235.0		....		25	10	6	290	Shamokin Valley and Pottsville	Penn.	1,509,450	*			869,450	700,000					(Le	ased by N	orthern C	entral.)		6	50	
Oct. 31, 1869	28.0		4.5						Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*			1,227,000	800,000				45.5				61,504	22,091		100	
Dec. 31, 1869	45.5		2.0		4	4	2	41	Shelby and Rush	Indiana.	187,663				100,000	37,302				20.0	(Oper. b	y Jeff. Mad.	and Ind.)	32,448	7,408		100	
Dec. 31, 1869	20.0		2.0						Shore Line	Connecticut.	732.900	*			677,900	55,000				50.0				310,182	41,424	6	100	
May 31, 1869	50.0		2.5		10	18	8	30	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,256,320								224,476	90,000		100	
Dec. 31, 1869	101.8	6.5	3.7		12	4	3	134	Somerset and Kennebec	Maine.	800,000				250,000	500,000				(Leased	and oper.	by Portlan	d & Ken.)	36,000		100	
Dec. 31, 1869	37.0		1.6						South Branch	New Jersey.	439,694				438,300					(Leased	& oper. by	Cen. of N.	Jersey.)	26,298	6	100	
Dec. 31, 1869	16.0		....						South Carolina ¶	South Carolina.	8,920,601	*	1,187,797	163,729	5,819,275	4,057,361	355,501				801,171			1,382,107	595,507		100	
Dec. 31, 1869	137.0	103.0	10.9		43	24	24	392	South and North Alabama	Ala					1,500,000	1,000,000						(I	n progres	s.)				100	
Dec. 31, 1869	50.0			133.0	3				South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000		11.5	49,204	1,222,256	60,911	67,562	9,513		100	
Nov. 30, 1869	11.5		1.9		3	12	2	8	South Side (L. I.)	New York.	1,978,558	*			497,750	850,000				63.0	150,560	5,597,645	2,094,921	221,515	66,532	10	100	
Sept. 30, 1869	57.0	0.7	3.0		11	21	5	75	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	*	192,420	430,158	1,365,600	2,133,800	973,110	299,727		133.0	292,029	2,201,096	10,725,243	440,921	103,125		100	
Sept. 30, 1869	123.0	10.0	12.0		17	5	5	188	Southern Central	New York.	4,500,000	(cost to	completi	on.)	3,000,000	1,500,000											100	
Dec. 31, 1869	70.0			46.0	4	2	2	37	Southern Minnesota	Minnesota.																	100	
Dec. 31, 1869	72.0		....	200.0	11	4	2	194	*South Pacific* ¶	Missouri.						25,000p m				100.0				348,218	203,473		100	
Dec. 31, 1869	148.2		....	159.2	19	12	4	424	Southwestern	Georgia.	4,557,313	*		151,053	3,030,000	699,000	87,155	41,511		257.0	384,922			910,116	360,386	8	100	104
July 31, 1869	143.0	114.5	22.9	20.5	20	14	18	202																						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. & E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0		3.4		5	4		31	Spartanburg and Union †.South Carolina.	1,240,882				751,296	547,380	125,000		68.0				61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	160	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000				1,500,000	1,500,000			76.0				180,000		—	100	....
Sept. 30, 1869	13.0	—	0.4		2	6	—	6	Staten Island .....New York.	359,579		(Including Ferry.)		700,000	200,000			13.0	52,797	2,919,240		282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0		2	1	—	134	Sterling Mountain.....New York.	502,468				800,000	350,000			7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3						Stockbridge and Pittsfield.....Mass.	444,600	4,100			448,700										7	100	....
Sept. 30, 1870	13.2	—	0.9						Stony Brook.....Massachusetts.	267,300			634	267,300										7	100	....
Oct. 31, 1869	10.0	—	—	19.0					Sullivan and Erie.....Pennsylvania.	500,000				1,000,000	1,000,000		634									
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944				258,132	200,000				(In progress to be completed June 1870.)			8,591	7,966	3	100	98
Sept. 30, 1869	81.0	—	10·8		12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,990				1,470,130	1,707,050			12.0	40,000			79,887	18,001	3	100	....
Sept. 30, 1868	—	—	—	50.0					Syracuse & Chenango Valley..New York.			(Will form a part of the Rondout and Oswego Line.)						81.0	271,077	5,812,876	16,676,940	519,307	132,564	—	100	....
Sept. 30, 1869	11.1	0.6	1.2		5	8	5	108	Taunton Branch.....Massachusetts.	392,971				400 000										—	100	....
Jun. 30, 1869	—	—	—	177.0					Tennessee and Pacific †.....Tennessee.			24,194	62,224	654,000	2,620,000			11.1	65,346	1,933,322	849,113	102,178	22,935	8	100	104
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,990		3,274,000												—	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	1,157,178	186,284	1,988,150	348,000	165,913	1,046,365	84.0	503,198			1,279,043	671,445	12	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000				580,900	246,000			34.6	176,432						50	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000				5,700,000	5,106,000			228.0	1,072,715			396,440	82,005	—	50	100
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733		1,078,807	329,941	8,500,000	15,729,000	28,792	640,956	522.0				1,072,996		—	100	....
Sept. 30, 1869	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,906				607,111	1,677,000			55.0	179,592	4,939,322	4,950,807	4,252,343	1,200,988	—	100	54½
Nov. 30, 1869	30.0	—	1.4	15.0					Troy and Greenfield †.....Massachusetts.					274,400					(Leased to Hudson River.)			529,680	236,987	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—					Tyrone and Clearfield.....Pennsylvania.										(Leased to Pennsylvania.)	& Mass.				7	100	49½
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	914,069				swamped								R. R.)	32,000	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	9	5	2	118	*Union Pacific* (Central Branch) . . Kansas.	166,945,978		5,591,000	654,550	33,762,300	107,967,300			1,038.0							50	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	4,200,000				1,000,000	3,200,000			100.0	[no returns.]			8,407,553	4,203,926	—	100	271
Sept. 30, 1869	56.0	—	6.0	26.0	6	3	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,816,000				1,660,000	150,000		49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
May 31, 1869	47.0	25.5	12.0	—					Vermont and Canada .....Vermont.	1,580,222				1,582,650					64,450	2,244,178	734,753	166,494	76,892	6	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,805	Vermont Central.....Vermont.	2,500,000				2,500,000					(Leased by Vermont Central.)					8	100	105
Sept. 30, 1870	69.3	10.8	9.0	—	16	7	10	228	Vermont and Massachusetts .Mass. & Vt.	10,500,000				5,000,000	5,500,000			185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var.	....
May 31, 1869	23.7	—	....	—	4				Vermont Valley .....Vermont.	3,465,944				2,980,000	750,000	199,627		109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	72
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	1,221,886				516,164	793,200				(Leased to Rutland.)					2	100	....
Sept. 30, 1869	204.0	9.5	7.6	—	35	14	5	254	Virginia and Tennessee † .....Virginia.	3,200,000				357,408	3,200,000	98,417		140.0						—	100	....
Dec. 31, 1869	18.3	—	3.8	—					Warren.....New Jersey.	8,012,873				3,064,300	2,499,450	591,741	2,515,014	213.5	550,397	8,727,610	17,634,855	483,537	162,479	—	100	....
Sept. 30, 1869	10.3	—	....	—					Warwick Valley .....New York.	2,059,050				1,547,650	511,400			18.3	(Leased by Del. La. & W'tn.)			929,186	318,688	—	100	....
Dec. 31, 1868	7.0	—	....	—					Washington, Alex. & Georget.D. C. & Va.	199,161				225,000	66,000			10.3	[Operated by Erie.]			454,758	154,618	7	100	87½
Dec 31, 1868	23.0	—	....	—	....	....	....	....	Washington County.....Maryland.			(In hands of receiver.)						7.0				58,123	18,448	7	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442							22 0	(Opened Nov. 20, 1867.)					5	100	....
Sept. 30, 1868	—	—	—	93.0	....	....	....	....	West Shore Hudson River...New York.	619,446		528,578		684,046	957 600	97,500		33.5	291,230						100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000		(Built by State of Georgia.)		526,700	612,300	6,024		—	[In progress.]			330,571	63,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) † .....North Carolina.	1,025,016				1,942,000				138.0						—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,550,000				750,000	1,800,000			43.0				943,607	266,320	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.					6,500,000		36,000		46.0				42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0					Western Pennsylvania.....Pennsylvania.	3,179,441		78,814		1,022,450	1,800,000	304,413						138,802	44,719	—	100	10
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.										(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[Now forming a division of the Milwaukee and St. Paul]							—	No returns for year.]					—	50	81
Aug. 31, 1869	94.0	—	....	86.0	....	....	....	....	West Wisconsin .....West Wisconsin.	3,500,000		1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	238,365			652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	—	51.0					Whitehall and Plattsburg †...New York.					1,500,000	2,000,000				(Operated during construct'n by M. & St. Pa'l.)					—	100	....
Dec. 31, 1869	20.8	—	....	28.0					White Mountains.....New Hampshire.	200,000		(No return.)						20.0	13,432	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000				200,000					(Leased to Boston, Con. and Montreal.)					—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000				160,000	200,000	10,000		23.0	(no returns.)			14,663	7,147	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W. & M. RR. sold Jan. 5, '70 $525,000.				1,200,000	2,000,000	400,000		148.0						—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286		734,812	789,300			19.3	[no returns.]			139,261	82,376	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon †...N. Carolina.	3,076,968		11,662	184,126	1,463,775	1,484,665	272,624		181.0	1,867	(Leased to Northern Central.)				—	100	....
Dec. 31, 1869	15.4	—	....	—					Wilton.....New Hampshire.	233,000				213,000								550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—					Winchester and Alabama †...Tennessee.	950,000									(Recent'y opened.)		1,254		14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128		111,234	58,845	1,400,555		3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	137
Oct. 31, 1869	13.0	—	1.0	—					Wrightsville, York and Gettysburg. Penn.	393,535				317,050		76,845		—	(Leased to Northern Central.)					—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019		541,532	112,080	1,983,563	2,089,400			13.6				493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309				8,229,594				184.5						—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350				1,633,350	800,000			60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068				15,000,000	3,169,476			108.0						—	100	116½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683				4,999,600	(See Cam. & Amb. R.R.)			161.0				1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005				64,000	899,750	662,246		161.0				104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000				8,739,800	14,375,891			48.0				405,174	213,374	—	50	71
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611			94,140	2,200,000	1,130,447	74,087	68,226	102.0	(5 p. c. on preferred stock.)			431,246	184,848	—	100	33
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000				4,300,000	1,961,000			354.0				735,303	258,436	—	50	52
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996		4,797,185	7,165,256	588,689		109.2				1,159,085	598,519	—	50	17
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263				2,002,746	2,632,310	195,232		45.0				167,435	81,714	—	50	10
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850				2,907,850	3,000,000	20,000		87.6				43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000				1,100,000	708,000	86,000		—	(Leased to Pennsylvania.)			124,595	39,961	8	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000				800,000	600,000										50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30, '70	0.96			Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	2,059	2,372	—	100	100	....
Dec. 31, '68	31.00	479	78	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	21½
Sept. 30,'69	22.00	400	60	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Sept. 30,'70	3.36			Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75			Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	40	Broadway (Brooklyn).....N.Y.	502,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00		28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	500,000	85,000	1,282,132	827,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,600	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	92	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	276,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in operation.)		—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43			Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	.....	.....	9.0	100	100	104½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	8,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	16.00	731	125	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	35½	50	50	19½
Oct. 31, '69	9.06	150	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)...N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	24.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,800	180,104	—	100	100	....
Sept. 30,'69	3.50		4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	5.	100	100	....
Oct. 31, '69	1.54	12	3	Easton and S. Easton .....Pa.	25,220	23,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	551	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	15	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.35	275	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	1000	59	Germantown (Phila.).....Pa.	562,270	307,545	250,000	—	348,021	123,493	19½	50	15	30½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,206	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	80,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.00	196	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	45
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	5,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	506,390	164,400	1,500	283,927	63,060	2½	50	7	17
Dec. 31, '68	....	....	....	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	100	100	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	100	100	....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	10½	....
Sept. 30,'70	2.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	115
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	5.41			Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	6.91			Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07			Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.58	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,200	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) .....Mass.	1,624,594	1,250,000	—	297,271	285,303	99,519	10.0	100	100	72
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	5.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16			North Woburn (Boston)..Mass.	24,612	25,000	5,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	800,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	5.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,218	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	445,265	225,000	200,000	21,365	255,816	80,754	20.	50	15	45
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	50	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	25½
Oct. 31, '69	8.25	155	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham...Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	5.00	61	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,454	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	235,434	150,000	35,500	22,968	36,320	Loss.	—	100	100	....
Oct. 31, '69	5.48			Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	14.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,854	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	56
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	180,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	5.35	540	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	5.61			Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	8.43	280	45	South Boston .....Mass.	415,891	400,000	—	13,283	200,998	35,061	9½	100	100	62½
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	5,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	25	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	35½	50	20	65½
Sept. 30,'69	15.00	1422	187	Third Avenue (N. Y. City)..N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	21	13th and 15th streets (Phila.).Pa.	997,700	997,700	—	—	170,504	64,350	2	50	50	24
Sept. 30,'69	6.50	82	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,886	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,962	250,000	100,000	55,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.80	....	....	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	Troy &	Lansb.	—	100	100	....
Oct. 31, '69	26.25	545	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,868	112,426	20	50	20	43
Sept. 30,'70	....	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	43,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	306,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)...N.Y.	87,000	75,000	15,000	—	20,051	3,483	5½	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,545	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,789	28,824	11	100	100	....
Dec. 31, '68	5.80	....	....	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	303,782	93,956	10	50	50	65
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,892	15,600	5,000	15,966	—	—	—	25	25	....
Sept. 30,'70	2.25			Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	5,000	3,010	4	100	100	15
Sept. 30,'70	3.53	49	16	Worcester .....Mass.	46,206	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1891	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1862	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	628,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1878	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1872	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1875	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,000	7	J.& J.	1874	85
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M.& N	1876	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1890	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	91
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	200,000	6	J.& J.	1882	....
Philadelphia City: 1st Mortgage.....	220,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Alleghy & Manch.: 1st Mortgage.....	23,000	7	M.& N	1879	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	45,300	7	J.& J.	1900	....
1st Mortgage.....	15,000	6	J.& J.	1883	....
Salem: 1st Mortgage.....	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J.& J.	1873	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1870	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1870	....
Union (Boston): Real estate mortgages....	150,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1876	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1870	99½
Worcester: 1st Mortgage.....	20,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Prices.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	800,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	....	....
Catawissa,* pref. and guar.	2,200,000	7	7	79½
Cayuga and Susquehanna,* guar.	589,110	....	5	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	280,000	8	6	....
Cheshire, preferred	2,017,815	7	5	89
Chicago and Alton, pref.	2,425,400	7	10	116½
Chicago, Iowa and Nebraska,* guar.	2,000,000	....	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	92½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	504,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,508	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	81
Erie, preferred	8,536,910	7	7	45
Evansville and Crawfordsville pref.	150,000	....	....	....
Hannibal and St. Joseph, pref.	5,078,224	....	....	102½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	900,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	845,700	9	9	87½
Marietta and Cincinnati, 1st pref.	3,586,185	6	....	30
" " 2d pref.	4,051,744	6	....	8
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	....	76½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	●	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,995,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	850,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	....	7	....
Rutland, preferred	....	7	7	32½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	37
Sandusky and Cincinnati, pref.	445,500	6	6	34½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	800,400	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,200,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,000	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	85
Schuylkill Navigation, pref.	2,399,997	6	6	30½
Union, preferred	....	....	6	....	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	....
Mariposa Mining, pref.	5,774,400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	31 —	@ 34 —
Pig, American, No. 1		34 —	@ 35 —
Pig, American, No. 2		32 —	@ 33 —
Pig, American, Forge		31 —	@ 32 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		— —	@110 —
Bar, Refined		75 —	@ 80 —
Bar, Common		70 —	@ — —
Scroll		97 50	@125 —
Ovals and Half-round		97 50	@125 —
Band		92 50	@ 95 —
Horse Shoe		95 —	@ — —
Rods, ⅛@3-16 inch		82 50	@ — —
Hoop		102 50	@140 —
Nail Rod	per lb.	— —	@ 6½
Sheet, Russia, as to No.'s	(gold)	10½	@ 11
Sheet, Single D. and T. Common		4½	@ 6
Rails, English	(gold) per ton.	54 50	@ 59 —
Rails, American, at Works in Penna	c'y.	70 —	@ 72 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— 16	@ — 17
American, Spring, do.		— 9	@ — 11
American Machinery do.		— —	@ — 12
American German do.		— 9	@ — 12

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d	per 100 lb	4 40	@ — —
Cut Spikes, all sizes		4 65	@ — —
Clinch		— —	@ 5 90
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23	@ — 28
Copper		— —	@ — 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— 38½	@ — —
Straits	(gold).	— 32½	@ — 33
English	(gold).	— —	@ — 32½

Plates—Fair to good brands.	—Gold.		—Currency.	
I. C. Charcoal...per box.	8 62½	@ 9 —	10 —	@ 10 50
I. C. Coke	7 37½	@ 7 75	8 37½	@ 8 75
Coke Terne	6 25	@ 7 25	7 —	@ 8 —
Charcoal Terne	7 75	@ 8 25	8 75	@ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	per gall.	— 15	@ — 15½
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 19
Refined, Standard White (in ship'g order)		— —	@ — 25½
Refined, prime White (in shipping order)		— 26	@ — —
Refined, S. W. (in jobbing lots)		— —	@ — —
Refined, S. W. (in tin)		— 30	@ — 32
Naptha, Refined, (65 @ 73 gravity)		— 9½	@ — 10
Residuum	per bbl.	4 —	@ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$5 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 50
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
28 by 35 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	22 00	20 00	15 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)		(New List, Aug. 20th.)	
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 —	@ 7 75	
8 by 11 to 10 by 15....(4 qlts.)	10 50	@ 8 —	
11 by 14 to 12 by 18....(4 qlts.)	12 —	@ 9 25	
14 by 16 to 16 by 24....(4 qlts.)	12 50	@ 9 75	
18 by 22 to 18 by 30....(4 qlts.)	15 —	@10 50	
20 by 28 to 24 by 30....(4 qlts.)	18 50	@12 —	
25 by 28 to 24 by 36....(4 qlts.)	19 50	@12 50	
26 by 24 to 26 by 40....(3 qlts.)	21 50	@16 —	
28 by 38 to 28 by 44....(3 qlts.)	22 —	@16 50	
28 by 46 to 30 by 48....(3 qlts.)	25 —	@17 —	
30 by 50 to 32 by 52....(3 qlts.)	24 50	@18 —	
32 by 54 to 34 by 56....(3 qlts.)	26 50	@19 50	
34 by 58 to 34 by 60....(3 qlts.)	30 —	@22 —	
36 by 60 to 40 by 60....(3 qlts.)	36 —	@28 —	

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 8.

	Th. 2.	F. 3.	Sat. 4.	M. 6.	Tu. 7.	W. 8
Canton Co.	....	....	75	75	75	75
Central Pacific 6s	95½	95½	95½	95½	95½	95½
Central of N. Jersey	106½	106½	106½	106½	106½	107
Chicago & Alton	114	113½	114	114	....	114
" pref.	116	....	....	....	116½	....
" 1 M.	101½	101	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	95	....
Chicago, Burl. & Q.	151	....	....	....	....	....
" 8s, 1883	....	....	....	109½	....	110½
Chic. & Northwestern	80½	81½	79½	80½	80½	78½
" pref.	90½	93½	92½	93½	93½	92½
" 1st M.	....	....	93½	93½	....	94
" S. F.	....	....	....	....	....	....
" Consol.	....	....	88	88½	88½	....
Chic., Rock Isl. & Pac.	111½	112	112½	112½	111½	111½
Chi., R. I. & Pa. 7s, 1896	98½	98½	....	....	98½	....
Clev., Col., C. and Ind.	84½	84½	84	84½	85	84½
Clev. and Pittsburg	109	109½	109½	111	110	115½
" 2 M.	....	....	....	....	....	....
" 3 M.	97	....	....	....	....	....
" 4 M.	....	81	81	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	100	....
Col., Chi., & Ind. C.	20½	22½	20½	21½	22	20½
" 1 M.	85	85½	85	84½	85	85½
" 2 M.	62	62	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	116	....	....	116½
Del. Lack. & Western	105½	105	105½	105½	107½	106½
" 1 M. 7s	100½	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	89	....	....	....	....	....
Erie Railway	22½	22½	22½	22½	22	20½
" pref.	40	40	40	....	....	45
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	86	85½	....	....	....	....
" 5 M. 7s, 1888	82½	....	....	....	....	....
Great Western 2d mort.	....	....	84	84	....	....
Hannibal & St. Joseph	91½	95	96	96½	96½	96½
" pref.	99	99½	102½	103	104	104
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	134	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	98½	99½	98½	98½	98½	97½
Lake Shore Div. bonds	....	....	95	....	....	....
Marietta & Cin. 1st pref.	30	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	117½	117½	118	118½	118	118
" S. F. 8s, 1882	....	118½	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	....	101	100½	....	....	....
" 2 M.	98	....	....	97½	....	....
Mariposa Mining Co.	....	....	....	....	....	6½
" pref.	10½	10	9½	10½	....	10½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	53½	54	54½	55	55½	54½
" pref.	76	76	77½	77½	77½	76½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	104½	....	....	....
" 7 3-10s con.	94½	....	....	....	94½	....
Missouri 6s	91½	91½	....	91½	91½	91½
" H. & St. J. 1s	....	....	90½	....	90	....
Morris and Essex	80½	89½	89½	89½	89½	....
" 1st mort.	....	103½	....	....	....	....
" 2d mort.	....	96	....	96	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	93	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	97½	97½	97½	97½	96½
" certificates.	93	93½	93½	93½	93½	92½
N. York and Harlem	....	127½	128	128	128	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	101½	101½	....	....	....	....
N. Carolina 6s, old	49½	49½	....	49	48½	47
" new	27½	27½	....	....	27½	....
Ohio and Miss.	42½	42½	43½	44½	43½	43½
" pref.	73½	73½	73½	73½	73½	73½
" 1st M.	....	....	....	99	99	....
Pacific Mail S. S. Co.	43½	43½	44½	46	45	44½
Panama	72½	73	....	75	75	75
Phila. and Reading	100	101½	100½	102	102	101½
Pitts., Ft. W. & Chi. gtd.	....	96	95½	96	96½	96½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	97	97	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	14	14½	13½	13½	13½	14½
St. L., Alton & T. H.	....	31½	31	30½	30½	....
" pref.	....	....	....	....	....	57
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	85	....	....	....	....	84½
" Income bds.	....	75½	....	....	76	....
Tennessee 6s, old	....	....	64½	64½	....	64½
" new	64½	64½	64½	64½	64	64
Tol., Wab. & Western	55½	56½	55½	55½	55½	54½
" pref.	....	....	....	....	....	....
" 1 M.	92½	....	91½	....	....	....
" 2 M.	83	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific	30½	32½	29	29½	29½	28½
" 1st mort.	85½	85½	85½	85	84½	83½
" L. Gt. 7s	75½	75½	75	75½	75½	....
" Inc. 10s	....	....	....	70½	70	70
Virginia 6s, old	....	65½	....	65½	....	65
" new	63	....	64	64½	....	66

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109¾	109¾	109¾	109¾	....	109
U. S. 5s, 10-40s, reg	109¾	....	....	....	109¼	109¼
U. S. 6s, 1881, reg	115¾	115¾	....	116	....	....
U. S. 6s, 1881, coup	114¾	115¾	116	116¼	116	116
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, " ly	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	112	112¼	....	112¼	112¼	112¼
U. S. 6s, 5-20s, c. 1862	112¾	112	112¾	112¾	112¾	112¾
U. S. 6s, 5-20s, reg. '64	....	112¼	....	....	....	112¾
U. S. 6s, 5-20s, c. 1864	....	....	112¾	112¼	112¼	112¾
U. S. 6s, 5-20s, reg. '65	....	....	111¾	....	....	....
U. S. 6s, 5-20s, c. 1865	....	112¼	112¾	112¾	112¾	112¾
U. S. 6s, 5-20s, r. n. '65	....	111	....	....	....	111
U. S. 6s, 5-20s, c. n. '65	110¾	111	111¼	111	111	111
U. S. 6s, 5-20s, reg. '67	111	111¼	111	111	111¼	111
U. S. 6s, 5-20s, c. 1867	.. 111	111¼	111	111¼	111¼	111
U. S. 6s, 5-20s, reg. '68	111¾	....	....	....	111¾	....
U. S. 6s, 5-20s, c. '68	.. 111¾	111¾	111¾	111¾	111¾	111¾
U. S. 6s, Pac.R.R.Issue	113¾	113¾	113¾	114¾	114	114¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Catawissa	....	....	....	....	....	....
" preferred	39¾	39¾	39¾	....	....	....
Camden and Amboy	116¾	116¾	116¾	116¾	116¾	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	92¼	92¼	92¼	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	96	96	96	....	....	96¼
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	94
Lehigh Navigation	34¾	34¾	35¼	35¼	35¼	35¾
" 6s, 1884	85¼	....	....	....	....	....
" Gold L	88¾	88¾	88¾	88¾	88¾	88¾
" R. R. L	91	....	....	....	....	....
" Conv. L	....	80	....	....	....	....
Lehigh Valley R. R	60¾	60¾	60¾	60¾	60¾	60¾
" 6s new coup	....	....	....	....	....	94¼
" 6s new reg	....	....	....	....	....	96¼
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	51¾	51¾	51¾	....	....	51¾
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	45¼	....	....
" 6s, 1880	....	....	98¼	....	....	....
" 7s	....	95¾	95¾	95¾	95¾	96¾
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	61¾	61¼	61¾	61¼	61¾	61¾
" 1st M	100¾	100¾	....	....	101	....
" 2d M	102¼	....	....	....	....	....
" Gen. mort	....	....	....	....	....	....
" " reg	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	104¼	....	....	....
" 6s, 2d series	....	....	105¼	105	105¼	....
" 6s, 3d series	....	....	....	....	....	....
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	101¼	....	....	....	101¾	101¾
" new	101¾	101¾	101¾	101¼	101¾	101¾
Philad., Germ. & Nor	....	82¼	....	....	81¾	....
Phila. & Reading	49¾	50	50¼	50	50¼	50¾
" 7s, 1890	....	....	....	....	....	....
Philadelphia and Erie	27¼	....	....	27¼	....	....
" 6s	....	....	94¼	....	....	....
" 7s	86¾	86¾	....	86¾	86¾	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	17	....	....	....	....	....
" 6s, 1882	....	....	....	....	....	77
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	5	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
Hestonville, (Horse)	..	17	....	....	....	....
Chestnut & Wal.	....	....	....	....	46	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	.. 56	56	....	....	56	....
Spruce and Pine	.. 25¼	....	....	....	....	....
15th and 15th sts.	....	24¼	....	24¾	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Baltimore City 6s, 1875	....	....	97¼	97¼	....	97¼
" 1886	96¼	....	....	....	....	....
" 1890	96¾	97	97	96	97	97
" 1884	96¾	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	139	....	....	139	....	....
" bonds, 1875. 95	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	96¼	....	....	....
Marietta & Cin. 1st M.	92	....	....	....	93	....
" 2d M	82¼	....	82	....	....	....
Northern Central	41¼	41	....	....	41	41
" bonds, 1885	....	92¼	92¾	....	....	....
" " 1900	....	....	89¼	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	21¼	....	....	....	....	21¾

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Boston and Albany	155	155¼	155¼	....	155¼	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	152	151¾	....	....	....	152¼
Boston and Providence	153	....	....	....	....	154¼
Boston, Hartford & Erie	....	....	1¼	....	....	1
" 7s, new	29	29¼	29½	28¾	28¾	....
Cheshire, pref.	88	88	....	....	89	89
Concord	....	....	77¼	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	121	....	120¼	....	121	121
Fitchburg	....	136¼	136¾	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	136¾
Michigan Central	117¾	117¾	117¾	117¾	....	118
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	87	....	88	88	88	88¼
" pref.	108	108	108	....	108	108
Old Colony & Newport	....	98	97¼	....	97¼	
Ph., Wil. & Baltimore	51¾	51¾	....	....	51¼	51
Portl'd, Saco & Ports	....	....	119	....	120	
Union Pacific	30¼	....	53	30¾	30	29¼
" 6s	....	84	83¼	83¾	....	....
" Land Grant 7s	....	72¼	....	....	....	....
" Income 10s	73	71¾	....	71¼	....	70
Vermont & Canada	103¼	....	104	....	105	....
Vermont & Mass	71	....	72	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	104¼
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	8	8¼	....	8	....	
Franklin	2¼	....	3	4	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	2¾	2¾
Pittsburg	....	....	....	....	....	....
Quincy	25	25¼	26	....	....	....

London Stock Exchange.

	Closing Prices. Feb. 10.	Feb. 17.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	67 — 70	68 — 72
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	67 — 70	68 — 72
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	28½ — 29½	29 — 30
Detroit and Milwaukee 1st mort. 7s	66 — 68	66 — 68
Do. 2d mort. 8 p. c.	68 — 70	68 — 70
Erie shares 100 dol. all paid	— — —	— — —
Do. sterig. 6 p. c. convertible bonds	64 — 66	64 — 66
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	108½—109½	109 —110
Marietta and Cin. R. R. bonds 7 p. c.	— — —	— — —
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	92 — 94	93 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	98 —100
Do. General mort. 6 p. c. 1910	90½— 91¼	90½— 91¼
Do. $50 shares	50 — 52	49 — 51
Philadelphia and Erie 1st mort. 1881	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, March 11, 1871.

Stock Exchange and Money Market.

There has been a livelier business reported in the loan and discount line, chiefly resulting from the enlarged volume of dealings at the Stock Exchange. The offerings of Money, however, have been quite liberal, and rates have not varied materially, having ranged from 3@5 per cent. on call, and 6@7 per cent. per annum on the primer grades of mercantile paper. The city banks, notwithstanding the increased activity, were last week enabled to add $770,159 to their specie, and $841,360 to their legal tender reserves, while augmenting their deposits $7,430,458. They enlarged their loan and discount averages $4,625,887, and reduced their circulation $60,168. The U. S. Sub-Treasury reported a gain of $1,347,554 in its currency reserve, with a loss of $1,115,694 of its coin balance, as the result of the week's business. The office disbursed $2,583,575 of coin interest, during the week.

On Monday last, Government formally commenced the negotiation of the new 5 per cent. Loan, for the purpose of refunding 5-20 six per cent. bonds. On the first day, the amount of the new bonds subscribed for in this city was $2,500,000, and the aggregate of the day's subscriptions, at all points, as reported at the Treasury Department, at Washington, was about four and a half millions. The second and third days' subscriptions were on a reduced scale, due, in part, to the fact that the new bonds are not yet ready for delivery to subscribers, which tends to check the popular demand for the new issue. The London and Continental, as well as the home agency system, is being rapidly perfected, with a view to the more prompt and satisfactory marketing of the Loan. Wednesday's subscriptions were reported at $956,000.

Under the Treasury programme for March, Government will sell Treasury Coin, as follows: Thursday, March 9, $2,000,000; Thursday, March 16, $1,000,000; Thursday, March 23, $2,000,000; Thursday, March 30, $1,000,000. And buy in two millions of Bonds on each Wednesday of the month, the Department reserving to itself the usual privileges.

The specie reserve of the city banks according to the latest return is $24,332 207, against $35,898,498 same time last year. The city bank deposits are now $225,059,574, against $213,078,341 week ending March 5, 1870. The legal tender reserve amounts to $58,019,768, against $54,065,983 same time last year. The circulation now stands at $31,660 282, against $33,783,942 same time last year. The loans are now $282,681,886, against $268,634,212 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $111,238,555 a day, against a daily average of $79,911,303 the preceding week. The current week's exchanges average about 122⅛ millions a day. The city banks, last week reported a gain of $770,159 of specie, $7,430,458 of deposits, and $841,360 of legal tender notes. They increased their loans $4,625,887; and reduced their circulation, $60,168.

National Bank notes to the amount of $670,970 were issued last week by the Treasury Department. Deducting from the grand total issue to 1741 banks the currency returned, including worn out notes, amounting to $39,130,817, the existing 1,648 banks, (with an aggregate capital of $435,356,084,) retain an actual circulation of $309,876 048. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $353,075,000; and for the public deposits, $15,961,500—making a total of $369,036,500. The Treasury Department last week redeemed and destroyed $715,600 of worn and mutilated fractional currency, and issued $856,452 of new.

The coin reserve of the Treasury Department on Monday morning was $100,883,000, including $29,779,000 represented by outstanding coin certificates; and the currency balance was $16,252,000. On Wednesday, the coin reserve was $101,800,000.

Secretary Boutwell has instructed the U. S. Assistant Treasurer at this port to notify the holders of three per cent. certificates of March 2d, 1867, and July 25th 1868, that all such certificates bearing date from October 15th, 1867, to December 16th, 1867, inclusive, of the denomination of $5,000 each between numbers 86 and

1,099, inclusive, and of the denomination of $10,000 between numbers 759 and 1,070, inclusive, will be paid on presentation at his office at the Treasury, or at the Boston or Philadelphia Sub-Treasury, and from April 30, 1871, will cease to bear interest or to be available as a portion of the reserve of national banks. The aggregate amount of these certificates described is $2,000,000.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $8,002,100 in currency, and $65,493,532 in coin, against a balance a week previous of $10,288,890 currency, and $64,894,428 coin.

The U. S. Sub-Treasurer retired, last week, $3,080,118 of coin certificates, received for customs.

Government revenues have been yielding up to a fair average, since our last. The customs at the port of New York, last week were $3,311,119; and at the outports, equal to about $1.150,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been about 104 millions.

Gold has been quoted firmer, on a rather more confident movement, though the actual dealings have not been quite as extensive. The speculative demand has been assuming a more positive form, stimulated by the free customs call, and the hardening tendency of the foreign exchanges. The range of the week has been from 110¾@111⅛, and the closing quotation on Wednesday was 111⅛ against 111 the preceding Wednesday. The Russia on Wednesday carried out $529,696 in specie.

The Gold Exchange Bank clearances on Saturday of last week were $37,224,000; on Tuesday of this week $15,639,000, the extremes since our last.

The export drain was $2,738,062 last week (including a transhipment of $2,257,000 in Mexican Silver) against $298,453, same week preceding year. The shipments since July 1, 1870, have been $50,121,770, against $21,827,653 same time in 1869–'70.

The customs demand for Gold last week, averaged $567,333 a day; thus far, this week, it has averaged $601,156 a day, or equal to a weekly aggregate of $3,606,926. The arrivals of specie from Europe, Havana and other foreign ports last week were $2,287,781, and since Jan. 1, 1871, $2,707,515, against $3,064,381 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $98,130,028, against $88,972,094 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $65,115,218 against $65,589,902 same time in 1869–'70.

Foreign Exchange has been quoted stronger, on a very moderate offering of bankers' bills, and a rather livelier inquiry, from importers, to make remittances. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾; sight bills on London, 110⅜@110⅝.

Government securities have been quite active during the week, at generally stronger prices, with increased dealings partly speculative in nearly all issues, especially the six per cents of 1881, the Ten-Forties, and the Currency Sixes. The latest dealings on Wednesday indicated rather less firmness in the general market.

On Wednesday, Government bought in two millions of Five-Twenties at 109 89@110 08, ex-interest. The amount of bonds offered was $4,594,550.

U. S. sixes of 1881 closed here on Wednseday of the current week at 115⅜@115⅝; U. S. Five-Twenties of 1862, 111⅞@112⅛; U. S. Five-Twenties of 1864 at 111⅞@112; U. S. Five-Twenties of 1865, 111⅞@112⅛; U. S. Five-twenties of 1865 consolidated, 110⅞@111; U. S. Five Twenties of 1867, 111@111⅛; U. S. Five-twenties of 1868, 111¼@111⅜; U. S. Ten-forties at 109¼@109½ ex-coupon; U. S. Six per cent. currency bonds, 114¼@114⅜.

State bonds have been in fair demand, at generally well supported prices.

Railway bonds have been in fairly active request at generally firm prices. Central Pacific Sixes have been quite active, closing at 95⅝@95¾. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in good demand at 90 per cent. and accrued interest. Union Pacific Sixes closed rather weak at 83½@84.

Railway and miscellaneous share property has been quite active, but quite variable as to values, closing heavily and irregularly. Union Pacific stock closed at 29¼@29½. Western Union Telegraph at 54⅛@54¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 21.	March 1.	March 8.
Consols	91⅞	91⅝	91⅝
U. S. 5-20's of 1862...	91⅛	91⅜	92⅛
U. S. 5-20s, 1865....	90¾	91⅛	91⅞
" 1867	89⅜	90¾	90⅞
" 10-40s	87⅝	88¾	89⅛
Erie.....	18⅜	19	19
Ill. Central.... .....109¼	109½	109½	
At. and Gt. West.....	29	—	30

General business has been fairly active in the line of imported goods, as also in the chief articles of domestic produce. Breadstuffs have been quoted stronger in price. Provisions have shown less firmness. Naval Stores have been dearer, and advancing. Cotton has been further depressed and lower, under more liberal offerings and less favorable advices from Liverpool. Middling upland cotton closed on Wednesdayat 14¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,918,965 bales, against 2,153,682 bales same time last year; exports 1,844,468 bales, against 1,250,059 bales same time last year; stock at the ports, at latest dates, 695,724 bales, against 532,966 bales same date 1870. Ocean freights have been fairly active and quoted firmer. For Liverpool, cotton at ⅛@5/16d. by sail and 5/16@⅜d. by steam, per lb.; flour at 2s.@2s. 3d. by sail, and 2s. 6d.@@2s. 9d. by steam, per bbl.; grain at 5¼d. by sail, and 6⅛d. by steam. per bushel; and heavy goods at 15s.@27s. 6d. by sail, and 25s.@40s. by steam, per ton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Arkansas 7s, issued to Little Rock and Ft. Smith R. R., 59; Georgia 7s, 91; do. 7s, gold, 98¾; South Carolina 6s, new Jan. and July, 64½; do., April and Oct., 67; Connecticut 6s, War Loan, 106; N. Y. State 7s, Bounty Loan reg., 107½; North Carolina 6s, Special Tax, 21¼; do. Fund Act, 1866, 40; do. 1868, 30¾; California 7s, 110⅛; Toledo, Wabash and Western consol. mort., 88; do. 1st mort. St. L. Div., 80½; Central R. R. of New Jersey new bonds, 100¾; St. Louis and Iron Mountain 1st mort., 89⅜; Toledo, Peoria and Warsaw 1st mort. W. D., 83½; New York and New Haven R. R., 148; do. scrip, 140; do. 6s, 101; Cedar Falls and Minnesota 1st mort., 82½; Long Dock bonds, 85⅞; Detroit, Monroe and Toledo R. R. bonds, 94½; Am. Dock and Imp. Co. 7s, 96; Hannibal and St. Joseph 8s, conv., 103½; Milwaukee and St. Paul 1st mort., Iowa Div., 87½; Morris and Essex const. bonds, 86; Dubuque and Sioux City 1st mort., 95; Albany and Susq. 2d mort., 92; Great Western (Ills.) 1st mort., 1888, 87½; Chicago and Milwaukee 1st mort., 94; North Missouri 1st mort., 83; do. 2d mort., 60; Buffalo, N. Y. and Erie 1st mort., 89; Hannibal and Naples 1st mort., 82½; Ohio and Mississippi consol. bonds, 88; Cleveland, Panesville and Ashtabula new bonds, 93; Long Island R. R., 60; Pennsylvania Coal 220; Maryland Coal, 33¼; Consol. Coal of Md., 31; Cumberland Coal and Iron, 35; American Coal, 29½; Brooklyn 6s, W. L., 94; Western Union Telegraph, 54; do. 7s, 95; Quicksilver pref., 20; Brunswick City Land, 8½; Adams Exp. Co., 69½; Wells-Fargo Exp., 43; U. S. Exp., 48½; Am. Mer. Union Exp., 48.

Philadelphia.—Pennsylvania R.R. General mort. reg., 95¼; do., coupon, 93¼; Pennsylvania and New York Canal, 7s, 93⅞; West Jersey 6s, 91½; Camden and Burlington Co. R. R. 6s, 87; Warren and Franklin 1st mort., 7s, 87; 2d mort. 99; Wilmington and Reading 7s, 95; Huntingdon and Broad Top Mt. 1st mort., 93½; Philadelphia and Reading deben. bonds, 81; do., 6s, 1880, 96; Belvidere Delaware 2d mort., 86; Schuylkill Nav. 6s, Boat Loan, 77½; Oil Creek and Allegheny River R. R., 48⅝; do. 7s, 83¼; N. Y. and Middle Coal Fields, 5¼; Fulton Coal, 5¾; Camden (N. J.) 7s, W. L., 100; Pennsylvania State 5s, coupon, 103; Germantown Pass. R. R., 30½; Mc Clintock oil, ⅝. The latest quotations are: City 6s, 101⅛@101⅝; do. free of tax, 101⅜@101½; State 5s, coupon, 102@103; do. 6s, W.L., 104@—; do. 1st series, 104@105; do. 2d series, 105¼@105½; do. 3d series, 107½@107¾; Reading, 51@51; do. 7s, 1893, 105½@106; do. mort. 6s, 1880, 95½@96; Camden and Amboy, 116¼@116½; do. mort. 6s, 1889, 95¾@96; do. 1888, 92½@92⅝; do. 1889, 92½@93; Penn. R. R., 61⅞@62; do. 1st mort., 101@101¼; do. 2d mort., 102⅝@103; do. Gen'l mort. coupon, 93@94; do. reg., 95@95¾; Little Schuylkill R. R., 44⅜@45; Morris Canal, 82@89; do. pref., 86@90; do. 6s, 86@88; do., scrip 7s, 70@75; Susquehanna Canal, 5@8; do., 6s, 46½@50; Schuylkill Nav., 8½@8⅝; do. pref., 16⅞@17; do. 6s, 1882, 75@76; Elmira and Williamsport pref., 40@42; do. 7s, 1878, 94@94¼; do. 5s, 62@—; Lehigh Coal and Navigation, 35¼@35½; do. 6s, 1884, 85½@85¾; do. R. R. Loan, 91@91½; do. Gold Loan, 88¾@89; North Pennsylvania, 45@46½; do., 6s, 98@98½; do., 7s, 95½@95⅝; do. Chattle 10s, 113½@—; Philadelphia and Erie, 27½@27¾; do., 6s, 94@95; Minehill, 51½@52; Catawissa, 13@15; do. pref., 39⅞@40; Lehigh Valley, 60¾@60⅞; do. 6s, 96@96¼; do. 7s, reg., 102@103; Fifth and Sixth streets, (horse,) 41@—; Second and Third, 56@57; Thirteenth and Fifteenth, 24@26; Spruce and Pine, 25⅜@25⅝; Green and Coates 43@46; Chestnut and Walnut, 46@46½; Hestou-

ville, 16⅞@17¼; Union, 52@—; Germantown, 30 @30½.

Boston.—Vermont Central 1st mort., 88; do. 2d mort., 44¾; Missisquoi 7s, 86; Cincinnati, Sandusky and Cleveland R.R., 24⅜; do. 7s, 82½; Missouri River, Ft. Scott and Gulf 10s, 101½; Central Pacific R. R. 7s, 1884, gold, 105; Maryland and Delaware 6s, 1885, 60; Philadelphia, Wilmington and Baltimore 6s, 1887, reg., 94¼; do. 1876, 94¾; Ogdensburg and Lake Champlain 8s, 1879, 102½; Cedar Rapids and Missouri 7s, 1891, 87⅞; Eastern R. R. 6s, 1889, 96¼; Boston and Lowell 6s, 1878, 99¼; Michigan Central 8s, 1890, 107⅝; Jackson, Lansing and Saginaw 8s, 1885, 95; Kalamazoo and South Haven 8s, 1889, 101; Stanstead, Shefford and Chambly 7s, 84; Vermont Central and Vermont and Canada 8s, 104¼; Indianapolis and Cincinnati R. R., 7⅜; Rutland pref., 82½; do. 7s, new, 89; do. 8s, 1880, 100¼; Summit Branch, 41½; Portsmouth, Gt. Falls and Conway R. R., 111¾; Connecticut and Passumpsic Rivers pref., 91⅜; Cape Cod R. R., 72¾; Taunton Branch, 102½; Eastern (N. H.) R. R., 114; Boston Water Power Co., 32¼; Cary Imp., 9⅜; Maine 6s, 1889, 100¼; New Hampshire 6s, 1871, 101; Massachusetts 6s, 1876, gold, 106¾; do. 5s, 1894, gold, 96¾; do. 1883, gold, 97¼; Salem 6s, gold, 103; Portland 6s, 1888, 95; St. Louis City 6s, 1887, 88¼; do. 1877, 93¾; Chicago 7s, 1892, 97⅞; do. 1888, 97¾; Salem 6s, 10–50s, 1916, gold, 100¼; do. 5s, 1887, 90¼; Brooklyn 6s, 1881, 93; St. Paul 6s, 1898, 72; do. 1874, 95; Boston 5s, 1882, gold, 97; do. 6s, 1880, currency, 101¼; Bangor 6s, 90; Dorchester 5½s, 1871, 98¾; Allouez Mining Co., 1⅞; Pethereck, 34c.; Washington, 15c.; Meynard, 35c.; Hanover 75c.

Baltimore.—Virginia 6s, old, reg., 52½; do. 1867, 58½; do. 1866, 64; Maryland 6s, 1890, 97; do. Defense bonds, 104; Orange, Alexandria and Manassas bonds, 78⅜; Central Ohio 1st mort., 85; Western Maryland 2d mort. guar., 92⅛; Virginia and Tennessee 8s, 83½; Northern Central 6s, gold, 1900, 92; Richmond and Danville bonds, 77½; Memphis City 6s, 55; Baltimore Copper, 1. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91@91½; Baltimore and Ohio, 136 @139; do. 6s, 1875, 94½@95; do. 1880, 94@95; do. 1885, 95@96; Northern Central, 40¾@41; do. 6s, 1885, 92½@93; do. 1900, 89@90; do. 6s, 1900, gold, 91½@92; N. W. Va. 1st mort., 96@ 98; do. 2d mort., 96@97½; do. 3d mort., 1885, 88@—; Marietta and Cincinnati 7s, 1892, 92½@ 93; do. 2d mort., 82½@84; Central Ohio, 29¼@ 30; do. 1st mort., 84½@85; Western Md. 1st mort. 6s, 1890, 76@80; do. guar. by Baltimore City, 90@ 96; do. 2d mort. guar., 90@92⅛; do. 2d mort pref., 60@62; do. 6s, guar. by Washington Co., 81@82⅝; Richmond and Danville bonds, 76½@78; Orange and Alexandria 1st mort. 6s, 85@86; do. 2d mort. 6s, 75¾@77; do. 3d mort. 8s, 85@86; do. 4th mort. 8s, 76@78½; Orange, Alex. and Manassas 7s, 78⅜ @78½; Virginia and Tennessee 8s, 81⅝@83½; do. 6s 1st mort., 80@—; do. 6s, 2d mort., 72@74; Baltimore 6s, 1875, 97¾@98; do. 1884, 96¼@97; do., 1886, 96@96½; do. 1890, 96¾@97; do. 1893, 96½@98; do., 1900, 96½@96½; do. 5s, 1838–'70, 81@82½; Memphis City 6s, 55@55½; Maryland Defense Loan, 1883, 103¾@104; City Passenger R. R., 21⅛@21⅜; George's Creek Coal, 60@65.

A Railroad Life Preserver.

Out of the horror and confusion of the great railroad disaster on the Hudson River road, thoughtful men are trying to evolve lessons which will aid in preventing a recurrence of similar scenes, and make railroad travelling as secure as science can make it. One fact, in particular, seems well proved—that the patent safety coupling which attached the cars of the ill-fated train, saved many lives which, if the old plan had been in use, would have been sacrificed. Mr. J. V. Farwell states that the car in which he was sleeping was connected with that before it by a patent coupling, which, when the forward car left the track and, doubtless, turned over, released it and left it unharmed. The patent device referred to, which as we happen to be informed, is that known as Miller's coupling, consists, prominently, of a great iron hook projecting from each car self-fastening, but so arranged that when one car tips over the other is at once unhooked. In connection with this coupler is a peculiar platform, very strong and built directly on the line of the car sills, so that it is absolutely impossible for one car to mount upon another and crush through it. Had the ordinary coupling and platform been in use the Chicago car would have, undoubtedly, leaped upon the other and "telescoped" through it, involving the passengers in both cars in a terrible and inextricable mass, and adding many fold to the horrors of the scene. This Miller patent, which we believe is in use on most of the roads leading out of Chicago, seems such a common-sense contrivance, and has so often saved scores of lives, that we wonder that it is not generally adopted. All the passenger trains of the Hudson River, New York Central and Michigan Central roads are equipped with it, so that the train in question would, in an ordinary accident, have escaped with slight damage. The inventor, Col. E. Miller, formerly a Wisconsin man, deserves the thanks of thousands whom his genius has saved from horrible maiming or death.—*Chicago Mail.*

Union Pacific Railroad.

At the annual meeting of the stockholders of this company in Boston on the 8th inst., the following gentlemen were elected directors for the ensuing year: Thomas A. Scott, Pennsylvania; Oliver Ames, Massachusetts; John Duff, Massachusetts; Elisha Atkins, Massachusetts; Oakes Ames, Massachusetts; L. P. Morton, New York; Royal E. Robbins, Massachusetts; James Brooks, New York; G. M. Dodge, Iowa; Sidney Dillon, New York; C. S. Rushnell, Connecticut; John Edgar Thomson, Pennsylvania; Andrew Carnegie, New York; George M. Pullman, Illinois; F. Gordon Dexter, Massachusetts.

At a subsequent meeting of the directors, Thomas A. Scott was elected President.

☞ Messrs. Overton & Lewis have the contract for the construction of the Brunswick and Albany Railroad, from Albany eastward to the Alappaha River, about 60 miles.

☞ About twenty miles of track has been laid on the St. Louis and Santa Fe Railroad, from Holden, a station on the Pacific Railroad, west to Harrisonville.

☞ The Lehigh and Susquehanna Railroad has been leased to the Pennsylvania Railroad Company.

☞ RAILROAD BONDS.—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

NEW LOAN OF THE UNITED STATES.

IMPORTANT CIRCULAR.

TREASURY DEPARTMENT,
WASHINGTON, Feb. 28, 1871.

Public notice is hereby given, that books will be opened on the 6th day of March next in this country and in Europe, for subscriptions to the National Loan, under the Act approved July 14, 1870, entitled "An Act to authorize the Refunding of the National Debt," and the Act in amendment thereof, approved Jan. 20, 1871.

The proposed loan comprises three classes of Bonds, namely:

First—Bonds to the amount of five hundred millions of dollars, payable in coin, at the pleasure of the United States, after ten years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of five per cent. per annum.

Second—Bonds to the amount of three hundred millions of dollars, payable in coin, at the pleasure of the United States, after fifteen years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four and a half per cent. per annum.

Third—Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of issue, and bearing interest, payable quarterly in coin, at the rate of four per cent. per annum.

Subscriptions to the loan will have preference in the following order, namely:

First—Subscriptions that may be first made for five per cent. Bonds to the amount of two hundred millions of dollars, of which there will be reserved, for twenty days, one-half for subscribers in this country and one-half for subscribers in foreign countries.

Second—Subscriptions for equal amounts of each class of Bonds.

Third—Subscriptions for equal amounts of Bonds bearing interest at the rate of four and a half per cent., and of Bonds bearing interest at the rate of five per cent.

Fourth—Subscriptions for any five per cent. bonds that may not be subscribed for in the preceding classes.

When a subscription is made, the subscriber will be required to deposit two per cent. of the amount thereof in coin or currency of the United States, or in bonds of the class to be exchanged, to be accounted for by the Government when the new Bonds are delivered, and payment may be made either in coin or in bonds of the United States, known as FIVE TWENTY BONDS, at their par value.

The coin received in payment will be applied to the redemption of Five-twenty Bonds, and the debt of the United States will not be increased by this loan.

The bonds will be registered or issued with coupons, as may be desired by subscribers. Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000; and coupon bonds of each denomination except the last two. The interest will be payable in the United States, at the office of the Treasurer, any Assistant Treasurer, or Designated Depositary of the Government, quarterly, on the first days of

February, May, August and November, in each year.

The bonds of the several classes aforesaid, and the interest thereon, are exempt from the payment of all taxes or dues to the United States, as well as from taxation in any form by or under State, municipal or local authority.

After maturity, the bonds last issued will be first redeemed, by classes and numbers, as may be designated by the Secretary of the Treasury.

The bonds will be issued at the United States Treasury, but the agents for the negotiation of the loan in Europe are authorized to make arrangements with subscribers for the transmission of the bonds to the agents through whom subscriptions may be received.

Subscribers in the United States will receive the new bonds of the agents with whom the subscriptions are made.

In the United States, the National Banks are authorized to receive subscriptions, and subscriptions may also be made at the office of the Treasurer of the United States, or of any Assistant Treasurer, or at the Designated Depositaries at Buffalo, N. Y., Chicago, Ill., Cincinnati, Ohio, Louisville, Ky., Mobile, Ala., and Pittsburg, Penn.

The following banking houses are also authorized to act as agents in receiving subscriptions in the United States, viz.:

NEW YORK CITY.

Austin Baldwin & Co.
Baker & Kitchen.
A. Belmont & Co.
Blake Brothers & Co.
Brown Brothers & Co.
Budge, Schiff & Co.
Cecil, Stout & Thayer.
John J. Cisco & Son.
Clark, Dodge & Co.
Henry Clews & Co.
Jay Cooke & Co.
Dabney, Morgan & Co.
Thomas Denny & Co.
Drexel, Winthrop & Co.
Duncan, Sherman & Co.
Fisk & Hatch.
Frank & Gans.
Gibson, Casanova & Co.
Glendinning, Davis & Amory.
Hatch & Foote.
W. T. Hatch & Son.
Edward Haight.
H. A. Heiser's Sons.
Howes & Macy.
James G. King's Sons.
Kountze Brothers.
Leonard, Sheldon & Foster.
Maitland, Phelps & Co.
Marx & Co.
Morton Bliss & Co.
P. M. Myers & Co.
George Opdyke & Co.
E. D. Randolph & Co.
Reid, Leo & Content.
Security Bank.
J. and W. Seligman & Co.
Kuhn, Loeb & Co.
Soutter & Co.
Edward Sweet & Co.
Moses Taylor & Co.
Chase & Higginson.
Trevor & Colgate.
Turner Brothers.
Union Trust Company.
Van Schaick & Co.
Vermilye & Co.
L. Von Hoffmann & Co.
Wells, Fargo & Co.
Winslow, Lanier & Co.

GEO. S. BOUTWELL,
Secretary of the Treasury.

PROGRESS OF REDUCTION OF THE PUBLIC DEBT OF UNITED STATES.

	Maximum War Debt July 31, 1865.	Debt at close last Adm'n March 1, 1869.	Present Outstanding debt March 1, 1871.
Five-twenty six per cent. stock	$606,569,500	$1,804,887,350	$1,424,086,300
Other six per cent. stocks	302,301,042	283,677,400	283,678,100
Ten-forty five per cent. stock	172,770,100	194,667,300	194,567,300
Other five per cent. stock	27,022,010	27,022,000	20,000,000
Three-year 7-30 per cent. notes	830,000,000	.....	.....
Three-year six per cent. notes	212,121,470	.....	.....
Total funded	$2,150,784,112	$2,107,854,050	$1,922,343,700
Greenback notes	$173,114,799	$356,021,073	$356,100,186
Greenback certificates	295,822,845	71,140,000	66,238,000
Gold certificates	.....	23,775,560	29,657,500
Fractional currency	25,750,082	36,781,547	40,573,748
Past due notes and bonds	17,203,120	6,422,494	3,261,112
Total Treasury circulation	$721,950,706	$499,140,644	$494,830,546
Less gold in Treasury	35,337,838	98,741,261	108,174,209
Less currency balance	$686,612,938	$400,399,383	$386,656,337
	81,401,775	16,853,529	20,854,606
Net Treasury circulation	$606,211,163	$383,545,854	$360,801,731
Total principal of debt	$2,755,995,275	$2,491,399,904	$2,283,145,431
Yearly interest, in gold	$94,419,628	$124,265,350	$113,194,949
Yearly interest, in currency	87,412,423	2,131,200	1,667,140
Total ann'l of interest charge	$181,832,051	$126,380,550	114,862,089

The Public Debt Statement.

The following is a recapitulation of the public debt statement February 28, 1871:

DEBT BEARING COIN INTEREST.

Five per cent. bonds	$214,567,300 00
Six per cent. bonds	1,707,776,400 00
Total	$1,922,343,700 00
Accrued interest	36,689,613 75

DEBT BEARING INTEREST IN LAWFUL MONEY.

Three per cent. certificates	$40,560,000 00
Navy Pension fund 3 per cent	14,000,000 00
Certificates at 4 per cent	678,000 00
Total	$55,238,000 00
Interest	318,205 36
Debt on which interest has ceased since maturity	$3,261,112 26
Interest	541,900 67

DEBT BEARING NO INTEREST.

Demand and legal tender notes	$356,100,186 00
Fractional currency	40,573,748 18
Certificates of gold deposited	29,657,500 00
Total	$426,331,434 18
Unclaimed Pacific R.R. Interest	13,695 01
Total amount outstanding	$2,407,174,246 44
Total interest	37,563,414 79
Total debt, principal and interest, to date, including interest due and unpaid	$2,444,737,661 23

AMOUNT IN TREASURY.

Coin	$103,174,208 68
Currency	20,854,605 63
Total	$124,028,814 31
Debt less amount in Treasury	$2,320,708,846 92
Debt less amount in Treasury February 1, 1871	2,328,026,807 00
Decrease of debt during the past month	$7,317,960 08
Decrease of debt since March 1st, 1869	$204,754,413 09

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236,512	$272,365 12
Kansas Pacific	6,303,000	63,030 00
Sioux City and Pacific	1,628,320	16,283 20
Central Pacific	25,881,000	258,810 00
Central Branch Union Pacific	1,600,000	16,000 00
Western Pacific	1,970,000	19,700 00
Totals	$64,618,832	$646,188 32
Interest paid by United States	$10,758,910 45	
Interest repaid by transportation of mails, etc.	2,460,818 94	
Balance of interest paid by United States	8,293,091 51	

☞ The New York and Oswego Midland Railroad Company has leased the Midland and Crawford Railroad running north from Middletown, for the term of 99 years. The directors are also negotiating for a lease of the Middletown, Unionville and Water Gap Railroad, running south from Middletown.

☞ The Pittsburg and Connellsville Railroad Company received recently from Wilmington, Delaware, several first class passenger cars, with all the modern improvements, and President Hughart has contracted for Pullman palace sleeping cars, to be delivered in thirty days.

Journal of Railroad Law.

RAILROAD COMPANIES—NEGLIGENCE IN NOT RINGING BELLS.—DANGER IN WALKING UPON TRACKS. RULE OF DAMAGES.

The late case of Harty *vs.* The Central Railroad of New Jersey (42 N. Y. 468) was an action to recover damages for negligence causing the death of plaintiff's husband. The following is the able opinion of the court delivered by

EARL, CH. J.—I shall assume that the intestate was lawfully upon the railroad at the time of the accident. There was sufficient evidence to authorize a jury to find an implied license, to all the persons working at the slaughter house, to go upon the railroad between the highway crossing and the slaughter house. But, I think, the plaintiff should have been defeated at the circuit, both because he failed to show any negligence on the part of the defendant, and because the negligence of the intestate contributed to the accident. The only negligence alleged against the defendant was, that its servants upon the engine did not ring the bell, nor blow the whistle as required by the New Jersey Law. The sole object of this law, it seems to me, was to protect persons traveling upon the highway, at or near the crossing. In the language of Allen J., in the People *vs.* New York Central Railroad Co. (25 Barb. 199), in reference to a similar law of this State, "the hazards to be provided against were two fold: 1st. The danger of actual collision at the crossing; and 2d. That of damage by the frightening of teams traveling upon the public highway," near the crossing. For the protection of such persons, railroads were required to put up the signboard at the crossing, and to ring the bell or blow the whistle. The signboard was to be put up "so as to be easily seen by travelers," and none of the precautions were required, except where the railroad and highway crossed each other upon the level; thus showing clearly that the law makers had in mind only the danger to travelers upon the highways by collisions at the crossing. Railroad companies were not required by this law to ring the bell nor sound the whistle when the highway passed along the railroad nor when it passed at an elevation over it or under it, nor were they required to take these precautions for the protection of persons walking along upon the railroad. I conclude, therefore, that the intestate was not within the protection of this law, and that the railroad company owed him no duty, under the law, to ring the bell or sound the whistle. But the duty of railroads as to giving alarms by bell and whistle is not limited to the measures imposed by this law. They are bound to use at least ordinary prudence and diligence to avoid collisions with persons lawfully crossing their tracks; and hence at road crossings and in the streets of villages and cities, in the absence of any statute law, they would be required to use these ordinary precautions to avoid accidents, and if they omitted them they would be liable to persons injured without their own fault by collisions. If the intestate had been walking along upon the north track and the persons in charge of the engine had seen him in time, it would have been their duty to have rung the bell or blown the whistle so as to have warned him of danger. But he had been walking about 400 feet upon one of the other tracks, and the men in charge of the engine, if

they saw him, had no reason to suppose that he would needlessly and heedlessly go upon the north track, immediately in front of the engine; and, when he did do so, it was too late to warn him of danger. If this company was bound to give these warnings to this man, then every railroad is bound to do so to every person who may be upon the railroad ahead of a train, although he is not on the track and not in a place of danger. I think it would be unreasonable to carry the precautionary obligations of railroad companies to such an extent; and I therefore hold, that this railroad was guilty, as to the intestate, of no negligence in not ringing the bell or blowing the whistle, under the circumstances disclosed in this case.

I also reach the conclusion, that the intestate was guilty of negligence contributing to the accident. We may rightfully assume that the intestate was familiar with this railroad, as he lived and worked in sight of it for three months and daily passed over it between the crossing and the slaughter house, and that he knew that the trains made but little noise in passing over the salt meadows, and that the north track was the one used by westward bound trains. This train was upon time, going at a slow rate of speed. There was nothing to obstruct his view. All he had to do before he passed upon the north track was to look, and the neglect of this ordinary precaution cost him his life. It was not necessary for him to go upon the north track to avoid collision with the eastward bound train. He could have gone between the tracks. Instead of doing this, he needlessly and thoughtlessly went upon the north track with his back toward the coming train. When he was upon the railroad track, he knew he was in a place of danger and that he might be killed; and hence it was his duty to use his eyes and ears, and to take at least ordinary precautions to save his life. Not having done this, I believe it is now well settled that no damages can be recovered on account of his death.

The order of the General Term should be affirmed and judgment absolute ordered against the plaintiff.

Judgment affirmed and judgment absolute for defendant.

New Brunswick and Quebec Railway.

It affords us much satisfaction to learn that parties interested in the promotion of the scheme for building a railway from Riviere du Loup, in the province of Quebec, to Woodstock, in New Brunswick, appear to be meeting with every encouragement. They have succeeded in obtaining grants of land from the governments of Quebec and New Brunswick, equal to 10,000 acres per mile of railway to be built, and, in addition to this, they have received promises of support from some of the largest holders of land in both provinces—*Canadian News.*

☞ The following are the names of the new board of directors of the Memphis and Little Rock R. R. Co.: W. M. Farrington, Thos. M. Bowen, H. B. Edmondson, H. L. Brinkley, Sam. Tate. The new board elected Col. Sam. Tate President, and Hugh L. Brinkley Vice President.

☞ Mr. A. Mitchell has been appointed Assistant General Superintendent of the Illinois Central Railroad, with office at Chicago. Mr. C. A. Beck has been appointed Superintendent of the Chicago Division, with office at Centralia.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH, BANKERS,
No. 5 NASSAU STREET,
NEW YORK, February 27, 1871.

THE CHESAPEAKE AND OHIO RAILROAD.

A NEW TRUNK LINE FROM THE SEABOARD TO THE WEST, is already completed and in operation from Richmond to the celebrated White Sulphur Springs, 227 miles, and there remain but 200 miles, now under construction, to complete it to the Western terminus on the Ohio River, 315 miles below Pittsburg, at the head of RELIABLE AND CONTINUOUS navigation.

The completed portion of the Road is doing a GOOD LOCAL BUSINESS, which will be enormously increased as it progresses and opens the immense mineral riches of Virginia and West Virginia, whose coal and iron are celebrated for their quality and abundance, and would alone enrich the means of communication which affords them access to the markets East and West.

The advantages of the Chesapeake and Ohio Railroad AS A GREAT EAST AND WEST THROUGH LINE, for the transportation of the heavy freights (which constitute the principal part of the East and West through traffic), are numerous and important.

1. *A short route* between the Atlantic coast and the Great West.
2. *Low grades.*
3. *Light curves.*
4. *A Genial climate*, which admits of safe, economical, and rapid railroad operation throughout the year.
5. *East and West termini* at favorable points on tidewater and the Ohio River.
6. *A very large through and local traffic* awaiting its progress.
7. *A comparatively light capital and debt*, and consequently a light tax upon traffic for payment of interest and dividends.

All these conditions favor a cheap and economical working of the line, and enable the Chesapeake and Ohio route to do a profitable East and West through business at rates which would not pay by the more difficult and costly lines, *and to control an enormous Southwestern through trade.*

We are now authorized to sell an additional amount of the

FIRST MORTGAGE SIX PER CENT. GOLD BONDS

of the Company, at the original price of 90 *and accrued interest.*

The Bonds are secured by a mortgage upon the entire road, franchises, and property of the Company, WHICH NOW, IN COMPLETED ROAD AND WORK DONE, EXCEEDS THE ENTIRE AMOUNT OF THE MORTGAGE, and which, when completed, will be worth at least $30,000,000.

A *Sinking Fund* of $100,000 per annum is provided for their redemption.

They are issued as Coupon or Registered Bonds, and in denominations of

$100, $500, and $1,000.

Interest payable May and November, in the City of New York.

The superior advantages, valuable property and franchises, and able and honorable management of the Chesapeake and Ohio Railroad Company render it one of the most substantial, reliable and trustworthy Corporations in the country, and commend its Securities to the unhesitating confidence of capitalists and investors.

Pamphlets, maps and full particulars furnished upon application.

FISK & HATCH, Bankers.

Illinois Central Railroad.

The statement of this Company for the month of February, 1871, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	3,923.73 for	$40,406 20
Acres Int. Fund Lands sold	94.46 for	1,561 40
Acres Free Lands sold	80.00 for	1,120 00
Total sales during month of February, 1871	4,098.19 for	$43,087 60
To which add Town Lot Sales		250 00
Total of all	4,098.19 for	$43,337 60
Cash collected in February, 1871		$164,630 61

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 402 Miles.	Total. 1109 Miles.
Freight	$305,252 00	$36,438 00	$341,690 00
Passengers	113,238 81	24,112 05	137,350 86
Mails	6,375 00	3,059 33	9,434 33
Other sources	74,000 00	2,940 67	76,940 67
Tot. Feb., '71	$498,865 81	$66,550 05	$665,415 86
Total actual earn'gs, Feb. 1870	$573,685 43	$88,103 53	$661,788 96

Southern Pacific Railroad Bill.

The Southern Pacific Railroad Bill has passed both Houses of Congress and received the signature of the President. It provides for a line from El Paso to San Diego, with branches to New Orleans and San Francisco, and grants about sixteen million acres of public lands, which are in addition to the land grant given by the State of Texas to the road. There is no subsidy, and the road is required to be built of American iron.

☞ The following houses have been appointed agents for the negotiation of the new Government loan abroad: Great Britain—Baring Brothers & Co., London; A. M. Rothschild & Sons, London; Morton, Rose & Co., London; Jay Cooke, Mc Culloch & Co., London. Germany—M. A. De Rothschild & Sons, Frankfort. France—De Rothschild Brothers, Paris; Drexel, Hargles & Co., Paris. Holland—Hope & Co., Amsterdam.

☞ The stockholders of the Springfield, Cincinnati and Dayton Short Line Railroad ratified the contract with the Cleveland, Columbus, Cincinnati and Indianapolis, and Lake Shore and Michigan Southern Railways and the Cincinnati, Sandusky and Cleveland Railroad. Surveys will soon be in progress at both ends of the line.

☞ The following named gentlemen were elected Directors of the Pennsylvania Railroad Company on the 6th inst. J. Edgar Thomson, Josiah Bacon, Wistar Morris, George Black, Pittsburg, Samuel T. Bodine, Joseph B. Myers, Edward C. Knight, Washington Butcher, John M. Kennedy, John Rice.

☞ The Houston Tap and Brazoria Railroad was sold on the 15th of February at Austin, the State of Texas becoming the purchaser at $89,000.

☞ The Delaware and Raritan Canal will be opened for navigation on Monday the 13th instant.

Western Maryland Railroad.

This road is progressing as rapidly as the contractors can employ the force engaged to advantage. Some three or four hundred hands are now at work on the five sections between Mechanics town, in Frederick county, and Smithsburg, in Washington county. The fine weather now opening will enable the company to push the road across the mountain with rapid speed.

☞ The Port Tobacco *Times* says that work upon the Baltimore and Potomac Railroad is steadily progressing, and at this time one-half the grading within Charles county has been completed. At the Pope's creek end of the line, Colonel Cox, the contractor, has about two hundred hands at work.

☞ The Farmington and Lowell Railroad is progressing rapidly toward completion. Colonel Phelps, the contractor, has full forces on the grading. The iron is on the way from Europe, and it is confidently expected that the road will be open for travel by the first of August.

☞ At a meeting of the Central Railroad Company (A. T. Stewart's) of Long Island, held on the 4th inst., Conrad Poppenhusen was elected President; Loomis White, Vice President; John A. Locke, Secretary, and Herman Poppenhusen, Treasurer.

☞ The opening of the first section of the Northern Pacific Railroad from its junction on Lake Superior to the Mississippi river took place on the 7th inst.

☞ The new draw of the Fitchburg Railroad bridge across the Charles River has been completed, and is in successful operation, so that the passage of vessels on the river is unobstructed.

Rolling Mill Property
FOR SALE,
OPPOSITE NEW YORK CITY.

The well-known North River or Durbin Rolling Mill, situated at Prospect and North 5th St., Jersey City, New Jersey. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, a Stable, &c.

The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It can be seen running, and has been successfully run from its establishment in 1855. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots and Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value the vast R. R. Interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

Office, 140 HUDSON STREET,
Jersey City N. J.,
In the First National Bank Building.

Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of Wm. H. Wallace & Co., Corner of Liberty and Washington Streets, N. Y., City Agents; and R. R. Chrisman, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.

HOOSAC TUNNEL NITRO-GLYCERINE WORKS.

Nitro-Glycerine, Electric Fuse Exploders, Pure Gutta Percha Insulated Wire.

The Tri-Nitro Glycerine manufactured under the Mowbray Patents is safer to handle, has 30 per cent. more explosive force, and is a more stable compound, than can be made by the Nobel Process. Our fuses are safe to handle and are sure fire. We purify our own Gum Gutta Percha, and insulate copper wire with machinery (the result of many years' investigation) with the sole view to render blasting with Nitro-Glycerine perfectly safe and 50 per cent cheaper than with powder. Proved to have double the force in blasting over Dualin, Dynamite, and other adulterations of inferior Nitro-Glycerine with inert matter.

PATENTS—No. 76,499, April 7, 1868. No. 96,465, Nov. 2, 1869.
No. 93,113, July 20, 1869. No. 106,606, Aug. 23, 1870. Address GEORGE M. MOWBRAY,
No. 94,969, Sept. 21, 1869. No. 106,607, Aug. 23, 1870. North Adams Mass

Drexel, Winthrop & Co.,
NO. 18 WALL-ST.,
OFFER FOR SALE
Houston and Texas Central Railway Company
FIRST MORTGAGE LAND GRANT
SINKING FUND
7 Per Cent. Gold Bonds.

Secured by a First Mortgage upon 6,400 acres per mile, and upon the whole and entire line of road, its franchises and property of every description.

RECEIPTS IN GOLD COIN.

Operating 141 Miles. 1869.	Operating 166 Miles. 1870.
$1,047,827 65.	$1,538,420 00.

The receipts for January, 1871, were $213,000, gold.

The net earnings for the year 1870 were more than sufficient to pay the interest upon $13,000,000, or over three times the present issue of Bonds.

The affairs of this Company have been examined by many capitalists, who have invested largely in the Bonds, and we are confident that a careful scrutiny will prove them to be the best and safest security now offered in this market.

FOR SALE AT 90 AND ACCRUED INTEREST
BY
DREXEL, WINTHROP & CO.,
No. 18 Wall-st.

THE PARTNERSHIP HERETOFORE EXISTING under the firm name of Burton & Macdonald, engineers and contractors, is hereby dissolved by the withdrawal of Charles Macdonald. Existing contracts will be completed by the late firm, and either party may sign in liquidation.

Dated March 1, 1871, 80 Broadway, New York.
A. B. BURTON, CHARLES MACDONALD.

CHESAPEAKE AND OHIO RAILROAD.
Notice to Contractors.

SEALED PROPOSALS will be received by the undersigned, at Richmond, Va., until 12 M. 28th March, 1871, for the graduation and masonry on one hundred and eight miles of this road west of White Sulphur Springs, it being all the remaining unfinished portion of the road not now under contract. The work embraces 3,000,000 cubic yards in open cutting, 27,000 cubic yards in tunnels, and 60,000 cubic yards of masonry, of all classes, and is to be completed May 1st, 1872. Profiles and specifications can be had after the 14th March, at the offices of the company, 54 William street, New York; at Richmond, Va., and at Huntington, W. Va. Plans for and proposals for building the iron superstructure of the New River Bridge, at Miller's Ferry, Fayette county, W. Va., will be received at the same time and place. There will be two spans of 250 feet each, and two of 70 feet each. Parties submitting proposals should see the site of the bridge, where further information may be had from the engineer in charge. This bridge must be completed by December, 1871.

H. D. WHITCOMB,
Chief Engineer C. & O. R. R.

NEW AND SAFE
Lamp for Railroad Cars,
WITHOUT KEROSENE.
WILLIAMS, PAGE & CO.,

Manufacturers of the well known Kerosene Car Lamps now used in all parts of the country, have, during the past year, made a Lamp for burning

The Mineral Sperm Oil

Made by DOWNER & CO., the well known and reliable Oil Manufacturers.

Professor Silliman, of Yale College, and Professor Chandler, of Columbia College, N.Y., well known chemists, state that this Oil is **Safe as Sperm Oil.** It is used by thousands of families, and by Steamboats, Manufacturers and Railroads, in place of candles or Kerosene. *The cost of burning is but half that of car candles, and the light four or five times as much.*

We make these Car Lamps with a strong Brass Case, and brass Lamp Fount, thus making them *perfectly secure and safe in case of accident.*

Circulars with full particulars, sent when requested.

Car, Office, Station and Platform Lamps for this oil, and the oil by the barrel, for sale by

WILLIAMS, PAGE & CO.,
Feb. 25. **BOSTON, Mass.**

The International Banking House
OF
BRELAZ, ABT & CO.,
121 Regent Street, W.,
LONDON.

ENGLISH
FIRE BRICK

At NEW YORK, in Store.
45,000 Common Size.
15,000 Wedge or Arch.
5,000 1 1-2 Split.
5,000 Crown.
520 Cupola.

At BOSTON, in Store.
16,000 Common Size.
4,500 Side Wedge.

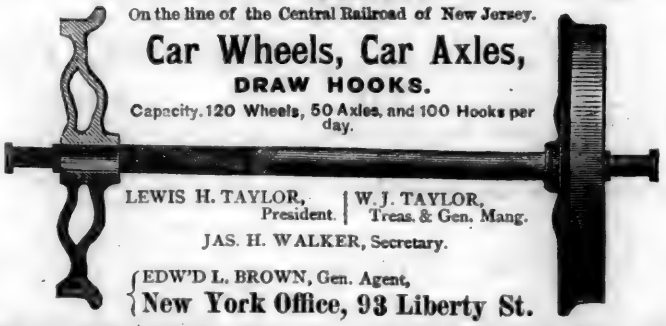
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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail,* with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired; and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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March 20, steamer HENRY CHAUNCEY, Capt. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, touching at Kingston, and connecting at Panama with steamer *Sacramento,* Capt. Farnsworth, touching at Punta Aredas, San Jose, Guatemala, Acapulco and San Diego, Cal., and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of 17th inst.

Steamer JAPAN will leave San Francisco April 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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Steamer RISING STAR will follow, and sail March 30.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 11.] SATURDAY, MARCH 18, 1871. [WHOLE No. 1,821, VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements-Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, March 18, 1871.

Union Pacific Railroad.

At a meeting of the newly elected directors of this corporation in Boston on the 8th inst., the following gentlemen were elected officers for the ensuing year: President, Thomas A. Scott, of Pennsylvania; Vice President, John Duff of Boston; Secretary, Hon. E. H. Rollins of New Hampshire; Treasurer, Hon. J. M. S. Williams of Boston. As soon as the result of the election was declared, Mr. Scott took the chair and addressed the Board as follows:

To the Board of Directors of the Union Pacific Railroad Company:

GENTLEMEN:—In taking charge of this important highway as its President, in obedience to the unanimous call of its shareholders and the action of your Board, I beg leave to state that, so far as my experience of over thirty years in railway life can be made useful to the board and the shareholding interest, it shall be freely given, and I trust the practical results may in the future be found satisfactory. As a condition precedent to accepting the position I made the following requirements: *First*, that all unsettled contracts for the construction and equipment of the road should be adjusted and paid. *Second*, that all the floating debt of the company should be provided for as it matures by the actual sale of assets on hand applicable to that purpose. Both these conditions having been complied with and a satisfactory balance in cash and assets remaining in the treasury to provide for contingent wants, I accept the position, and will endeavor to give it such time and attention as may be needful, in connection with the board and its officers, to insure a proper management of the affairs of the company.

In order that we may understand in brief form the present condition of the company, I have made the following summary from the official records as presented to me by the heads of departments:

REVENUE—EARNINGS, 1870.

January 1 to June 30		$3,794,727 91
July 1 to December 31		3,830,549 20
Total		$7,625,277 11
EXPENSES.		
January 1 to June 30	$2,740,472 27	
July 1 to December 31	1,936,942 51	
		$4,677,414 78
Net earnings		$2,947,862 29
Interest upon bonded debt, including 10 per cent. income bonds (but exclusive of land grant bonds)		2,831,123 00
Leaving surplus		$116,739 38

LAND DEPARTMENT. Bonds 7 per cent. currency, $10,000,000; annual interest, $700,000.

LAND SALES. 292,900 acres; proceeds, $1,306,566; average price per acre, $4 46.

On account of these sales the company has received and redeemed land grant bonds to the amount of	$736,000
For the remainder the company holds land notes maturing in one, two or three years, with accrued interest	576,650
	$1,312,650

The condition of the land department may, therefore, be stated thus:

Bonds		$10,400,000
One year's interest thereon		728,000
		$11,128,000
Principal reduced by bonds redeemed	$736,000	
Land notes on hand	676,650	
		$1,312,650

Showing an absolute reduction, after providing an amount equal to the interest upon the entire debt in the land department, of $584,650.

The Co. is entitled, under the grants from government after deducting the total lands pre-empted before passage of the act, to	12,080,000 acres.
From which deduct amount heretofore sold	292,883 acres.
Leaving on hand as an asset	11,787,117 "

which, at an average value of two dollars per acre, being twenty per cent. below the minimum government price for adjoining lands owned by it, should yield the gross sum of $23,574,234. So much thereof as may be required to be applied to the payment or redemption of the land grant bonds and the interest thereof, and the balance will go into the treasury, as received from time to time, for the benefit of the stockholders.

In going over the data submitted to me I find, as before stated—1st, That the gross earnings for the past year show an aggregate of $7,625,277 11. 2d, That the average expenses for the last six months of the year, during which the working organization was reduced to meet existing wants, have been, per month, $323,000. At the same time the road has been thoroughly maintained and operated efficiently for that cost, being about fifty-two per cent. of the gross earnings. It shall be the effort of the management to provide for a largely increased traffic and keep the expenditures of the year within this limit. Satisfactory assurances have been received from Mr. Sickles, Chief Engineer and Superintendent of the line, that this can be effected.

The arrangements recently perfected with the steamship lines upon the Pacific coast, and the steady growth of California in wealth and population, must result in a satisfactory increase of through traffic. To this may be added a large increase of local traffic, caused by the rapid development of the rich mining districts of Utah, Colorado, Montana and other territories, the traffic of which (supplies as well as productions) must to a large degree pass over your line.

From present indications it would seem reasonable to estimate the gross receipts of the coming year at a minimum of	$9,000,000
With a cost of maintaining and operating the line on this increased earning of not exceeding, say	4,500,000
Leaving as net receipts to be applied to interest and dividend, if so directed by the Board, exclusive of the operations of the land department of	4,500,000

The completion of the bridge across the Missouri River at Omaha within the present year, and for which the means have been provided by the sale of bridge bonds as specially authorized by act of Congress, will greatly facilitate the movement of traffic and relieve the public from the serious delay and annoyance incident to transfer by ferry.

The operations of the line for the first twenty months of its existence as a completed road show net earnings sufficient to meet the interest upon its entire bonded debt. This result cannot but be deemed, by all practically versed in the history of new railway lines, as indicating a successful

future. The yearly increase of traffic, costing but little additional to transport and therefore yielding a large percentage of net revenue, must soon give a value to your property not readily appreciated at present.

Philadelphia Scale Works.

We have been examining, with a great deal of interest, the extensive scale works of the Messrs. RIEHLE BROS. at Ninth and Coates streets, Philadelphia. We find they are making many new improvements, and display a great deal of taste in their mode of operations; their using the finest materials, and sparing no expense in finishing their work perfectly, are proofs of it. We know of no scales, especially their patented ones, that are superior to them, which fact has been more or less acknowledged by many of the largest concerns in the country, who have became their constant patrons, as is to a great extent, proved by the many letters of recommendation which they hold. Scales that are made merely for sale, do greater injury than good, and should not be used, as it is impossible for a scale made in a rough or careless manner, to weigh uniformly and accurately. The Messrs. RIEHLE BROS. have long maintained a reputation for the carefulness of their workmanship, and they have it in their power to make scales, which can take rank with any in this city, from the fact of their having their steam works and iron and brass foundries connected together in their business. Their workmen, too, are all hands of long experience. The Philadelphia Scale Works ranks among the oldest of its kind; having been established in 1846. We would like to say a word in praise of their testing machine, for ascertaining by actually weighing the breaking strain of metals, chain, rope, &c. The experiments with it are very interesting and useful. They have made several for different pipe foundries in this region, and for car works at St. Louis, which are giving the greatest possible satisfaction. Also a word in favor of a reliable mortising machine, made in a substantial manner, but time and space will not permit. A handsome railroad track scale, lately put up by them, (80 feet long), can be seen at the North Pennsylvania Railroad, Berks and American streets; also, a dormant scale, at Messrs. Washington Butcher & Sons, Front street, worth examining.

Kansas Pacific Railway.

This company has been actively engaged during eight months of the year, in the construction of that portion of its Main Line known as the "Denver Extension." On August 15th, the road was completed between Kansas City, Missouri, and Denver, Colorado, a total distance of 638.6 miles. Of this distance, about 210 miles of track were laid in 1870.

The following is a general exhibit of the earnings and expenses of the transportation department, for the year ending December 31, 1870:

EARNINGS.

Freight—Ordinary	$1,707,586 60	
Government	148,867 49	
Denver extension	385,965 80	
		2,242,419 89
Passenger—First class	$857,020 00	
U. S. troops	95,220 32	
Expresses	52,886 21	
U. S. Mails	73,476 32	
		1,078,602 85
Miscellaneous—Rents	$286 00	
Individuals and companies	33,943 16	
Sundry sources	5,534 71	
		89,763 87
Total gross earnings		$3,360,786 61

DISTRIBUTION.

Mâse and passenger traffic	$2,657,256 68
Government business	317,564 13
Denver Extension	385,965 80
Total, as above	$3,360,786 61

EXPENSES.

Conducting transp	$653,586 04	
Motive power	875,765 65	
Maintenance of cars	220,752 03	
Maintenance of way	592,526 72	
General expenses	137,410 02	
		2,480,040 46
Net proceeds to balance		$880,746 15

The average length of road in operation during the year was 551 50/365 miles, and the gross earnings per mile, $6,097 91. In 1869, the gross earnings per mile were $5,075 48—increase per mile in 1870, $1,022 43.

The earnings from merchandise and passenger traffic in 1870, were $2,657,256 68; do., in 1869, $1,703,415 92—increase in 1870, $953,840 76.

The transportation of live stock has increased largely over any preceding year, and has become an important branch of the business of the road. The total shipment of live stock in 1870, was 6,542 car loads, or 130,840 head; do., in 1869, 2 500 car loads, or 50,000 head—increase in 1870, (nearly 162 per cent.,) 4,042 car loads, or 80,840 head.

The live stock driven from Texas have heretofore reached the line of road at points east of Ellsworth, but since the completion of the road to Denver, there is every promise of a heavy movement of cattle from Texas, Southern Colorado and New Mexico, over the whole length of the line.

The operating expenses of the road have been about 73 per cent. of the gross earnings, an increase of 11 per cent. over the preceding year. This increase in expenses has been due to the operation of the new road rapidly extended into an uninhabited country, without any immediate corresponding increase of business; to the large expenditure incurred in providing permanently against winter snows; and to the high rates which the company has been compelled to pay for fuel at the western end of the line. A very large reduction has since been secured in the cost of fuel in Colorado (amounting to a saving of $6 per ton, or about $450 per day) by the completion of the Boulder Valley Branch of the Denver Pacific Railway, direct to one of the best coal mines in the Territory. The control of the Denver Pacific and Boulder Valley Roads being in this company, insures their operation in harmony with it.

In view of the completion of the road to Denver, the prospective growth of trade with Colorado and the Pacific Coast, the active settlement being made on the lands along and tributary to the road, and the assurance of a cheap and abundant supply of good fuel, we believe, that with economical management, the operating expenses of the road will not hereafter exceed 60 per cent. of the gross earnings. The earnings in 1870 exceeded the estimate made in the Annual Report, published at the beginning of the year, by over $300,000, and we are satisfied that the estimate then made of $4,000,000 of gross earnings for 1871, will be fully realized. We estimate the net earnings from the Transportation Department, for 1871, at $1,600,000.

The total Land Grant of the Company aggregates about 6,000,000 acres, of which about 5,300,000 acres were unsold December 31, 1870.

3,000,000 acres, lying between the 380th mile post and Denver, are included in the mortgage for $6,500,000, dated June 20, 1869, known as the "Denver Extension Mortgage," and the remainder of the lands unsold July 1st, 1870, are covered by the Land Grant Mortgage of that date for $2,000,000.

1,503,565 acres of these lands have been appraised and placed in the market, at an average price of $3.10 per acre.

The total sales of lands and lots in 1870, were 124,168 acres for $389,105 68, or an average of $3 13 per acre. Cash collections from land sales during 1870, were $217,520 31, and bills receivable, outstanding December 31st, $1,120,905 86.

By the terms of the mortgage of July 1st, 1870, the proceeds of all sales of lands after that date are placed in the hands of the Trustees for the purchase and redemption of the Bonds issued thereunder. Sales of lots and lands, under this trust, from July 1st to December 31st, aggregate 27,246 acres and 139 town lots, for the gross sum of $111,234 16, of which $41,472 86 was cash and $69,761 30 was bills receivable. The 2,000,000 acres of land covered by this trust, estimating from sales already made, and the appraisements placed upon the unsold tracts, will probably yield to the company, after the payment of the $2,000,000 of Bonds issued thereon, a net amount of from $2,000,000 to $2,500,000, which will in time inure to the Capital Stock. A portion of the 3,000,000 acres of land, chiefly in Colorado, which are included in the mortgage of June 20th, 1869, for $6,500,000, have been appraised and placed in the market, and it is believed that from these lands a sum will ultimately be realised sufficient to take up the bonds long before maturity.*

* Sales of 5,575 acres of these lands since January 1, 1871, average $5 76 per acre.

CAPITAL STOCK AND FUNDED DEBT.

Capital stock authorized by law	$10,000,000
Capital stock issued, 177,450 shares $50 each	8,872,500

INTEREST BEARING BONDS.

First mortgage 30 year bonds, authorized by Pacific Railroad Acts of Congress, bearing interest at 6 per cent. in gold, payable semi-annually, secured on 393 5/16 miles of Main Line.	$6,303,500
First mortgage 30 year Leavenworth Branch Bonds, bearing 7 per cent. interest in currency, secured on 34 miles of road between Leavenworth and Lawrence	600,000
Land Grant Bonds, bearing 7 per cent. interest in currency, not secured on road but upon 1,000,000 acres of land between 140th and 240 mile posts, ($126,000 maturing March 1st, 1871, balance March 1st, 1876) outstanding	318,000
First mortgage 30 year Railroad and Land Grant Bonds, dated June 20th, 1869, secured on main line, from 393 5/16 mile post to Denver, at 638 6/10 mile post, and on 3,000,000 acres of land, bearing 7 per cent. interest in gold, free of U. S. taxes	6,500,000
First mortgage 10 year Land Grant Bonds, secured on all land unsold July 1st, 1870, lying east of 380th mile post, (not less than 2,000,000 acres,) bearing interest at 7 per cent. in gold, free of U. S. taxes	2,000,000
	$15,721,000

U. S. GOVERNMENT SUBSIDY BONDS.

Second mortgage on 393 5/16 miles of main line; principal payable in 30 years in currency, interest 6 per cent. in currency, payable only by retention in the United States Treasury of one-half of charges for Government transportation	6,303,000

INCOME BONDS.

Principal payable in 50 years, interest 7 per cent. currency, payable from net earnings only	4,275,350

The Railroad and Lands owned and controlled by this company, consist of—

	Miles.
Main Line, Kansas City to Denver	638 6/10
Branch, Lawrence to Leavenworth	34
Total miles of Kansas Pacific Railway	672 6/10

Controlled by purchase of Stock and Lease—

Denver Pacific Railway, Denver to Cheyenne	106
Denver and Boulder Valley Branch	15
Total miles owned and controlled	793 6/10

Kansas Pacific Railway Lands, unsold (about) 5,300,000 acres.

ASSETS AND LIABILITIES.

The assets of the company, in addition to the railway structure and equipments, and the lands as enumerated above, are as follows:

Notes for lands sold prior to July 1st, 1870		$1,058,691 02
Cash and notes received from lands sold under Trust Deed of July 1st, 1870		111,234 16
75 Seven per cent. Kansas Pacific Land Grant Bonds		75,000 00
345 Kansas Pacific Income Bonds		345,000 00
81 Six per cent. Kansas Pacific 1st mortgage bonds		81,000 00
Live stock and supplies on hand		871,014 68
Stock of National Land Company and bills receivable		75,520 87
Cash from U. S. Government for transportation $284,482 13, one-half due to Co		142,241 07
Cash in hands of paymaster		17,345 57
Collections in hands of ticket and freight agents		153,397 56
Real estate unincumbered, at cost		95,612 12
15,000 shares stock Denver Pacific Railway and Telegraph Co., $100 per share		1,500,000 00
		$4,026,057 05

The Liabilities, in addition to the Funded Debt, are:

Vouchers and pay-rolls	$420,680 51	
Bills payable (less proceeds of Land Grant Bonds sold)	430,347 54	
Notes of company given in settlement with Contractors, due in 1872, 1873 and 1874	582,400 00	
Coupons not presented	7,991 00	
Due on Denver Extension Account	11,994 69	
Due foreign roads	86,830 13	
Due sundry creditors	250,533 86	
		1,790,777 23
Excess of assets over liabilities		$2,235,279 82

By order of the Board,

JOHN D. PERRY, President.

St. Louis, Feb. 20, 1871.

Atchison, Topeka and Santa Fe Railroad.

The St. Louis *Journal of Commerce* says, in a recent issue, that this road is in a very prosperous condition. The Company's charter extends from Atchison to the western boundary line of the State of Kansas—in general direction toward Santa Fe; with the land grant of ten sections per mile. The road is in operation from Topeka to Emporia, sixty-two miles, and under contract to Florence at the mouth of Doyle Creek, forty-five miles west of Emporia. The material is on hand, at Emporia, to complete this forty-five miles and the work is being pushed rapidly forward, and the road will be opened to that point by the 1st of May next. At Florence the road strikes the great western Texas cattle trail, and being a short line to St. Louis will become a favorite route for the drovers who are dealing extensively in Texas cattle. Engineers are staking out work for another section of thirty miles west of Florence, which will be placed under contract at once. The iron for this thirty miles (English fifty-six pound punched for fish-bar) has been purchased for cash. This will complete the road to the Arkansas River, to which point the Company expects to run trains by July 1st. The road-bed, stock and equipments are all first class, in every respect. The material has been bought for cash, and the Company has not a dollar of floating debt. The gross earnings of the road for five months since the road was opened to Emporia were $168,721 21, and the running expenses are less than fifty per cent. One hundred stock cars have been ordered, in addition to their already liberal supply of rolling stock. This company have near Topeka 75,000 acres of the justly celebrated Pottawattamie reserved lands, which were acquired by purchase, now open to sale on five years' time; and they will have from four to five hundred thousand acres of granted lands in market by the first of March. We notice that the Acting Commissioner of the General Land Office has, by direction of the Secretary of the Interior, issued instructions to the District Land officers at Augusta and Junction City, Kansas, directing the withdrawal of the lands issued to the Atchison, Topeka and Santa Fe Railroad under act of March 8, 1863, for that part of its line route from the north of the Osage Indian Trust Lands, near the junction of the Arkansas and Little Arkansas rivers, to the west line of the range twenty-four west on the Arkansas river, in the State of Kansas.

Northern Central Railway.

REPORT OF THE PRESIDENT.

BALTIMORE, February 23d, 1871.

To the Stockholders of the Northern Central Railway Company:

GENTLEMEN:—The following report of the operations of your road for the year 1870 is hereby respectfully submitted:

The earnings from transportation of freight were		$2,876,735 35
The earnings from transportation of passengers were		878,348 36
The earnings from transportation of express were		84,722 22
The earnings from transportation of mails were		40,032 50
The earnings from miscellaneous sources were		208,786 15
Total earnings of the year		$4,088,624 58
The operating expenses were:		
For conducting transportation	$857,923 56	
For motive power	837,532 03	
For maintenance of cars	342,491 18	
For maintenance of way	712,416 69	
For general expenses	66,298 23	
Total expenses		$2,816,661 74
Showing a net revenue of		$1,271,962 84

A decrease in net earnings of $14,839 82.

It is impossible to give an accurate comparison of the total earnings and expenses of the year 1870 with the preceding year because of a change made in the mode of keeping the accounts of tolls paid to other roads. Until this year it has been the custom of the auditor to charge expenses and credit receipts with tolls paid to other roads, when, in fact, we acted merely as their agents. For instance, to enable us to sell through tickets from points on our own and connecting lines to Washington city, we have been compelled to lift the ticket from Baltimore to Washington before the passenger left this road, and give each one an amount in money sufficient to purchase a ticket on the Washington Branch of the Baltimore and Ohio railroad. (At this point it is well to call attention to the fact, that the work on the Baltimore and Potomac railroad is rapidly approaching completion, and we will soon be enabled to connect with a line to Washington that will recognize the fact of the existence of more than one railroad connecting Baltimore with the rest of the world.) This sum, which during the year reaches a considerable amount, was neither a receipt nor an expenditure; yet it was considered so formerly and taken into the accounts. The money received for freights and passengers over the Cumberland Valley Railroad Bridge at Harrisburg, and the tolls paid to the Erie Railway Company for the use of a portion of their track at Elmira, together with the tolls paid the Chemung railroad, are of a like character, and have heretofore swelled both the receipts and expenditures beyond the reality. This year, while our receipts are almost identical with those of the preceding year, a comparison with last year's report would show a decrease of between one and two hundred thousand dollars in receipts and expenses against the business of the present year. This apparent falling off is, however, unreal, and is caused by the change in the accounts as they are now kept. With this explanation we omit the usual comparison of the receipts and expenditures with the previous year.

There were carried during this year 1,109,249 passengers, and in 1869 1,137,694, a decrease of 28,445. We moved in 1870 3,680,765 tons of freight and in 1869 3,413,332, showing an increase in tonnage of 267,433 tons. The price received for moving one ton one mile in 1870 was 1.90 cents, being ¼ of a cent less than in 1869. Had the rates of freight been equal to those of the last year this tonnage would have give us an additional net profit of $378,804 23. The operating expenses were 68.8 per cent. of the receipts, being 1,3 per cent. less than the previous year.

The road and its equipment has been kept in excellent condition. No expense, consistent with proper economy, has been spared to maintain and improve it, and we have again the satisfaction of reporting that another year has passed without any accident to a passenger.

In our last report we referred to efforts we were making to secure a more reliable coal traffic. We are glad to say that we have succeeded in increasing that branch of the business very materially. The coal transported over the main line this year reached a total of 691,498 tons, against 535,546 in 1869, an increase of 155,652 gross tons. Of this increase 26,849 tons went to the City of Baltimore, the totals to that point being 175,425 tons. The balance of the increase was distributed over and along the whole road.

The business of the leased lines has been generally satisfactory. The coal tonnage of the Shamokin division was 491,514 tons, an increase of 22,550 tons over 1869. The general trade of the Elmira division has been somewhat injured by the competition of the Lehigh Valley railroad to Elmira, which competes with us for the trade of that region to Philadelphia, and for the coal trade going North. The coal tonnage of the Elmira division for this year was 138,960 tons; for 1869 it was 153,099 tons, a decrease of 14,139 tons. During the past year a very valuable deposit of bituminous coal has been discovered near Ralston, on the line of this road, and already a company has been formed and a large amount of money expended on the development of the property. That company is now shipping coal, and we have every reason to expect a considerable revenue from this source, and, at the same time, obtain fuel for our engines much cheaper than we have been able to purchase it heretofore.

The mortgage for $175,000 of the "York and Cumberland railroad," due on the 1st of May, 1870, has been paid, leaving a balance in the sinking fund of $721,500. There now remains but one mortgage on that portion of the line, to wit, $500,000 guaranteed by the City of Baltimore, which matures January 1, 1877. The resources of the general sinking fund will be more than sufficient to meet that liability when it falls due.

The large increase in our equipment during 1869 has been ample to meet the demands on us during the past year, and we hope by proper management of the rolling stock to meet any ordinary increase of tonnage without being compelled to make additional purchases during the present year.

There has been added to the construction account during the year $458,298 78, to equipment

account $27,315 10, to real estate account $21,519 25, making a total of $502,128 08 charged to the principal accounts. The charges to construction have been for work on the new line in Baltimore. This we had hoped would have been completed during the year, but owing to the failure of the parties who contracted to build the iron bridges to have them ready by the time specified in the contract, the work has been very much delayed, and cannot now be ready for use before the first of May next. Upon the completion of this work our heavy expenditures will cease, and, with it finished, we shall not only be able to do a much larger business over the entire road, but to do it much more satisfactorily and much more economically. The necessity for increased terminal facilities was fully demonstrated during the busy season of the year, when for weeks we were compelled to use several miles of the main tracks to store loaded cars, some of which remained loaded for more than a month, during which time, of course, the patrons of the road were kept waiting for their freight, and the company lost the use of these cars.

It is now ten years since the present board first became connected with the road as its managers. Its reputation at that time as a desirable route for travelers, or as an expeditious channel for the transportation of freight, was any thing but enviable, while its financial condition can best be stated by quoting an extract from the report of John S. Gittings, Esq., its then retiring President. In speaking of the finances he said: "To meet our engagement with the State of Maryland, pay the interest on our bonded debt, meet the floating debt, pay for the material, rolling stock and cars absolutely required, is impossible." The bonds of 1885, with three coupons unpaid, were then selling for 45 cents on the dollar. They are now a favorite investment at 93. The stock was selling at $14 per share, with but few individuals reckless enough to purchase at that figure. In making up the statement for this year the growth of the business of the road suggested the propriety of making a comparison between the business of 1870 and that of 1860, together with a comparison of the financial condition of the company then and now.

The gross receipts of the main line in 1860 were	$964,621 30
The gross receipts of the main line in 1870 were	2,898,623 68
Showing an increase in ten years of	$1,934,002 38
The net revenue in 1860 was	$283,627 17
The net revenue in 1870 was	1,042,713 02
Increase of 1870 over 1860, net	$759,086 15
The number of passengers carried in 1860 was	363,076
The number of passengers carried in 1870 was	719,663
Increase of passengers carried in 1870 was	356,587
Number of tons of freight carried in 1860	592,769
Number of tons of freight carried in 1870	1,736,447
Increase of tons of freight carried in 1870	1,143,679

The total number of cars of all descriptions in 1860 was 1,764, and the general superintendent reported a large number of these unfit for service, and requiring to be rebuilt during the year 1861, because, as he said, "they had been running from twelve to eighteen years." The total number of freight cars now on the road is 5,648, and all in first-class order. The total number of engines belonging to the company in 1860 was 86. In 1870 we have 131. The road bed, track, bridges and the whole superstructure were in a deplorable condition, and to get a train over the line without a mishap of some character was an event which was said to inspire rejoicing among the officials and employees. To make a trip on schedule time was a exploit closely allied to impossibility, and therefore never attempted. The present condition of your property will compare favorably with any road in the United States. The total indebtedness in 1860, including stock, bonds and all other liabilities was $8,693,950 07, which was represented by a single track railroad of 138 miles in length, in bad condition and poorly equipped, with a trade producing a net revenue of $283,627 17, a sum insufficient for paying the interest on the funded debt alone, leaving the stockholder in great doubt as to whether his shares had any intrinsic value whatever.

The total indebtedness in 1870 is $14,530,903 89, and in addition to the single track of 138 miles, in excellent condition, you have 80 miles of double track, 30 miles of sidings, with 30 miles additional graded and ready for the double track; you have also an equipment that could not be replaced to-day for less than $4,500,000, real estate not necessary for the uses of the company worth a million of dollars, and a regular and legitimate trade yielding a net revenue of $1,042,713 02, a sum sufficient to guarantee dividends on your capital stock beyond all doubt. The trade and travel which we now enjoy has been built up against strong competition, and no fear need be entertained of its being diverted from us. The policy pursued for some years past of carrying freights at low rates we shall continue to adhere to, believing that much of our prosperity flows from that sound policy. And we have no fears that the next ten years will not show as gratifying a result as the last decade has presented.

We have heretofore avoided speaking of the importance of the business of this road to the city of Baltimore, because we believed that time would show to every fair-minded person that this line was not only important, but the most important railroad connection enjoyed by that city. We should have continued our silence but for the repeated oratorical efforts of the self-appointed railroad king of this State, whose custom it has been to magnify the importance of the Baltimore and Ohio Railroad, and belittle the Northern Central Railway by constant attacks upon it, and to endeavor to excite prejudice against it because of the interest the Pennsylvania Railroad Company holds in its stock. All will remember when the struggle took place between the Baltimore and Ohio Railroad Company and the Pennsylvania Railroad Company for the control of this road, the persistent efforts of the president of the first-named company to control it by inducing his friends to invest their money in what was in reality then a bankrupt concern—stimulating prejudices against the road and its connections, and rendering its management subservient to the interests of his own line, and thus preventing any recovery from its temporary bankruptcy. The president of the Pennsylvania Railroad Company, instead of indulging in forensic display, seeing that the road had intrinsic value, and knowing that if it was kept open for trade to and from Baltimore it would prove profitable, purchased the stock for his company, and has, up to this time, realized more than twelve per cent. per annum on his investment.

It is time some facts should be given to the people that they may see that this road is not controlled by the Pennsylvania Railroad Company for the purpose of diverting to Philadelphia trade which, under a different management, would go to Baltimore. This road is managed to give trade to the Pennsylvania Railroad which desires to seek Baltimore for a terminus; and so well is this understood by that company that it could afford to hold its stock in this company without any dividend return, receiving from the Baltimore trade which passes over a large extent of their line a sufficient profit to pay a good interest on its investment. The connections of the Baltimore and Ohio Railroad are being constantly referred to as something remarkable. The truth is, that its connections westward are nothing when compared to those of this road. We connect with and have the right to make rates to all points reached by the Pennsylvania Railroad. And a connection by its lines is a very different thing from the connections of the Baltimore and Ohio Railroad. The Pennsylvania Railroad Company owns and controls its lines from the Delaware and the Chesapeake to the Mississippi. The Baltimore and Ohio connects from the Chesapeake with the interior of Ohio, and from that point makes rates by sufferance.

If it is important to Baltimore to connect by rail with the great West, it is not difficult to see which of the two lines is the most valuable to her. During the past year the shipments of coffee, canned fruits and oysters, sugar and syrup alone over the Northern Central railway from Baltimore to the West reached the considerable total of 110,918,440 pounds; and of this aggregate we carried forty-two per cent. of all the coffee received in Baltimore for that year, leaving the home consumption, the Southern demand, the local sales, and the Baltimore and Ohio Railroad to manage the balance. Is it probable that if the Northern Central railway did not exist, or if it were owned by the Baltimore and Ohio Railroad, that the trade of Baltimore with the West would be as great as it is to-day? Her commercial activity would be confined to a small portion of Virginia, West Virginia, Ohio and Indiana; while by the Northern Central and the Pennsylvania roads it is enabled to reach all points North, East and West. And it soon will, by the same control, be able to reach the South on terms and at rates which must prove of lasting advantage to the commercial interests of the city.

Is it possible, in the movement now being made by this company and the Pennsylvania Railroad Company, to build a new road to Washington, that the trade of Baltimore will not be largely benefited by another connection with her natural territory, the Southern States? Certainly opening up new competing lines will add to her prosperity. And we think, too, it will prove a profitable investment, for our experience has taught us that trade can be increased by a judicious reduction of tolls, and that, when the increase is established, that road which adopts and adheres to a liberal policy with its customers can secure its share of traffic. Has this been the policy of the Baltimore and Ohio Railroad with the Washington Branch of its road? The experience of thirty years answers that inquiry. And yet we know that when the Baltimore and Potomac Railroad is finished and the fare between Baltimore and Washington is greatly reduced, the Baltimore and Ohio Railroad will make the corresponding reduction, and a speech will be delivered, telling the people of Baltimore of the vast importance of that line to her commercial prosperity and the utter worthlessness of the lines which, by their energy and liberality, have wrung this tardy concession to her people from the Baltimore and Ohio Railroad.

We do not object to the existence of that road. We know how valuable it is to Baltimore. But at the same time we know that its value to this city is greatly enhanced by the healthy and successful competition which it meets because of the existence of the Northern Central Railway.

In closing this report we take pleasure in bearing testimony to the efficient services rendered by the different officers of the company. By order of the board. J. D. CAMERON, Pres't.

ROBT. S. HOLLINS, Secretary.

Office Northern Central Railway Company, Baltimore, February 23, 1871.

☞ The Flint and Pere Marquette Railroad Company has taken a contract for the building of the Holly, Wayne and Monroe road, from Holly to Monroe, and has made a contract with the Wyandotte Rolling Mills to furnish 6,500 tons of rails between May and November. Contracts for rolling stock, etc., have also been made, and the road will soon be running from Holly, on the Detroit and Milwaukee road, to Monroe, where it connects with the Michigan Southern for Toledo.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool	$1,967,695	$3,385,022
" cotton	1,821,380	2,735,115
" silk	2,027,243	2,645,480
" flax	853,588	1,432,070
Miscellaneous dry goods	898,376	785,828
Total entered for consump.	$7,568,232	$10,983,545

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$1,109,707	$1,251,135
" cotton	790,965	729,689
" silk	639,981	701,838
" flax	704,786	637,360
Miscellaneous dry goods	114,250	141,542
Total withdrawn from warehouse	$3,359,689	$3,461,564
Add entered for consump.	7,568,232	10,983,545
Tot. thrown on the market.	$10,927,921	$14,445,109

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool	$1,299,526	$1,462,606
" cotton	755,044	805,736
" silk	527,708	579,805
" flax	541,280	531,245
Miscellaneous dry goods	104,614	185,944
Total entered for wareh'g.	$3,228,172	$3,565,337
Total entered for consump.	7,568,232	10,983,545
Total entered at the port.	$10,796,404	$14,548,882

The imports of foreign dry goods at New York for two months from January 1, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool	$2,856,316	$4,578,914
" cotton	3,248,856	4,254,712
" silk	3,123,801	4,148,136
" flax	1,532,954	2,366,717
Miscellaneous dry goods	1,592,973	1,318,506
Total imports	$12,354,900	$16,666,985

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool	$1,703,133	$2,001,840
" cotton	1,147,680	1,231,365
" silk	989,533	1,239,245
" flax	1,220,979	1,179,003
Miscellaneous dry goods.	236,797	259,681
Total withdrawn from warehouse	$5,298,122	$5,911,134
Add entered for consump.	12,354,900	16,666,985
Total thrown on the market	$17,653,022	$22,578,119

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool	$2,029,812	$2,411,548
" cotton	1,767,282	1,541,221
" silk	996,798	1,053,474
" flax	1,039,503	985,799
Miscellaneous dry goods.	237,862	331,880
Total entered warehouse.	$6,071,257	$6,323,922
Add entered for consump.	12,354,900	16,666,985
Total entered at the port.	$18,426,157	$22,990,907

☞ The gangs of track-layers operating from the eastern and western termini of the Pittsburg and Connellsville Railroad are steadily approaching each other, a gap of less than thirty miles now separating them.

☞ The State debt of Illinois now amounts to only $2,400,000.

Savannah and Charleston Railroad.

The earnings of this road for the years 1869 and 1870, were as follows:

	1869.	1870.
From freight	$29,643 21	$47,712 87
" passengers	17,594 60	87,096 13
" mails, etc.	4,596 32	12,536 29
	$51,834 13	$147,345 29
Operating expenses	46,777 56	89,989 94
Net	$5,056 57	$57,355 35

The increase in earnings has been $95,511 16, with an increase in expenses of $43,212 38—making the increase in net earnings, $52,298 78.

This road is 104 miles in length, extending from Savannah to Charleston. It was destroyed during the war, and only restored so as to be opened for business throughout its entire length in March, 1869.

The whole debt of the Company is	$1,365,849 05
Of this amount there is already funded in 6 and 7 per cent. bonds	1,112,400 00
Unfunded after applying the available credits	$253,409 05

Besides this, there are ascertained liabilities for claims for rights of way, unfunded coupons, etc., which it is not possible to state with accuracy, though they are known to be not very large. The difference between these debts and liabilities and the true value of the company's property will show their true condition. This appears by the books, as follows:

Construction, equipment and right of way	$2,288,966 14
Due by contractors for over-payment and liable to be charged to construction and equipment	49,326 10
Total cost of road	$2,238,292 24
Deduct amount of debt	1,365,849 05
Value of stocks, as per books	$972,443 19

The President, however, has had an inventory and a careful appraisement of the property made, and reports the actual value to be $2,094,300, or but a trifle more than $20,000 per mile.

☞ The earnings of the South Carolina Railroad in 1870 were $1,472,020 59; and the expenses, $916,095 82—making the net earnings $555,924 77. In 1869 the earnings were $1,382,167, the expenses $909,405 43, and the net earnings, $472,761 57—showing an increase in earnings of $89,853 59, with an increase in expenses of only $6,690 39. The ratio of expenses to earnings in 1870 is 62.23 against 65.79 in 1869.

☞ The Mahoning (Ohio) Coal railroad was recently organized with a capital stock of $70,000. The corporators are Joseph H. Brown, Wm. Bonnell, Richard Brown, Aug. B. Cornell and David Himrod. The proposed road is to extend from Youngstown, Mahoning County—half way between Cleveland and Pittsburg—north to a point in Brookfield township, in Trumbull county, the road to be all within the limits of Mahoning and Trumbull counties.

☞ The Cedar Rapids, McGregor and Milwaukee Railroad company has been organized with a capital of $3,000,000. The officers are: H. G. Angle, President; S. C. Bever, Vice President; Dr. J. T. Ely, Treasurer; W. J. Abernethy, Secretary.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH, BANKERS,
No. 5 NASSAU STREET,
NEW YORK, March 11, 1871.

☞ THE CHESAPEAKE AND OHIO RAILROAD, A NEW TRUNK LINE FROM THE SEABOARD TO THE WEST.

There remain but 200 miles to be completed, of which nearly half is graded, to unite the unfailing navigation of the Atlantic coast with that of the Ohio and Mississippi Rivers at a favorable point. Roads projected, or now in progress, will connect it, by a short line, with the principal railroad centers of the West.

The road already possesses a PROFITABLE LOCAL BUSINESS, and its advantages AS A GREAT EAST AND WEST THROUGH LINE for the transportation of the heavy freights (which constitute the principal part of the East and West through traffic) are numerous and important.

1. A SHORT ROUTE between the Atlantic coast and the Great West.
2. LOW GRADES.
3. CHEAP FUEL.
4. A GENIAL CLIMATE which admits of safe, economical, and rapid railroad operation throughout the year.
5. EAST AND WEST TERMINI, at favorable points on tide water and the Ohio River.
6. A VERY LARGE THROUGH AND LOCAL TRAFFIC awaiting its progress.
7. A COMPARATIVELY LIGHT CAPITAL AND DEBT, and consequently a light tax upon traffic for payment of interest and dividends.

All these conditions favor a cheap and economical working of the line, which will enable the Chesapeake and Ohio route to do a profitable East and West through business at rates which would not pay by the more difficult and costly lines, *and to control an enormous Southwestern through trade.*

We are now authorized to sell an additional amount of the FIRST MORTGAGE SIX PER CENT. GOLD BONDS of the Company, at the original price of 90 *and accrued interest* from Nov. 1.

The Bonds are secured by a mortgage upon the entire road, (427 miles of main line) franchises, and property of the Company, WHICH NOW, IN COMPLETED ROAD AND WORK DONE, EXCEEDS THE ENTIRE AMOUNT OF THE MORTGAGE; and which, when completed, will be worth at least $30,000,000.

A *Sinking Fund* of $100,000 per annum is provided for their redemption.

They are issued as Coupon or Registered Bonds, and in denominations of

$100, $500, and $1,000.

The superior advantages, valuable property and franchises, and able and honorable management of the Chesapeake and Ohio Railroad Company render it one of the most substantial, reliable and trustworthy Corporations in the country, and commend its Securities to the unhesitating confidence of capitalists and investors.

Pamphlets, maps and full particulars furnished upon application.

FISK & HATCH, Bankers.

☞ C. H. Prior has been appointed Superintendent of the Iowa and Minnesota Divisions of the Milwaukee and St. Paul Railway.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna	*100	$3,355 000	----------	----------
American Central	100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point	100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina	100	5,545,225	----------	----------
Atlantic & Gt. Western	50	25,879,923	----------	----------
" " " pref.	50	1,919,000	----------	----------
Atlantic & St. Lawrence*	100	2,494,900	M. & S.	Sept '70 2
Augusta and Savannah	100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio	100	16,287,862	A. & O	Oct. '70 4
Do. Washington Br.	100	2,660,000	A. & O	Oct. '70 6
Baltimore City Passenger		670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq	100	1,250,000	A. & O.	Apl '68 3
Belvidere Delaware	100	995,800	----------	----------
Berkshire*	100	600,000	J. A J&O	Jan. '71 1½
Blossburg & Corning.*	50	250,000	J. & D.	Dec. '70 2½
Boston and Albany	100	19,150,800	J. & J.	Dec. '70 5
Boston and Chelsea	100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont.		459,800	----------	----------
Do. do. pref.	100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell	100	2,215,000	J. & J.	Dec. '70 4
Boston and Maine	100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence	100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston)	50	400,000	J. A. J.O.	Dec.'70 2½
Broadw'y & 7th Av.(N.Y.)	100	2,100,000	J. & D.	June '70 3
Brooklyn City	10	1,000,000	F.M.A.N	Feb. '71 3
Brooklyn City & Newt'n	100	599,900	----------	July'70 3½
Buffalo, Bradford & Pitts.	100	1,100,000	----------	----------
Buff., New York & Erie*	100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie	100	5,000,000	F. & A.	Aug. '70 4
Burlington and Mo. Riv.	100	1,237,000	March.	Mar'71 10s
" " pref.	100	283,000	March.	Mar'71 10
Cambridge Horse (Bost'n)	100	747,800	A. & O.	Oct. '70 4½
Camden and Amboy	100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic	50	377,100	----------	----------
" " pref.	50	753,69	----------	----------
Camden & Burlington Co.	100	331,000	----------	July '69 3
Cape Cod	50	915,577	J. & J.	D., '70 2½
Cape May and Millvi le*	50	447,000	J. & D.	Dec. '70 3
Catawissa	50	1,159,800	----------	----------
Catawissa, pref.	50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna*	50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref.	100	755,000	M. & N.	Nov '70 3½
Central of Georgia	100	4,666,900	J. & J	July '70 5
Central of New Jersey	100	15,000 000	J. & J.	Dec. '70 4
Central Ohio	100	2,425,000	J. & D.	Dec. '70 3
Do. pref.	100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River	100	970,000	----------	Oct. 01 2½
Chemung*	100	850,000	J.A.J&O	Jan. '70 3
Cheshire, preferred	100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton	100	7,045,000	M. & S.	Mar. '71 5
" pref.	100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy	50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*	100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*	100	2,227,000	----------	----------
Chicago & N. Western	100	14,676,629	J. & D.	Dec.'70 5
" " pref.	100	20,370,293	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific	100	17,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton	100	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger		----------	J'n &J'y	Jan.'68 2
" Street		----------	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref.	50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.)	50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind.	100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*	50	2,056,750	M. & N	Nov'70 3½
Cleveland and Pittsburg	50	7,494,588	F.M.A.N	Feb.'71 2½
Cleveland and Toledo*	50	5,000,000	F. & A.	Aug. '70 4
Columbus and Xenia*	50	1,786,800	M.J.S.D.	Dec. '70 2
Concord	10	1,600,000	M. & N.	Nov '70 5
Concord & Ports., guar.	100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn	100	500,000	----------	----------
Conn. & Passum'c R. pref.	100	2,084,200	F. & A.	Dec. '70 3
Connecticut River	100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley	50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk	50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*	100	2,400,000	----------	----------
Delaware*	50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western	50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley	100	1,820,200	----------	----------
Detroit & Milwaukee	100	452,350	----------	----------
" " pref.	100	2,095,000	----------	Dec. '69 7
D. Dock, E. B'dw. & Bat.	100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*	100	5,000,000	J. & J.	Dec. '70 3½
Do. do. pref.	100	----------	J. & J.	Dec. '70 3½
East Mahanoy	50	392,550	J. & J.	July '70 3
Eastern (Mass.)	100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.)	100	492,500	J. & J.	Dec. '70 4
East Pennsylvania	50	1,309,200	----------	Jan. '71 3
East Tenn., Va. and Ga.	100	1,969,524	----------	----------
Eighth Avenue (N. Y.)	100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*	100	500,000	F. & A.	Aug '70 2½
Elmira & Williamsport*	50	800,000	M. & N.	Nov'70 2½
Do. do. pref.	50	500,000	J. & J.	Dec.'70 3½
Erie Railway	100	75,000,000	F. & A.	Feb.'66 4
Do. pref.	100	8,539,910	Annual.	Dec'69 7s
Erie & Pittsburg	50	999,780	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.	100	1,143,448	----------	----------
Fitchburg	100	3,840,000	J. & J.	Dec. '70 4
Fitchburg & Worcester	100	248,000	J. & J.	Jan. '69 3
Flint and Holly	100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Ry.	100	760,000	M. & N.	May '70 5
Frankf. and Southw. (Ph.)	50	491,820	J. @ J.	Jan. '71 3
Georgia	100	4,166,000	J. & J.	Jan. '70 4
Germantown (Phila.)	50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.)	50	150,000	J. & J.	Jul. '67 2
Granite	100	----------	M. & S.	Mar.'71 4
Green and Coates St. (Ph.)	50	150,000	J. & J.	Jan. 4
Hartford and New Haven	100	4,796,925	J.A J&O	Dec. '70 3
Hannibal and St. Joseph	100	4,151,700	----------	Aug'70 3½
Do. do pref.	100	5,078,224	----------	Aug. '70 7
Hanover Branch, Pa	50	116,850	M. & N.	Nov.'70 5
Housatonic		820,000	----------	----------
" pref	100	1,180,000	J. & J	Feb. '71 8
Huntingdon & B'd Top	50	615,950	----------	----------
" " pref.	50	212,350	J. & J.	Jn.'68 3½
Illinois Central	100	25,278,710	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.	50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind.	100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*	100	1,500,000	J.A J&O	Jan.'71 1½
Joliet & North. Indiana*	100	300,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So.	100	35,000,000	F. & A.	Feb. '71 4
" " guar.	100	853,500	F. & A.	Feb. '71 4
Lackawanna & Bloomsb.	50	1 335,000	----------	----------
Leeds and Farmington*		----------	J. & J.	Jan.'70 2½
Lehigh and Mahanoy	50	2,158,268	J. & J.	Jan. '67 6
Lehigh and Susquehanna	50	8,739,800	M. & N	M'y.'67 5
Lehigh Valley	50	17,716,400	J.A J&O	Dec.'70 2½
Lehigh Luzerne	50	344,650	J. & J.	Jan.'69 4
Little Miami*	50	3,572,400	M.J. S.D.	Dec. '70 2
Little Schuylkill*	50	2,646,100	J. & J.	Jan.'71 5½
Lomb. and South St (Ph.)	25	90,000	----------	----------
Long Island	50	5,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.	50	1,623,482	J. & J.	Jul. '69 3
" " pref.	100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville	100	5,080,912	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago	100	2,800,000	----------	Dec. '70 3
Lowell and Lawrence	100	200 000	A. & O.	Oct. '70 3
Lowell Horse	100	55,830	J. & J.	Jan. '70 3
Macon and Western	100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n*	50	1,676,915	----------	----------
Maine Central	100	3,400,500	----------	----------
Manchester & Lawrence	100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati	50	2,029,778	----------	----------
" " 1st pref.	50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref.	50	4,460,368	M. & S.	Sep. '66 3
Massawippi		400,000	----------	Dec. '70 2
Memphis and Charleston	100	5,312,725	----------	June'69 3
Memphis and Ohio	100	570,000	----------	----------
Metropolitan (Boston)	100	1,250,000	J. & J.	Dec. '70 5
Michigan Central	100	13,225 848	J. & J.	Dec. '70 5
Middleboro' and Taunton	100	149,029	J. & D.	Dec '70 2
Middlesex (Boston)	100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*	50	823,375	J. & J.	Jan '71 4
Millville and Glassboro'	100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul	100	11,422,664	Dec. 1870	Dec.'70 7s
" " pref.	100	10,424,903	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven	50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio	100	4,269,820	----------	----------
Montgomery & W. Point	100	1.644.104	J. & D.	Dec.'67 4
Morris and Essex*	50	11,900,950	----------	Dec.'70 3½
Mt. Carbon & Pt. Carbon*	50	282,300	J. & J.	Jan. '71 6
Nashua and Lowell	100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga	100	2,056,544	----------	----------
Naugatuck	100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton	100	500,000	J. & J.	July '70 4
New Haven & N. London	100	758,538	----------	----------
N. Haven & Northampton	100	1,800,000	J. & J.	Jan. '68 3
New Jersey	100	7,297,200	F. & A.	Feb. '71 5
New London Northern	100	1,005,500	----------	Dec. '70 4
N.Y. Central & Hudson R.	100	45,000,000	A. & O.	Apl. '71 4
" Certificates	100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem	50	6,500,000	J. & J.	Dec. '70 4
" " pref.	50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven	100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston	100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*	100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar.	100	137,500	J. & J.	July '70 3
North Carolina	100	4,000,000	A. & J.	July '70 3
Northern Central	50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S.C.) pref.	100	155,000	----------	May '67 4
Northern of N. Hampsh.	100	3,008,400	J. & D.	Dec. '70 4
North Pennsylvania	50	3,150,150	----------	Feb.'71 5s
Norwich & Worcester	100	2,564,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n.	100	5,051,800	J. & J.	Jan.'71 3½
" " pref.	100	2,000,000	A. & O.	Oct. '70 4
Ohio and Mississippi	100	19,990,847	----------	----------
" " pref.	100	4,024,474	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R.	50	4,259,450	J. A. J&O	Dec.'70 2½
Old Colony & Newport	100	4,959,020	J. & J.	Dec. '70 5
Orange and Newark	100	259,650	----------	----------
Oswego and Syracuse	50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri	100	3,711,190	----------	----------
Panama	100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo	100	345,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv	100	610.000	J. & J.	Dec. '70 4
Pennsylvania	50	33,498,812	M. & N.	Nov. '70 6
Peoria & Bureau Valley*	100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal		600,000	J. & J.	Jul. '69 8
Petersburg	100	1,32-,200	J. & J.	Jan. '71 3
Philadelphia and Erie*	50	6,004,200	J. & J.	Jan. '68 3
" " pref.		2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading	50	25 549,500	J. & J.	Dec. '70 5
Do. Do. preferred	50	1,651,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown*	50	1,597,250	M. J.S.D.	Mar. '71 3
Phila. and Trenton*	100	1,099,150	F. & A.	Feb. '71 5
Phila., Wil. & Balt	50	2,520,850	J. & J.	Dec. '70 4
Philadelphia City	50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby	50	160,000	J. @ J.	July'70 -
Phila. and Grey's Ferry	25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft.W. & Chi. gtd.*	100	19,685,000	J.A J&O	Jan.'71 1½
Pittsfield and N. Adams	100	475,000	J. @ J.	Jan. '71 5
Portland and Kennebec	100	616,700	J. & J.	Jan '70 3
Do. Yarmouth Stock	100	202,600	A. & O	Apl. '70 3
Portl., Saco & Portsm'th	100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester	100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston		----------	----------	Jul. '69 3
Rensselaer and Saratoga	100	5,000,000	A. & O.	Oct.'70 3½
Richmond and Danville	100	4,000,000	----------	----------
Richmond and Petersb'g	100	847,100	----------	----------
Rich., Fred. and Potomac	100	1,041,800	----------	----------
Rockport	100	85,400	----------	Nov.'67 2
Rome, Watert. and Og'nb.	100	2,998,900	J. & J.	Dec.'70 4
Rutland preferred	100	1,831,400	F. & A	Feb 71 3½
St. L., Alt. and T. Haute.	100	2,300.000	----------	----------
" " " pref.	100	2,040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.	100	2,478,750	----------	----------
Sandusky and Cincinnati.	100	2,089,000	----------	----------
" " pref.	100	445,598	M. & N.	Nov.'70 3
Sand., Mansf. and Newark.	100	995,222	----------	----------
Savannah and Charleston.	100	1,000,000	----------	----------
Schuylkill and Susqueh's.	50	1,299,150	----------	----------
Second and Third St. (Ph.)	50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley*	50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke	100	568,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)	100	870,000	----------	July'70 2
17th & 19th streets (Ph.)	50	130,000	----------	Dec. '70 2
Shamokin V. and Pottsv.*	50	859,450	F. & A.	Aug.'70 3
Shore Line	100	658,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.)	100	750,000	----------	May'70 -
Somerville	100	75,000	M. & N.	Nov.'70 3
South Carolina	100	5,819,275	----------	----------
South Shore	100	259,685	----------	Jul. '68 3
South Western, Georgia*	100	3,939,900	F. & A.	Aug.'70 4
Staten Island	100	650,000	J. & J.	Jul. '67 4
Stony Brook	100	267,300	M. & N.	May'70 3
Steubenville and Indiana	100	1,982,141	----------	----------
Stockbridge & Pittsfield*	100	448,700	----------	----------
Summit Branch	50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.	100	1,314,130	----------	----------
Taunton Branch	100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama	100	895,922	----------	----------
Terre Haute and Indiana	50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.)	100	1,750,000	----------	May '70 -
Thirteenth and Fif. (Ph.)	50	----------	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw	100	2,700,000	----------	----------
" " (E. D.) pref.	100	1,700,000	J anuary,	1870,11.4s
" " (W. D. pref.	100	1,200,000	----------	----------
Tol., Wabash and West	100	14,700,000	----------	----------
" " pref	100	1,000,000	M. & N.	May'70 3½
Troy and Boston	100	607,111	----------	----------
Troy and Greenbush*	100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.)	100	200,000	M. & N.	Nov.'70 4
Union (Phila.)	50	291,475	J. @ J.	Jan. '71 4
Utica and Black River	100	1,666,000	J. & J.	July '70 3
Vermont and Canada*	100	2,500,000	J. & D.	Dec. '70 4
Vermont Central	100	5,000,000	----------	----------
Vermont and Massachu'ts	100	2,850,000	J. & J.	July'70 6
Vicksburg and Meridian	100	357,405	----------	----------
Virginia Central	100	5,253,679	----------	----------
Virginia and Tennessee	100	3,506,300	----------	----------
Western Union	100	2,707,693	----------	----------
West Jersey	50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia	50	269,100	J. & J.	Dec. '70 5
Wilm. and Weldon	100	1,463,775	----------	----------
Winchester and Potomac		----------	J. & J.	Jan. '71 3
Warren	100	1,547,650	----------	----------
Worcester and Nashua	75	1,400,555	J. & J.	Dec.'70 5
CANALS.				
Chesapeake and Delaware	50	1,953,562	J. & D.	Dec. '70 3
Chesapeake and Ohio	25	5,228,000	----------	----------
Delaware Division	50	1,633,350	F. & A.	Feb. '71 4
Delaware and Hudson	100	15 000,000	F. & A.	Feb. '71 5
Delaware and Raritan	100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania	50	54,000	----------	----------
Lehigh Coal and Navigat.	50	8,739,900	M. & N.	M'y '67 3
Monongahela Navigation	50	728 100	J. & J.	July'70 3
Morris (consolidated)	10	1,025,000	F. & A.	Feb.'67 3
" (preferred)	100	1 176,000	F. & A.	Feb.'71 4
Pennsylvania	50	4,300,000	----------	----------
Schuyl. Navigation (cons.)	50	1,808,207	F. & A.	Feb.'67 6
" " (pref.)	50	2,888,977	F. & A.	Feb.'67 6
Susq. and Tide Water	50	2,002,746	----------	----------
Union	50	2,907,550	----------	----------
" preferred	50		----------	----------
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '68 5
Wyoming Valley	50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.				
Pacific Mail Steamsh p.	100	20,000,000	M.J.S&D.	Sept.'69 3
West'n Union Telegraph.	100	41,063,000	J. & J.	Jan.'70 2
American Coal	25	1,500,000	M. & S.	M. '70 3
Ashburton	50	2,500,000	J. & D.	Dec.'66 4
Butler Coal	25	500,000	J. & D.	Dec.'70 2
Central Coal	100	2,000,000	J. & J.	July'69 5
Fulton Coal		----------	J. & J.	Jan.'71 4
Lackawanna Coal		200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal	40	200,000	----------	Dec'68 2½
Pennsylvania Coal	50	5,200,000	FMA&N	Nov.'70 5
Roaring Brook Coal		200,000	----------	Dec'68 2½
short Mt. Coal	50	800,000	----------	Jan. '70 3
spring Mountain Coal	50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal	10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal	100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '66
Adams Express	100	10,000,000	----------	Mar. '71 2
Am. Merchants Union Exp.	100	18,000,000	----------	July'70 3
United States Express	100	6,000,000	FMA&N	Nov.'69 2½
Wells, Fargo & Co. Exp.	100	2,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,525	121,702	174,812	181,207	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,852	262,770	294,422	286,562	342,743	2,000,767
1869	212,604	218,982	291,308	455,048	568,270	556 080	542,657	511,854	609,788	579,642	535,308	467,559	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,055	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,801	145,542	149,137	157,948	170,044	170,910	156,569	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,983	409,251	401,250	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,992,861
1868	276,117	275,140	267,094	279,121	303,842	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,509,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	293,978	323,825	344,366	334,653	295,044	411,986	421,485	501,049	493,635	488,658	432,492	386,599	4,831,770
1871	343,550	340,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	478,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,048	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,4-0
1867	696,147	574,664	765,398	774,280	895,712	883,698	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,7-0
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,961	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,365,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,262	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,206	262,798	230,061	2,916,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	280,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,148	266,789	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	200,246	269 282	261,079	352,786	414,543	410,336	372,801	319,403	3,448,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	709,256	661,391	657,141	603,402	6,323,447
1865	571,536	528,972	616,665	516,608	490,573	617,682	578,403	747,460	739,736	641,589	643,887	515,088	7,181,208
1866	603,053	505,266	605,465	411,605	589,250	567,679	490,626	578,253	571,348	661,971	588,219	504,006	6,646,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	735,550	823,901	727,810	613,329	7,160,992
1868	587,443	536,105	444,443	518,800	572,551	626,249	549,714	704,525	889,967	931,550	685,401	681,041	7,817,629
1869	659,138	624,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,923,482
1870	623,383	661,789	644,374	597,571	695,253	759,215	645,768	861,358	870,884	862,171	841,991	.....	.....
1871	639,541	565,416	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,375	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	100,504	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	95,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,160	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	105,628	1,330,922
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,316	1,418,869
1871	130,883	126,224	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	253,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30 ,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,789	263,244	346,781	408,345	410,802	405 510	346,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,684	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,896	359,646	429,161	493,040	414,004	358,669	4,200,115
1867	304,096	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,290	412,934	330,373	4,371 0.3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	383,569	473,546	490,772	448,419	374 542	4,744,1-4
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,756,958
1871	418,755	404,008	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	385,412	350,563	751,738	1,101,771	775,616	438,323	5,683,908
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	406 880	6,517,648
1869	454,500	330,400	420,951	460,288	636.844	678,925	586,531	525,547	724,732	1,040,102	801 190	490,665	7,250 609
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	905,313	791,014	529,758	7,420,421
1871	396,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	135,263	149,184	139,000	150,416	160,149	155,880	231,662	235,513	248,828	203,595	2,024,800
1870	213,101	196,207	239,161	260,490	259,000	208,493	196,724	229,060	264,690	235,240	206,836	255,726	2,833,399
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	306,261	269,444	224,963	225,242	268,177	302,596	332,400	278,006	346,243	276,980	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,653	284 319	3 793,006
1866	267,541	246,109	326,236	277,424	253,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 .90 683
1867	242,703	219,065	279,647	284,729	282,909	240,185	234,633	322,521	365,371	379,367	336,066	272,053	3,459,329
1868	211,973	231,361	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,561	2,964,691
1869	180,366	216,080	221,459	214,409	215,639	223,236	192,364	275,220	292,803	328,044	206,627	254 950	2,915,523
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,907	365,187	316,054	250,471	3,188,157
1871	245,982	258,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1860	194,112	207,302	294,302	278,247	264,275	249,349	184,411	262,515	350,613	329,243	298,705	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	283,328	260,449	343,195	353,677	341,373	321,659	295,108	3,435,980
1871	212,005	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	268,674	283,998	254,285	388,725	414,707	445,994	465,873	466,557	454,926	4,088,827
1863	335,685	361,834	396,771	429,929	505,517	464,909	451,884	574,486	714,302	815,902	746,055	626,009	6,324,085
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	823,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10,033 026
1866	788,061	725,967	779,198	861,604	1,109,287	1,140,301	996,841	1,252,386	855,742	887,793	874,974	436,900	10,637,124
1867	500,488	534,561	703,618	836,003	965,358	903,974	864,637	993,104	873,153	956,658	837,551	686 779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,158	314,472	631,143	1,006,831	1,159,726	1,113,396	589,934	8,735,251
1869	479,236	525,490	755,433	904,854	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,382	514,493	593,966	617,058	569,097	1,129,489	1,241,903	1,199,094	1,143,300	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,136	170,485	168,009	162,532	166,015	222 552	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,056	180,971	2,218,462
1868	127,593	133,302	149,164	155,388	130,545	140,408	143,987	204,047	196,910	210,473	174,500	165,806	1,936,733
1869	132,623	127,817	175,950	171,568	157,398	154,133	144,164	186,880	202,258	205,750	189,351	100,085	2,006,205
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,463	163,285	150,555	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,983	123,948	1,372,236
1871	126,218	122,373	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	300,591	364,724	382,906	406,766	351,756	333,440	3,909,358
1868	278,712	265,137	257,800	286,825	290,529	293,344	283,833	454,209	450,203	429,898	323,270	399,439	4,013,209
1869	284,103	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,589	323,377	454,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,692	348,632	322,756	466,431	508,042	451,293	425,687	386,254	4,469,761
1871	365,174	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	705,602	622,560	617,585	758,487	990,665	837,338	716,829	5,700,183
1870	538,520	560,139	589,223	705,608	802,346	746,450	643,050	664,051	723,821	719,698	670,168	606,033	7,654,098
1871	479,573	305,709	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Mar. 1, 1871.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	105¼
.. .. coupon		5	" "	1874	106¼
Loan of June 22, 1860 ..... registered	matured.	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 registered	282,733,100	6	" "	1881	115½
and March 3, 1863 ..... coupon		6	" "	1881	115½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	109
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	493,728,350	6	May & Nov.	1882	112¼
.. .. .. (5-20s).....coupon		6	" "	1882	112¼
Loan of March 3, 1864 (5-20s)...registered	3,102,600	6	" "	1884	111½
.. .. .. (5-20s).....coupon		6	" "	1884	112½
Loan of June 30, 1864 (5-20s)...registered	102,028,900	6	" "	1884	111½
.. .. .. (5-20s).....coupon		6	" "	1884	112
Loan of March 3, 1865 (5-20s)...registered	182,112,450	6	" "	1885	111½
.. .. .. (5-20s).....coupon		6	" "	1885	112½
.. .. 2d series (5-20s)...registered	284,619,700	6	Jan. & July.	1885	110½
.. .. .. (5-20s).....coupon		6	" "	1885	110½
.. .. 3d series (5-20s)...registered	338,832,550	6	" "	1887	110½
.. .. .. (5-20s).....coupon		6	" "	1887	111
.. .. 4th series (5-20s)...registered	89,663,750	6	" "	1888	111½
.. .. .. (5-20s).....coupon		6	" "	1888	111
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108¼
.. .. .. (10-40s)....coupon		5	" "	1904	108¼
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	114
Certificates of Mar. 2, 1867, and July 25, 1868..	40,569,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	....	....
Loans of 1842, 1847, 1848 and 1860.....	397,150	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	217,792	var	.....	Due.	....
Treasury Notes (7-30s).....	523,650	7.3	.....	Due.	....
Certificates of Indebtedness.....	5.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,866.440	6	.....	Due.	....
Temporary Loan of June 30, 1864	80,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,100,186	*nil.*	.....	Dem.	....
Fractional Currency	40,573,748	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	6	" "	1886	....
.. — .. .. (new).....	880,200	8	" "	'94-'95	100½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	1899	58½
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	57½
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	110½
.. — .. .. 1860.....	177,500	7	" "	1890	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'85-'95	....
Connecticut—War Bonds, My.'61,(10 or 20yr)		6	Jan. & July.	'71-'81	100½
.. — .. Oct.'61.(10 or 20yr)		6	" "	'72-'82	99½
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865,(free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	91
.. — .. .. (" " ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)...	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	83
.. — .. .. (" " ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72.000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996.649	6	" "	1877	100½
.. —Liquidation Bonds.....	193.400	6	" "	1865	....
.. —Refunded Stock	955.900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322 925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100.000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	359.000	6	May & Nov.	1879	....
.. —	160.000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635.000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1905	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'96	69
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1856	73½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	6	" "	1908	88
.. — .. .. (Funding).....	494,800	6	Various.	'88-'68	63
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'09-'74	....
.. —	171,000	6	Various.	'75-'78	97
.. —War Loan of 1861.....	800,000	6	" "	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	100½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1850	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. — .. .. .. converted	2,252,112	5	" "	'89-'90	....
.. — .. .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269.000	6	" "	1890	97
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	96
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'90	95½
.. — .. .. 1838-'39.....	46.252	5	" "	1890	79
.. —Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	104
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,575,096	5	April & Oct.	'80-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'85-'90	....
.. — .. .. .. dollar	1,166,500	5	" "	'90-'94	95½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	102,000	6	June & Dec.	'70-'72	103½
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72-'73	106½
.. —	720,000	6	" "	'74-'75	105
.. — .. .. 1862.....	1,430,000	6	" "	1876	106½
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	97½
.. — .. .. '64-'07, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	98½
.. —Coast Defense Loan of 1863..	889,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	..
Michigan—Sault Canal Bonds.....	85,000	6	Jan. & July.	1879	99
.. —Renewal Loan.....	200,000	6	" "	1878	94½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	895,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	92
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90
Nebraska—(No Account).....	.....	...	.....	.....	...
Nevada—(No Account).....	.....	...	.....	.....	...
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'71-'78	101
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1889	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	108
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	104
.. —	5,726,800	6	" "	1873	102½
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	6	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	107½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	47½
.. — .. (new).....	3,059,045	6	" "	'92-'98	2½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	30½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	102
.. — .. (")....	4,096,309	6	" "	1881	104½
.. — .. (")....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	102½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	103½
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
.. —	7,909,600	6	" "	1877	105½
.. —	9,273,050	6	" "	1882	107½
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104
Rhode Island—War Loan of 1861.....	50,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70 '90	60½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	6½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	62½
Texas—No legal debt.....	.....	...	.....	.....	...
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,663,902	6	Jan. & July.	long.	46½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	67
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	...
Wisconsin—War Loan Bonds.....	167 900	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	175,000	7	May & Nov	" "	1869	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	....	....	....	....	....
Bonds to State of Pennsylvania.	3,500,000	....	....	....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1900	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1905	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850	579,500	6	" "	"	1880	96½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	97
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	651,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	85½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'60-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1894	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1885	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	28½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	85½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1888	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	80
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	85
2d Mortgage	380,000	7	May & Nov.	" "	1872	85½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1528	91
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £288,600	1,396,824	6*	Jan. & July.	London.	1850	....
" *Loan*, £368,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,500,000	866,000	6	June & Dec.	" "	1889	91
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	96
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350,000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	(125,000	6	Jan. & July.	Boston.	'69-'72	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	84
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,600,000	7	April & Oct.	New York.	1916	86½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'90-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	94½
Central of New Jersey:						
2d Mortgage	394,000	7	May & Nov.	New York.	1875	103
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	100½
Central Ohio:						
1st Mortgage	2,600,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	95½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	103
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	96½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	61½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	555,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1887	102
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (46 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	94
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,240,500	7	Feb. & Aug.	New York.	1885	95½
Funded Coupons	755,000	7	May & Nov.	" "	1883	94
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	96
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	94
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1886	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	80
Equipment Bonds	825,000	10	May & Nov.	" "	1882	100
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1875	95
2d Mort. (Gal. & Chic. U. R. R.)	950,000	7	May & Nov.	" "	1898	92
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	254,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	99½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1920	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	85
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1899	75
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	800,000	7	March & Sept.	" "	1905	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	92½
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1875	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	92
Consol. S. F. Mort. $4,000,000	628,000	7	May & Nov.	" "	1900	95

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	101
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage sink fund	15,000,000	7	April & Oct.	New York.	1902	85
Consol. 2d Mortgage sink fund	5,000,000	7	Feb. & Aug.	" "	1909	62
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1891	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	99
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1875	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1895	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1851	....
2d Mortgage	642,000	7	March & Sept.	" "	1854	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1891	94½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	94½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	500,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (construction)	500,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, prefered	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1896	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1892	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	504,500	7	April & Oct.	Philadelphia.	1889	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1860)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1860)	600,000	6	" "	" "	1892	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	101½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	95½
Bonds of 1868	500,000	6	March & Sept.	"	1889	95½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	570,000	5	April & Oct.	"	1872	59½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1884	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	98½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	86
5th Mortgage	925,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,444,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	850,000	7	Jan. & July.	"	1903	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1891	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	95½
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	6*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,966	6*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,880	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1895	84
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	103½
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	96
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1875	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	461,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	98½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	87½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	100½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1900	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	82
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	597,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1889	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	100
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1895	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1885	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1888	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	80½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,464,342	7	Feb. & Aug.	Baltimore.	1891	92½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	84
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,927	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	119½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101½
2d Mortgage	2,693,000	7	" "	" "	1877	97½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	94½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1868	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94½
2d Mortgage	1,380,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1896	90
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1870	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1880	....
Mobile and Girard:						
1st Mortgage Bonds	1,417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	98½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'91	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'90	....
2d Mortgage	792,050	6	" "	" "	'71–'88	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	98
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1893	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1880	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,936,625	6	May & Nov.	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for R. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	88
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	91½
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	90
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1905	....
2d Mortgage for $300,000	145,000	7	" "	"	1908	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	59
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	93½
Chattel Mortgage	500,000	10	April & Oct.	"	1887	115
2d Mortgage	270,500	7	May & Nov.	"	18—	96
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	92½
Consol. Mort. for $8,000,000	1,874,000	6*	Jan. & July.	"	1900	92
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	
Steamboat mortgage	45,000	7	Feb. & Aug.	"	1870	
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	99
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	
Income, W. Div.	221,500	7	April & Oct.	" "	1882	
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	89½
Consolidated Mort. sterling	83,420	..	" "	London.	1898	
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	83¼
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	83
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	82
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78½
Va. State Loan	249,952	6	" "	" "	1887	
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	250,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96½
St. Louis Loan	700,000	6	" "	" "	'71–'73	
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	— & —	New York.	1877	
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg.	2,283,840	6	" "	London.	1875	
General Mortgage	1,548,000	6	J. A. J. & O.	Philadelphia.	1910	
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	
Pennsylvania and New York:						
1st Mortgage guaranteed	2,097,000	7	June & Dec.	Philadelphia.	18—	94
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	
2d Mortgage	256,000	8	" "	" "	18—	
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (General)	5,000,000	6	" "	"	1881	95
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	89½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	
Bonds of 1861	100,000	6	Jan. & July.	"	1871	
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	
Bonds of 1857, convertible	143,500	6	" "	"	1886	96
Bonds of 1836, Sterling	182,400	5*	" "	London.	1890	98½
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	106
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1883	
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94½
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	91
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$250,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	92½
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	
Plainfield and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	
1st Mortgage	525,000	10*	" "	"	1894	
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	
2d Mortgage	50,000	8	June & Dec.	"	1877	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds, convertible	296,000	7	" "	" "	1876	
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	
2d Mortgage	350,000	7	June & Dec.	"	1884	
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	
Company Bonds, dollar	172,900	7	" "	Richmond.	1875	
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,900	7	Feb. & Aug.	Richmond.	'69–'76	
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1910	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York	18—	
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'80–'74	
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 30 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	
2d Mortgage (" ")	500,000	7	— & —	"	1893	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1894	92½
2d Mortgage ($5,000 per mile)	500,000	7	Jan. & July.	" "	1898	
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	
General Mort., dol. for $2,020,000		7	" "	New York.	18—	
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1936	
Salem and Lowell:						
1st Mortgage	250,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	
Funded Coupons	865,000	7	" "	" "	1875	
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1880	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1875	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,878	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1884	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1864	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1896	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1896	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
outh Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,010	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1880	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	500,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	59½
South Western:						
1st Mortgage	600,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	66½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	90
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	53
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	53½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	70
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	88
2d Mort. (Wab. & West. 107 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	83
Troy and Boston:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	300,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	85½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95-'99	....
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N.Y.&Boston	'87-'89	75½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	69½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	103
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1900	....
1st Mortgage	114,000	6	" "	Boston.	1900	....
Mortgage	200,200	7	" "	New York.	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	72½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	99½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1880	98½
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'70-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92½
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	.....	.....	....	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1833	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1878	95
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam			**den and**		**A**	**mboy R. R.)**
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1905	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,000,100	6	" "	"	1884	....
3d Loan	2,000,000	6	" "	"	1897	85
Gold Loan	2,000,000	6*	.....	"	1894	91½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Convertible Loan	1,496,879	6	" "	"	1877	88½
Monongahela Navigation:						80
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						....
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	2,980,670	6	Jan. & July.	"	1882	75½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	75
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	45
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	[600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: F. M. & E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Opened.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,182	259,735	254,295	35,511	1,586	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga.....Alabama.									70.0							100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*			2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	607,846	237,353	—	100	87½
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800,000	*				425,000			68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	150,000				(Leased to Cheshire.)				7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	96
Jun. 30, 1869	387.3	98.2	90.0	—	156	88	36	2,270	Atlantic and Great West. N.Y. Penn. & O.					30,000,000	29,999,000			505.7	3,844,135	42,052,418	319,717,106	5,098,367	787,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.6	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased & oper. by	Grand Trunk of Canada.)		1,204,777	510,925	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	—	3	Avon, Geneseo and Mount Morris..N. Y.	217,345	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,3[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	128
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶.....Maryland.	1,650,000	*	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.....W. Virginia.									103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31 1869	29.0	20.0	11.0	200.0	8	2	1	522	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	280,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware.....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders.			—No returns.)		—	100	....
Sept. 30, 1870	21.2	—	—	—					Berkshire.....Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	50½
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	163	118	40	3,045	Boston and Albany.....Mass. & N. York.	21,938,629	*	3,646,638	751,902	19,154,800	1,761,520	2,488,621	2,390,506	266.0	2,877,540	78,808,929	148,891,491	6,756,987	1,830,314	10	100	155
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg.....Mass.	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal.....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M., R.L., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,008	5,936,796	470,732	110,948	—	100	1
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	755,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	140
Sept. 30, 1870	74.3	8.5	64.8	—	46	30	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,026	4,471,274			1,000,979	144.0	849,692	44,032,919	13,369,312	1,563,658	511,551	10	100	152½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000			504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,807	10	100	154
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	*	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)			.....	.....	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.....N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased & oper. by	Grand Trunk of Ca.)		96,338	.....	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and operated by Erie.)			.....	.....	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.00	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota..Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No returns 100 miles recently completed.)			.....	.....	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	93
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	116½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	712,362	*	.....	.....	332,925	380,000	.....	.....	—	(Leased & oper. by	Camd. & Amboy.)		42,447	3	100	....
Sept. 30, 1870	64.8	1.4	8.0	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	42,010	5	100	77½
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	809,380	*	.....	.....	447,000	200,000	202,205	.....	—	(Leased and oper. by	West Jersey.)		.....	.....	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.5	....					Cedar Falls and Minnesota.....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased and oper. by	Illinois Central.)		.....	.....	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000	*	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased and oper.	by Chic. and N.W.)		475,300	.....	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec. 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,867,958	—	100	106½
Jun. 30, 1869	137.0	—	25.8	—	44	28	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,195	970,890	49,521	3½	100	29½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	74 20	2,860,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	(No returns.)	.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,782	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie & N.Centrl.)			30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No returns published.)			.....	.....	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire.....New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15,070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased to Phila. and Read.)			101,714	2,331	50	6½	
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	113½
Apr. 30, 1870	307 0	296.2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,922	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,778	2,604,594	10	100	151½
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(No returns.)	.....	.....	—	100	....
May 31, 1870	81.3	1.1	16.7	—					Chicago, Iowa and Nebraska.....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased and oper. by	Chic. and N.W.)		557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,606,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	79½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644,797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	112
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick.....Ohio.					500,000	500,000			—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	488	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.4	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased and oper. by	Kentucky Central.)		.....	.....	—	100	....
Jan. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	6,805,062	*	.....	.....	3,027,450	2,083,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	3,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,866	167,866	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	25
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,561	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,506	2 641,280	5,444,455	346,181	40,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that *the* cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,690	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,652	.....	903.9	.....	.....	.....	12,945,508	5,034,071	8	100	100½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	18	6	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	.....	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,508	748,960	—	50	....
Oct. 31, 1869	101.0	96.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,578,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	121
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington...Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	(Leased	Dec. 1, 1	869 to Pb	g Cin'&S	t. L.&P	80,000p.s.	1 196.5	964,319	22,208,215	35,730,006	1,709,708	562,298	6½	.....	....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	89
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	23.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,327	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	.....	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	-	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	100	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	138
Jun. 30, 1869	84.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.†.Tennessee.	825,000	.....	.....	.....	.....	.....	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,580	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	16	19	11	287	Maine Central †.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	80
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	23,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,936	565,544	139,864	291.0	954,510	.....	.....	1,549,000	468,661	—	100	88
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. †..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,280	2,528,000	590,810	.....	130.6	457,676	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Under co	nstruction.)	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,697	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,226,848	3,629,989	175,423	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	118
Dec. 31, 1869	42.0	23.0	7.9	13.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	215,800	50,966	.....	.....	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	.....	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	....
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	55½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	102½
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. †.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,063,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	23.0	24,178	617,707	866,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.)	.....	7	100	89½
Sept.30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	.....	.....	126,747	43.0	224,938	7,499,849	5,191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	161.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga †..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur †...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,569	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600,' 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Louisville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,647	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	.....	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada †..N. Bruns.	2,500,000	(In han	ds of bon	dholder	s.)	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P.Ft.W. &	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,166	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	116½
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern...Conn. and Mass.	1,485,223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.†.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,864	502,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* †.La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of New	York C	ity.]	.....	.....	—	.....	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,668,697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	.....
Sept. 30, 1869	441.8	296.0	640.6	—	378	461	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,553	9,244,621	8	100	98½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,963,142	17,178,666	2,776,890	959,745	8	100	128
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	148
Sept. 30, 1869	123.0	22.0	—	206.0	14	30	6	266	New York and Oswego Midland.....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	.....	(In cour	se of const	ruction*)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston...C. & R. I.	2,568,000	*	681,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	...
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg †.....Virginia.	2,476,358	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,330	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina †.....North Carolina.	4,949,844	*	309,200	110,533	4,000,000	575,230	102,629	682,706	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern † .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....
Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....
Feb. 28, 1870	233.8	147.8	11.0	—	63	35	14	776	North Missouri.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	H. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶..South Carolina.	1,340,882	.....	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	150	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,019,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	—	—	.....	—	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	.....	634	267,300	—	—	634	—	.....	.....	.....	8,521	7,956	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(In progress to be completed June 187 0.)			.....	.....	—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)						—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	100	Taunton Branch.....Massachusetts.	392,071	*	24,194	52,224	400,000	—	23,557	45,841	11.1	65,846	1,933,322	849,113	102,173	22,935	8	100	104
Jun. 30, 1869	—	—	177.0	—	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	348,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	18	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,262,343	1,200,938	—	100	55
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)			.....	.....	7	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass. R. R.)			.....	.....	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Pennsylvania.)			32,000	.....	—	50	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,945,978	*	5,591,000	654,530	swamped 33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,853	4,203,926	—	100	27½
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]			.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,085	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	—	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	.....	(Leased by Vermont Central.)			.....	.....	8	100	104½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var.	....
Sept. 30, 1870	69.5	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	72
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)			.....	.....	2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	96,417	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶.....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	561,741	2,515,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased by Del. La. & W'n.)			454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)						7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	—	—	—	90.0	—	—	—	—	West Shore Hudson River....New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)						—	[In progress.]			.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	.....	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	8	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	—	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	[Now forming a division of the Milwaukee and St. Paul							—	(Leased to Pennsylvania.)			.....	.....	50	51	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,160	1,209,000	1,716,500	244,176	129,783	126.1	No returns for year.]			.....	.....	—	100	....
Aug. 31, 1869	94.0	—	....	86.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	288,385	.....	.....	652,184	256,208	10	50	125
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operated during construction by M. & St. Pa'l.)			.....	.....	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	*	(No return.)	.....	200,000	.....	.....	.....	20.0	13,432	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased to Boston, Con. and Montreal.)			12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no returns.)			.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W. & M. R.R. sold		Jan. 5, '70	$525,000.	5,000,000	.....	.....	.....	.....	.....	.....	.....	189,261	82,375	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	[no returns.]			.....	.....	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	1,857 (Leased to Northern Central.)			.....	.....	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Recen'l y opened.)		1,264	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	8	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	137
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	398,535	.....	.....	.....	317,050	.....	76,846	.....	—	(Leased to Northern Central.)			.....	.....	—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	542,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	.....	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	116
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	.....	.....	4,999,800	(See Cam. & Amb.R.R.)			161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	.....	.....	64,000	899,750	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	70
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,200,000	1,130,447	74,087	66,226	102.0	(5 p. c. on preferred stock.)			431,246	184,848	—	100	34
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	.....	4,300,000	1,961,000	.....	.....	354.0	—	—	—	735,303	258,436	—	50	52
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,155	7,165,256	568,689	.....	109.2	—	—	—	1,159,085	598,519	—	50	16½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	10
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	tons.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1,100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31, 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal.....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	160,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	21.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	894,000	23,300	334,093	83,267	—	100	100	....
Sept. 30,'70	2.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	5.0	100	100	....
Sept. 30,'69	15.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	50,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	57	Brooklyn City & Newtown.N.Y.	600,000	590,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,900	150,000	74	.....	.....	9.0	100	100	104½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.05	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	278	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	42
Sept. 30,'69	3.25	22	5	Geneses & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	800	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30½
Oct. 31,'69	5.40	130	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.00	198	39	Green and Coates st. (Phila.)Pa.	289,746	150,000	100,000	—	176,078	39,959	7.0	50	15	42
Sept. 30,'69	10.00	167	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	17
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	10¼	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	35
Sept. 30,'70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.85	45	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Sept. 30,'70	33.05	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	72
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	62½
Sept. 30,'70	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	1.64	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	46
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	29,385	8.	50	25	25½
Oct. 31,'69	8.25	158	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	500	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton ....N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	554	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	50	56
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	75,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.45	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	62½
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.18	10	7	Syracuse and Onondaga ....N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.53	300	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	187½
Oct. 31,'69	6.43	166	22	13th and 15th streets (Phila.).Pa.	907,700	997,700	.....	.....	170,504	64,350	2	50	50	23
Sept. 30,'69	6.56	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.80	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	yTroy&	Lansb.	—	100	100	....
Oct. 31,'69	26.25	545	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	42
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	5½	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct. 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	90,956	10	50	50	55
Oct. 31,'69	4.35	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,762	10	50	50	....
Oct. 31,'69	2.40	18	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	.....	.....	—	25	25	....
Sept. 30,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	.....	.....	—	100	100	....
Sept. 30,'70	3.65	40	16	Worcester .....Mass.	46,305	40,000	20,000	8,036	17,487	3,010	4	100	100	15

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany; 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1851	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1664	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1902	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1876	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	275,000	7	M.& N	1876	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,500	7	J.&D.	1861	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1882	92½
Central Park, N. & E.River: 1st Mortgage	625,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	55,500	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1877	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1877	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1870	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1876	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	88
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N	1876	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	782
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1884	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1871	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1883	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1870	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	500,000	6	J.& J.	1893	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1882	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1880	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	M.& N	1870	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,500	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	915,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1875	....
2d Mortgage	15,000	7	J.&D.	1870	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	106,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1885	....
Watervliet: 1st Mortgage	121,000	7	J.& J.	1889	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1879	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1877	99½
Worcester: 1st Mortgage	20,000	6	A.&O	1879	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	....	....
Catawissa,* pref. and guar.....	2,200,000	7	7	80½
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	20
Chemung,* guar.....	560,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	88½
Chicago and Alton, pref.....	2,425,400	7	10	116½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	92½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	....	3½	....
Cochecho, preferred.....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred.....	1,822,100	6	6	91½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	81
Erie, preferred	8,536,910	7	7	44
Evansville and Crawfordsville pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.....	5,078,224	....	....	100
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar.....	.....	....	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	26
" " 2d pref....	4,051,744	6	....	9
Manchester and Lawrence*.....	1,000,000	....	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	232,256	12	12	....
New Haven and Northampton*.....	1,344,000	....	2	....
New York and Harlem, pref.....	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.....	3,500,000	7	7	76
Paterson and Hudson,* guar.....	350,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar..	1,099,120	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	....	7	....
Rutland, preferred.....	.....	7	7	84½
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	57
Sandusky and Cincinnati, pref.....	445,586	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	75½
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
CANAL STOCKS:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	83
Schuylkill Navigation, pref.....	2,888,997	6	6	33½
Union, preferred.....	....	6	....	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.....	.....	6	....	....
Mariposa Mining, pref.....	5,774 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	31 —	@ 34 —
Pig, American, No. 1		34 —	@ 36 —
Pig, American, No. 2		32 —	@ 34 —
Pig, American, Forgo		31 —	@ 32 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		—STORE PRICES.—	
Bar, Swedes, ordinary sizes		100 —	@115 —
Bar, Refined		77 50	@ — —
Bar, Common		85 —	@ — —
Scroll		— —	@120 —
Ovals and Half-round		97 50	@105 —
Band		95 —	@ 95 —
Horse Shoe		95 —	@ — —
Rods, ⅜@3-16 inch		82 50	@120 —
Hoop		100 —	@140 —
Nail Rod	per lb.	— —	@ — 6½
Sheet, Russia, as to No.'s	(gold)	— 10½	@ — 11
Sheet, Single D. and T. Common		— 4½	@ — 6
Rails, English	(gold) per ton.	54 50	@ 59 —
Rails, American, at Works in Penna.	c'y.	70 —	@ 72 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— 16	@ — 17
American, Spring, do.		— 9	@ — 11
American Machinery do.		— —	@ — 12
American German do.		— 9	@ — 12

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb	4 40	@ — —
Cut Spikes, all sizes		4 65	@ — —
Clinch		5 90	@ 5 —
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 22	@ — 30
Copper		— —	@ — 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 38½	@ — —
Straits	(gold).	— 32½	@ — 33
English	(gold).	— —	@ — 32½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 62½@ 9 —	10 — @ 10 50
I. C. Coke	7 37½@ 7 75	8 37½@ 8 75
Coke Terne	6 23 @ 7 25	7 25 @ 8 25
Charcoal Terne	7 87½@ 8 25	9 — @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 14½	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 19
Refined, Standard White (in ship'g order)		— 24	@ — 24½
Refined, prime White (in shipping order)		— —	@ — 25½
Refined, S. W. (in jobbing lots)		— 26	@ — —
Refined, S. W. (in tin)		— 30	@ — 32
Naptha, Refined, (65 @ 73 gravity)		— 9½	@ — —
Residuum	per bbl.	4 —	@ — —

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
28 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15.
Canton Co.	75	77	....	78½	78	
Central Pacific 6s	95½	95½	95½	95½	95½	
Central of N. Jersey	106½	106½	....	106½	106½	
Chicago & Alton	114	114	113½	112½	113	113½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	102	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	110½	....	....	....	111
Chic. & Northwestern	79½	80½	80½	79½	79½	79½
" pref.	93½	93½	93	93	92½	92½
" 1st M.	93½	....	....	95	....	95½
" S. F.	....	....	....	....	....	....
" Consol.	83½	89	....	....	....	....
Chic., Rock Isl. & Pac.	111½	112½	112	111½	111½	111½
Chi., R. I. & Pa. 7s, 1896	99	....	99½	99	99½	....
Clev., Col., C. and Ind.	84½	84½	84½	84½	84½	84½
Clev. and Pittsburg	115	116½	115½	117	116	115½
" 2 M.	99	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	82	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	101	....
Col., Chi., & Ind. C.	20½	21½	21	21½	....	21½
" 1 M.	....	85	85½	85½	85	....
" 2 M.	....	62	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	116½	116
Del. Lack. & Western	106	106½	106½	106½	106	105½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	94½	....	....	....	94½
Dubuque & Sioux City	85½	85	....	....	86½	86
Erie Railway	21½	21½	21	20½	20	20½
" pref.	....	45	....	44	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	90	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	83	83½	....	....	....	....
Hannibal & St. Joseph	93½	93½	92½	91½	90	87
" pref.	102	101	....	102½	....	100
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	102	....	102½	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	135	....	....	134½	134	
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	97½	98½	98½	99½	97½	99½
Lake Shore Div. bonds	96½	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	26
" 2d pref.	....	....	....	....	....	9
Michigan Central	118	117½	118	118	118	118
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	101	....	....	101½	....	....
" 2 M.	....	98½	....	97½	....	....
Mariposa Mining Co.	6½	....	....	....	....	6½
" pref.	10½	10½	10½	10½	10½	10½
" Tr. 10s ctfs.	....	....	22	....	....	....
Milw. and St. Paul	54½	55	55	54½	55½	54½
" pref.	76½	77½	....	76½	76½	76½
" 1st mort.	....	....	....	....	94½	....
" 2d mort.	....	....	....	....	....	....
" 8s	104½	104½	....	....	....	105
" 7 3-10s con.	95	....	....	....	....	96
Missouri 6s	90½	91½	91½	91½	92	92
" H. & St. J. 1s	90½	....	....	....	90½	91
Morris and Essex	89½	89½	89	89	89½	89½
" 1st mort.	....	....	....	....	103½	....
" 2d mort.	96	....	....	....	96½	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	101	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	93	....	93	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	98	....	98	97½	98½
" certificates	93½	93½	93½	93½	93½	94
N. York and Harlem	127½	129	130	130½	131	129
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	103	....	104
N. Carolina 6s, old	48	....	47½	47	....	....
" new	27½	26½	26	....	....	....
Ohio and Miss.	43½	44½	44	49	48	48½
" pref.	75	76	....	77	76	76
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	44½	43½	42½	42½	43½	43½
Panama	74½	....	....	73½	73	....
Phila. and Reading	101½	102½	102½	102	101½	101½
Pitts., Ft. W. & Chi. gtd.	97	98	....	97½	97	97
" 1 M.	....	....	102½	....	....	....
" 2 M.	....	96	98	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	14½	14	15	14½	14½	14½
St. L., Alton & T. H.	....	50	....	50	50	
" pref.	....	....	....	....	....	....
" 1 M.	96	....	....	....	....	....
" 2 M. pref.	84½	....	....	....	....	....
" Income bds.	....	....	....	....	....	76
Tennessee 6s, old	64½	....	64½	....	....	63½
" new	64½	64½	....	64½	64½	63½
Tol., Wab. & Western	54½	55	54½	54½	54½	54½
" pref.	75½	....	....	....	....	....
" 1 M.	....	....	....	....	....	92½
" 2 M.	....	....	....	....	....	88
" Equipment	80	79½	....	....	....	80
Union Pacific	27½	27½	25	26½	26½	27½
" 1st mort.	83½	83½	83½	83½	83½	83½
" L. Gt. 7s	74	75½	....	75½	....	
" Inc. 10s	69½	68	67½	68½	69	69½
Virginia 6s, old	64½	67	....	67	....	
" new	67	67	68	68½	....	67

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109¼	109¼	109	109	108¾	108¾
U. S. 5s, 10-40s, reg	....	....	....	108¼	....	....
U. S. 6s, 1881, reg	115¾	....	....	....	115¾	....
U. S. 6s, 1881, coup	115¾	115¾	....	....	115¾	115¾
U. S. 6s, '81, O. W. L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ly	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	111¾	....	....	....	....	112¼
U. S. 6s, 5-20s, c. 1862	112¼	112¾	112¾	112	112¼	112¼
U. S. 6s, 5-20s, reg. '64	....	....	....	111¾	....	....
U. S. 6s, 5-20s, c. 1864	111¾	112¾	....	112	112	
U. S. 6s, 5-20s, reg. '65	112	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	112¾	112¾	111¾	112¼	111¾	
U. S. 6s, 5-20s, r. n. '65	111¾	....	....	110¾	....	....
U. S. 6s, 5-20s, c. n. '65	111	....	111	110¾	110¾	
U. S. 6s, 5-20s, reg. '67	....	111	111	....	110¾	
U. S. 6s, 5-20s, c. 1867	111¾	110¾	110¾	111¼	110¾	
U. S. 6s, 5-20s, reg. '68	....	....	111¾	....	....	
U. S. 6s, 5-20s, c. '68	111¼	....	....	....	....	
U. S. 6s, Pac. R. R. issue	114¾	114¾	114	113¾	113¾	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Catawissa	....	....	....	....	....	....
.. preferred	....	40	40	40¼	40¼	40¼
Camden and Amboy	116¼	116¼	116¼	....	116¼	116¼
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	96	96	....	....	....	96
Elmira & Williamsport	....	....	28¼	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	35¾	35¾	35¼	35¼	35¼	35
.. 6s, 1884	....	85¾	85¾	....	85¾	85
.. Gold L	88¼	89¼	88¼	88¾	88¼	88¾
.. R. R. L	....	....	91	....	....	91¼
.. Conv. L	....	....	....	....	....	....
Lehigh Valley R. R.	60¾	60¾	60¼	60¾	60¼	60¾
.. 6s new coup	....	94¾	....	....	94¼	94¾
.. 6s new reg	....	96¾	....	....	....	96¾
Little Schuylkill R. R.	....	44¼	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	51¼	51¼	51¾	....	....	....
Morris Canal	....	....	....	....	....	34
.. pref.	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	45¾	....	....	....	....	46
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	....	....	96	96
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	40¾
Pennsylvania R. R.	61¾	61¾	61¼	61¼	61¼	61¼
.. 1st M	101	....	....	....	....	....
.. 2d M	....	....	....	....	....	....
.. Gen. mort	....	....	....	....	....	....
.. .. reg	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	103¼	....	....
.. 6s, 2d series	105¾	....	....	....	106¼	....
.. 6s, 3d series	....	....	....	108	107¾	107¾
.. 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	101¼	101¼	101¼
.. new	101¾	....	101¼	101¾	101¾	101¾
Philad., Germ. & Nor	82	....	....	....	....	82¾
Phila. & Reading	50¾	50¾	50¼	51¼	51	50¾
.. 7s, 1893	106	....	....	....	....	....
Philadelphia and Erie	....	....	27¼	27¼	....	....
.. 6s	....	....	....	....	....	....
.. 7s	87	....	....	....	86¾	....
Schuylkill Navigation	8¼	....	....	8¼	....	8¾
.. pref.	16¼	....	....	....	....	17
.. 6s, 1882	....	75¼	75¼	....	....	75¼
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	14	....
Hestonville, (Horse)	17	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	55	....	....	....	....	....
Spruce and Pine	25¼	....	....	....	....	....
15th and 16th sts.	24	....	....	....	....	23

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Baltimore City 6s, 1875	....	98	....	....	98	98
.. 1886	....	....	....	....	....	....
.. 1890	....	97	96¾	....	....	....
.. 1884	....	....	....	....	....	....
.. 1900	96¼	....	....	....	....	....
Balt and Ohio	....	138	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	97
Marietta & Cin. 1st M	92	92¼	92	....	92¾	92¾
.. 2d M	....	....	....	....	84	84
Northern Central	40¼	....	41	....	....	40¾
.. bonds, 1885	....	....	....	....	....	92¾
.. .. 1900	....	....	89¾	....	89¾	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	20	....	....	....	20¼	20¼

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
Boston and Albany	....	155¼	155¼	....	155	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	153	153	152¼	....	
Boston and Providence	155	154¼	....	154	154	
Boston, Hartford & Erie 1	....	....	1	....	1	
.. 7s, new	28¼	29¼	28¾	28	28¼	28¼
Cheshire, pref.	....	....	88¼	....	....	88¼
Concord	....	....	77	....	....	....
Connecticut River	....	147	....	....	....	....
Eastern	....	121¼	121¼	....	121¼	121
Fitchburg	....	137¼	137	....	137	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	117¾	....	118	117¾	....	118
Northern, N. H	....	....	114¼	....	....	....
Ogdens. & Lake Champ	88¼	....	88¼	....	88	87¾
.. pref.	108	108	108	....	108	108
Old Colony & Newport	98	98	....	....	....	....
Ph., Wil. & Baltimore	51¾	....	51¾	52	51¾	51¾
Portl'd, Saco & Ports	120	121	....	....	....	....
Union Pacific	26¾	26¾	26	....	27¼	
" 6s	82¾	82	81¼	....	....	82¾
" Land Grant 7s	71¼	....	....	....	....	....
" Income 10s	70¾	68¾	....	....	69¾	69¼
Vermont & Canada	....	104¼	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	8¼	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	26	....	....	....

London Stock Exchange.

	Closing Prices. Feb. 24.	Feb. 17.
All. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	68 — 72	68 — 72
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	68 — 72	68 — 72
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	29 — 30	29 — 30
Detroit and Milwaukee 1st mort. 7s	66 — 68	66 — 68
Do. 2d mort. 8 p. c.	68 — 70	68 — 70
Erie shares 100 dol. all paid	— —	— —
Do. sterig. 6 p. c. convertible bonds	64 — 66	64 — 66
Do. 3d mort. 7 p. c. 1883	— —	— —
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— —	— —
Do. 100 dol. shares, all paid	109 —110	109 —110
Marietta and Cin. R. R. bonds 7 p. c.	— —	— —
New York Central, 100 dols. shares	— —	— —
Panama General mort. 7s, 1897	93 — 95	93 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	98 —100
Do. General mort. 6 p. c. 1910	90¼— 91¼	90¼— 91¼
Do. $50 shares	40 — 51	49 — 51
Philadelphia and Erie 1st mort. 1881	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	96 — 97

American Railroad Journal.

Saturday, March 18, 1871.

Stock Exchange and Money Market.

Money has been moderately active, but, with a free offering of funds, both on bank and on private account, rates have been quoted without material change, having been from 3@5, generally 4@5 per cent. on call, and 6@7 per cent. per annum, in the best time engagements for street purposes, as well as on the more marketable grades of commercial paper. The city banks, last week, added nearly 6¾ millions to their loan and discount averages, less, it was believed, through local advances to mercantile borrowers, than by free discounts of Southern and Western bills on New York received through the country bank correspondents of some of the larger banking institutions. They increased their deposit line nearly five millions, partly by the proceeds of the new loans and discounts. They reported a loss of over half a million of Specie, and nearly a million of legal tender notes. The banks now hold $15,420,147 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking act. The U. S. Sub Treasury at this port, last week, reduced its currency reserve, $1,301,534, and increased its coin balance $395,640. The receipts of the office were $4,172,481, in coin, and $3,874,231 in currency; payments $3,776,841 in coin, and $5,175,772 in currency. The office received $3,166,000 in coin or its equivalent, from customs; and disbursed $532,687 of coin interest.

Under the Treasury programme for March, Government will sell Treasury Coin, as follows: Thursday, March 16, $1,000,000; Thursday March 23, $2,000,000; Thursday, March 30, $1,000,000. And buy in, two millions of Bonds on each Wednesday of the month, the Department reserving to itself the usual privileges.

The specie reserve of the city banks according to the latest return is $23,769,176, against $33,399,135 same time last year. The city bank deposits are now $229,924,584, against $209,831,225 week ending March 12, 1870. The legal tender reserve amounts to $57,045,884, against $53,302,004 same time last year. The circulation now stands at $31,655,071, against $33,325,789 same time last year. The loans are now $289,353,394, against $268,140,603 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $108,023,601 a day, against a daily average of $111,238,555 the preceding week. The current week's exchanges average about 108¼ millions a day. The city banks, last week reported a loss of $563,031 of specie, a gain of $4,865,010 of deposits, and a loss of $973,884 of legal tender notes. They increased their loans $6,721,508; and reduced their circulation, $5,211.

National Bank notes to the amount of $664,820 were issued last week by the Treasury Department. Deducting from the grand total issue to 1800 banks the currency returned, including worn out notes, amounting to $39,748,682, the existing 1,653 banks, (with an aggregate capital of $435,356,084,) retain an actual circulation of $310,661,758. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $353,730,350; and for the public deposits, $15,811,500—making a total of $369,541,850. The Treasury Department last week redeemed and destroyed $633,341 of worn and mutilated fractional currency, and issued $327,475 of new.

The coin reserve of the Treasury Department on Thursday morning was $101,800,000, including $28,100,000 represented by outstanding coin certificates; and the currency balance was $16,700,000.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $9,074,686 in currency, and $65,870,906 in coin, against a balance a week previous of $8,002,100 currency, and $65,493,532 coin.

There has not been much spirit apparent in the Gold speculation, and the range of the price has been from 111⅛ to 111⅝, closing on Wednesday at 111⅜ against 111½ the preceding Wednesday. The main inquiry for actual "cash" Gold has been for Custom House purposes, this drain having averaged over half a million a day. The export demand was less urgent, notwithstanding the increasing firmness in the foreign exchanges. The shipments last week were $954,584; and on

Wednesday of this week, $1,094,000; and on Thursday, $100,000.

The U. S. Sub-Treasurer retired, last week, $3,067,483 of coin certificates, received for customs.

The Government revenues, last week, were liberal in the line of customs, and moderate in the excise form. The Excises yielded about two millions. The customs at the port of New York, last week were $3,408,483; and at the outports, equal to about $1,100,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been about 106 millions.

The Gold Exchange Bank clearances on Thursday of last week were $43,058,000; on Monday of this week $17,512,000, the extremes since our last. On Wednesday they amounted to 30½ millions.

The export drain was $954,584 last week, against 775,685, same week preceding year. The shipments since July 1, 1870, have been $51,046,354, against $22,603,388 same time in 1869–'70.

The customs demand for Gold last week, averaged $577,667 a day; thus far, this week, it has averaged $562,000 a day, or equal to a weekly aggregate of $3,372,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $3,458, and since Jan. 1, 1871, $2,710,973, against $3,496,795 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $101,597,970, against $91,703,902 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $65,647,905 against $66,092,292 same time in 1869–'70.

Foreign Exchange has shown more firmness, on a rather livelier inquiry for prime bills, which have been offered less freely. Bankers' sixty day bills on London closed on Wednesday at 109¾@109⅞; sight bills on London, 110⅛@110⅜.

The produce exports from this port, week ending with March 7th, were to the currency value of $6,264,325.

Government securities have been less active, but with comparatively moderate offerings of bonds of all issues, prices have been fairly supported. The subscriptions to the new refunding Five per cent. Loan, thus far reported, amount to about 12 millions.

On Wednesday, Government bought in two millions of Five-Twenties at 109 55@109 59, ex-interest. The amount of bonds offered was $7,823,500.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115⅛@115⅝; U. S. Five-Twenties of 1862, 112⅛@112⅜; U. S. Five-Twenties of 1864 at 112@112⅛; U. S. Five-Twenties of 1865, 112@112⅛; U. S. Five-twenties of 1865 consolidated, 110⅞@111; U. S. Five Twenties of 1867, 110⅞@111⅛; U. S. Five-twenties of 1868, 111@111¼; U. S. Ten-forties at 108⅜@108¾ ex-coupon; U. S. Six per cent. currency bonds, 113¾@114.

State bonds have been in less confident demand, at less buoyant prices.

Railway bonds have been in good request at generally firm prices. Central Pacific Sixes have been selling freely, closing at 95¾@96. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in fair request, for investment purposes, at 90 per cent. and accrued interest. Union Pacific Sixes closed at 83⅛@83¾.

Railway and miscellaneous share property has been less active, and more variable as to values, closing heavily and irregularly. Union Pacific stock closed at 27⅛@27⅜; Ohio and Mississippi at 48⅜@48½. Western Union Telegraph at 56⅜@56½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 1.	March 8.	March 15.
Consols	91⅝	91⅝	91⅞
U. S. 5-20's of 1862	91⅜	92⅛	92⅛
U. S. 5-20s, 1865	91⅛	91⅞	91⅜
" 1867	90¾	90⅞	90⅛
" 10-40s	88¾	89⅛	88¾
Erie	19	19	18⅛
Ill. Central	109½	109⅝	110½
At. and Gt. West.	—	30	30½

General business has shown a fair degree of activity in the line of foreign imports at fairly supported prices, as a rule. In domestic produce, the movements have been on a moderate scale, with rather more firmness noted in Breadstuffs, Provisions, and Cotton. Naval Stores and Petroleum have favored buyers, under freer offerings. Middling upland cotton closed on Wednesday at 14⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,057,248 bales, against 2,221,607 bales same time last year; exports 1,963,771 bales, against 1,323,686 bales same time last year; stock at the ports, at latest dates, 702,344 bales, against 531,597 bales same date 1870.

At the Live Stock markets, Beeves have been plenty and slow of sale at 9@15½c.; Veal Calves in fair request, at 5@11c; Sheep, dull, at 4½@9c., and Swine, at 7¼@7½c. per lb., all live weight. Milch cows, quiet at $40@$100, each. The week's receipts were 5,200 Beeves, 54 Cows, 1,147 Veal Calves, 18,969 Sheep and Lambs, and 14,529 Hogs.

Ocean freights have been less active and quoted easier. For Liverpool, cotton at ¼@$\frac{5}{16}$d. by sail and $\frac{5}{16}$@$\frac{3}{8}$d. by steam, per lb.; flour at 2s.@2s. 3d. by sail, and 2s. 6d.@@2s. 9d. by steam, per bbl.; grain at 5@5¼d. by sail, and 6d. by steam. per bushel; and heavy goods at 15s.@27s. 6d. by sail, and 25s.@40s. by steam, per ton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new Jan. and July, 65½; do., April and Oct., 69; Arkansas 7s, issued to L. R. and Ft. S. R. R., 58; do. M., O. and R. R. R. R., 48; Georgia 7s, gold, 93½; North Carolina 6s, Special Tax, 20; do. Fund Act, 1866, 36; Michigan 6s, 1879, 99; N. Y. State 7s, Bounty Loan reg., 107¾; Alabama 8s, 100¼; Louisiana 6s, old, 69; do. new, 62; do. 6s, Levee bonds, 73¾; do. 8s, Levee bonds, 88; Morris and Essex const. bonds, 90; Albany and Susq. 2d mort., 93; Great Western 1st mort., 1888, 88; Ohio and Mississippi consol. bonds, 89¼; North Missouri 1st mort., 83½; do. 2d mort., 59; Hannibal and St. Joseph 8s conv., 103; Milwaukee and St. Paul 1st mort., Iowa Div., 87½; Pacific 7s, guar. by Mo., 96½; Toledo and Warbash 1st mort., St. L. Div., 80½; Cedar Falls and Minnesota 1st mort., 84; Central of New Jersey new bonds, 100¾; Toledo, Peoria and Warsaw 1st mort., W.D., 83½; St. Louis and Iron Mountain R. R., 49½; do. 1st mort., 89½; New Jersey R. R., 118¾; New York and New Haven R. R., 148; Long Island R. R., 60; Am. Dock and Imp. 7s, 96; Long Dock bonds, 86; American Coal, 40; Consol. Coal of Md., 38⅜; Maryland Coal, 35; Spring Mt. Coal, 43; Pennsylvania Coal 220; Cumberland Coal and Iron, 34; Quicksilver pref., 20½; Western Union Telegraph, 56½; Brunswick City Land, 8; Wells-Fargo Exp., 43; U. S. Exp., 48½; Am. Mer. Union Exp., 47¾; Adams Exp., 69⅝; Central Gold, 0.10; Consol. Gregory gold, 0.45; Grass Valley gold, 0.25; Smith and Parmalee gold, 0.45.

Philadelphia.—Philadelphia and Reading deben. bonds, 80; do., 6s, 1844–'80, 96; Pennsylvania General mort. reg., 94; Belvidere Delaware 2d mort., 85½; Lehigh Nav. conv. loan, 80; Pennsylvania and New York Canal, 7s, 94; West Jersey R. R. 6s, 91½; Sunbury and Erie 7s, 101½; Warren and Franklin 7s, 87; Delaware Division Canal, 45½; Fifth and Sixth streets R. R., 42; Oil Creek and Allegheny River R. R., 48¼; do. 7s, 83½; New York and Middle Coal Fields, 5¼; Fulton Coal, 5⅛; Dazell oil, 0.44; Allegheny County 5s, 78. The latest quotations are: City 6s, 101¼@101½; do. free of tax, 101¼@101¼; State 5s, coupon, 103@103; do. 6s, W.L., 103@—; do. 1st series, 103½@103¾; do. 2d series, 105@105¼; do. 3d series, 107@108; Reading, 51@51; do. 7s, 1893, 106@106; do. mort. 6s, 1880, 96@96; Camden and Amboy, 116¼@116⅜; do. mort. 6s, 1889, 95½@96; do. 1883, 93⅜@93½; do. 1889, 93½@—; Pennsylvania R. R., 61⅜@61½; do. 1st mort., 101@101¼; do. 2d mort., 102⅛@103; do. Gen'l mort. coupon, 92@92½; do. reg., 94@95; Little Schuylkill R. R., 44@44½; Morris Canal, 33@39; do. pref., 84@86; do. 6s, 86@88; do. scrip 7s, 70@75; Susquehanna Canal, 5@8; do., 6s, 46½@50; Schuylkill Nav., 8⅜@8⅝; do. pref., 16¾@17; do. 6s, 1882, 75@76; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 93¾@94¼; do. 5s, 62@—; Lehigh Coal and Navigation, 35@35½; do. 6s, 1884, 85¾@85¾; do. R. R. Loan, 91@91¾; do. Gold Loan, 88¾@89; North Pennsylvania, 46@46½; do., 6s, 98@98½; do., 7s, 95@96; do. Chattle 10s, 114@—; Philadelphia and Erie, 27@27½; do., 6s, 94½@95¼; Minehill, 51¼@51½; Catawissa, 12@15; do. pref., 40⅜@40½; Lehigh Valley, 60⅛@60¼; do. 6s, 96¼@96¼; do. 7s, reg., 99¾@—; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 55@56; Thirteenth and Fifteenth, 23@23¾; Spruce and Pine, 25⅝@25⅞; Green and Coates 43@46; Chestnut and Walnut, 46@46½; Hestonville, 16⅞@17⅛; Union, 52@—; Germantown, 30@30½.

Boston.—Maine Central R. R. 6s, gold, 99; Ft. Wayne, Jackson and Saginaw 8s, 90; Vermont Central and Vermont and Canada 8s, 1877, 103; Old Colony and Newport 7s, 1877, 103; do., 6s, 96; Connecticut and Passumpsic Rivers pref., 91½; do., 7s, 1876, 99; Kansas and Cameron R. R. 10s, 1892, 109; Boston and Lowell R. R. 6s, 1879, 98¾; Vermont Central 1st mort., 87¼; do. 2d mort., 44; Maryland and Delaware R. R. 6s, 1885, 59¾; Cedar Rapids and Missouri R. R. 7s, 1891, 87¾; do., 1916, 86½; Philadelphia, Wilmington and Baltimore 6s, 1887, reg., 94; Stanstead, Shefford and Chambly 7s, 1887, 83¾; Dixon, Peoria and Hannibal 8s, 96½; Illinois Grand Trunk 8s, 99; Missisquoi 7s, 86; Hannibal and St. Joseph 8s, conv., 103¼; Michigan Central 8s, 1890, 108; Burlington and Missouri River R. R. 8s, in Nebraska, 96⅝; Ogdensburg and Lake

Champlain 8s, 1879, 102½; Sullivan and Erie 1st mort. 7s, 1886, 75; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 101½; do., 2d mort., 102; Leavenworth, Lawrence and Galveston 10s, 101½; Ottawa, Oswego and Fox River Valley 8s, 95¾; Rutland R. R., 43½; pref., 84½; do., 8s, 1880, 100⅜; Norwich and Worcester, 112¾; Portsmouth, Gt. Falls and Conway R. R., 111⅜; Indianapolis and Cincinnati R. R., 7⅜; Cincinnati, Sandusky and Cleveland R.R., 25; Eastern (N.H.) R. R., 113½; Cape Cod R. R. 71½; Berkshire R. R., 80¼; Boston Water Power Co., 82½; Cary Imp., Co., 10½; New Hampshire 6s, 1871, 101⅛; Maine 6s, 1889, 100½; Connecticut 6s, 99; Massachusetts 6s, 1876, gold, 106½; Cincinnati 7-30s, 105; Salem 5s, gold, 99¾; Albany 6s, 1892, 95; do. 1896, 90; Portland 6s, 1888, 95¼; do., 1892, 97; St. Louis 6s, 1887, 88; do. 1877, 92; Minneapolis 8s, 1910, 95; Chicago 7s, 1884, 99⅛; Bangor 6s, 90; Brooklyn 6s, 1881, 91¾; St. Paul 6s, 1896, 71¾; Hartford 6s, 1881, 97¾; Boston 6s, currency, 101¾; Astor Mining Co.,15c.; Hancock. 1¾; Calumet, 160; Allouez 1⅞; Humboldt, 40c.

Baltimore.—Maryland Defense bonds, 104; Virginia 6s, old, reg., 53; do., coupon, 65; do., 6s, 1866, reg., 65½; Virginia and Tennessee 8s, 83½; Orange and Alexandria 3d mort. 86; Orange, Alex. and Manassas bonds, 78¾; Richmond and Danville 7s, 77½; Central Ohio R. R. 29¼; Baltimore Copper, 1⅜. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91@91½; Baltimore and Ohio, 137@140; do. 6s, 1875, 94¼@95; do. 1880, 94@95; do. 1885, 96½@97; Northern Central, 40¼@40½; do. 6s, 1885, 92½@93; do. 1900, 89¼@89¾; do. 6s, 1900, gold, 91¾@92; N. W. Va. 1st mort., 96@98; do. 2d mort., 96⅝@97½; do. 3d mort., 1885, 88@—; Marietta and Cincinnati 7s, 1892, 92@93¾; do. 2d mort., 83½@84; Central Ohio, 29¼@29¾; do. 1st mort., 85@85; Western Md. 1st mort. 6s, 1890, 76@80; do. guar. by Baltimore City, 90@96; do. 2d mort. guar., 90@95; do. 2d mort pref., 60@62; do. 6s, guar. by Washington Co., 81@82⅝; Richmond and Danville bonds, 76¾@78½; Orange and Alexandria 1st mort. 6s, 86@88; do. 2d mort. 6s, 75@77; do. 3d mort. 8s, 85@86; do. 4th mort. 8s, 76@78; Orange, Alex. and Manassas 7s, 78⅜@79¼; Virginia and Tennessee 8s, 83½@84; do. 6s 1st mort., 80@—; do. 6s, 2d mort., 72¾@72⅞; Baltimore 6s, 1875, 98⅞@98¼; do. 1884, 96@97; do., 1886, 96@96½; do. 1890, 95@95½; do. 1893, 96½@98; do., 1900, 96@96½; do. 5s, 1888-'70, 81@82½; Memphis City 6s, 55@55¼; Maryland Defense Loan, 1883, 104@104; City Passenger R. R., 20@20⅝; George's Creek Coal, 61@65.

TREASURY DEPARTMENT,
STATE OF ARKANSAS,
LITTLE ROCK, March 1, 1871.

The Semi-annual Interest, due April 1, 1871, on Arkansas State Seven per cent. bonds, will be paid on and after that date, at the Union Trust Company, No. 73 Broadway, New York.

HENRY PAGE, State Treasurer.

☞ The Columbus and Circleville (Ohio) R.R. Co. has lately been reorganized to build a road from Columbus south, about twenty-five miles, to Circleville, in Pickaway county, on the Cincinnati and Louisville Railroad. The capital stock is $500,000.

Jacksonville, Pensacola and Mobile R. R.

We learn that this road, is to be pushed, at once from the Apalachicola River, westward to its terminus at Mobile. In reference to this, a Tallahassee paper says: "The Jacksonville, Pensacola and Mobile Railroad will not pause at the Apalachicola, for, beyond that river, on through to Pensacola and Mobile, is a field from which, with its connections at Mobile, reaching into the interior of Alabama, and on to New Orleans, the road will derive enormous accessions to its prosperity. There is no part of Florida which will be more benefitted by such an enterprise, or which gives greater promise of remunerative return for the outlay of the necessary capital, than the eight counties west of the Apalachicola River, constituting what is known as West Florida, which embraces about 10,000 square miles of territory, containing nearly one-fifth of the entire population, and paying fully one-fifth of the resources of the State."

Fairbanks' Scales.

A Fairbank's Patent Iron Frame Railroad Track Scale, with a platform 123 feet long and 150 tons capacity, was built at Pacherton, Pa., on the Lehigh Valley Railroad, in 1868. The scale has been in constant use since that time. The Superintendent reports that, in the year 1870, cars loaded with coal were weighed amounting in the aggregate, including the cars, to 4,690,058 gross tons; or, deducting the cars, 2,810,020 gross tons of coal. This would require 281,002 cars of ten tons each, and in three hundred working days of ten hours each, it would give but thirty-eight seconds of time for weighing each car. To accomplish this enormus work, the scale is placed in an incline plane, down which the cars are run without an engine. The trains are "broken up" into sections of from three to six cars each, and allowed to pass over the scale at the rate of four or five miles per hour. The weight of the train is ascertained, while thus in motion, by means of a patent beam located at the end of the scale—the weigh-master is not required to handle any weight. The train is "made up" and the engine attached after it passes the scale. After the scale had been subjected to this severe use, a "test car," loaded with sealed weights, was run on, and the scale was found to be in perfect order, and ready for another year's service without repairs. —*St. Johnsbury Caledonian.*

☞ The earnings of the Union Pacific railroad in February, 1871, were $305,769; and the expenses, $168,772 95—leaving the net earnings $137,596 05. In February, 1870, the earnings were $500,139 42, the expenses, $449,838 67, and the net earnings, $50,300 75—showing a decrease in earnings of $194,370 42, with a decrease in expenses of $281,665 72—making the increase in net earnings, $87,295 30.

☞ The earnings of the Central Pacific Railroad in Februry, 1871, were $481,085; in February, 1870, $394,176—increase, $86,909. For the first two months of 1871 the earnings were $1,017,583; and for the first two months of 1870, $807,280—an increase of $310,303.

☞ The Baraboo Air-Line Railroad Company has been consolidated with or absorbed by the Chicago and Northwestern Railroad Company. Work on the new road, through the Baraboo Valley, is pushing forward with renewed vigor.

☞ RAILROAD BONDS.—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

NEW LOAN OF THE UNITED STATES.

IMPORTANT CIRCULAR.

TREASURY DEPARTMENT,
WASHINGTON, Feb. 28, 1871.

Public notice is hereby given, that books will be opened on the 6th day of March next in this country and in Europe, for subscriptions to the National Loan, under the Act approved July 14, 1870, entitled "An Act to authorize the Refunding of the National Debt," and the Act in amendment thereof, approved Jan. 20, 1871.

The proposed loan comprises three classes of Bonds, namely:

First—Bonds to the amount of five hundred millions of dollars, payable in coin, at the pleasure of the United States, after ten years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of five per cent. per annum.

Second—Bonds to the amount of three hundred millions of dollars, payable in coin, at the pleasure of the United States, after fifteen years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four and a half per cent. per annum.

Third—Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of issue, and bearing interest, payable quarterly in coin, at the rate of four per cent. per annum.

Subscriptions to the loan will have preference in the following order, namely:

First—Subscriptions that may be first made for five per cent. Bonds to the amount of two hundred millions of dollars, of which there will be reserved, for twenty days, one-half for subscribers in this country and one-half for subscribers in foreign countries.

Second—Subscriptions for equal amounts of each class of Bonds.

Third—Subscriptions for equal amounts of Bonds bearing interest at the rate of four and a half per cent., and of Bonds bearing interest at the rate of five per cent.

Fourth—Subscriptions for any five per cent. bonds that may not be subscribed for in the preceding classes.

When a subscription is made, the subscriber will be required to deposit two per cent. of the amount thereof in coin or currency of the United States, or in bonds of the class to be exchanged, to be accounted for by the Government when the new Bonds are delivered, and payment may be made, either in coin or in bonds of the United States, known as FIVE TWENTY BONDS, at their par value.

The coin received in payment will be applied to the redemption of Five-twenty Bonds, and the debt of the United States will not be increased by this loan.

The bonds will be registered or issued with coupons, as may be desired by subscribers. Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000; and coupon bonds of each denomination except the last two. The interest will be payable in the United States, at the office of the Treasurer, any Assistant Treasurer, or Designated Depositary of the Government, quarterly, on the first days of

February, May, August and November, in each year.

The bonds of the several classes aforesaid, and the interest thereon, are exempt from the payment of all taxes or dues to the United States, as well as from taxation in any form by or under State, municipal or local authority.

After maturity, the bonds last issued will be first redeemed, by classes and numbers, as may be designated by the Secretary of the Treasury.

The bonds will be issued at the United States Treasury, but the agents for the negotiation of the loan in Europe are authorized to make arrangements with subscribers for the transmission of the bonds to the agents through whom subscriptions may be received.

Subscribers in the United States will receive the new bonds of the agents with whom the subscriptions are made.

In the United States, the National Banks are authorized to receive subscriptions, and subscriptions may also be made at the office of the Treasurer of the United States, or of any Assistant Treasurer, or at the Designated Depositaries at Buffalo, N. Y., Chicago, Ill., Cincinnati, Ohio, Louisville, Ky., Mobile, Ala., and Pittsburg, Penn.

The following banking houses are also authorized to act as agents in receiving subscriptions in the United States, viz.:

NEW YORK CITY.

Austin Baldwin & Co.	Kountze Brothers.
Baker & Kitchen.	Leonard, Sheldon & Foster.
A. Belmont & Co.	Maitland, Phelps & Co.
Blake Brothers & Co.	Marx & Co.
Brown Brothers & Co.	Morton Bliss & Co.
Budge, Schiff & Co.	P. M. Myers & Co.
Cecil, Stout & Thayer.	George Opdyke & Co.
John J. Cisco & Son.	E. D. Randolph & Co.
Clark, Dodge & Co.	Reid, Leo & Content.
Henry Clews & Co.	Security Bank.
Jay Cooke & Co.	J. and W. Seligman & Co.
Dabney, Morgan & Co.	Kuhn, Loeb & Co.
Thomas Denny & Co.	Soutter & Co.
Drexel, Winthrop & Co.	Edward Sweet & Co.
Duncan, Sherman & Co.	Moses Taylor & Co.
Fisk & Hatch.	Chase & Higginson.
Frank & Gans.	Trevor & Colgate.
Gibson, Casanova & Co.	Turner Brothers.
Glendinning, Davis & Amory.	Union Trust Company.
Hatch & Foote.	Van Schaick & Co.
W. T. Hatch & Son.	Vermilye & Co.
Edward Haight.	L. Von Hoffmann & Co.
H. A. Heiser's Sons.	Wells, Fargo & Co.
Howes & Macy.	Winslow, Lanier & Co.
James G. King's Sons.	

GEO. S. BOUTWELL,
Secretary of the Treasury.

PROGRESS OF REDUCTION OF THE PUBLIC DEBT OF UNITED STATES.

	Maximum Debt at close last Adm'n	Present Outstanding debt
	July 31, 1865.	March 1, 1871.
Five-twenty six per cent. stock	$606,532,500	$1,602,581,900
Other six per cent. stocks	302,301,042	283,677,400
Ten-forty five per cent. stock	172,770,100	194,567,800
Other five per cent. stock	27,022,000	27,022,000
Three-year 7-30 per cent. notes	830,000,000	
Three-year six per cent. notes	212,121,470	
Total funded	$2,150,784,112	$2,107,854,060
Greenback notes	$173,114,709	$356,021,078
Greenback certificates	205,822,845	71,140,000
Gold certificates		23,775,500
Fractional currency	29,780,082	36,781,547
Past due notes and bonds	17,368,130	6,422,464
Total Treasury circulation	$721,950,706	$490,140,644
Less gold in Treasury	35,337,803	98,741,201
	$686,612,938	$400,399,383
Less currency balance	81,401,776	16,853,529
Net Treasury circulation	$605,211,108	$383,545,854
Total principal of debt	$2,765,985,275	$2,491,395,904
Yearly interest, in gold	$64,419,629	$124,255,255
Yearly interest, in currency	87,412,423	2,131,300
Total amt of interest charge	$151,832,051	$126,389,550

		$1,922,948,700
		55,238,000
		29,657,500
		40,578,743
		3,261,112
	$484,830,545	
	103,174,370	
	$381,656,337	
	20,854,000	
	$360,801,731	
	$2,263,145,431	
	$113,194,949	
	1,657,140	
	114,852,089	

Journal of Railroad Law.

RAILROAD COMPANIES—CONTRACTORS—LAW OF ENFORCEMENT.

The case of Owen *vs.* The New York Central Railroad Company (1 Lansing, 108,) was an action for damages for injuries received by the plaintiff while in the employment of the defendant as brakeman. It appeared that Owen, who had two years previously, been in the service of the company for several months, as brakeman on freight trains between Rochester and Syracuse, was in August, 1864, re-employed to act in that capacity between the same points. In September, succeeding his re-employment, while upon the roof of a freight car in a train moving upon his route, he was brought in contact with a road bridge crossing over the track, and sustained severe injuries. The jury returned a verdict for the defendant.

The following is the able opinion of the Court delivered by

JOHNSON, J.—If the learned Justice, before whom this cause was tried, committed any error in disposing of it at the trial, it was not an error of which the plaintiff can complain. He should, undoubtedly, at the close of the evidence, have nonsuited the plaintiff, or ordered the jury to find a verdict for the defendant, as requested. The risk of injury, by means of the passage of the cars under the bridge in question, must be held to have been assumed by the plaintiff, when he entered the defendant's service as a brakeman on the train. He had been in the defendant's employ in the same capacity, and on the same train before the present employment for a year or more, at which time he had passed daily under the same bridge, which has been at its present height ever since the road was constructed. The danger was open and obvious, and within the plaintiff's personal knowledge, at the time he entered the defendant's service the last time. It was a danger clearly incident to the service he undertook to perform. He knew, as well as his employer, the perils of the business, at least as respects the bridge in question, and the law will imply that he assumed the risk of personal injury. (Shearman *vs.* The Rochester and Syracuse Railroad Company, 17 N. Y. R., 153, and the cases there cited: Faulkner *vs.* The Erie R. R. Co., 49 Barb., 324.) Citations might be multiplied to any extent, but it is unnecessary. The decision in the case of Warner *vs.* The Erie R. R. Co., (49 id., 558,) has been overruled by the Court of Appeals. (S. C. 39, N. Y. R., 468.) The rule is well settled.

But if the rule were otherwise, upon the evidence in this case, the plaintiff was not entitled to recover upon another ground. The injury was caused by his own negligence. He admits that he knew this was a low bridge and he must have known that he could not pass under it while on the top of the cars without injury, unless he stooped or lowered his person sufficiently to avoid a collision. He might have avoided all injury by the exercise of the most ordinary care and caution. In this view of the case, the objections taken to the charge are of no moment. It answers, also, the exception to the ruling, including the evidence offered by the plaintiff, that other persons had been killed at the same crossing. That evidence was wholly immaterial, if the plaintiff took upon himself the risk of injury to his person from that structure, as he undoubtedly did. The order denying a new trial must therefore be affirmed, and judgment ordered upon the verdict.

Order affirmed.

Union Pacific Railroad.

The annual meeting of this corporation was held in Boston on the 8th inst. The meeting was called to order by Hon. Oliver Ames, President of the corporation, who submitted his annual report, as follows:

During the past year, on account of the great depression of business in California, the earnings of our road have not been as large as we anticipated; but, with the very rigid economy inaugurated in every department of our business, we have the utmost confidence that during the ensuing year, our net earnings will be sufficient to pay the interest on all our bonds. We have very much improved our road during the past year, by smoothing and perfecting the road-bed, strengthening our snow sheds where they showed signs of weakness last winter, increasing the amount of our snow fences; and so effectually has our road been protected during the past winter from obstruction by snow, that we have in no instance missed our connection at either end of our line; while the roads east, through Iowa, have been detained over twenty-four hours. The great danger anticipated from the snows of the Platte Valley and Laramie Plains has proved groundless; and the Union Pacific Railroad can be run with more certainty of being unobstructed by snows, than the railroads of New England and New York.

Our repair shops at Bryan and Wahsatch have been a source of great anxiety to us on account of the temporary nature of their construction, their liability to fire and the difficulty of removing our locomotives, should a fire occur. We decided last fall to remove from these shops, and put up new stone shops at Evanston, of sufficient capacity to accommodate the machinery and store the engines now sheltered at both of these shops. We commenced the construction of our shops at Evanston, but not early enough to complete them before the winter set in with such severity as to force us to postpone their completion till spring. They will be ready for occupation early in May. They are finely located on Bear river, with an abundance of pure water, and in the immediate vicinity of one of the most extensive coal fields on this continent.

The want of a bridge over the Missouri river at Omaha, to connect the eastern railroads with the Union Pacific, has been one of the most annoying incidents connected with the trip to California. The uncertain and turbulent character of the river, with its shifting banks, has made its passage uncertain, and frequently extremely tedious. During the past year we have been actively at work upon the bridge, and hope to have as permanent and durable a structure as can be made, ready for use the ensuing summer.

Mr. T. E. Sickles, the chief engineer of the company, submits a report in detail, upon the construction and present condition of the Missouri river bridge, from which I extract the following facts:

The bridge is of 11 spans, of 250 feet each, 50 feet above high water, resting upon one stone abutment now completed; and 11 iron piers, all in place, and the larger part of them already sunk from 60 to 72 feet in the sand and resting in the bed-rock.

All piers will be completed by the time the superstructure is ready to be placed in position.

The pneumatic system, used in sinking the piers, is specially applicable to the construction of foundations for bridges across rivers similar to the Missouri. Lignite, bones, &c., have been found to a depth of 50 feet below low water, showing a scouring of at least that depth; and the bed-rock, when reached, shows invariably a smooth surface, worn by attrition of sand upon it.

The shortest time in which any column was sunk was seven days; and the greatest depth any column has reached in twenty-four hours was 18½ feet.

The west approach to the bridge is 7000 feet long. The material for it is very rapidly moved, and it will be completed by April 1.

The east approach is 1¼ miles long, rising from the table-land in Council Bluffs to the bridge grade at 85 feet per mile. This approach requires 468,000 cubic yards of earth; and there has been put in by steam shovels and three trains of cars during the past winter 82,700 cubic yards.

With energetic prosecution of the work, Mr. Sickles is of opinion the bridge can be completed this year.

The bridge is being constructed for highway travel on the same level with the track of the railway. The revenue arising from this travel and the transportation by cars, taking as a basis the present transfer of cars, freight, and passengers, between the roads terminating in Council Bluffs, Iowa and the Union Pacific, and the foot travel between Council Bluffs and Omaha, Mr. Sickles finds to be for year 1870, at the rates charged, $176,430. In view of the rapid growth of Council Bluffs and Omaha, which now have a population of 29,000, the large immigration induced by the cheap lands along the line of the road, the development of the Utah silver mines, and of the agricultual and mineral lands generally, adjacent to the road, with the assured great increase in the trade in Texas cattle; the estimate for 1871 may be set down to be $275,000.

An Act has been obtained from Congress, authorizing a mortgage of the bridge. We propose, now, to issue two million five hundred thousand ($2,500,000) dollars of twenty (20) years, 8 per cent. mortgage bonds, to provide means for the completion of the bridge. The tolls on the bridge will be fixed at a rate sufficient to pay the interest on the bonds, and set apart enough to a sinking fund to redeem them at maturity. It is proposed to make the bridge a carriage-way for the accommodation of travel between the cities of Omaha and Council Bluffs, and from which it is expected to derive an income largely in excess of the additional cost, and without interference with its use for railroad purposes.

The increased facilities opened by the railroad for reaching the mining districts have greatly stimulated the development of the mines. Colorado and Utah are now opening some of the richest mines yet discovered in our country. The mines in the vicinity of Salt Lake are exciting great attention. It is estimated that from ten to fifteen thousand settlers and miners will be drawn there the ensuing season. The amount of ores to be sent over our road to smelting works east and in England is estimated to be from 500 to 1000 tons daily; while the machinery and supplies necessary to develop successfully and profitably the mines will give a very large westward business to our road. Our prospects of business from Salt Lake City and its vicinity are very encouraging; and I shall be greatly disappointed if it shall not be more than double what it was last year. Our coal mines have proved fully equal to our most sanguine expectations, both in regard to the superior quality of the coal as a steam generator and the extent of the deposit. It is believed that there is no better coal in this country for locomotive service, and none where it can be more cheaply mined. Iron ore, of very superior quality, and in vast quantities, has been discovered in the vicinity of Cheyenne and Laramie. We have promise of an iron district here that will be able to compete successfully with the most favored localities of our country. Extensive iron works must spring up on the line of our road, and we shall be furnished with cheap iron for all its uses. Coal and iron, the most necessary and essential materials for the construction and operation of a railroad, are found on the line of our road in unlimited quantities, and of the finest quality. They are the sure guaranties that our road can be maintained and operated at the lowest rates.

The sale of our lands and the settlement of the country on the line of our road have been very satisfactory: and a large increase of our business must be derived from this source. Our land agent, Mr. Davis, anticipates a very large influx of settlers the coming season, whose purchase must greatly reduce our indebtedness on Land Grant Bonds. One of the most promising sources for the increase of the business of our road is stock raising on the Platte Valley and Laramie Plains. Parties who have been in this business for the past two years have realized very satisfactory profits; and the rapid increase of the flocks and herds indicates that we may soon expect to transport hundreds of car loads of beef and cattle daily to Chicago and eastern markets. These immense plains, covered with the most nutritious grasses, which have been in past ages the pasture of countless herds of buffalo that have been driven off by advancing civilization, are now open for the flocks and herds of the enterprising settler. The pasturage is unlimited, and the extent of the business is only limited to the capacity of eastern markets for consumption.

Cattle that were purchased last summer for $13 each, and have cost but $1 since for their care, are now being sold for $24 each. It does not cost over from $5 to $8 to raise a steer up to three years old, that will weigh from eight to ten hundred pounds. These plains cannot be settled up for many years; and they offer to capital one of the most flattering openings for safe and profitable investments.

Since the opening of our road, we have been seeking to secure the transportation of the teas and silks of China and Japan. Arrangements have been recently made that will, we think, secure a large portion of this business overland; and we expect during the coming season a very large increase of our receipts from this source.

A business that has run for a long period in one channel is changed from its course with great difficulty. We shall find from year to year new business and new sources of income. The Montana business from the east, previous to last year, went almost entirely up the Mississippi river by steamboats. Last year a portion of it went over our road. This year I think it will almost entirely go over our road, leaving it at Evanston, Ogden and Corinne, for Montana, on wagons.

The great mutations which have taken place in our securities the few months past perhaps demand some explanation. After we had saved the Government millions upon millions on the cost of its transportation over the plains and to the Pacific; after we had done away with the necessity of keeping a cordon of soldiers for eighteen hundred miles, to secure the safety of emigration and of trans-continental trade; after we had opened the vast interior to settlement seven years earlier than required of us by our charter—the action of some of the departments of the Government became so hostile to us as to shake the credit of the corporation. The Treasury Department first refused to receive United States Pacific Railroad Bonds as a basis for banking, and thus lessened their mercantile value; next selected and set apart these bonds in its monthly publications of the public debt, as if not a portion of the debt of the United States, but of our road exclusively; thus apparently indicating its irresponsibility, and thereby again lessening their value; then published monthly, not only the indebtedness, with the interest, but the deficit of interest, as if due by us, and left unpaid; and then, worst of all, and hardest of all, withheld from us all our earnings in the transportation of letters, newspapers, packages, and of the army and navy, all of which hitherto we had been paid one-half of, as under act of Congress. The Treasury Department was fortified in the last act of injustice by an opinion of the Attorney General. These repeated blows against this, the great work of the age, so unexpectedly directed, shook our credit for a time; for it was soon seen and felt that no corporation could withstand such attacks, and hence those wide and wild variations in the market value of our securities. The Judiciary Committee of the United States Senate first (every member except one) offset their legal opinion, that the interest was not due, against the opinion of the Attorney General that it was all due; and every other committee in both Houses of Congress before whom the question was brought agreed with the Judiciary Committee of the Senate. Both Houses of Congress finally reversed the action of the Treasury Department and the Attorney General (the House of Representatives without a division); and the result is the restoration of the credit of the Company, with a great advance in all its securities.

OLIVER AMES,
Prest. Union Pacific R. R. Co.

Camp's Improved Dumping Car.

In order fully to test the advantages claimed for an alleged improvement on any portion of railroad equipment, without practically trying it, it is probably as well to institute a comparison between the alleged improvement and the article said to be improved by it. Applying this rule to the above mentioned improvement, we find its inventors claiming for it a capacity, on 4-8½ gauge, of *three* cubic yards. The ordinary gravel car carries *two*. Camp's car is dumped by the brakeman alone by raising a lever on each car as he passes along the train. The ordinary gravel car must have the assistance of from two to three men to dump it, according to which side has the preponderance of weight of load, and on which side it is required to be dumped. Camp's Car makes a *clean* dump, thus leaving the laborers for their legitimate work, shoveling the dirt after it is dumped instead of shoveling out each car as is frequently obliged to be done.

It will thus be seen on what the inventors of "Camp's Improved Dumping Car" base their claims to three advantages in the use of their car: 1st, It does more work. 2d, In less time; and 3d, With less expense for labor than by using the gravel car now in use. These are pretty solid advantages—on paper—and we are pleased to be able to announce that the Wyoming Valley Manufacturing Company, of Wilkesbarre, Pa, are building one of these cars for trial on the Lehigh Valley Railroad, where its performances will doubtless attract the attention of railroad men all over the country, for we believe gravel cars are about the only article of railroad equipment that have experienced no practical improvement in the past twenty years. We refer those interested to advertisement in another column.

☞ Ashbel Welch, Esq., President of the "United Companies" of New Jersey, has issued to the officers and employers thereof the following order:

A negotiation is pending for the lease of our works to the Pennsylvania Railroad Company. Should suitable terms be offered by that Company our Board of Directors will undoubtedly submit them to the stockholders for acceptance or rejection. This is a question for the stockholders themselves, and not for their agents. No official interference one way or the other can, therefore, be allowed.

☞ The earnings of the European and North American Railway in February, 1871, were $16,414 43. In February, 1870, they were $10,913 29; and in February, 1869, $9,822 81.

☞ The gross earnings of the Minnesota division of the Milwaukee and St. Paul Railway for 1870, were $1,050,968 69; operating expenses, $700,436 45; net earnings, $350,532 04.

Northern Pacific Railroad.

The Northern Pacific Railroad bridge across the Mississippi river at Brainerd, Minnesota, was finished on the 13th inst., and the first passenger train, containing officers of the road, passed over the structure. This completes the track of the Northern Pacific, 113 miles west from Lake Superior. The grade is finished nearly to Red River, 150 miles further, and at the present rapid rate of progress trains will run to Red River before September next.

☞ At a regular meeting of the Board of Directors of the Hudson Suspension Bridge and the New England Railway, held at New York on the 9th inst., Lieutenant-Governor Julius Hotchkiss, President of the Air Line Railroad, was unanimously elected a director. Arrangements are now being made to push the work vigorously.

CHIEF ENGINEER'S OFFICE,
CHESAPEAKE AND OHIO RAILROAD.
RICHMOND, VA., March 11, 1871.

NOTICE TO CONTRACTORS.—Sealed proposals will be received by the undersigned, at Richmond, Va., until 12 M. March 30th, 1871, for the construction of SHOPS at Huntington, W. Va., on the line of the Chesapeake and Ohio railroad, near the Ohio river. Proposals will be made for the wood, iron, stone and brick work, and for the sewerage, plumbing, windows and doors, separately.

Plans and specifications can be seen at the office of the company in Richmond and Huntington on and after the 20th instant.

H. D. WHITCOMB,
Chief Engineer.

ENGLISH
AND
SCOTCH
FIRE BRICK

In Store and to Arrive
AT NEW YORK AND BOSTON.

S. L. MERCHANT & CO.,
76 South Street, NEW YORK.
27 Central Wharf, BOSTON.

AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

A CAPABLE MAN desires a business position. Address K. D., Box 140, Tribune Office.

PHILLIPSBURG
Manufacturing Company.
MANUFACTURERS OF

Hot Pressed Nuts ⅛x⅛ for ⅜ Bolts to 3¼x2 for 2 in. Bolts either Square or Hexagon.
Bridge and Truss Bolts ⅜ in. to 3½ in. in diameter any length with upset ends.
Car Bolts either Blank or Finished.
Machine Bolts Square or Hexagon Heads and Nuts.
Car Forgings, Car Trucks, and Iron work for Cars in general.
Coach or Lag Screws, Washers, Nut Hinges, Crow Bars, Miners' Drills, and a superior article of Boiler Rivets.
Railroad Spike Bolts and Fish Plates.

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THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.

ALBERT C. McNAIRY, President. HENRY M. CLAFLEN, Vice-Pres't & Treas.

CLEVELAND BRIDGE & CAR WORKS,

[ESTABLISHED IN 1850.] THE

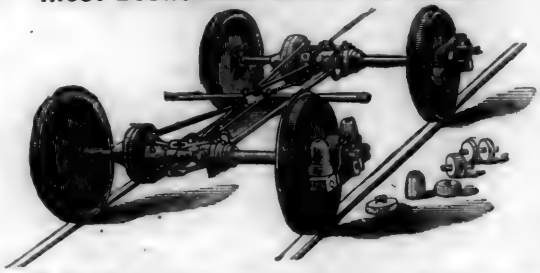
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The Lightest Running, Easiest Riding, and most Economical Street Car in use.



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Post's Patent Iron and Combination Bridges, Howe Truss Bridges with Patent Iron Clamp, Street Railroad Cars with Higley's Patent Running Gear and Brake; also Substructures of Pneumatic and Screw Piles.

Offices: Waring Block, Cor. Bank and St. Clair Sts.
Works: On Wason, Hamilton and Lake Sts.
CLEVELAND, OHIO.

HARVEY T. CLAFLEN, Sup't. JOHN COON, Sec'y. SIMEON SHELDON, Engineer.

Rolling Mill Property
FOR SALE,
OPPOSITE NEW YORK CITY.

The well-known NORTH RIVER OR DURBIN ROLLING MILL, situated at Prospect and North 5th St., Jersey City, New Jersey. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, a Stable, &c.

The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It can be seen running, and has been successfully run from its establishment in 1855. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots and Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value the vast R. R. Interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

Office, 140 HUDSON STREET,
Jersey City N. J.,
In the First National Bank Building.

Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of WM. H. WALLACE & Co., Corner of Liberty and Washington Streets, N. Y., City Agents; and R. R. CHRISMAN, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

Holden, Hopkins & Stokes,
104 & 106 JOHN ST., NEW YORK,
Importers and Dealers in
IRON AND STEEL,
Also Agents for
Oxford Iron Company, Oxford,
CUT NAILS AND SPIKES,
AND RAILROAD SPIKES.
Agents "New Haven Car Company."

CHESAPEAKE AND OHIO RAILROAD.

Notice to Contractors.

SEALED PROPOSALS will be received by the undersigned, at Richmond, Va., until 12 M. 28th March, 1871, for the graduation and masonry on one hundred and eight miles of this road west of White Sulphur Springs, it being all the remaining unfinished portion of the road not now under contract. The work embraces 3,000,000 cubic yards in open cutting, 27,000 cubic yards in tunnels, and 60,000 cubic yards of masonry, of all classes, and is to be completed May 1st, 1872. Profiles and specifications can be had after the 14th March, at the offices of the company, 54 William street, New York; at Richmond, Va., and at Huntington, W. Va. Plans for and proposals for building the iron superstructure of the New River Bridge, at Miller's Ferry, Fayette county, W. Va., will be received at the same time and place. There will be two spans of 250 feet each, and two of 70 feet each. Parties submitting proposals should see the site of the bridge, where further information may be had from the engineer in charge. This bridge must be completed by December, 1871.

H. D. WHITCOMB,
Chief Engineer C. & O. R. R.

The International Banking House
OF
BRELAZ, ABT & CO.,
121 Regent Street, W.,
LONDON.

THE PARTNERSHIP HERETOFORE EXISTING under the firm name of Burton & Macdonald, engineers and contractors, is hereby dissolved by the withdrawal of Charles Macdonald. Existing contracts will be completed by the late firm, and either party may sign in liquidation.

Dated March 1, 1871, 80 BROADWAY, New York.
A. R. BURTON, CHARLES MACDONALD.

CAMP'S IMPROVED DUMPING CAR.

RIGHTS FOR SALE BY

A. W. RHOADS & CO.,

Wilkes-Barre, Pa.

A. W. RHOADS, N. H. CAMP.



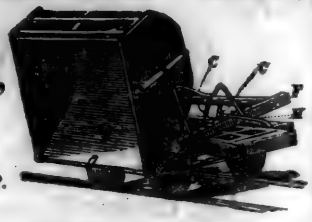


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

Address, A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.

MORTON, REED & CO.,

No. 65 South Gay St., Baltimore, Md.,

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Rails, Suspension Joints,

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DOUBLE-LIPPED CHAIRS.

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VOSE, DINSMORE & CO.,

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MANUFACTURERS OF

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AND OTHER

Railway Car Springs,

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NEW YORK.

No. 15 La Salle Street,

CHICAGO.

NOTICE

To Contractors and Bridge Builders.

DEPARTMENT OF SURVEYS,
224 S. Fifth St., Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until 3 o'clock P. M. April 15, 1871, for the CONSTRUCTION OF A BRIDGE over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, and its approaches, to extend from Twenty-fifth and Spring Garden streets, in the Fifteenth ward, to Thirty-second and Bridge streets, in the Twenty-fourth ward, a length of about 2,730 feet.

Proposals will be received for the Bridge superstructure over the river, including all materials, workmanship and erecting ready for use. It will be 340 feet span, of wrought iron, and also two trusses for Thirtieth street, 80 feet span, of wrought iron. Detail plans of these bridges, conforming to specifications, to accompany proposals.

Proposals for all the iron work on *approaches* will be accepted separately, to be erected complete for use, as per plans and specifications.

And separate proposals for the graduation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of contract. The city reserves the privilege of rejecting any and all bids that may not be satisfactory.

Payments will be made monthly in bonds of the city of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond, for the sum of five hundred ($500) dollars, has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise incident thereto shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock. Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained on and after the 16th inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

Manhattan Oil Company,

Office, 16 Broadway, New York,

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Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

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1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale by

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WILLIAM BUTCHER STEEL WORKS,

OF PHILADELPHIA, PA.

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CRUCIBLE CAST STEEL TYRES,

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REVERSIBLE FROGS, CROSSINGS, SPRING STEEL,

Special Tool Steel, Shafts, and all kinds of Steel Forgings,

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GEN'L SALES AGENT,

P. O. BOX 3066, NEW YORK.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

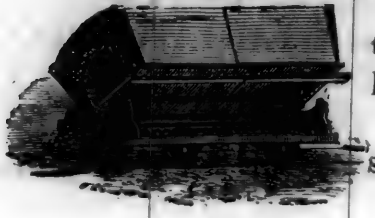
The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

PETELER PORTABLE RAILROAD CO.

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By this invention one horse does the work of ten, and one man the work of eight.

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LINE TO

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CARRYING MAILS, PASSENGERS AND FREIGHT TO

KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

March 20, steamer HENRY CHAUNCEY, Capt. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, touching at Kingston, and connecting at Panama with steamer *Sacramento*, Capt. Farnsworth, touching at Punta Arenas, San Jose, Guatemala, Acapulco and San Diego, Cal., and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of 17th inst.

Steamer JAPAN will leave San Francisco April 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

Steamer RISING STAR will follow, and sail March 30.

EDWARD W. SERRELL,

CIVIL ENGINEER,

78 & 80 BROADWAY,

NEW YORK CITY.

Railroads, Bridges, Explorations.

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TELEGRAPHIC TRANSFERS of Money made to EUROPE or CALIFORNIA, on favorable terms.

INTEREST ALLOWED ON DEPOSITS.

RAILROAD PADLOCKS.

THE UNDERSIGNED CONTINUE TO MANUfacture the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

RITCHIE & BOYDEN,

15 R. R. Avenue, Newark, N. J.,

Opposite Market st. Depot.

$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, March 25, 1871.

The Coal and Iron Deposits of Great Britain and West Virginia.

From a recently published Report on the mineral and agricultural resources of the Kanawha Valley by Howell Fisher, Geological and Mining Engineer, we extract the following interesting comparison of the coal deposits of Virginia with those of Great Britain:

The coal area naturally depending upon the New river and Kanawha Valleys of West Virginia for its outlet (in fact by its contour inaccessible by other passable outlets) embraces a territory of over six thousand square miles, the extent of which is more readily comprehended when the fact is stated that it is quite equal in superficial extent to the whole productive coal area of Great Britain, from which is now mined over one hundred million tons per annum.

The great variety and fine quality of the coal of the middle sections of this field are well known and frequently attested.

The fine fatty Bituminous, the Splint, and the Cannal are the principal varieties. The work "Coal, Iron and Oil," by Daddow & Bannan, edition of 1866, page 340, speaking of this location and its coal, says: "Coal river, Elk river, and Gauley diverge from the Great Kanawha and spread their branches over one of the richest and most magnificent coal regions in the world, and bring down their wealth to one common centre on the Great Kanawha. The coals of this region generally are better, purer, and more available for all the requirements of trade and manufacture than the coal from any other portion of the Alleghany coal field. The seams of coal are more numerous and their thickness greater than in any other portion of this coal field; it can be mined cheaper and with more economy generally, under the same rates of labor, than in any other region in this country without exception."

The peculiar Splint coal of this section is a superior fuel in its raw state for the manufacture of pig iron.

Statistics of analysis made show the Kanawha coal to be among the purest found in the world.

The number of workable beds is variously stated from seven to fourteen.

There are five items that affect the value of a coal field.

First—Quality of the coal.
Second—Quantity.
Third—Accessibility of the coal itself.
Fourth—Market.

The last, one of the most essential, will be given this region by the Chesapeake and Ohio railroad.

In the third item, the most essential to cheap and profitable working, this region stands unrivaled. It has been stated before that the chasm of the river renders its most peculiar service in its relation to the coal. Cutting all the coal strata for nearly its whole length entirely through, and getting down among the shales under the coal, this river has caused the numerous streams which pierce this whole coal region to cut down through most of the coal bearing strata on their courses, leaving the coal entirely above water level, accessible at hundreds of points by simply scraping off the surface soil; so that, so far as the mere getting of the coal is concerned, two thousand dollars will open a mine ready to ship one thousand tons per week. There is no region in the world where less physical labor will prepare a mine for delivery of coal at the drift's mouth.

This will be made clearer by a comparison of the position of coal here and in Great Britain in this respect.

In Great Britain, and in fact in almost all of the European coal fields, the coal is deep below the water level. To reach the seams requires the expenditure of years of labor and vast sums of money in sinking shafts or pits, and in erecting pumping and hoisting machinery, to be maintained and renewed at heavy annual expense. It is authoritatively stated, that the cost of sinking shafts in the Newcastle region of England to the depth of one thousand feet has been, in many instances, one thousand dollars per yard. In the great northern coal field of Great Britain, producing twenty million tons per annum, there are two hundred pits or shafts, costing in first outlay for sinking and machinery, fifty millions of dollars, to which must be added the necessary expense of constructing and maintaining proper air courses and their accessories requisite to the safety of the employees.

There is now invested simply in pits and machinery for pumping and hoisting the one hundred million tons produced in Great Britain two hundred million dollars, and this vast sum is destined to utter destruction in serving the purpose for which it was used.

These pits and machinery being constructed, they involve a certain amount of labor for every ton of coal got, in addition to their cost and renewal.

Now, in this great coal field, crossed by the Chesapeake and Ohio Railroad, nature has already sunk all the necessary pits and shafts, which need neither repair, renewal, or labor to work them. The laws of gravity have provided the most perfect, permanent, and costless pumping machinery; and the most perfect ventilation of the mines and safety of the employees, instead of requiring scientific knowledge and anxious thought, is simply a matter of the most ordinary care, the almost perfect freedom from noxious gases being the natural result of the position of the coal strata.

Improved Street Railroad Car.

As a cheap and convenient means of personal locomotion, the street railroad has superseded to a very great extent the use of stage and omnibus, and may be rightly designated as one of the features of modern civilization. Millions of capital are invested in their construction and equipment; and in a single one of our large cities, millions of passengers are transported annually upon them. No vehicle ever devised is so readily accessible, and so essentially democratic in its adaptation to the needs of universal humanity as the street car. In it the head and the heels of society are brought together, and not unfrequently the contact is so close as to obstruct wholesome ventilation. High and low, rich and poor, judge and pickpocket, saint and sinner, are jumbled together as indiscriminately as under the sod of an old-fashioned graveyard.

This means of transit having become so indispensable, it is important that the system should be brought to the utmost degree of perfection. Any improvement in the details of construction confers a direct benefit upon myriads of our population, including numerous over-worked and poorly paid drivers and conductors. Horses, too, participate in the advantages of diminished friction and dead weight.

Changes for the better in the construction of street cars have been made from time to time, but the latest and most important improvements are embodied in those manufactured by the well-known firm of McNairy, Claflen & Co., of Cleveland, Ohio. The engravings (*See Advertisement*) present a view of one of these cars complete, and also of Higley's patent truck and gearing, as it appears when detached from the body of the car. Numerous testimonials from street railway companies in all parts of the country, speak of the practical working of this apparatus in the most unqualified terms of approval. We copy from the circular of the manufacturers above named the following detailed description of the improvements:

The Brake.—The device, in the form of a wheel, on the axle, under the central part of the car, is in two parts; one part, next to the nearest car-wheel, is a shell or dish-wheel, and is made fast to the axle; the other part is a wheel with a conical face, closely fitted into the shell or dish-wheel. The two cone-faced wheels (one on each axle) are loose on the axles, and are connected by bars, as shown in the engraving. On each axle, toward the opposite car wheels, are shoulders; and between each shoulder and the cone-faced wheel are two knuckle joints, one above and one below the axle, which are operated by rods connecting them with the brake lever. When the knuckle-joints are straightened, they form a brace between the shoulder and the cone-faced wheel, crowding the latter into its shell or dish-wheel; and the cone and dish-wheel thus brought in contact constitute the friction surface of the brake. The parts are strong and simple, and not liable to get out of order; and the large friction surface renders the break very effective.

The Anti Friction Journal-Bearing—This bearing is formed by three inter-lapping rollers, made of chilled iron or steel, and resting on the top of the journal. The rollers are shown on the ground in the engraving. These rollers have their centre bearings in the cast iron journal casing or housing on which the car body rests. The rollers, having a diameter many times that of the journal, revolve, in a corresponding degree, more slowly than the journals; and, as the journal and rollers revolve in opposite directions, the friction is reduced to its minimum. An examination of this bearing after it had been subjected to hard service for twelve months disclosed no perceptible wear on the surface of the rollers or journal, nor on the roller centre-bearings. The superiority of this bearing in the amount of power required to start a car from rest is very obvious in practice.

The Swing Motion—This is a simple and important device. The car body, it will be seen, rests on eight rubber springs—the springs resting on projecting shoulders of the journal casing. Passing vertically through each spring and the shoulder of the casing is a bolt, extending from the car body to the stirrup brace below. The hole in the casing shoulder has twice the diameter of the bolt; and by this simple means ample lateral play is given to secure an easy and comfortable swing motion to the car body. The value of this improvement, in reducing the wear and tear of cars and track, by preventing sharp lateral jolting, and in promoting the comfort of passengers, can scarcely be over-estimated.

The Draw Head—This consists of a series of annular rubber springs on the follower, so arranged with reference to the form of the draw head, in combination with the easy running anti-friction journal-bearing above described, as to wholly avoid the violent jerking so disagreeable usually in starting.

☞ The President and Directors of the Cumberland and Ohio Railroad have signed a contract with Myer & Hay for 106 miles of road, from Campbellsburg to Greensburg, Ky. The company have funds on hand to pay for the work. The office of the company is at Lebanon, Ky.

Illinois Central Railroad.

The receipts from operations of this road for the year ending December 31, 1870, were as follows:

From freight		$4,609,890 44
" passengers		1,673,786 48
" sleeping cars		31,674 00
" extra baggage		2,971 65
" mails		76,500 00
" express		168,783 47
" rent of property		131,386 32
" rent of cars		19,185 56
" dockage		8,511 00
		$6,722,638 92
Net earnings over Chicago, Burlington and Quincy Railroad, as per contract		421,095 21
Net earnings over Peoria & Oquawka Railroad, as per contract		67,818 68
Total earnings in Illinois		$7,211,552 81
Earnings over leased lines in Iowa—		
Dubuque and Sioux City		1,185,632 02
Iowa Falls and Sioux City		140,672 41
Cedar Falls and Minnesota		141,100 98
Total		$8,678,958 22
Less operating expenses, viz:		
Salaries	$188,946 28	
General expenses	261,572 33	
Legal expenses	26,112 07	
Claims and damages	84,998 32	
Station expenses	672,471 79	
Freight train expenses	724,425 48	
Passenger "	275,005 82	
Repairs of engines	521,870 51	
" cars	442,344 51	
" tools, &c	47,339 63	
Cleaning engines	57,688 22	
" cars	20,626 48	
Equipment expenses	60,772 81	
Repairs of road	1,133,943 84	
" bridges	123,346 95	
" fencing	69,226 31	
Operating St. Charles Air Line	4,589 79	
Insurance	33,779 67	
		4,759,007 81
Leaving net earnings		$3,919,950 41
Deduct—		
Charter tax paid State of Illinois	$464,584 52	
Charter tax paid State of Iowa	25,527 04	
Rent of leased lines	572,517 05	
		1,062,628 61
		$2,857,321 80
Add—		
Amount applicable to Interest Fund, as per Land Office Report	$230,644 85	
Amount applicable to Free Land Fund, as pr Land Office Report	383,221 69	
		613,866 54
Net amount, as shown in General Balance sheet		$3,471,188 84

It will be seen that the gross earnings of the whole line were $8,678,958 22; operation expenses, $4,759,007 81; State taxes, $490,111 56; and rent of leased lines in Iowa, $572,517 05—leaving net earnings, $2,857,321 80, against $2,887,375 38, in 1869; a decrease of $30,053 58. The percentage of expenses to earnings, including State taxes, was 60.5 per cent., against 61¼ per cent. in 1869.

The gross earnings in Illinois were $7,211,552 81, and the net, $2,790,105 22, being an increase over last year of $57,349 06; and of leased lines the gross earnings were $1,467,405 41; working expenses, $802,144 74; State taxes, $25,527 04; and rent, $572,517 05—leaving a net profit of $67,216 58. The President in his report says:

During the year the lines in Iowa leased by this Company were completed, and the number of miles now in operation, is 402.15, being about 134 miles more than were in operation at the date of my last report.

During the year 1,623,944 tons of freight of all classes were hauled; against 1,601,972 tons in 1869; the rates for which averaged 2.81 cents per ton per mile, against 2.48 cents in 1869.

The motive power and rolling stock of the Company have been maintained in efficient order. In the maintenance and renewal of track, the expenditures amount to $1,257,290 79, and include the cost of re rolling 7,146.6 tons of iron. In Illinois, 65 miles of track were relaid with re-rolled iron, and 84¼ miles with repaired and old iron; and in Iowa 6.6 miles with re-rolled iron and 20¾ miles with repaired iron.

Bridges have received thorough repairs, and of the amount charged to this account, $28,171 78 was for replacing six spans of the bridge over the Illinois river, with iron. This bridge (2,883 feet long,) is, with the exception of the draw, entirely of iron, with substantial stone abutments and piers.

The amount of permanent expenditures was $414,309 95, of which $195,263 33 was for construction, and $214,288 11 for equipment. Included in the construction expenditures is the cost of ballasting with stone 21.9 miles of track—a portion of the cost of new spans in Illinois river bridge—of new and substantial engine house and workshops at Waterloo, and of 2.1 miles of new siding. Of the total amount charged for construction, $28,803 30 was expended on leased lines. The equipment has been increased by the addition of ten locomotives, three sleeping cars, three mail and express cars, eight caboose cars, twenty-three house cars, two flat cars, and two snow plows.

Arrangements were perfected during the past year with the Belleville and Southern Illinois Railroad Company, by which we run through passenger and freight trains between St. Louis and Cairo; and we have also made satisfactory relations with the St. Louis and South Eastern Railroad Company. Our arrangement with the St. Louis, Vandalia and Terre Haute Railroad Company for a direct route between Chicago and St. Louis, has proved to be of benefit to us. Negotiations are pending for the construction of a road between Cairo and the Mobile and Ohio Railroad, but no definite arrangement has as yet been made. The completion of the Iowa Falls and Sioux City Railroad to Sioux City enables us to compete for the trade of Dakota and the territories of the Northwest. The country west of Fort Dodge is unsettled, and until the lands adjacent to that line are disposed of and improved, the traffic will be light.

The Land Department during the past year collected $2,111,865 84, and sold 60,858.22 acres of land for $625,991 90, at an average of $10 28 per acre. The total expenses of the Department were $104,058 56. The lands sold averaged 54 acres to each purchaser. The amount owing to the Department at the close of the year for lands sold, was $2,989,024 40. During the past year 4,120 deeds were issued, embracing 264,872.93 acres, which canceled $2,018,536 of Construction Bonds. The total amount of canceled Bonds used to the close of the year by the issue of deeds, was $12,163,262. Of the original grant of land (2,595,500 acres) there had been sold at the close of the year, 2,179,390 acres, of which 1,621,703.44 acres had been deeded and are now subject to

taxation. There are 415,610 acres remaining unsold, of which 256,847.53 acres are located south of the Ohio and Mississippi Railroad, and being heavily timbered and not so readily brought under cultivation as the open prairie lands, they have been and are, slow of sale.

The total amount paid during the year for interest on Funded Debt, Sterling Exchange, and premium on gold used to pay coupons in New York, was $622,053 28. For Dividends and United States taxes thereon, $2,594,391 59. We closed the year with a balance of $1,840,090 55 in net assets; a stock of working supplies, costing $749,665 56; a fund of $1,552,500 for the purchase of Construction Bonds; and with $1,414,738 Bonds in hands of Trustees in advance of deeds and collections.

The Funded Debt was reduced during the year by the purchase of $97,500 of 7 per cent Construction Bonds, and now amounts to $6,869,500, after deducting the amount set aside for the purchase of Construction Bonds.

The annual meeting of the Shareholders will be held in Chicago, on Wednesday, the 31st day of May next. The term of service of three Directors will expire at that date.

General Balance Sheet.

Permanent expenditures		$33,199,754 25
Interest & dividend account	$12,011,499 98	
Less avails of interest fund	3,471,188 34	
		8,540,311 64
Net cash assets New York and Chicago		1,840,090 55
Working stock of supplies		749,665 56
		$44,329,642 00
Capital stock		$25,280,240 00
Canceled bond scrip		16,640 00
Funded debt—		
Construction bonds due April 1, 1875, 7 per cent	$3,090,000	
Construction bonds, due Apr. 1, 1875, 6 per ct.	332,000	
Currency Redemption Bonds due April 1, 1890	2,500,000	
Sterling Redempt'n B'ds due April 1, 1875	2,500,000	
	$8,422,000	
Less Construction Bond Fund	1,552,500	
		6,869,500 00
Bonds delivered Land Department	13,578,000	
Less in hands of trustees	1,414,738	
		12,163,262 00
		$44,329,642 00

Net Cash Assets.

Cash assets, New York office		$1,847,196 82
Less sundry coupons, etc.		184,436 72
		$1,662,760 10
Cash assets Chicago office	$996,167 84	
Less liabilities	818,837 39	
		177,330 45
Total amount at debit in General Balance Sheet		$1,840,090 55

Permanent Expenditures.

Construction	$195,263 33
Equipment	214,288 11
Engineering expenses	2,779 96
Right of way	1,978 55
	$414,309 95
Add amount at debit of this account in last annual report	32,785,264 30
Total amount at debit in General Balance Sheet	$33,199,574 25

Interest Account.

Construction bond coupons, April and October		$242,555 00
Interest on redemption bonds, in currency		150,000 00
Interest on sterling redemption b'ds		150,000 00
Premium on gold and exchange used to pay coupons in New York and London		79,498 28
		$622,053 28
Dividends on shares—		
Dividend of February, 1870, 5 per cent	$1,263,690 00	
Dividend of August, 1870, 5 per cent	1,263,775 00	
U. S. tax on above	66,926 59	
		2,594,391 59
		$3,216,444 87
Less interest received during the year 1870 on $519,500 Construction Bond Fund		33,000 00
		$3,183,444 87
Add amount at debit of this acc'nt in last Annual Report		8,828,055 11
Total amount at debit in General Balance Sheet		$12,011,499 98

Capital stock has been increased $1,530 by the conversion of canceled bond scrip.

The working stock of supplies consists of wood, coal, etc., on Chicago, North and Iowa Divisions, $68,690 58; engineering materials and tools, $350,499 23; materials at shops, $327,273 87; stationery, $3,101 88—total, at debit in General Balance Sheet, $749,665 56.

The lands remaining unsold are located as follows: on Main Line—south of Ohio and Mississippi Railroad 256,847.33 acres; between Scandoval and Decatur, 59,785.71; between Decatur and Dixon, 12,254.45; between Dixon and Dunleith, 13,984.41. On the Chicago Branch—between Odin and Tolono, 45,579.76; and between Tolono and Chicago, 27,158,34—total, 415,610.

During the year 11 new first class engines were built at the company's works, making the number owned by them at the close of the year, 187; of these 86 were employed on passenger trains, 110 on freight, 22 switching, etc., and 19 undergoing repairs. 42 engines have received general repairs, and 45 thorough repairs.

The number of miles run by engines with passenger trains, was 1,330,723; with freight trains, 3,355,761; with construction trains, 124,020; switching, 577,102—total, 5,387,606, a decrease, compared with the previous year of 26,697. Cost of repairs, $563,005 37. Cost of repairs per mile run, 10.45 cents against 11.27 cents in 1869. The total cost per mile, including wages, fuel, oil, waste, tallow and cleaning, has been 25.15 cents, against 25.49 cents in 1869, 27.57 cents in 1868, and 29.62 cents in 1867—the total cost being $1,355,465 95, against $1,381,349 88 in 1869, and $1,266,531 96 in 1868. The cost of oil, waste and tallow per mile run, has been 0.78 cents; of fuel, 6.83 cents. Av. miles run to a pint oil, 13.52; to a ton of coal, 35.07.

The company have 85 passenger, 1 officer's, 1 pay, 44 baggage, mail and express, 16 sleeping, 2,512 grain, 50 Blue Line, 320 stock, 271 flat, 1,069 coal, 2 powder, 4 derrick, 3 tool and 2 tank cars, and 6 large and 10 small snow plows. There have been added to the rolling stock 3 new sleeping, 3 mail and express, 8 caboose, 23 house and 2 flat cars, and 2 snow plows. Two passenger, 2 baggage and mail, and 84 freight cars were rebuilt. 4,574 new wheels were used in repairs of cars during the year. The cost of repairing passenger cars has been 2.18 cents, and of freight cars 0.58 cents per mile run.

The total number of passengers carried was 1,376,585—a decrease of 22,831. Number carried one mile, 54,305,218—an increase of 999,202. Av. number of miles traveled by each passenger, 39.45. Av. fare of each passenger, $1 53.82. Revenue per mile of road, $2,099 68.

Tons of freight transported 1,628,944—an increase of 21,972. Tons carried one mile, 265,409,371—an increase of 12,073,253. Tons carried one mile north, 126,042,619; do., south, 139,366,802. Tons of local freight carried one mile, 245,248,157; do., through do., 20,161,214. Av. distance each ton was carried 163.43 miles. Av. revenue per ton, $3 78.24. Revenue per mile of road, $6,090 74.92.

The amount of expenditures in road department, has been for operation, $1,449,488 91, and for construction $195,263 33. There were used in repairs of road, 351,559 cross ties, 591,124 lbs. spike, 14,869 chairs, 61,388 fish plates, 15,607 bars of old iron, 86,029 bars of repaired iron, 28,953 bars of re-rolled iron and 3,823 bars of steel and steel headed rail. The length of track relaid was 176.6 miles.

President.—John M. Douglass.

Directors.—His Excellency, John M. Palmer, Governor of Illinois, Ex Officio. R. Daniel Wolterbeek, Cunningham Brothwick, H. H. Hunnewell, until May, 1871; Abram S. Hewitt, William Tracy, W. H. Osborn, until May, 1872; Henry Chauncey, George Bliss, John M. Douglas, until May, 1873; Thomas E. Walker, Wilson G. Hunt, Jonathan Sturges, until May, 1874.

Gen'l Superintendent.—Marvin Hughitt.

Treasurer.—Thomas E. Walker.

Land Commissioner.—John B. Calhoun.

Citizens Passenger Railway.

The Citizens Passenger Railway Company was organized in Baltimore on the 18th inst., by the unanimous election of the gentlemen named as officers of the Company: James S. Hagerty, President; Oliver A. Parker, Wm. J. Hooper, A. P. Burt, Hervey Shriver, Jacob Hecht, P. S. Chappell, and Henry Knell, Directors. After which the Directors met and elected John E. H. Boston, Esq., of the firm of Oliver Parker & Co., Secretary; and Geo. B. Keen, Esq., of the firm of Keen & Hagerty, Treasurer. The laying of the track of the road was commenced last week at the corner of Fremont and Lombard streets, and has reached very near to Exchange Place. It was also commenced on Saturday at Lafayette Square. The Directors are fully supplied with funds, and it is their intention to push the road to an early completion. This line is designed to run from the western boundary of the city, at Wilkens avenue, to Patterson Park, the eastern boundary.

☞ St. Paul is now connected with St. Louis via the Milwaukee and St. Paul, Iowa Central and North Missouri railroads. Arrangements are now being made by which through trains will run between the two cities. The distance, seven hundred miles, can be made in about twenty-four hours.

Railroads of the State of New York.

A tabular statement of their Stocks, Bonds and Debts, Cost, Earnings, Dividends, &c., for the year ending September 30, 1870.

Compiled from the Annual Reports of Companies to the State Engineer and Surveyor.

Railroads.	Capital Account. Stock. $	Bonds. $	Debt. $	Total. $	Length of Track. Main. M.	Branch. M.	Other. M.	Cost of Roads & equipm't. $	Road Oper. M.	Gross Earnings. Passenger. $	Freight. $	Other. $	Total. $	Expenses and Rents. $	Net Earnings. $	Dividends Am't. $	Rate p. c.
Adirondack	3,763,000	930,000	1,766,923	6,459,923	49.00	.....	1.00	2,881,918	49.00	19,296	46,471	1,557	67,324	49,208	18,116	.....	....
Albany and Susquehanna	3,067,800	4,154,925	414,921	7,637,646	142.00	.....	19.87	7,791,036	164.00	305,842	511,003	63,859	880,704	800,821	79,883	.....	....
Albany and Vermont	600,000	.....	.....	600,000	12.00	.....	.....	600,000	.....	(Leased and operated by Rensselaer and Saratoga.)					36,000	36,000	6
Albany and West Stockbridge	(Now consolidated in Boston and Albany.)									(Now consolidated in Boston and Albany.)						.....	....
Atlantic and Great Western	(Not reported.)				389.50	119.66	116.00	.....	509.16	768,699	2,530,768	159,821	3,459,288	3,845,759	Loss.	.....	....
Avon, Geneseo and Mt. Morris	194,250	20,000	.....	214,250	15.50	.....	0.50	217,812	15.50	18,685	10,994	3,085	32,944	20,464	11,480	5,036	2½
Black River and St. Lawrence	128,216	.....	.....	128,216	12.00	.....	.....	123,694	.....	(Under construction—total length 38 miles.)						.....	....
Black River and Woodhull	10,800	.....	115	20,915	10.50	.....	0.25	10,208	10.50	(This is a wooden sill road, no iron being laid.)						.....	....
Blossburg and Corning	250,000	.....	15,633	265,633	15.64	.....	5.41	528,346	.....	(Leased and operated by Fall Brook Coal Company.)						12,500	5
Boston and Albany	19,150,800	1,798,520	470,000	21,419,320	200.40	49.63	88.60	21,938,628	269.63	2,188,192	3,265,482	331,318	5,785,987	3,955,673	1,830,314	1,753,378	10
Boston, Hartford and Erie	(Not reported.)				112.50	50.00	28.31	.....	172.50	201,740	264,823	4,169	479,732	359,784	110,948	.....	....
Buffalo, Bradford and Pittsb'g	2,286 000	585,500	.....	2,871,500	26.00	.....	2.00	2,869,500	.....	(Leased and operated by Erie Company.)						.....	....
Buffalo, Corry and Pittsburg	428,717	700,000	443,664	1,572,381	43.20	.....	4.00	1,493,629	43.20	86,416	169,446	8,944	264,806	186,803	78,003	.....	....
Buffalo and Erie	(Now consolidated in Lake Shore and Michigan Southern.)																
Buffalo, New York and Erie	950,000	2,383,000	.....	3,333,000	142.00	.....	14.20	3,333,000	.....	(Leased and operated by Erie.)						66,500	7
Buffalo and Washington	498,552	.....	107,655	606,207	16.03	.....	1.00	631,221	16.03	23,643	29,294	1,518	54,455	43,845	10,610	.....	....
Carthage, Watertown and Sacketts Harbor	60,431	.....	9,431	69,862	.....	.....	.....	28,776	.....	(Under construction ; total length 28 miles.)						.....	....
Cayuga and Susquehanna	589,110	.....	.....	589,110	34.61	.....	5.50	589,111	.....	(Leased and operated by Delaware, Lackawanna and Western.)						54,000	9
Cazenovia and Canastota	281,164	200,000	.....	481,164	15.00	.....	0.50	478,769	.....	(Recently completed ; no returns of traffic.)						.....	....
Chemung	380,000	.....	.....	380,000	17.36	.....	17.36	400,000	.....	(Leased and operated by the Erie and the Northern Central.)						30,000	6
Clove Branch	150,000	.....	2,591	152,591	4.25	.....	1.00	150,000	4.25	457	10,278	100	10,835	13,326	Loss.	.....	....
herry Valley, Sharon & Albany	275,000	300,000	10,000	585,000	20.91	.....	0.84	600,000	.....	(Oper. by Delaware & Hudson Canal Co. in connection with Albany & Susq.)						.....	....
Cooperstown and Susq. Valley	307,383	100,000	28,606	435,989	16.00	1.00	0.25	447,528	17.00	21,216	18,628	2,302	42,146	26,689	15,457	.....	....
Dunkirk, Warren and Pittsburg	468,000	273,000	25,000	766,000	.....	.....	.....	689 000	.....	(Track laying commenced October 1, 1870—total length 54 m.)						.....	....
Dutchess and Columbia	1,458,470	1,500,000	115,639	3,074,109	43.00	.....	6.00	2,406,173	43.00	6m. 22,367	41,294	1,075	64,736	79,210	Loss.	.....	....
Elmira, Jefferson and Canandaigua	500,000	.....	.....	500,000	46.84	.....	2.89	500,000	.....	(Leased and operated by Northern Central Company.)					25,000	25,000	5
Elmira and Williamsport	1,000,000	1,620,000	.....	2,620,000	78.00	.....	14.00	2,620,000	78.00	(Leased to and operated by Northern Central Co.)					60,000	60,000	7g. 5c.
Erie	83,536,910	23,398,300	.....	106,935,210	459.00	151.25	389.75	73,945,557	845.27	3,166,877	11,825,289	1,187,195	16,179,361	14,824,860	1,354,501	.....	....
Erie and Genesee Valley	68,830	.....	.....	68,830	.....	.....	.....	41,024	.....	(In course of construction—total length 24 miles.)						.....	....
Erie and New England	(Merged in Hudson Suspension Bridge and New England Railway.)															.....	....
Far Rockaway Branch	75,000	75,000	.....	150,000	6.00	.....	.....	95,173	.....	(Leased and operated by South Side Railroad Company.)						.....	....
Flushing and North Side	201,000	825,000	.....	1,026,000	11.00	.....	.....	399,235	.....	(No report published for 1869–'70.)						.....	....
Fonda, Johnstown & Gloversville	50,900	300,000	.....	350,900	10.00	.....	.....	383,425	.....	(Opened for traffic December 1, 1870.)						.....	....
Glen's Falls	96,639	125,000	.....	221,639	5.79	.....	0.07	221,639	.....	(Leased and operated by Rensselaer and Saratoga R. R. Co.						.....	....
Goshen and Deckertown	104,294	226 500	51,500	346,294	11.64	.....	0.32	289,861	11.64	4,767	24,280	1,308	30,355	20,306	10,049	.....	....
Greenwich and Johnsonville	126,300	130,000	10,000	266,370	14.00	.....	0.26	252,484	.....	(Recently opened for business.)						.....	....
Harlem Extension	4,000,000	4,000 000	40,509	8,040,509	114.00	2.00	.....	8,039,500	116.00	66,034	122,020	5,565	193,619	226,438	Loss.	.....	....
Hempstead and Rockaway	50,000	100,000	.....	150,000	5.50	.....	.....	150,000	.....	(Operated by South Side Railroad Company.)						.....	....
Hudson and Boston	175,000	.....	.....	175,000	17.33	.....	4.00	203,036	17.33	(Owned and operated by Boston and Albany Railroad Co.)						.....	....
Hudson River	(Consolidated in New York Central and Hudson River Railroad Company.)															.....	....
Hudson Suspension Bridge and New England Railway	18,750	.....	.....	18,750	.....	.....	.....	.....	.....	(Construction not yet commenced—length 37 miles.)						.....	....
Ithaca and Athens	286,780	.....	.....	286,780	.....	.....	.....	268,386	.....	(In course of construction—length 35 miles Athens to Ithaca.)						.....	....
Ithaca and Cortland	205,860	.....	.....	205,860	.....	.....	.....	205,860	.....	(In course of construction—length from Ithaca to Cortland 22 m.)						.....	....
Lake Champlain and Moriah	200,000	.....	110,140	310,140	7.18	.....	.....	296,464	7.18	.....	51,646	.....	51,646	44,683	6,963	.....	....
Lake Ontario Shore Line	22,545	.....	.....	22,545	.....	.....	.....	22,545	.....	(Construction about to commence—length Rochester to Niagara River 140 m.)						.....	....
Lake Shore & Michigan So	34,938,000	22,001,000	1,573,315	58,512,315	942.25	118.83	95.45	52,804,745	1061.08	4,225,298	8,306,254	639,683	13,171,235	8,288,935	4,882,300	1,259,388	10g 8c
Lebanon Springs	(Consolidated in Harlem Extension Railroad.)															.....	....
Long Island	3,000,000	1,500,000	240,000	4,740,000	98.00	60.00	15.80	5,016,402	158.00	391,412	296,447	63,615	751,474	612,187	139,287	.....	....
Middleburg and Schoharie	85,000	16,000	600	101,600	5.75	0.75	0.75	101.000	6.50	6,488	3,260	1,796	11,544	9,316	2,228	.....	....
Middletown and Crawford	84,537	.....	10,151	94,688	.....	.....	.....	18,688	.....	(Under construction—length from Middletown to Crawford 13 miles.)							....
Middletown, Unionville and Water Gap	110,050	225,000	56,350	391,400	13.00	.....	0.52	351,883	13.00	10,723	29,100	6,983	46,606	32,043	14,563	.....	....

Montgomery and Erie	150,315	177,000	4,550	331,865	10.26	.....	0.66	288,565	10.26	13,103	27,047	2,148	42.298	27,933	14,365	.....	....
Monticello and Port Jervis	405,557	500,000	3,000	908,557	12.00	.....	.....	622,323	.....	(Part recently opened—total length 28.75 miles to be completed early in 1871.)							
Montreal and Plattsburg	1,000,000	.....	.....	1,000,000	23.00	.....	23.00	1,000,000	43.00	49,354	65,838	3,725	118,917	122,229	Loss.	.....	....
N. Y. Central and Hudson R.	99,428,330	13,681,807	1,167	103,111,304	541.75	296.00	540.61	69,722,501	937.75	6,738,592	14,489,216	1,135,511	22,363,319	14,297,055	8,066,264	6,861,241	8
N. Y., Housatonic & Northern	221,700	141,500	33,400	396,600	5.11	.....	.....	394,088	5.11	(Under const'n—total length 39.75 m.)			6,854	13,643	Loss.	.....	....
New York and Harlem	8,000,000	5,701,840	.....	13,701,840	130.75	2.12	45.50	13,763,272	156.87	1,048,887	1,288,688	371,502	2,709,077	1,711,688	997,389	640,000	8
New York and New Haven	6,750,000	1,061,500	.....	7,811,500	62.29	.....	67.12	8,320,665	76.79	1,715,544	415,060	131,363	2,261,967	1,409,307	852,650	675,000	10
N. Y. and Oswego Midland	4,902,709	1,946,800	25,250	8,874,759	152.00	49.00	7.50	8,318,648	147.00	117,139	166,470	26,380	309,989	167,509	142,480	.....	....
Niagara Br. and Canandaigua.	1,000,000	.....	.....	1,000,000	99.00	.....	.....	1,000,000	.....	(Leased and operated by New York Central Company.)						60,000	6
North Shore (L. I.)	193,445	135,000	6,000	334,445	8.00	.....	.....	300,549	.....	(Leased to and operated by Flushing and North Side Co.)						.....	....
Northern of New Jersey	1,000,000	400,000	.....	1,400,000	21.25	.....	4.50	527,452	.....	(Leased and operated by Erie Railway Company.)						80,000	8
Nyack and Northern	53,025	100,000	40,634	193,659	4.33	.....	.....	143,674	.....	(Operated by Erie Railroad Company.)						.....	....
Ogdensburg & Lake Champlain	5,051,800	529,800	101,464	5,683,064	118.00	4.00	18.00	5,765,779	122.00	162,294	868,217	20,802	1,041,413	646,483	294,930	.....	....
Oswego and Rome	300,000	612,100	28	912,128	28.58	.....	3.25	950,953	.....	(Leased and operated by Rome, Watertown and Ogdensburg.)							....
Oswego and Syracuse	793,400	201,000	.....	994,400	43.93	9.04	9.04	1,641,813	52.97	130,471	191,949	27,214	349,634	263,975	85,659	62,392	8
Poughkeepsie and Eastern	483,874	100,000	176,302	760,176	15.26	.....	.....	629,198	.....	(Since opened to Stessing 20.83 miles. Total length 46.25 miles.)							....
Rensselaer and Saratoga	6,000,000	1,625,000	.....	7,625,000	175.00	6.00	32.00	7,284,086	181.00	638,656	884,567	132,946	1,656,169	1,068,824	587,345	215,526	6
Rochester and Genesee Valley	557,560	70,000	5,000	632,560	18.45	.....	1.75	671,303	.....	(Leased and operated by Erie Railway Company.)							7
Rome, Watertown & Ogdensb.	2,997,800	1,442,724	335	4,440,859	141.11	48.52	20.13	4,000,000	218.63	570,277	735,716	78,950	1,324,943	849,672	475,271	297,660	10
Rondout and Oswego	1,256,986	12,000	7,603	1,276,589	33.03	.....	.....	1,106,473	33.03	8,891	11,771	.....	20,662	3,284	17,378	.....	....
Saratoga and Schenectady	300,000	40,000	.....	340,000	21.00	.....	1.57	484,684	.....	(Leased and operated by Rensselaer and Saratoga.)						19,500	6½
Schenectady & Susquehanna	28,300	.....	285,965	309,265	.....	.....	.....	265,148	.....	(Under construction. Length (Schenectady to Albany & Susq. R.R.) 15¾ m.)							....
Schoharie Valley	69,900	55,000	900	125,800	4.38	.....	0.30	90,143	4.38	7,296	7,515	1,802	16,613	11,360	5,253	.....	....
Skaneateles	77,800	35,000	365	113,165	5.00	.....	0.50	133,095	5.00	10,532	14,513	5,058	30,103	16,419	13,784	.....	....
Sodus Bay and Southern	32,227	.....	.....	32,227	.....	.....	.....	36,039	.....	(Under construction. Length 35 miles.)						.....	....
Southern Central	1,631,803	547,000	512,208	2,791,011	68.00	.....	3.62	2,709,434	68.00	32,494	20,627	4,287	57,408	25,382	32,026	.....	....
Southfield Branch	1,000	.....	17,663	18,663	1.00	.....	.....	17,952	1.00	.....	1,255	.....	1,255	2,204	Loss.	.....	....
South Side	1,000,000	2,250,000	.....	3,250,000	57.00	1.25	6.00	2,619,183	73.25	284,550	114,796	8,822	358,168	195,187	162,981	.....	....
Spuyten Duyvil & Port Morris	300,000	.....	.....	300,000	.....	.....	.....	299,955	.....	(Under construction. Length 14 miles.)						.....	....
Staten Island	700,000	200,000	40,000	940,000	13.00	.....	0.33	370,386	13.00	78,585	4,751	209,243	292,579	219,898	72,681	56,000	8
Sterling Mountain	80,000	350,000	.....	430,000	7.60	.....	1.00	502,468	7.60	1,179	48,836	.....	50,015	27,756	22,259	.....	....
Syracuse, Binghamton & N.Y.	1,670,130	1,695,825	13,783	3,379,738	81.00	.....	16.25	3,707,684	81.00	174,399	544,123	25,500	744,022	434,110	309,912	.....	....
Syracuse and Chenango Valley	208,550	.....	.....	208,550	.....	.....	.....	119,963	.....	(Under construction. Length 42 miles.)						.....	....
Syracuse Northern	533,456	.....	.....	533,456	.....	.....	.....	366,481	.....	(Under construction. Syracuse to Sandy Creek 43 miles.)						.....	....
Troy and Bennington	75,400	100,600	585	176 585	5.38	.....	0.38	236,953	.....	(Operated by Troy and Boston.)				15,300	13,286	2,265	3
Troy and Boston	998,061	1,893,000	347,055	2,243,116	34.91	.....	8.87	2,307,907	55.00	193,189	266,852	18,443	478,484	313,015	165,469	.....	....
Troy and Greenbush	274,000	.....	.....	274,000	6.00	.....	6.00	294,908	.....	(Leased and operated by N. Y. Central and Hudson River.)						19,208	7
Troy Union and Depot	30,000	680,000	.....	710,000	2.14	.....	2.14	783,985	.....	(Leased and operated by roads centering in Troy.)						.....	....
Utica and Black River	1,666,990	150,000	.....	1.816,990	59.00	.....	4.39	1,835,315	59.00	120,508	120,607	9,310	250,425	130,064	120,361	105,217	6
Utica, Chenango & Susq. Valley	1,900,900	.....	.....	1,900,900	67.00	.....	7.34	2,153,905	67.00	114,157	86,003	8,194	208,354	128,461	79,893	.....	....
Utica, Horseheads and Elmira	157,500	.....	.....	157,500	.....	.....	.....	769,287	11.00	13,864	129,706	570	144,140	29,064	115,074	50,000	8
Valley	750,000	.....	.....	750,000	11.00	.....	1.00	.....	.....	(Under construction. Length 25 miles.)						.....	....
Walkill Valley	499.600	350,000	.....	849,600	18.50	.....	0.75	695,465	18.50	6,251	7,465	.695	14,411	15,037	Loss.	.....	....
Warwick Valley	225,000	85,000	.....	310,000	10.16	.....	0.40	199,162	10.16	9,236	38,148	3,368	50,752	32,075	18,677	11,100	10
West Shore Hudson River	526,700	676,300	7,427	1,210,427	.....	.....	.....	624,866	.....	(Under construction. Length 93 miles.)						.....	....
Whitehall and Plattsburg	(No returns of capital.)				20.00	.....	.....	.....	20.00	(Operated by Vermont Central.)						.....	....

RAILROADS IN PROGRESS OR PROJECTED.

Railroads.	Termini.		Miles.	Capital.
Batavia, Attica and Salamanca	Attica.	Salamanca.	80	$800,000
Black River and Morristown	Morristown.	Philadelphia.	37	600,000
Boston, Saratoga and Western	.....	.....	150	5,000 000
Central Valley	.....	.....	12	300,000
Gallupville	.....	.....	4½	85 000
Geneva and Ithaca	Geneva.	Ithaca.	40	1,250,000
Harlem River and Port Chester	New York.	Port Chester.	70	1,000,000
Hudson Valley	.....	.....	10	200,000
Junction	Buffalo.	Niagara Bridge.	8½	250,000
Newburgh and Kingston	Newburgh.	Kingston.	35	350,000
Newburgh and Midland	Newburgh.	N.Y.&O.Mid.RR.	25	250,000
New York and Albany	Jersey City.	Albany.	150	5,000,000
New York and Boston	.....	.....	...	3,000,000
New York, Utica and Ogdensburg	(To connect R.R. already built.)		150	12,000,000
Northern Air Line	Westport.	W.L. of Essex Co.	36½	1,000,000
North Shore of Long Island	.....	.....	100	5,000,000

Railroads.	Termini.		Miles.	Capital.
Pennsylvania and Sodus Bay	Sodus Bay.	Penn. Line.	100	$1,000,000
Rochester, Nunda and Pennsylvania	Fort Morris.	Amity.	43	600,000
Rochester and Pine Creek	Castile Station.	Caledonia.	27	500,000
Rochester and State Line	Rochester.	Penn. Line.	85	2,000,000
Rockland Central	Upper Piermont.	Haverstraw.	14	400,000
Rome and Clinton	Rome.	Clinton.	13	250,000
Saratoga, Schuylerville and Hoosick Tunnel	Saratoga.	Greenwich.	18	300,000
Schuylerville and Fort Edward	Schuylerville.	Ft. Edward.	12	350,000
Schuylerville and Moreau	Schuylerville.	Moreau.	10	200,000
Schuylerville and Upper Hudson	Schuylerville.	Mechanicsville.	16	200,000
Seneca Lake Branch	.....	.....	2⅛	30,000
Silver Lake	Gainesville.	Perry.	6	100,000
Smithtown and Port Jefferson	Smithtown.	Pt. Jefferson.	16	200,000
Sodus Bay, Corning and New York	Corning.	Gt. Sodus Bay.	86	1,500,000
Utica, Georgetown and Elmira	Utica.	Otselic.	18	350,000

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*100	3,555,000	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,267,862	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,650,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	Jan.'71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany 100	19,150,800	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,800	.....	.....
Do. do. pref.100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	2,215,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ...100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Dec.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	Feb. '71 2
Brooklyn City & Newt'n.100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 6
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,695	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	D., '70 $2½
Cape May and Millvi le* 50	447,000	J. & D.	Dec. '70 3
Catawissa..... 50	1,159,600	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref...100	755,000	M. & N.	Nov '70 3½
Central of Georgia.....100	4,666,800	J. & J	July '70 5
Central of New Jersey...100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,425,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*.....100	200,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton.....100	7,045,000	M. & S.	Mar. '71 5
" " pref...100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	Dec.'70 6
" " pref.100	20,370,293	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger....	.....	J'n & J'ly	Jan.'68½2
" Street.....	.....	J. & J.	Jan.'68½2
Cin., Sand. & Clev. pref... 50	429,640	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*... 50	2,066,750	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Feb.'71 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Aug. '70 4
Columbus and Xenia*..... 50	1,788,800	M.J.S.D.	Dec. '70 2
Concord..... 50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	250,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passum'c, R. pref. 60	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,995,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100	.....	J. & J.	Dec. '70 3½
East Mahanoy 50	297,550	J. & J.	July '70 3
Eastern (Mass.)..... 100	4,062,500	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	1,309,200	.....	Jan. '71 3
East Tenn., Va. and Ga...100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	600,000	F. & A.	Aug'70 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	Nov'70 2½
Do. do. pref. 50	900,000	J. & J.	Dec.'70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'68 2
Do. pref..... 100	8,536,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,448	.....	.....
Fitchburg..... 100	3,040,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly..... 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.).. 50	180,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Mar.'71 4
Green and Coates St.(Ph.) 50	180,000	J. & J.	Jan. 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Dec. '70 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Feb. '71 8
Huntingdon & B'd Top .. 50	315,850	.....	.....
" " pref. 50	212,350	J. & J.	Jn.'68 3½
Illinois Central 100	25,278,710	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafey.50	6,186,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind.... 100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J.A.J&O	Jan.'71 1½
Joliet & North. Indiana*. 100	300,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	36,000,000	F. & A.	Feb. '71 4
" " guar. 100	533,500	F. & A.	Feb. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,168,568	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Dec.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	Dec. '70 2
Little Schuylkill*..... 50	2,046,100	J. & J.	Jan.'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	548,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '70 8
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central..... 100	5,460,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....	400,000	.....	.....
Memphis and Charleston.100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	13,225 848	J. & J.	Dec. '70 5
Middleboro' and Taunton. 100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehl'l*. 50	323,376	J. & J.	Jan '71 5
Millville and Glassboro' ...100	405,026	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	Dec. 1870	Dec.'70 7s
" " pref.....100	10,424,903	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,289,820	.....	.....
Montgomery & W. Point..100	1,044,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell.....100	720,000	M. & N	Nov. '70 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck..... 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	725,525	.....	.....
N. Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey..... 100	7,297,200	F. & A.	Feb. '71 5
New London Northern..... 100	1,008,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	5,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	Dec. '70 4
Ning. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Peterab'g guar.100	137,500	J. & J.	July '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S.C.) pref.100	166,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	Jan.'71 3½
" " pref.100	2,000,000	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,289,450	J.A.J&O	Apl.'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	Dec. '70 6
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri..... 100	3,711,196	.....	.....
Panama..... 100	7,000,000	J.A.J&O.	Jan. '71 3
Paterson and Ramapo..... 100	245,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	650,000	J. & J.	Dec. '70 4
Pennsylvania 50	33,493,312	M. & N.	Nov. '70 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Petersburg.....	1,329,200	J. & J.	Jan. '71 3
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan.'68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,651,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Mar. '71 3
Phila. and Trenton*..... 100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry .. 25	217,997	J. @ J.	Jan.'71 4
Pittsb., Ft.W. & Chi. gtd.*100	19,655,000	J.A.J&O	Jan.'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '71 3
Portland and Kennebec...100	616,700	J. & J.	Jan '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th...100	1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga .100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	83,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	Dec.'70 4
Rutland preferred..... 100	1,831,400	F. & A.	Feb'71 2½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,180	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line..... 100	656,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 -
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,686	.....	Jul. '68 3
South Western, Georgia.*100	3,939,900	F. & A.	Aug.'70 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch 50	250,000	F. & A.	Feb.'71 5
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,200,000	.....	.....
Tol., Wabash and West...100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,476	J. @ J.	Jan. '71 4
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian....100	357,400	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,683	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,547,650	.....	.....
Worcester and Nashua ... 75	1,400,555	J. & J.	Dec.'70 5

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	Dec. '70 8
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. 71 4
Delaware and Hudson.....100	15,000,000	F. & A	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 5
" (preferred)..... 100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50		.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '68 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh.p....100	20,000,000	M.J&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'68 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	5,200,000	FMA&N	Nov.'70s
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '68
Adams Express..... 100	10,000,000	.....	Mar. '71 2
Am. Merchants Union Exp.100	14,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,628	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,535	164,729	259,590	251,882	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,306	485,048	568,270	556,080	532,857	511,854	609,788	579,642	535,360	467,659	5,670,682
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,569	153,204	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,285	357,966	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	357,260	322,638	360,222	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	405,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,560	381,701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,625	468,212	397,515	340,851	4,681,563
1870	293,978	323,825	344,366	334,663	295,044	411,986	421,485	501,049	498,635	488,658	432,492	386,999	4,831,770
1871	343,550	340,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	500,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	982,885	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	805,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,530
1867	696,147	574,664	765,398	774,280	895,712	995,655	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,267	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,388	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	220,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,406	253,367	341,788	320,025	293,515	271,555	242,621	3,095,905
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	317,887	309,339	319,573	284,156	3,273,719
1871	270,148	266,789	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,927
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,423	437,679	424,551	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,256	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,786	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	586,219	804,006	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,561	626,249	549,714	794,625	859,967	931,300	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	585,087	684,589	712,647	627,216	899,062	901,235	903,225	811,706	697,751	8,678,616
1871	639,541	565,416	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,551	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,062	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	105,694	114,716	121,217	142,823	132,387	128,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,405	1,294,043
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 358	140,473	132,869	131,019	109,629	1,390,922
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,908	153,531	144,023	141,316	1,418,840
1871	130,883	126,224	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,690	186,039	174,002	172,189	216,624	295,956	322,369	307,474	255,654	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,166	375,488	339,784	30..,186	3,168,054
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	4.. 810	316,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	385,663	329,105	413,501	476,661	490,694	447,570	328,870	4,520,649
1866	282,439	266,796	337,158	343,737	365,196	325,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,118
1867	304,095	283,661	375,210	362,783	323,952	284,977	313,021	395,965	464,778	506,296	412,934	330,373	4,371 013
1868	343,316	304,315	326,880	415,758	369,256	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	405,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,948
1871	418,755	404,008	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	550,565	751,788	1,101,771	775,616	455,323	5,683,658
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	622,682	1,024,045	1,037,464	556,917	466 880	6,917,646
1869	454,590	330,400	420,951	460,288	620 844	678,923	556,531	525,547	724,732	1,040,102	801 195	..,.66	7,250 060
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,006	150,416	160,149	155,586	231,662	235,513	216 338	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	268,493	196,724	229,099	264,690	235,240	266,536	255,726	2,833,999
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	300,261	262,444	224,963	223,242	268,177	302,596	352,400	278,006	346,243	275,950	3,311,077
1865	259,223	259,139	313,914	271,527	290,916	304,463	349,255	344,700	350,348	372,618	412,553	284,319	3,793,096
1866	287,541	246,109	326,236	277,424	283,130	253,925	247,282	305,454	278,701	310,762	302,428	281,613	3 350 545
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	366,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	235,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	295,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	366,187	316,054	250,471	3,188,137
1871	245,982	258,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,343	298,705	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	368,677	341,373	321,669	236,105	3,438,906
1871	212,005	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	445,994	463,873	466,557	454,826	4,088,537
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351 570	1,419,232	1,196,955	702,585	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,541	1,252,386	850,742	887,793	874,974	436,900	10,637,124
1867	500,488	534,561	703,618	856,603	945,358	903,974	844,627	993,164	873,153	950,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,158	314,472	631,143	1,006,631	1,159,726	1,113,398	880,024	8,735,083
1869	479,236	525,490	765,433	904,834	899,463	930,680	1,232,903	1,454,026	1,294,621	1,233,366	1,476,405	828,447	11,316,906
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,908	1,199,094	1,143,800	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	165,699	167,532	166,015	222 953	198,854	244,854	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,099	180,971	2,218,402
1868	127,593	133,392	149,164	156,388	130,545	140,408	143,987	204,507	198,910	210,473	174,500	168,606	1,936,753
1869	132,623	127,817	175,950	171,868	157,306	154,133	144,164	186,889	202,238	205,756	189,351	160,085	2,005,285
1870	152,393	158,788	172,216	172,347	156,081	150,719	.....	167,305	176,453	163,255	150,555	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	400,766	331,780	333,450	3,883,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	328,270	309,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,295	318,699	340,892	348,632	322,756	466,431	508,042	451,283	425,687	386,254	4,469,762
1871	365,174	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,586	817,585	758,447	999,665	837,388	716,829	5,709,183
1870	428,529	500,136	589,238	706,603	802,586	746,450	643,056	664,051	728,521	719,096	570,168	508,053	7,054,004
1871	479,573	373,925	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Mar. 1, 1871.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	105¼
.. .. coupon		5	" "	1874	106¼
Loan of June 22, 1860 ..... registered	matured.	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	115¼
.. .. coupon		6	" "	1881	115¼
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	110
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s) ..registered	493,728,350	6	May & Nov.	1882	111¾
(5-20s) .....coupon		6	" "	1882	112¼
Loan of March 3, 1864 (5-20s) ..registered	3,102,600	6	" "	1884	112¼
(5-20s) .....coupon		6	" "	1884	112
Loan of June 30, 1864 (5-20s) ..registered	102,028,900	6	" "	1884	112¼
(5-20s) .....coupon		6	" "	1884	112
Loan of March 3, 1865 (5-20s) ..registered	182,112,450	6	" "	1885	111¼
(5-20s) .....coupon		6	" "	1885	111
.. .. 2d series (5-20s) ..registered	264,619,700	6	Jan. & July.	1885	110¼
(5-20s) .....coupon		6	" "	1885	110¼
.. .. 3d series (5-20s) ..registered	338,832,550	6	" "	1887	110¼
(5-20s) .....coupon		6	" "	1887	110¼
.. .. 4th series (5-20s) ..registered	39,663,750	6	" "	1888	111¼
(5-20s) .....coupon		6	" "	1888	110¾
Loan of March 3, 1864, (10-40s) ..registered	194,567,300	5	Mar. & Sept.	1904	108¼
(10-40s) .....coupon		5	" "	1904	108¼
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	114
Certificates of Mar. 2, 1867, and July 25, 1868	40,580,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868	14 000,000	3	.....	.....	....
Loans of 1842, 1847, 1848 and 1860	397,150	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	217.792	var	.....	Due.	....
Treasury Notes (7-30s)	523,650	7.3	.....	Due.	....
Certificates of Indebtedness	5.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864	1,866,440	6	.....	Due.	....
Temporary Loan of June 30, 1864	80,810	var	.....	Due.	....
U. S. Notes (greenbacks)	356,100,186	*nil.*	.....	Dem.	....
Fractional Currency	40,573,748	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds	168,900	5	May & Nov.	1872	72
.. — .. .. (extended)	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling)	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)	732,800	5	" "	1886	....
.. — .. .. (new)	660,200	8	" "	'94-'95	100½
Arkansas—State Funded Debt Bonds	4,300,000	6	Jan. & July.	1899	58½
.. — .. Aid Bonds	1,500,000	7	April & Oct.	1899	57½
California—Civil Bonds of 1857	3,066,500	7	Jan. & July.	1877	110½
.. .. 1860	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.,'61, (10 or 20yr)		6	Jan. & July.	'71-'81	100¾
.. — .. Oct.'61, (10 or 20yr)		6	" "	'72-'82	99¾
.. — .. Nov., 1863	7,518,602	6	" "	1883	....
.. — .. My',64, (10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.)	100,000	7	Jan. & July.	1870	90
.. — .. .. (" ")	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.)	1,519,000	6	" "	'68 '74	82
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling)	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds	996,649	6	" "	1877	100¼
.. —Liquidation Bonds	193,400	6	" "	1883	....
.. —Refunded Stock	965,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	99¼
.. —Ill. and Mich. Canal .....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock	2,322 925	5	Jan. & July.	1866	....
.. —War Loan Bonds	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858	200,000	7	Jan & July.	1868	....
.. —War and Defense Bonds of 1861	500,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds	100,000	6	July.	'83-'84	....
Kentucky—State Bonds	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds	655,000	6	Various.	'80-'93	92
Louisiana—State Bonds (Schools, &c.)	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	69
.. — .. .. (Charity Hospital)	66.000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	73½
.. — .. .. (" 1867)	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868)	3,000,000	8	" "	1908	88
.. — .. .. (Funding)	494,800	6	Various.	'88-'88	63
Maine—Civil Loans	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861	800,000	6	"	1871	100
.. — .. 1863	525.000	6	Mar. & Sept.	1883	97½
.. — .. 1864	2,832,500	6	June & Dec.	1889	100
.. —Bounty Loan of 1863	475,000	6	Feb. & Aug.	1890	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	6	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837	209,000	6	" "	1890	97
.. — .. 1827	24,000	5	" "	1850	....
.. — .. 1834-'35	1,438,428	6	" "	'70-'88	96
.. — .. 1838-'39	525.000	6	" "	'89-'99	95½
.. — .. 1838-'39	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'65	2,040,100	6	" "	1883	103½
.. —South Relief Loan of 1867	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	5,575,696	5	April & Oct.	'99-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	95½
.. —Eastern R. R. Loan	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.)	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	106
.. —	125,000	5	April & Oct.	1878	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	108½
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861	200,000	6	Jan. & July.	1871	112¾
.. —	650,000	6	" "	'72-'73	109½
.. —	720,000	6	" "	'74-'75	105
.. —	1,430,000	6	" "	1876	106½
.. — 1862	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863	200,000	5	Jan. & July.	1883	97½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	96½
.. —Coast Defense Loan of 1863	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan	919,324	6	Var.	3 yrs.	..
Michigan—Sault Canal Bonds	86,000	6	Jan. & July.	1879	99
.. —Renewal Loan	200,000	6	" "	1878	98½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan	596,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks)	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper	453,000	6	Jan. & July.	'62-'90	92
.. —Consols. (interest)	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan	3,000,000	6	" "	'81-'85	90
Nebraska—(No Account)	.....	.....	.....	.....	....
Nevada—(No Account)	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861	1,089,800	6	Jan. & July.	'71-'78	100½
.. — .. of Sept. 1, 1864	600,000	6	Mar. & Sept.	'84-'89	90
.. — .. of Oct. 1, 1865	1,267,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free)	1,599,800	6	Jan. & July.	'69-'84	103
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	....
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—General Fund Stocks	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks	2,607,300	6	J. A. J. & O.	1872	105
.. — ..	5,726,800	6	" "	1873	102½
.. — ..	2,250,000	6	" "	1874	....
.. — ..	500,000	6	" "	1875	....
.. — ..	900,000	6	" "	1877	....
.. — ..	2,035,800	6	" "	1874	....
.. —Bounty Stock	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds	22,186,000	7	" "	1877	107¾
North Carolina—State Bonds (old)	8,511,000	6	J.&J.or A.&O.	'69-'91	46½
.. — .. (new)	3,959,045	6	" "	'92-'98	20½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	39½
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	100
.. — .. (")	1,600,000	6	" "	1875	102
.. — .. (")	4,095,309	6	" "	1881	100½
.. — .. (")	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	....
Oregon—Bounty Bonds	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	1,797,910	6	Various.	Due.	....
.. — ..		5	" "	"	....
.. — ..	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans	4,724,000	5	Various.	'72-'82	103½
.. — ..	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	103½
.. —Redemption Loan of 1867	4,907,150	6	Feb. & Aug.	1872	104
.. —	7,909,600	6	" "	1877	105½
.. —	9,273,050	6	" "	1882	108
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan	2,820,750	6	" "	1871	104
Rhode Island—War Loan of 1861	30,500	6	April & Oct.	1871	100
.. — .. of 1862	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863	214,000	6	April & Oct.	1883	99
.. — .. of 1863	776,000	6	Jan. & July.	1893	99
.. — .. of 1864	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.)	484,445	5	" "	1868	....
.. —State House Loans	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. — ..	289,160	5½	" "	"	....
.. — ..	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	63½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,960	6	" "	"	63½
Texas—No legal debt	.....	.....	.....	.....	....
Vermont—State Bonds	1,026,000	6	June & Dec.	'71-'78	100½
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock	20,053,962	6	Jan. & July.	long.	67
.. — .. Bonds	10,903,000	6	" "	"	....
.. — .. stg.	2,331,500	5	" "	"	....
.. —Funding Stock	2,880,801	6	" "	1870	70½
.. — .. Bonds	3,446,000	6	" "	'90-'90	....
.. —Guaranteed Bonds	1,735,380	6	" "	Var.	....
West Virginia—No Debt	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	167 800	6	Jan. & July.	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1856	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93½
3d Mortgage	175,000	7	May & Nov	" "	1859	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sks fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850	579,500	6	" "	"	1880	94½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	97
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	651,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1855	55
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1895	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1854	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1859	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	25½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	566,000	3	April & Oct.	"	1873	90½
Wharf purchase bonds	200,000	6	" "	"	1879	93½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1856	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1856	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,600,608	7	April & Oct.	New York.	1893	91
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1880	....
Camden and Amboy:						
Sterling Bonds, sks fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	90
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	94
Loan for $2,500,000	566,000	6	June & Dec.	" "	1889	94
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1859	96
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'71	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,600,000	7	April & Oct.	New York.	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	95½
Central of New Jersey:						
2d Mortgage	894,000	7	May & Nov.	New York.	1875	108
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	25,010,000	6*	Jan. & July.	New York.	1896	95½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	95½
Chester Valley:						
1st Mortgage	800,000	7	May & Nov.	Philadelphia.	1872	81½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	356,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	94½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1857	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	500,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	997,000	7	May & Nov.	New York.	1874	94
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	99
Funded Coupons	755,000	7	May & Nov.	" "	1883	94
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	95
1st Mortgage, Appleton Ext.	154,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	500,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	125,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	90
Equipment Bonds	625,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	955,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	556,000	7	March & Sept.	" "	1906	60
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	254,000	7	" "	" "	1896	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,297,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1896	90
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1903	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	83½
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68–'90	95½
Cleveland and Mahoning:						
1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	93
Consol. S. F. Mort. $5,000,000	525,000	7	May & Nov.	" "	1900	66

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	101
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1555	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1902	85½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	62
Columbus and Indiana Central:						
2d Mortgage	621,000	7	May & Nov.	New York.	1880	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1900	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	99
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1555	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1905	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1551	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,446	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	554,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,000,000	1,111,000	7	April & Oct.	" "	1875	102
2d Mort. (General) for $2,000,000	1,635,000	7	March & Sept.	" "	1891	94½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	626,625	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (consl)	1,861,000	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	94½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	800,000	7	Jan. & July.	New York.	1893	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1893	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	400,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1881	....
Tennessee Loan (1866)	430,277	6	" "	" "	1896	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,500,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	65-'72	....
2d Mortgage, (convert. sterling)	420,000	6*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	100½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	90
Bonds of 1868	500,000	6	March & Sept.	"	1889	90½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1850	94
Income Bonds	570,000	5	April & Oct.	"	1872	68½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1864	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	98½
2d Mortgage	4,000,000	7	Maren & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	86½
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1892	97
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	892,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1856	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1856	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,892,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,337	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*Irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	93
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	84
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1882	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	102½
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	760,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	461,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	182,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	95½
2d Mortgage	567,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	109
Construction	232,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	500,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	82
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1898	....
Indianapolis and Madison:						
1st Mortgage	307,000	7	May & Nov.	New York.	1851	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1596	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	300,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	184,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	90
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1900	83
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	102
2d Mortgage	2,693,000	7	" "	" "	1877	98½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1878	94½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	88
1st Mortgage (P. du C.)	3,456,000	8	Feb. & Aug.	" "	1898	104½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	94½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1900	....
Mobile and Girard:						
1st Mortgage Bonds	1,417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	.....	8*	May & Nov.	New York.	1900	85
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1892	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1892	77
Tennessee Loans	1,609,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1870	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufaula:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'68–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	19—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1887	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1892	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1899	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'97	96
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	220,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,936,826	6	May & Nov.	New York.	1883	94½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	99
Bonds for real estate	162,000	6	" "	" "	1883	99
Bonds and mortgages	22,500	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1872	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	94½
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'75–'76	90
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston,	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	89½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	69
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	113
2d Mortgage	276,500	7	May & Nov.	"	18—	94½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	92
Northern New Hampshire:						
Company Bonds of 1854	125,600	6	April & Oct.	Boston.	1874	90
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	99
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	89½
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	83½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	105
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	83
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	575,500	8	May & Nov.	Richmond.	1873	87
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	87
1st Mort. (general)	706,000	7	Jan. & July.	New York.	1882	78½
Va. State Loan	249,962	6	" "	"	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	494,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	97
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,800,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1883	....
Pemberton and Hightstown:						....
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	103
2d M. stg. } Harrisb. to Pittsb.	2,288,840	6	" "	London.	1875	....
General Mortgage	1,548,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1800	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	95
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	235,000	6	—— & ——	Philadelphia.	18—	70
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (General)	5,000,000	6	" "	"	1881	95
2d Mortgage	4,000,000	6	" "	"	1901	55½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	86½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	....
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1886	90
Bonds of 1857, convertible	143,500	6	" "	"	1886	98½
Bonds of 1836, Sterling	162,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	80½
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	106
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1883	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94½
Bonds of 1867	915,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						91½
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1881	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	95
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Plainsville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1900	83
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	180,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	E	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	E	" "	Richmond.	'75–'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1883	100
2d Mort. conv. into com. stock	937,500	7	" "	"	1883	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1895	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	560,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	96½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	560,000	7	Jan. & July.	" "	1886	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1895	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,000,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1921	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1922	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	($210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,878	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	835,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	56,000	7	March & Sept.	New Haven.	1880	....
outh Caroline:						
Sterling Bonds £453,912	2,612,624	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031	262,356	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	318,019	6	" "	"	'73–'76	....
Domestic Bonds	563,300	7	April & Oct.	"	'68–'72	...
Domestic Bonds	283,500	7	Jan. & July.	"	'55–'61	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1880	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	95½
South Western:						
1st Mortgage	899,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,660,000	7	June & Dec.	New York.	1894	86½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	70
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	993,000	7	Feb. & Aug.	New York.	1890	92½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
3d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	82
3d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T., W. & W. 490 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	200,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	300,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	83½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	75½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	69½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	625,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	1,023,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	202,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1900	....
" " 2d class	850,000	7		"	1900	....
" " 3d class	154,000	7		"	1900	....
" " 4th class	1,263,000	7		"	1900	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	85
2d Mortgage	23,500	6	" "	" "	1868	72½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1886	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	83½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1876	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1873	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1896 for $1,000,000	982,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1890	103
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	795,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	91
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92½
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	.....	.....	....	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1893	81½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'95–'97	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	529,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1892	97
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	95
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)		A				
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,006,100	6	" "		1884	85½
3d Loan	2,000,000	6	" "	"	1897	91½
Gold Loan	2,000,000	6*	.....	"	1904	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	85½
Convertible Loan	1,496,879	6	" "	"	1877	89½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,560	6*	March & Sept.	Philadelphia.	1872	90
2d Mortgage	2,950,570	6	Jan. & July.	"	1882	75½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	78
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	40
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	2,500,000	6	May & Nov.	Philadelphia.	1883	14
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	8

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad: Main Line	Railroad: Branch Line	Railroad: 2d Track and Sidings	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Carried one mile: Passengers.	Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*	.....	.....	4,183,000	915,000	1,205,943	.....	25.0	21,132	259,735	254,295	35,811	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	70.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	142.0	—	18.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*	.....	.....	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	87½
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,582	*	.....	.....	2,169,550	7,550,564	551,114	.....	132.0	.....	.....	.....	1,204,777	510,926	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800,000	.....	.....	.....	.....	425,000	.....	.....	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	to Cheshire	e.)	—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West..N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	787,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,785,182	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	70½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶..N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,646	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	.....	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	732,230	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	128
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31 1869	28.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	1
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	.....	.....	.....	332,080	700,000	.....	.....	59.0	(Operated by Bondholders.			—No ret	urns.)	—	100	140
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire.....Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	152½
Sept. 30, 1869	15.0	—	9.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	154
Sept. 30, 1870	200.4	49.6	288.5	—	103	118	40	3,046	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,546,638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	156½
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg .....Mass	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,342	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	106½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	75½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	1
Sept. 30, 1870	74.3	8.5	64.3	—	46	60	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,626	4,471,274	.....	.....	1,000,979	144.0	849,092	44,032,919	13,399,312	1,563,658	511,551	10	100	140
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,807	10	100	152½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	*	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)			—	—	—	100	154
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	GrandTru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Er	ie.)	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	.....	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota..Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	(No ret	urns 100 m	iles recent	ly comple	ted.)		—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,632,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	....
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	93
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	116½
Dec 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	380,000	.....	.....	—	(Leased	& oper. by	Camd. &	Amboy.)	42,447	3	100	15
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,169,260	212,924	62,010	5	100	69½
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper.b	y West J	ersey.)	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	....
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	20
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,600	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	106½
Jun. 30, 1869	137.0	—	25.3	—	44	28	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,105	970,890	49,521	3½	100	29½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,084,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742.0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	(No returns.)	.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte,Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,048	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No return	ns publish	ed.)	—	—	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire.....New Hampshire.	2,689,307	*	313,666	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	....
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton .....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	64
Apr. 30, 1870	307 0	296 2	141.0	—	163	70	35	3,314	Chicago, Burlington and Quincy...Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	114½
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(No returns.)	.....	.....	—	100	151
May 31, 1870	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper.b	y Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3 478,419	9	100	84½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific.Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	114½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick .....Ohio.	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	488	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,550,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper.b	y Kentuc	kyCentra l.)	—	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,898	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	23½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg .....Penn.	8,220,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	188.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,690	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,562	.....	993.9	.....	.....	.....	12,945,598	5,634,071	8	100	99¼
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,337	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,673,500	1,943,159	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	119½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	.....	750	.....	241,200	.....	42,600	.....	.....	6.6	25,980	880,705	35,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	.....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1	1869 to Pb	g Cin &	St. L. at $4	80,000 p.a.]	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6¼	.....	....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,146,282	.....	915,668	.....	2,046,100	795,500	.....	.....	.....	(Leased	to Phila. &	nd Read.)	301,290	242,940	8	50	89
Dec. 31, 1869	9.0	—	.....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,893	13,955,248	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 961	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,118	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence... Massachusetts.	368,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	.....	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869, n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	.....	.....	.....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	58,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila. &	Reading.)	128,580	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49.500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942 664	182,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,824,595	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	55
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299 091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	.....	130.6	457,876	3,633 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	.....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	....
May 31, 1870	284.8	—	57.6	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,226,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	118½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	.....	.....	.....	.....	.....	(Oper.	by Erie.)	.....	.....	.....	—	100	....
Dec. 31, 1869	6.6	—	.....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	.....	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	.....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	59½
Oct. 31, 1869	24.5	58.6	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	108
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	essees.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,233	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	709	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.6	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 000	.....	.....	.....	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	288,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.)	.....	7	100	89½
Sept. 30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,575	720,000	.....	.....	126,747	43.0	224,938	7,499,849	5,191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	25	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,813	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589.920	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	New Bedford and Taunton.....Mass.	500,000	*	193,154	.....	500,000	172,500	.....	124 078	35.4	69,232	2,903,482	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	.....	100	....
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P. Ft. W. &	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	118½
Dec. 31, 1869	78.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	62.3	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	376,766	65,493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	55
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶. La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morgan	n of Ne	w York C	ity.]	.....	.....	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603.697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	.....
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	942.2	7,885,910	313,183,904	589,362,876	22,071,588	9,244,621	8	100	96½
Sept. 30, 1869	5.0	—	.....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,962	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,963,142	17,178,696	2,776,890	959,745	8	100	129½
Sept. 30, 1869	62.3	—	64.1	—	37	68	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	148
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	.....	(In cour	se of const	ruction)	.....	.....	—	100	.....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston...C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60 000	6	100	.....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,855	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,380	1,335,369	6,842,337	304,527	121,170	—	100	60
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	675,230	102,629	682,706	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,960	846,000	276,937	23,120	102.0	.....	.....	.....	264,164	108,725	—	100	....
Dec. 31, 1869	72.0	—	—	3.0	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Feb. 28, 1870	238.3	147.8	11.9	—	63	35	14	776	North Missouri ¶.....Missouri.	20,500,000	*	.....	.....	.....	7,500,000	13000 000	.....	.....	.....	.....	.....	.....	.....	—	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in *Italics*. State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union †.South Carolina.	1,340,882	.....	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	.....	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	3	—	6	Staten Island .....New York.	359,579	.....	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	.....	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	—	—	448,700	—	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	—	—	—	267,300	—	—	—	—	—	—	—	—	31,409	7	100	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	600,000	—	—	634	—	—	—	634	—	—	—	—	—	—	—	—	—
Dec. 31, 1869	12.0	—	0.8	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	.....	.....	.....	1,000,000	1,000,000	.....	.....	(In pro	gress to be	completed	June 1870.)	8,591	7,956	3	100	98
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York .N.Y.	3,550,900	.....	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	79,887	18,001	3	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,224	400 000	Rondout	and Os	wego Li	ne.)	—	—	—	519,307	132,564	—	100	....
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	—	—	3,274,000	—	654,000	2,620.000	25,557	45,841	11.1	65,846	1,933,322	849,113	102,173	22,935	8	100	103
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	126,284	1,988,150	345,000	163,913	1,049,365	84.0	503,198	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	1,279,043	671,445	12	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	1,072,995	.....	—	100	....
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	56½
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	—	—	(Leased	to Hudso	n River.)	—	—	—	100	....
Nov. 30, 1869	80.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Vt	& Mass.	R. R.)	32,000	7	100	40
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	—	.....	.....	swamped	—	—	—	—	(Leased	to Penney	lvania.)	—	—	—	100	....
Apr. 30, 1870	1,038	—	—	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,630	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	(no	returns.)	.....	8,407,853	4,203,926	—	100	24½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	—	—	—	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	—	—	—	(Leased	by Vermo	nt Centra	l.)	—	8	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	643,331	—	var	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	72
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	—	—	2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee † .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	483,537	162,479	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.& W'tn.)	929,186	318,688	—	100	....
Sept. 30, 1869	10.3	—	.....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	(Operat	ed by Erie	.]	58,123	18,448	7	100	87½
Dec. 31, 1869	7.0	—	.....	—	—	—	—	—	Washington, Alex. & George†.D. C. & Va.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	.....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of r	eceiver.)	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	5	100	....
Sept. 30, 1868	—	—	—	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	.....	.....	684,046	957 600	97,500	.....	35.5	201,280	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	525,578	.....	526,700	612,300	6,024	.....	—	[In	progress.]	.....	330,571	63,761	—	50	....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) † .....North Carolina.	1,025,016	*	(Built by State of	.....	Georgia.)	.....	.....	.....	138.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,560,000	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	.....	6,500,000	.....	36,000	.....	—	.....	.....	.....	138,502	44,719	—	100	10
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	—	—	—	—	1,022,450	1,800,000	304,413	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[No	w forming a divis	ion of th	e Milwau	kee and	St. Paul	—	—	(Leased	to Penney	lvania.)	—	—	—	50	81
Aug. 31, 1869	94.0	—	.....	86.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	No retu	rns for ye	ar.]	—	—	—	100	....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg †...New York.	—	—	.....	.....	1,500,000	2,000,000	.....	.....	—	238,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	(No	return.)	.....	.....	.....	.....	.....	.....	—	(Operat	ed during	construct	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	200,000	—	.....	.....	200,000	—	—	—	20.0	13,436	90,746	159,099	14,663	7,147	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased	to Boston,	Con.and M	ontreal.)	12,000	6	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no	returns.)	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	[W & M. sold	RR. sold	Jan.5, '70	$525,000.	5,000,000	—	—	—	—	—	—	—	159,261	82,575	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon †...N. Carolina.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	[no	returns.]	.....	.....	.....	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	1,857	(Leased	o Northern	Central.)	.....	—	100	....
Dec. 31, 1868	38.1	—	.....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	238,000	—	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	560,935	80,873	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Recen't	y opened.)	1,254	.....	14,000	7	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	598,532	—	111,234	58,845	1,400,555	—	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,360	10	100	137
									CANALS, &c.					317,050	—	76,846	—	—	(Le	ased to N	orthern C	entral.)	—	—	—	100	....
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,582	112,080	1,983,563	2,089,450	—	—	13.6	—	—	—	—	—	—	—	—
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,504	—	—	—	184.5	—	—	—	493,210	342,827	6	50	72
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased	to Lehigh	Nav. Co.)	—	—	—	25	....
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	*	.....	.....	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	231,194	105,751	8	50	92
Dec 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Cam. & A	mb.R.R.)	—	161.0	—	—	—	110,610	.....	10	100	115
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'662,005	—	—	.....	64,000	899,759	662,246	.....	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	.....	8,739,800	14,375,891	—	—	161.0	—	—	—	104,961	3,849	—	50	....
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	.....	2,200,000	1,130,447	74,087	68,236	48.0	—	—	—	405,174	213,374	—	50	71½
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	94,149	4,300,000	1,961,000	—	—	354.0	—	—	—	431.246	184,848	—	50	40
Oct. 31, 1869	168.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	.....	109.2	—	—	—	735,303	258,436	—	50	52
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	—	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	1,159,085	598,519	—	50	16½
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	167,435	81,714	—	50	10
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1,100,000	708,000	86,000	.....	—	—	—	—	43,587	loss.	—	50	1½
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	.....	—	(Leased	to Penney	lvaia.)	—	—	—	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '69	8.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	25,800	334,093	83,267	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.78	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	5.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,163	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	827,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	.....	.....	9.0	100	100	104½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,088,400	625,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	18	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	15,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia .....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.38	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	42
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,279	307,545	350,000	—	348,021	123,493	19½	50	15	30½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	85,000	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	48
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield.Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	61,060	2½	50	7	17½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,380	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,630	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	655,303	99,519	10.0	100	100	72½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,567	400,000	100,000	81,557	172,240	12,896	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	46
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	26
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,909	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ...Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,534	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	56
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	62½
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,256	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	25,506	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000	—	—	8,796	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	29½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. 5	y Troy &	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,388	112,426	20	50	25	42
Sept. 30,'70	—	514	84	Union (Bostpn) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	130	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,782	93,936	10	50	50	65
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	.....	.....	—	25	25	....
Sept. 30,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3,000	3,010	4	100	100	18
Sept. 30,'70	3.50	40	16	Worcester.....Mass.	46,205	40,000	20,000	5,016	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Inter. st Rate.	Inter. st Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1672	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1892	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1876	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	216,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1882	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,500	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1875	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	503,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1872	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	88
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1876	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	78½
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,572	6	A.&O	1885	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	61
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	88
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	25,000	7	M&N	1875	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,500	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1875	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	253,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	160,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	121,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1871	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1875	90½
Worcester: 1st Mortgage.....	20,000	6	A.&O	1877	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	...
Catawissa,* pref. and guar.	2,200,000	7	7	82
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	280,000	8	6	...
Cheshire, preferred	2,017,815	7	3	88½
Chicago and Alton, pref.	2,425,400	7	10	116½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	96½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" 2d pref.	242,000	8	8	....
Delaware,* guaranteed	504,961	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	1,110,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	81
Erie, preferred	8,586,910	7	7	42
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	99½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,046,100	7	7	....
Louisville, Cincinnati and Lexington preferred	843,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	30
" " 2d pref.	4,051,744	6	...	9
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,500	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	78½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,300	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Port'h. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	34½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,546	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	75½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	116
Schuylkill Navigation, pref.	2,888,997	6	6	33½
Union, preferred	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	9½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	32 — @ 34 —
Pig, American, No. 1		34 — @ 36 —
Pig, American, No. 2		32 — @ 34 —
Pig, American, Forge		31 — @ 32 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —
		—Store Prices.—
Bar, Swedes, ordinary sizes		110 — @115 —
Bar, Refined		77 50 @ — —
Bar, Common		85 — @ — —
Scroll		100 — @120 —
Ovals and Half-round		95 — @105 —
Band		92 50 @ 95 —
Horse Shoe		95 — @ — —
Rods, ½@3-16 inch		82 50 @120 —
Hoop		100 — @120 —
Nail Rod	per lb.	— — @ — 6½
Sheet, Russia, as to No.'s	(gold)	10½@ — 11
Sheet, Single D. and T. Common		— 4½@ — 6
Rails, English	(gold) per ton.	55 50 @ 59 —
Rails, American, at Works in Penna.	o'y.	70 — @ 72 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 16 @ — 17
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 13
American German do.		— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb	4 40 @ — —
Cut Spikes, all sizes		— 4 65 @ — —
Clinch		— 5 90 @ — 5 —
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 30
Copper		— — @ — 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 38½@ — —
Straits	(gold).	— — @ — 33½
English	(gold).	— — @ — 32½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 62½@ 9 —	10 — @ 10 50
I. C. Coke	7 25 @ 7 75	8 37½@ 8 75
Coke Terne	6 23 @ 7 25	7 25 @ 8 25
Charcoal Terne	7 75 @ 8 25	9 — @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall.	— — @ — 14
Crude, 40 @ 47 gravity (in shipping order)		— 18½@ — —
Refined, Standard White (in ship'g order)		— 23½@ — 24
Refined, prime White (in shipping order)		— 25 @ — —
Refined, S. W. (in jobbing lots)		— 26 @ — —
Refined, S. W. (in tin)		— 29 @ — 31
Naptha, Refined, (65 @ 73 gravity)		— 9½@ — —
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	22 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
Canton Co.	83	85½	85	83	83½	84½
Central Pacific 6s	95½	95½	95½	95½	96½	95½
Central of N. Jersey	106½	106½	106½	106½	105	106
Chicago & Alton	113½	113½	....	113½	115½	114
" pref.	....	116	....	116	116½	....
" 1 M.	....	....	102	102	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	94½
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	80½	80½	80	80	79½	82½
" pref.	93½	93½	93½	93½	94½	94½
" 1st M.	96	....	....	....	95	....
" S. F.	....	....	....	....	90	....
" Consol.	89	89	89	....	....	89
Chic., Rock Isl. & Pac.	112½	114½	114	114½	114½	....
Chi., R. I. & Pa. 7s, 1906	99½	98	99	99	99	....
Clev., Col., C. and Ind.	83½	83½	84	83½	83½	....
Clev. and Pittsburg	114½	113½	113	113	113½	113½
" 2 M.	....	....	99	....	....	....
" 3 M.	....	....	97½	....	....	....
" 5 M.	....	82	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	102	....	....
Col., Chi., & Ind. C.	22½	22	21½	21½	21½	....
" 1 M.	85	85½	....	85½	85½	....
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	116	116	115	....	115
Del. Lack. & Western	105½	106½	....	105½	106½	106½
" 1 M. 7s	....	101½	....	....	102	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	86	....	....	85	....	....
Erie Railway	21½	20½	20½	20½	20	19
" pref.	....	....	....	....	....	42
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	92½	92½	92½
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	86	....	86	....	86	85½
" 5 M. 7s, 1888	....	82	....	....	....	82½
Great Western 2d mort.	84	....	....	....	....	....
Hannibal & St. Joseph.	99½	93½	91	90½	90	....
" pref.	....	....	....	99	99½	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	102½	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	135	....	....	....
" bonds	....	....	109	....	....	....
Lake Shore & Mich.S'th.	100½	99½	98½	99½	99½	99½
Lake Shore Div. bonds	....	95½	....	95½	....	....
Marietta & Cin. 1st pref.	....	30	....	....	....	....
" 2d pref.	....	9	....	....	....	....
Michigan Central	118½	118½	....	118	118½	....
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	....	102	101½	101½	102	....
" 2 M.	....	99	....	98½	99½	....
Mariposa Mining Co.	....	6	6	....	....	....
" pref.	....	10	10	....	9	9½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	55½	55½	55½	55½	55½	57½
" pref.	77½	77½	77½	77½	77½	78
" 1st mort.	94	....	....	....	94½	....
" 2d mort.	88	....	....	....	....	....
" 8s	....	104½	104½	....	....	....
" 7 3-10s con.	94½	....	....	....	....	....
Missouri 6s	92	....	92	91½	91½	....
" H. & St. J. iss.	....	....	....	....	....	....
Morris and Essex	89½	89½	89½	....	89½	89½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	96½	....	96½	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	101	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	94½	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	99½	98½	98½	98½	98½	ex95½
" certificates	95½	95½	95½	95½	96½	ex91½
N. York and Harlem	128½	130	....	....	128	128
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	104	....	....	....	....	....
N. Carolina 6s, old	....	46½	....	....	46	46½
" new	....	....	....	....	....	....
Ohio and Miss.	48½	48	47½	47½	48½	47½
" pref.	76	....	75½	....	75	75
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	42½	42½	43½	42½	43½	42½
Panama	72	71	71	71	71½	....
Phila. and Reading	102½	101½	101½	102	102½	102½
Pitts., Ft. W. & Chi. gtd.	97½	97½	97½	97½	97½	....
" 1 M.	....	....	....	....	....	103
" 2 M.	....	....	....	....	....	98
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	14	13½	13	13	11	11
St. L., Alton & T. H.	....	30	....	....	....	....
" pref.	....	56	....	....	....	....
" 1 M.	....	96½	....	....	....	96½
" 2 M. pref.	....	....	85	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	64	....	64	63½	64½
" new	63½	64	....	64	63½	63½
Tol., Wab. & Western	55½	55½	55	54½	55½	56½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	80	....	....	....	....
Union Pacific	27½	27	26½	26½	25½	24½
" 1st mort.	83½	84	84	....	83½	83½
" L. Gt. 7s	76	76½	76½	76½	75½	75½
" Inc. 10s	69½	70	....	70	70	69½
Virginia 6s, old	....	....	....	68½	68	67
" new	67	67	69	70½	69½	70

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup. 109	109½	109½	108⅞	108⅞	108⅞	
U. S. 5s, 10-40s, reg.	....	....	108½	108⅝	....	....
U. S. 6s, 1881, reg.	115⅝	....	....	....	....	....
U. S. 6s, 1881, coup.	....	115⅞	115⅞	116⅛	....	
U. S. 6s, '81, O.W.L. y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	110	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	....	112½	112	....	....	....
U. S. 6s, 5-20s, c. 1862. 112⅜	112⅜	113	112½	....	112½	
U. S. 6s, 5-20s, c. n. '64. 112	....	112½	....	....	....	....
U. S. 6s, 5-20s, c. 1864. 112	....	112½	112	....	112	
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865. 112½	112½	112½	112½	112	111	
U. S. 6s, 5-20s, r. n. '65.	....	111½	....	....	110½	
U. S. 6s, 5-20s, c. n. '65. 111	111	....	110⅞	110⅞	111	
U. S. 6s, 5-20s, reg. '67.	111½	111½	111⅛	....	....	....
U. S. 6s, 5-20s, c. 1867. 111	111⅛	111½	110⅝	110⅞	110⅞	
U. S. 6s, 5-20s, reg. '68.	111⅜	....	....	....	....	....
U. S. 6s, 5-20s, c. '68. 111⅜	111⅜	....	111⅛	111	110⅝	
U. S. 6s, Pac. R. Issue 114⅜	....	114	114⅛	114	114	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Catawissa	....	....	....	....	....	....
" preferred	40½	....	....	....	40⅝	....
Camden and Amboy 115⅜	116	116⅜	116⅜	....	116⅜	
" 6s, 1875	98½	....	....	....	....	....
" 6s, 1883	....	....	....	94	....	....
" 6s, 1889	....	....	....	....	94	....
" mort. 6s, '89 96½	....	96	96	96	....	
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation 35	35⅛	35	35⅛	35⅛	35⅛	
" 6s, 1884	....	....	....	....	85⅛	85⅛
" Gold L. 88⅛	88⅛	....	....	....	88⅛	88⅛
" R. R. L. 91⅛	91⅛	....	....	....	91⅛	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R. 60½	60	59⅞	59⅞	59⅞	59⅞	
" 6s new coup 94	....	....	....	....	....	....
" 6s new reg. 96½	....	....	96½	....	....	....
Little Schuylkill R.R. 44½	44½	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	51½	....	....	....	51½	51½
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	110
" 1st mort	....	....	....	....	....	....
North Pennsylvania 46	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	100	99⅝
" 7s. 96	....	....	....	....	....	96½
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	41
Pennsylvania R. R. 61½	61½	61⅜	61⅜	61⅜	61⅜	
" 1st M.	....	....	101⅜	101⅜	101⅜	
" 2d M. 102⅜	....	102⅜	102⅜	....	....	
" Gen. mort.	....	....	....	93	....	
" " reg. 94	....	....	....	94⅜	....	
Penn. State, 6s. 1st series.	....	....	....	103⅜	104	....
" 6s, 2d series. 105⅜	....	....	105⅜	....	105⅜	
" 6s, 3d series.	....	....	....	....	....	108
" 6s, W L.	104	....	....	....	....	....
Philadelphia City, 6s. 101½	....	....	....	....	101½	
" new 101½	101¼	....	101½	101½	101½	
Philad., Germ. & Nor.	....	....	....	....	82½	....
Phila. & Reading 50⅜	51⅛	51	50⅜	51	51⅛	
" 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	27	27	27	
" 6s. 95	96	....	....	....	....	....
" 7s. 86½	....	....	86½	86½	86½	
Schuylkill Navigation	....	....	....	....	....	....
" pref. 16½	16⅝	....	....	....	....	....
" 6s, 1882	....	....	....	....	....	75½
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	5	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1878.	....	....	14	14	....	....
Hestonville, (Horse) 17	....	....	....	....	....	17½
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	56½	....
Spruce and Pine 25½	....	....	....	....	26	
13th and 15th sts.	23½	....	23½	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 21.

	W.15.	Th.16	F.17.	Sat.18.	M.20.	Tu.21
Baltimore City 6s, 1875. 97⅛	97⅛	....	....	....	....	....
" 1886	....	....	....	....	....	....
" 1890	95	....	....	....	95	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875.	....	....	....	....	....	....
" " 1880. 94½	....	....	....	....	....	....
" " 1885.	....	....	....	....	....	....
Marietta & Cin. 1st M. 92½	....	92½	92½	92	....	
" 2d M. 83⅛	83⅛	83⅛	83⅛	83⅛	83	
Northern Central. 40⅛	40⅛	....	40⅛	40⅛	40⅛	
" bonds, 1885.	....	....	....	....	....	....
" " 1900. 89	....	89⅛	....	....	....	
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
City Passenger R. R.	20	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	Th.16.	F.17	Sat.18.	M.20.	Tu.21.	W.22
Boston and Albany	....	156	155½	....	156½	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	153	....	153	152½	
Boston and Providence	....	154½	....	154½	154	
Boston, Hartford & Erie	....	....	1	1	....	
" 7s, new	28½	28½	28⅞	29	28⅛	28⅛
Cheshire, pref. 88	....	87½	....	....	88	
Concord	....	79	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	121	121½	121½	122	
Fitchburg	....	136⅜	....	137	137½	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central 118	118	118	118½	118	118½	
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ 87⅜	87⅜	87⅜	....	87⅛	87⅜	
" pref.	108	....	....	....	108	
Old Colony & Newport. 97⅛	97⅛	97⅛	....	97⅛	98	
Ph., Wil. & Baltimore 51⅝	52	52	52	....	52⅛	
Portl'd, Saco & Ports.	121	120½	....	....	130	
Union Pacific	....	....	27	....	....	
" 6s.	82½	82⅛	....	....	....	
" Land Grant 7s 72⅛	73	73	73	....	....	
" Income 10s. 69⅛	69½	....	....	69⅜	....	
Vermont & Canada	....	....	....	105	104⅜	
Vermont & Mass.	71	....	....	72	....	
South Boston (Horse)	....	....	....	....	....	....
Cambridge " 104⅛	....	104⅛	....	....	....	
Metropolitan "	....	72⅛	72⅛	....	....	
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls " 8⅛	8⅛	....	8⅛	8⅛	8⅛	
Franklin "	....	....	....	....	....	....
Huron "	....	....	....	....	....	....
Isle Royale "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Pewabic "	2½	....	....	....	....	....
Pittsburg "	....	....	....	....	4½	
Quincy "	....	24½	....	....	....	....

London Stock Exchange.

	Closing Prices. Feb. 24.	March 3.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880.	70 — 75	73 — 78
Do. do., 2d mort., 1881.	64 — 68	62 — 67
Do. Penn., 1st mort., 1877.	70 — 75	73 — 78
Do. do., 2d mort., 1882.	64 — 68	62 — 67
Do. Consol. 7 per cent. mort. 1890.	29½ — 30½	30 — 31
Detroit and Milwaukee 1st mort. 7s.	66 — 68	66 — 68
Do. 2d mort. 8 p. c.	68 — 70	68 — 70
Erie shares 100 dol. all paid	— —	— —
Do. sterig. 6 p. c. convertible bonds	66 — 68	63 — 65
Do. 3d mort. 7 p. c. 1883	— —	— —
Illinois Central, 6 per cent., 1875.	— —	— —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875.	— —	— —
Do. 100 dol. shares, all paid	109 —110	109½—109⅝
Marietta and Cin. R. R. bonds 7 p. c.	— —	— —
New York Central, 100 dols. shares.	— —	— —
Panama General mort. 7s, 1897.	93 — 95	93 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	98 —100
Do. General mort. 6 p. c. 1910.	91½— 91½	90⅝— 91½
Do. $50 shares	49 — 51	48 — 50
Philadelphia and Erie 1st mort. 1881.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal

Saturday, March 25, 1871.

Stock Exchange and Money Market.

Money has been more actively sought, mainly for speculative purposes, and rates have been quoted up to 4@6 per cent. on call, and 6@7 per cent. per annum on the best mercantile credits. The offerings have been less liberal, particularly on bank account. Some outflow of currency has been noted. The city banks, in their last weekly exhibit, showed a further falling off of $1,422,289 in their legal tender reserve, and $1,105,431 in their specie hoard, with a gain of $1,021,059 in their deposit line. They added $3,223,010 to their loan and discount averages; and reduced their circulation $49,856. The banks now hold $12,649,676 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking act. The U. S. Sub Treasury at this port, last week, reduced its currency reserve, $145 866, and increased its coin balance $582,179. The receipts of the office were $3,368,743, in coin, and $4,859,924 in currency; payments $2,786,556 in coin, and $4,505,795 in currency. The office received $2,780,000 in coin or its equivalent, from customs; and disbursed $355,741 of coin interest.

Under the Treasury programme for March, Government will sell Treasury Coin, as follows: Thursday, March 23, $2,000,000; Thursday, March 30, $1,000,000. And buy in, two millions of Bonds on each Wednesday of the month, the Department reserving to itself the usual privileges.

The specie reserve of the city banks according to the latest return is $22,663,745, against $32,014,747 same time last year. The city bank deposits are now $230,945,648, against $208,816,823 week ending March 19. 1870. The legal tender reserve amounts to $55,628,645, against $52,774,420 same time last year. The circulation now stands at $31,605,215, against $38,699,563 same time last year. The loans are now $292,576,404, against $270,003,682 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $98,280,959 a day, against a daily average of $108,023,601 the preceding week. The current week's exchanges average about 96 millions a day. The city banks, last week reported a loss of $1,105,431 of specie, a gain of $1,021,059 of deposits, and a loss of $1,422 289 of legal tender notes. They increased their loans $3,223,010; and reduced their circulation, $49,856.

National Bank notes to the amount of $806,990 were issued last week by the Treasury Department. Deducting from the grand total issue to 1800 banks the currency returned, including worn out notes, amounting to $40,210,582, the existing 1,658 banks, (with an aggregate capital of $435,856,084,) retain an actual circulation of $311,780 103. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $354,030,000; and for the public deposits, $15,911,500—making a total of $369,941,500. The Treasury Department last week redeemed and destroyed $540,700 of worn and mutilated fractional currency, and issued $296,897 of new.

The coin reserve of the Treasury Department on Thursday morning was $108 292,000, including $27,172,000 represented by outstanding coin certificates; and the currency balance was $14,002,000.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $6,718,022 in currency, and $67,089,899 in coin against a balance a week previous of $9,074 683 currency, and $65,870 906 coin.

The U. S. Sub-Treasurer retired, last week, $2,376,877 of coin certificates, received for customs.

Government revenues, were on a moderate scale, last week. The Excises yielded about 1⅞ millions. The customs at the port of New York, last week were $2,666,877; and at the outports, equal to about $850,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been about 107¾ millions.

Gold has been less confidently dealt in and has receded from 111½@110⅝, closing on Wednesday of this week at 111, against 111⅜ the preceding Wednesday. The offerings have been more liberal. The customs call has been fair, and the export drain, rather heavier. The shipments last week were $1,993,517; and on Wed-

nesday of this week, $179,000; and on Thursday, about $300,000.

The Gold Exchange Bank clearances on Friday of last week were $23,682,000; on Monday of this week $41,058,000, the extremes since our last. On Wednesday they amounted to 25⅞ millions.

The export drain was $1,998,517 last week, against $3,10,491, same week preceding year. The shipments since July 1, 1870, have been $53,039,871, against $22,918,829 same time in 1869–'70.

The customs demand for Gold last week, averaged $458,932 a day; thus far, this week, it has averaged $789,123 a day, or equal to a weekly aggregate of $4,734,738. The arrivals of specie from Europe, Havana and other foreign ports last week were $10,630, and since Jan. 1, 1871, $2,721,606, against $3,840,005 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $104,821,560, against $94,404,025 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $66,003,646 against $66,438,891 same time in 1869–'70.

Foreign Exchange has been more freely purchased at generally strong and buoyant rates. Bankers' sixty day bills on London closed on Wednesday at 109¾@109⅞; sight bills on London, 110⅛@110⅜.

The produce exports from this port, week ending with March 7th, were to the currency value of $5,123,187.

Government securities have been in less request and though not offered freely in the open market, values have declined slightly, closing barely steady. The subscriptions to the new refunding Five per cent. Loan, thus far reported, amount to about 19 millions.

On Wednesday, Government bought in two millions of Five-Twenties at 109 34@109 47, ex-interest. The amount of bonds offered was $6,889,100.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115⅜@115⅝; U. S. Five-Twenties of 1862, 112⅛@112¼; U. S. Five-Twenties of 1864 at 111¾@112; U. S. Five-Twenties of 1865, 111¾@112; U. S. Five-twenties of 1865 consolidated, 110⅜@110¾; U. S. Five Twenties of 1867, 110⅝@110¾; U. S. Five-twenties of 1868, 110⅞@111⅛; U. S. Ten-forties at 108⅜@108¾ ex-coupon; U. S. Six per cent. currency bonds, 113⅞@114.

State bonds have been in less request at irregular prices.

Railway bonds have been in fair request and quoted generally firm. Central Pacific Sixes have been in good demand, closing at 95⅝@95¾. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been selling to a fair extent at 90 per cent. and accrued interest. Union Pacific Sixes closed at 83⅛@83⅝.

Railway and miscellaneous share property has been more active, and generally stronger, though closing less buoyantly. Union Pacific stock closed at 24⅜@24⅝; Ohio and Mississippi at 48@48⅛. Western Union Telegraph at 58¼@58½.

General business has been moderately active in the leading lines. Breadstuffs and Cotton, Pork and Lard have been freely dealt in at variable figures, closing about steady. Middling upland cotton closed buoyantly on Wednesday at 15⅛ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,159,889 bales, against 2,265,264 bales same time last year; exports 2,064,609 bales, against 1,417,617 bales same time last year; stock at the ports, at latest dates, 692,692 bales, against 475,853 bales same date 1870.

At the Live Stock markets, Beeves have been in more demand at 10@16c.; Veal Calves at 5½@11½c; Sheep, at 5½@9c., and Swine, at 7½@8c. per lb., all live weight. Milch cows, quiet at $40@$100, each. The week's receipts were 4,262 Beeves, 47 Cows, 1,266 Veal Calves, 15,301 Sheep and Lambs, and 12,326 Hogs.

Ocean freights have been fairly active and quoted firmer. For Liverpool, cotton at ¼@$\frac{5}{16}$d. by sail and $\frac{5}{16}$@⅜d. by steam, per lb.; flour at 2s. @2s. 3d. by sail, and 2s. 6d.@@2s. 9d. by steam, per bbl.; grain at 5@5¼d. by sail, and 6d. by steam. per bushel; and heavy goods at 15s.@27s. 6d. by sail, and 25s.@40s. by steam, per ton.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 8.	March 15.	March 22.
Consols	91⅝	91⅞	92¼
U. S. 5-20's of 1862..	92⅛	92$\frac{3}{16}$	92$\frac{3}{16}$
U. S. 5-20s, 1865 ...	91⅞	91⅜	91½
" 1867	90⅞	90$\frac{3}{16}$	90$\frac{3}{4}$
" 10-40s	89½	88¾	89
Erie.	19	18⅛	18⅛
Ill. Central.... .....109½		110⅛	110½
At. and Gt. West.....	30	30½	35

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 82; do. 7s, 90; do. 7s, gold, bonds, 93⅝; South Carolina 6s, new Jan. and July, 67; do., April and Oct., 68½; Arkansas 7s, issued to L. R. and Ft. S. R. R., 57¼; do. to L. R., P. B. and N. O. R. R., 50; Louisiana 6s, old, 69; North Carolina Fund Act, 1868, 30; do. 1866, 38; Toledo, Peoria and Warsaw 1st mort., E. D., 86½; Pacific 7s, guar. by Mo., 97; Cedar Falls and Minnesota 1st mort., 83; Quincy and Toledo 1st mort., 83; Great Western 1st mort., 1888, 88; Toledo, Warbash and Western 1st mort., St. L. Div., 80⅞; do. consol. bonds, 85; Cleveland and Pittsburg consol. bonds, 93; Ohio and Mississippi consol. bonds, 89¼; New York and New Haven 6s, 101; do. scrip, 140; Albany and Susq. 2d mort., 93½; North Missouri 2d mort., 60; Hannibal and St. Joseph 8s, conv., 102½; Buffalo, N. Y. and E. 1st mort., 89; Milwaukee and St. Paul 1st mort., Iowa Div., 87; St. Louis and Iron Mountain R. R., 51½; do. 1st mort., 89½; Peninsula R. R. 1st mort., 90; Galena and Chicago 1st mort., 97; Western Union Telegraph, 58¼; do. 7s, 95; Quicksilver pref., 16; Consol. Coal of Md., 38¼; Maryland Coal, 39; Spring Mt. Coal, 48; Cumberland Coal and Iron, 34; Pennsylvania Coal 221; American Coal, 45; Adams Exp. Co., 71⅝; Wells-Fargo Exp., 40; U. S. Exp., 46½; Am. Mer. Union Exp., 47¼; Long Dock bonds, 85¾; Am. Dock and Imp. 7s, 96; Brunswick City Land, 8; Brooklyn 6s, W. L., 93¼; Central Gold, 0.16; La Crosse gold, 0.10; Quartz Hill gold, 0.20; Consol. Gregory gold, 0.60; Grass Valley gold, 0.20; Smith and Parmalee gold, 0.50; Gunnell gold, 0.17.

Philadelphia.—Morris Canal, 46; do. pref., 116; Phila. and Trenton R. R., 116; Oil Creek and Allegheny River R. R., 48⅝; do. 7s, 83½; Ridge Avenue R. R., 7; West Jersey 6s, 91⅝; do. 7s, 103; Lehigh Nav. conv. loan, 80¼; Pennsylvania and New York Canal, 7s, 95; Wilmington and Reading 7s, 94½; Belvidere Delaware 2d mort., 86; Philadelphia and Reading deben. bonds, 80½; Chesapeake and Delaware 5s, 97½; Delaware Division Canal, 46; Schuylkill Nav. 6s, 1895, 77½; Pittsburg 5s, 75; Allegheny County 5s, 78; Pennsylvania State coupon 5s, 103¾; Feeder Dam oil, ¼. The latest quotations are: City 6s, 101⅛@101⅜; do. free of tax, 101¼@101¼; State 5s, coupon, 103@103; do. 6s, W.L., 103@—; do. 1st series, 103¾@104; do. 2d series, 105@105¼; do. 3d series, 107¾@108; Reading, 51½@51⅝; do. 7s, 1893, 108@—; do. mort. 6s, 1880, 96@96; Camden and Amboy, 116⅜@116½; do. mort. 6s, 1889, 95½@96; do. 1883, 93@94; do. 1889, 93½@94; Pennsylvania R. R., 61½@61⅝; do. 1st mort., 101¾@101⅞; do. 2d mort. 102¾@103; do. Gen'l mort. coupon, 92½@93; do. reg., 94¼@94¾; Little Schuylkill R. R., 44@44½; Morris Canal, 45@46; do. pref., 115@116; do. 6s, 86@88; do. scrip 7s, 70@75; Susquehanna Canal, 5@6; do., 6s, 47@50; Schuylkill Nav., 8¼@8⅝; do. pref., 16¾@17; do. 6s, 1882, 75¼@75¾; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 93@94¼; do. 5s, 62@—; Lehigh Coal and Navigation, 35⅜@35½; do. 6s, 1884, 85@85¾; do. R. R. Loan, 91½@92; do. Gold Loan, 88¾@89; North Pennsylvania, 45½@46; do. 6s, 99@100; do., 7s, 94½@97; do. Chattle 10s, 115@—; Philadelphia and Erie, 26½@27; do., 6s, 95@96; Minehill, 51¼@51½; Catawissa, 13@15; do. pref., 41@41½; Lehigh Valley, 59¾@59⅞; do. 6s, 96@96½; do. 7s, reg., 99@100; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 56@56; Thirteenth and Fifteenth, 23@23¾; Spruce and Pine, 25¾@26; Green and Coates 43@46; Chestnut and Walnut, 46½@46½; Hestonville, 16¾@17; Union, 55@—; Germantown, 30@30½.

Boston.—Central Pacific 7s, 1884, gold, 100¼; Illinois Grand Trunk 8s, 99; Ogdensburg and Lake Champlain 8s, 1879, 102½; Philadelphia, Wilmington and Baltimore 6s, 1887, reg., 94; Maryland and Delaware 6s, 1885, 57¾; Stanstead, Shefford and Chambly 7s, 84; Vermont Central 1st mort., 87⅜; do. 2d mort., 44; Cedar Rapids and Missouri 7s, 1916, 85¾; do., 1891, 87; Eastern 6s, 1874, 100¾; Old Colony and Newport 7s, 103; Mansfield and Framingham 7s, 1st mort., 92½; Central R. R. of Iowa, 1st mort. 7s, 1889, 86; Quincy and Warsaw 8s, 98; Boston and Lowell 6s, 1879, 98½; Maine Central 6s, gold, 90; Indianapolis and Cincinnati R. R., 7; Eastern (N. H.) R. R., 113¼; Rutland 42; do. pref., 84¾; do. 8s, 1880, 100½; do. 7s, new, 88¾; Summit Branch, 43; Taunton Branch, 103; Norwich and Worcester, 112⅝; Cincinnati, Sandusky and Cleveland, 28⅞; do. 6s, 1900, 76¾; do. 7s, 1890, 88¾; Portsmouth, Gt. Falls and Conway, 111; Cape Cod, 69¾; Connecticut and Passumpsic Rivers, 91½; Cary Imp. Co., 10⅝; Boston Water Power Co., 35; Waverly Land, 1¾; Maine 6s, 1889, 100; Illinois 6s, 1879, 99¾; New Hampshire 6s, 1871, 100⅛; Vermont 6s, 1876, 100½; Boston 6s, currency, 1880, 101¼; Albany 6s, 1896, 91; Augusta 6s, 1887, 94; St. Louis 6s, 1873, 95¾; do. 1877, 92¾; do. 1888, 88; Chicago 7s, 1887, 97¾; Minneapolis 8s, 1910, 95; St. Louis County 7s, 96.; Bath 6s, 1891, 90; Portland

6s, 1888, 95; Charlestown 6s, 1883, 90; Cook Co., Ills., 7s, 98; Cincinnati 7.30s, 105¼.

Baltimore.—Pittsburgh and Connellsville bonds, 91¾; Northern Central 6s, gold, 92; Orange, Alex. and Manassas bonds, 78½; Orange and Alexandria 4th mort. 8s, 77; do., 3d mort., 87; Virginia 6s, old, reg., 54¼; do., 1866, 67; Maryland Defense bonds, 103¾; Memphis City 6s, 55¼; Baltimore Copper, 1½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91¾@92; Baltimore and Ohio, 137@140; do. 6s, 1875, 94¼@95; do. 1880, 94@95; do. 1885, 96½@97; Northern Central, 40½@40¾; do. 6s, 1885, 92½@93; do. 1900, 89½@90; do. 6s, 1900 gold, 92@92½; N. W. Va. 1st mort., 96@98; do. 2d mort., 96½@97½; do. 3d mort., 1885, 88@—; Marietta and Cincinnati 7s, 1892, 92@92¾; do. 2d mort., 83@83¼; Central Ohio, 29¼@30; do. 1st mort., 84@85½; Western Md. 1st mort. 6s, 1890, 76@78; do. guar. by Baltimore City, 90@96; do. 2d mort. guar., 90@95; do. 2d mort pref., 50@60½; do. 6s, guar. by Washington Co., 82@82; Richmond and Danville bonds, 76@78; Orange and Alexandria 1st mort. 6s, 86@87; do. 2d mort. 6s, 75@77; do. 3d mort. 8s, 88@90; do. 4th mort. 8s, 77@78; Orange, Alex. and Manassas 7s, 78¼@78¾; Virginia and Tennessee 8s, 83⅛@84½; do. 6s 1st mort., 82@—; do. 6s, 2d mort., 72¾@74; Baltimore 6s, 1875, 97½@98; do. 1884, 96@97; do., 1886, 96@96¾; do. 1890, 94¾@95; do. 1893, 96@97; do., 1900, 94¾@96; do. 5s 1838–70, 79@81; Memphis City 6s, 55¼@56; Maryland Defense Loan, 1883, 103¾@104½; City Passenger R. R., 19¾@20; George's Creek Coal, 60@65.

TREASURY DEPARTMENT,
STATE OF ARKANSAS,
LITTLE ROCK, March 1, 1871.

The Semi-annual Interest, due April 1, 1871, on Arkansas State Seven per cent. bonds, will be paid on and after that date, at the Union Trust Company, No. 73 Broadway, New York.

HENRY PAGE, State Treasurer.

☞ Mr. EDWARD HAIGHT, late President of the Bank of Commonwealth, has associated with him his son, EDWARD HAIGHT, Jr., and will transact a Banking, Stock Brokerage and Commission business at 9 Wall Street. Attention is called to their business card on second page.

☞ An important internal revenue decision relative to the tax on dividends, surplus profits and interest on funds of corporations, etc., will be found in another column.

☞ The Blue Earth *City Post* says the Burlington, Cedar Rapids and Minnesota Railway will be extended to Blue Earth City by the 1st of January, 1872.

☞ The construction of the California Pacific Branch Railroad, from Vallejo, through Sonora county, by way of Santa Rosa, to Healdsburg, will be commenced immediately.

☞ Marvin Hughitt has been appointed Assistant General Manager of the Milwaukee and St. Paul Railroad, with headquarters at Milwaukee.

☞ The contract for grading the first nine miles of railroad west of Menasha, Wis., has been awarded to Jas. McGillan and John Dougherty.

Morris Canal.

The Morris Canal Company of New Jersey has contracted to lease its canal, with all its boats, properties, works, appurtenances and franchises, to the Lehigh Valley Railroad Company for a term of 999 years. The terms proposed are, that the railroad company shall pay at the regular semi-annual dividend periods of the canal company, in February and August of each year, beginning next August, 5 per cent. on the preferred stock of the company and 2 per cent. on the consolidated stock, amounting to 10 per cent. per annum on the former and 4 per cent. per annum on the latter, to be continued every year during the 999 years of the lease. It also agrees to pay all obligations incurred since the closing of the canal up to the 1st inst., not exceeding $100,000; and all obligations incurred since the 1st inst. properly expended on the works of the canal. The railroad company also agrees to pay, for the purpose of meeting the expenses of maintaining the organization of the canal company, annually, in quarterly payments, $1,500. The canal company is indebted on first mortgage 6 per cent. bonds to the amount of $500,000, on second mortgage 6 per cent. bonds $285,000, on 7 per cent. boat loan $236 965, and on 7 per cent. scrip given for dividends $103,164, making a total indebtedness of $1,125,129, all which the railroad company assumes, as well also the riparian tax of $25,000 per annum. This lease will be submitted to the stockholders of the Morris Canal Company for approval at their annual meeting, on the 3d of April. The fair and equitable terms of the lease will, no doubt, insure its prompt approval. To the consolidated shareholders the terms are especially liberal, the guaranteed 4 per cent. per annum being at 6 per cent. equal to 66⅔ of the par of the stock, which has paid very irregularly of late years, and the shares for some time past have been quoted at 35@40, the par of which is 100. The two semi-annual dividends on the preferred stock passed by the company are not provided for in the proposed lease.—*Phila. Ledger Mar.* 22.

New Orleans, Mobile and Chattanooga R. R.

At the Annual meeting of the stockholders of this company held in New York on the 14th inst., the following named gentlemen were elected to serve as directors for the ensuing year, viz: James A. Raynor, Wm. S. Williams, Edwin D. Morgan, John A. Griswold, Oakes Ames, Thomas W. Pierce, Peter Butler, George Innis, Wm. M. Tweed, James H. Banker, Harrison Durkee, John Stewart, Louis A. Von Hoffmann, Levi P. Morton and Joseph Seligman. At a subsequent meeting of the directors, Jas. A. Raynor was elected President, John A. Griswold Vice President, Harrison Durkee Treasurer, and John J. Howell Secretary. The Executive Committee, elected to serve for the ensuing year, and to whom is confided the management of the affairs of the company, are Oakes Ames, Ed. D. Morgan, James H. Banker, Harrison Durkee, John Stewart, L. P. Morton, John A Griswold and Wm. S. Williams.

☞ The rails of the Knox and Lincoln Railroad are now laid to Wiscasset, and the construction train is rapidly ballasting and gravelling the road to that place. It is expected to open the road for travel to Wiscasset by the first of April, and they expect to have cars running to Damariscotta by June.

☞ Four surveying parties have been fitted out from Alexandria, Va., to locate the Lynchburg and Danville railroad line.

☞ The first twenty miles of the Savannah and Memphis railroad from Opelika westward, were completed on the 16th inst.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH, BANKERS,
No. 5 NASSAU STREET,
NEW YORK, March 24, 1871.

☞ THE CHESAPEAKE AND OHIO RAILROAD,

A NEW TRUNK LINE FROM THE SEABOARD TO THE WEST.

There remain but 200 miles to be completed, of which nearly half is graded, to unite the unfailing navigation of the Atlantic coast with that of the Ohio and Mississippi Rivers at a favorable point. Roads projected, or now in progress, will connect it, by a short line, with the principal railroad centers of the West.

The road already possesses a PROFITABLE LOCAL BUSINESS, and its advantages AS A GREAT EAST AND WEST THROUGH LINE for the transportation of the heavy freights (which constitute the principal part of the East and West through traffic) are numerous and important.

1. A SHORT ROUTE between the Atlantic coast and the Great West.
2. LOW GRADES.
3. CHEAP FUEL.
4. A GENIAL CLIMATE which admits of safe, economical, and rapid railroad operation throughout the year.
5. EAST AND WEST TERMINI, at favorable points on tide water and the Ohio River.
6. A VERY LARGE THROUGH AND LOCAL TRAFFIC awaiting its progress.
7. A COMPARATIVELY LIGHT CAPITAL AND DEBT, and consequently a light tax upon traffic for payment of interest and dividends.

All these conditions favor a cheap and economical working of the line, which will enable the Chesapeake and Ohio route to do a profitable East and West through business at rates which would not pay by the more difficult and costly lines, *and to control an enormous Southwestern through trade.*

We are now authorized to sell an additional amount of the FIRST MORTGAGE SIX PER CENT. GOLD BONDS of the Company, at the original price of 90 *and accrued interest* from Nov. 1.

The Bonds are secured by a mortgage upon the entire road, (427 miles of main line) franchises, and property of the Company, WHICH NOW, IN COMPLETED ROAD AND WORK DONE, EXCEEDS THE ENTIRE AMOUNT OF THE MORTGAGE; and which, when completed, will be worth at least $30,000,000.

A *Sinking Fund* of $100,000 per annum is provided for their redemption.

They are issued as Coupon or Registered Bonds, and in denominations of

$100, $500, and $1,000.

The superior advantages, valuable property and franchises, and able and honorable management of the Chesapeake and Ohio Railroad Company render it one of the most substantial, reliable and trustworthy Corporations in the country, and commend its Securities to the unhesitating confidence of capitalists and investors.

Pamphlets, maps and full particulars furnished upon application.

FISK & HATCH, Bankers.

☞ RAILROAD BONDS.—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

Journal of Railroad Law.

COMMON CARRIERS—WHAT CONSTITUTES "BAGGAGE" FOR WHICH THEY ARE LIABLE.

The facts in the late case of Dexter *vs.* The Syracuse, Binghamton, and New York Railroad Company (42 N. Y. 326) are fully and clearly stated in the following opinion by

SMITH, J.—The points made upon the motion for a non-suit present the true theory of the defence, and present for discussion and consideration the true principles upon which the right of action of the plaintiff depends. The requests to charge, and the propositions submitted to the circuit Judge, are simply reiterations in a different form, quite needlessly made, of the same points or questions. It is not denied and cannot be, in view of the numerous decisions on the subject in this state and in others, that the defendant, as a carrier of passengers, is responsible for the carriage and safe delivery of such baggage as by custom and usage is ordinarily carried by travelers, and that the payment of the usual fare includes, in contemplation of law, a compensation for the conveyance of such baggage.

The difficulty is not with the rule of law, but with its particular application to the facts of the case.

It is for the obvious interest of the carriers of passengers to encourage travel by allowing the passenger to take with him as baggage whatever he may deem proper or desire for his necessity, comfort, convenience, pleasure or amusement, on the journey or on his stay away from his home, within reasonable limits.

The question, as held in Merrill *vs.* Grinnell, when property lost by a traveler is claimed as baggage, is whether it is or was a reasonable description or class and amount of baggage, in view of the condition in life of the passenger, the extent and object of his journey, the time of his contemplated absence from his home, and other particular circumstances of the case. The error I think in the argument of the defendant's counsel, as presented at the trial on his motion for a nonsuit, and in his numerous requests, is in the claim that the baggage which a traveler may take, and the carrier must safely transport and deliver, is limited to such apparel or other articles as "were absolutely" necessary or material for his use, comfort or convenience on his journey, or while away from his home. In this case the plaintiff's husband was away from his home without a trunk or any articles of wearing apparel, so far as we can see from the evidence except such as he had upon his person. The trunk and apparel for which the action was brought were purchased in the city of New York to take with him on his return home; he probably did not need or intend to use any portion of it by the way. He left New York at six o'clock P. M. and arrived at his home in Cortland the next morning or forenoon.

The argument of the counsel in effect is, that having no occasion for the use of the clothing or other articles contained in the said trunk on the way, he had no right to carry them as baggage at the risk of the carrier, or any baggage. Such a rule would I think, be too strict and narrow for these times, when steamboats and railroads have so wonderfully increased the temptations and facilities for travel, and superseded the old modes of transportation by stage coaches, canal and river boats, and other ways as means of transportation from place to place formerly in use.

It would be a more fair rule to hold the carrier responsible for whatever he received as baggage from the traveler within such limits as to weight and amount as the carrier might fix and prescribe. Public carriers and the courts, I think have been growing more liberal on this subject of late than formerly. The case of Merrill *vs.* Grinnell indicates the growth of a spirit of progress and expansion on this subject corresponding with the great increase of travel and inter-communication among the people in modern times.

In this case, the assignor of the plaintiff and the owner of the trunk, for whose loss, with its contents, the action was brought, was allowed to recover for many articles of clothing, besides money, that the passenger did not need to use by the way. He was an emigrant from Germany to New York, and purchased his ticket at Hamburg for the transportation of himself and baggage to New York *via* Hull and Liverpool; his baggage consising of a black leather trunk, and its contents consisting of a large amount of wearing apparel, among which were six dozen shirts, two swords, valued at sixty eight dollars, $800, in gold, and other articles valued in all at $1,991 27. This court allowed the plaintiff to recover for all these articles. The chief controversy related to the money. It is quite apparent that of these materials of wearing apparel, very few, and of the money very little, if any, were requisite for the use of the passenger by the way. His ticket for transportation was paid for at Hamburg before he started, and it does not appear that he sought or had occasion to open or to take anything from his trunk before his arrival in New York, where upon demand for it, it was found to have been stolen or lost.

This case, I think, clearly establishes that the right of the traveler to recover of the carrier for lost baggage is not limited to such apparel or other articles as he expected to use or needed by the way. I think, a young man for instance, may start from his eastern home to remove and take up his residence in a western State or City and take with him his ordinary wearing apparel, though he might not need or expect to use a single article of it by the way, except such as he wore upon his person, and I cannot admit that it would be a sound rule of law, to hold that if a gentleman from the interior of the State or Country should purchase in New York or any other city a new coat or a new suit of clothes for his own use and put into his trunk, he could not recover of the carrier for its loss, because he did not expect to stop to wear it or put it on by the way. With the exception of the few articles purchased for his wife and other members of his family, the contents of the trunk in controversy in this action consisted of articles of male attire suitable for the condition of the plaintiff's husband, and purchased and designed, as he testified, for his immediate personal use.

The case is not one where there was any fraud practiced or intended upon the carrier, or any implied misrepresentation that the articles were apparel or clothing when in fact they were merchandize, as in the case Pardee *vs.* Drew (25 Wend. 460). In that case the plaintiff was a merchant residing at Delhi, in the County of Delaware. He put on board the defendant's steamboat, in New York, a trunk to be transported to Catskill, and took passage himself at the same time to accompany the trunk home, where he would doubtless, in the ordinary course of travel, arrive on the same day. The trunk was filled with silks and other fine goods of the value of about $300 purchased for sale, and contained nothing else. The plaintiff recovered for the value of the trunk and its contents at the Circuit, and the Supreme Court set aside the verdict and granted a new trial, on the ground that the trunk was filled with merchandise. Chief Justice Nelson said the trunk did not contain an article for the personal convenience of the traveler, "that the contents of the trunk had no necessary connection with the baggage which it is customary to allow passengers to carry for a journey."

He said also, that the misrepresentation of the trunk and the contents as baggage, in the customary sense, was unfair, and calculated to impose upon the captain which would of itself exonerate the defendants. This is the true ground on which the carrier is exempt from liability in such cases. The implication upon the facts of this case, is, that if the trunk had contained the customary baggage, that is clothing and articles designed for personal use of plaintiff and his family, he would have been entitled to recover, although the trunk was purchased in New York and simply transported to the plaintiff's home with him on his return home. This case was put upon the express ground that the contents were merchandise and not personal baggage. It virtually admitted that, if the trunk had contained such baggage as is customarily taken by travelers, the defendant would be liable. And in that case, it is quite apparent that if the trunk had then been filled with wearing apparel, the plaintiff could hardly be expected to use or need it on his way home. It would have been taken for use after return to his home. The rights of the traveler in respect to his baggage cannot I think, properly rest upon a rule so restricted as claimed by the defendant; one which would operate so harshly and unreasonably upon the traveling public. If the plaintiff's husband had taken this trunk and its contents with him when he left home, it could scarcely be pretended that he was not entitled to take it home with him from New York as personal baggage at the risk of the carrier. I think he was entitled to equal protection for it on his journey homeward from New York. No fraud was perpetrated or designed upon the railroad company. The trunk was of such description with its contents as was customarily taken and carried unquestioned by all travelers. There was really no dispute about the facts at the circuit, and the direction of the Circuit Judge to the jury to render a verdict for the plaintiff was therefore not erroneous and the judgment at the General Term should be affirmed.

But a majority of the brethern think that the dress purchased by the deceased for his landlady at the cost of seven dollars should not have been embraced in the verdict, and that the plaintiff was not entitled to recover for that sum. The judgment should therefore be modified by striking out the said sum of seven dollars, and the interest thereon from the date of the verdict be deducted

therefrom and for the residue the judgment should be affirmed.

Judgment so modified and affirmed with costs.

Internal Revenue Decisions.

TAX ON DIVIDENDS, INTEREST, &C.

Some difficulty has existed in the construction of the act of July 14th, 1870, upon the subject of the tax on dividends and interest paid by the banks and other corporations, which are required to withhold the tax from the holders of their stocks and bonds, and to pay it to the Government. The rulings of the office of Internal Revenue have not been uniform upon this subject.

Commissioner Pleasonton has recently issued a letter to Supervisor Dutcher of New York, covering all the points involved, which has evidently been prepared with care and may be considered a final ruling upon the subject.

It will be remembered that the act of July 14th provides that the sections of the old law, which impose a tax of five per cent. upon the dividends and interest paid by the corporations referred to, "shall be construed to impose the taxes therein mentioned to the 1st day of August, 1870, but after that date no further tax shall be levied or assessed under said sections." The same act imposes "for and during the year 1871 a tax of two and one-half per centum" on interest paid upon the bonds of such corporations and upon their dividends and undivided profits.

The questions of doubt refer exclusively to the interval from the 1st of August, 1870, to 1st January, 1871—whether the corporations named are liable to any tax on interest and profits for that period.

Commissioner Pleasonton decides that they are exempt from tax for all the profits of that period, whether divided or not, and for any interest earned in that period. He also decides that they are exempt from tax on all dividends declared and on all interest payable in that period, even though the profits so divided and the interest so payable have been earned when the 5 per cent. tax was in force. Dividends declared since 30th December, 1870, and interest payable since that date, are taxable (at 2½ per cent.) only for such portion as was earned either before the 1st August or subsequent to 30th December, 1870, the portion earned within that interval being exempt.

This exemption, we understand, applies only to the liability of corporations themselves to pay the tax. The individual holder of the stock or bonds will be liable for the tax on all that portion of the dividends and interest upon which the corporation has not paid the tax.

The corporations to which this ruling refers are banks, trust companies, savings institutions doing a general banking business, insurance companies, railroad, canal, canal navigation and slackwater companies. The Commissioner's letter is as follows:

OFFICE OF INTERNAL REVENUE,
WASHINGTON, February 27, 1871.

SIR:—Upon further consideration it is deemed advisable to publish in the Internal Revenue Record the following instructions, which, it is believed, cover all the questions which have arisen respecting the liability to tax of dividends, surplus profits and interest on bonds of the corporations enumerated in sections 120 and 122, act June 30, 1864, as amended, and section 15, act July 14, 1870.

First—Dividends of the corporations enumerated in sections 120 and 122 aforesaid, which were *declared* at any time prior to August 1, 1870, are subject to a tax of five per cent.

Second—Undivided profits of said corporations which are carried to the account of any surplus or contingent fund prior to August 1, 1870, are subject to a like tax of five per cent.

Third—Interest (or coupons representing interest) due from the corporations mentioned in section 122, which became *due and payable* prior to August 1, 1870, is also subject to tax of 5 per cent. Returns of these dividends and surplus profits should be made on Form 65, and returns of this interest on Form 68.

Fourth—All dividends of the corporations before mentioned which were declared within the last five months of 1870 are exempted from a *dividend* tax, even when said dividends are composed wholly or in part of profits accrued prior to August 1, 1870.

Fifth—Profits carried to the account of a *fund* within the last five months of 1870 are exempt from a surplus tax, even if said profits were earned prior to August 1, 1870.

Sixth—No tax should be withheld from interest (or coupons representing interest) falling due and payable within the above period of five months.

Seventh—Dividends of said corporations which are *declared* on or after January 1, 1871, are taxable as follows: If composed wholly of profits accrued or earned prior to August 1, 1870, at the rate of 2½ per cent.; if composed partly of profits accrued prior to August 1, partly of those accrued within the last five months of 1870, and partly of those accrued since January 1, 1871, at the rate of 2½ per cent. upon so much of the dividend as represents profits accrued either prior to August 1, or subsequent to December 31, 1870, excluding profits of the last five months of 1870.

Eighth—Profits carried to the account of a *fund* on or after January 1, 1871, are subject to the same liability to tax as the dividends above described. So much of such profits as were earned prior to August 1, or subsequent to December 31, 1870, are taxable at the rate of 2½ per cent.

Ninth—Profits of the corporations previously mentioned, which were earned or accrued within the last five months of 1870, are not taxable when divided or carried to the account of a *fund* subsequent to December 31, 1870.

Tenth—Interest falling due and payable on or subsequent to January 1, 1871, is taxable at the rate of two and a half per cent. if such interest accrued either prior to August 1 or subsequent to December 31, 1870. From so much of it as accrued within the last five months of 1870 no tax whatever is to be withheld.

Eleventh—Returns of dividends and surplus profits by the corporations mentioned in section 15, act of July 14, 1870, should be rendered on Form 65 1-2, and returns of interest on Form 68 as revised.

Twelfth—All previous rulings of this office, inconsistent with these instructions are herewith revoked. A. PLEASONTON, Commissioner.

☞ The Washington *Star* says the Baltimore and Potomac Railroad Company has just entered into contract for the heaviest steel rails for the road between that city and Baltimore, and will shortly begin to lay them from both ends of the road. The ties are now being delivered.

☞ Books were opened on the 19th inst., at Lebanon, Ohio, for subscription to the railroad from Dayton, through Lebanon to the Little Miami Railroad near Loveland. Ten per cent. of the whole amount was subscribed at once.

☞ The surveyors of the Cincinnati and Southern Railroad have completed the preliminary survey to Chattanooga.

☞ The Morris Canal will be opened for navigation on or before the 1st of April.

☞ UNION PACIFIC LAND GRANT BONDS

OFFICE OF MORTON, BLISS & CO., BANKERS,
NEW YORK, March 20, 1871.

The undersigned offer for sale the balance of the Land-Grant Bonds of the Union Pacific Railroad Company. The road has been in operation about twenty months. It is complete in all respects, and its earnings have averaged $8,000,000 per annum. These bonds bear seven per cent. interest, coupons payable April and October. The following summary of the financial condition of the Company is from the address of Col. Thomas A. Scott to the stockholders, upon his accepting the Presidency, at the annual meeting in Boston, March 8:

LAND DEPARTMENT.—Bonds, seven per cent. currency, $10,400,000.

Land Sales, 292,900 acres; proceeds, $1,806,566; average price per acre, $4 46.

On account of these sales the Company has received and redeemed land grant bonds to the extent of..... $736,000

For the remainder the Company holds land notes maturing in one, two and three years, with accruing interest... 576,650

Total..... $1,312,650

The condition of the Land Department may, therefore, be stated thus:

Bonds..... $10,400,000

Principal reduced by bonds redeemed.. $736,000
Land notes on hand..... 576,650

Showing an absolute reduction of.. $1,312,650

The Company is entitled, under the grants from Government, after deducting total lands pre-empted before passage of the act, to..... 12,080 000 acres.

From which deduct amount heretofore sold..... 292 883 acres.

Leaving on hand as an asset..11,787,117 acres.

—which, at an average value of two dollars per acre, being twenty per cent. below the minimum Government price for adjoining lands owned by it, should yield the gross sum of $23,574,234. So much thereof as may be required to be applied to the payment or redemption of the land grant bonds, and the balance to go into the Treasury. The average land sales amount to about $75,000 per month:

From present indications it would seem reasonable to estimate the gross receipts of the coming year at a minimum of..... $9,000,000

With a cost of maintaining and operating the line on this increased earning of not exceeding, say..... 4,500,000

Leaving as net receipts to be applied to interest and dividend, exclusive of the operations of the Land Department of $4,500,000

The operations of the line for the first twenty months of its existence as a completed road show net earnings sufficient to meet the interest upon its entire bonded debt.

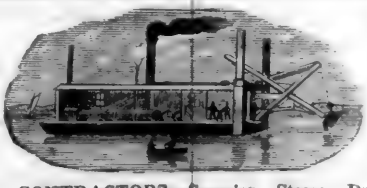
This result cannot but be deemed, by all practically versed in the history of new railway lines, as indicating a successful future. The yearly increase of traffic, costing but little additional to transport and therefore yielding a large percentage of net revenue, must soon give a value to your property not readily appreciated at present.

MORTON, BLISS & CO., No. 30 Broad-st.

☞ The directors of the Allegheny Valley Railroad company have elected the following officers for the ensuing year: Col. W. Phillips, President; Jno. Ballantine, Esq., Controller; Capt. W. A. Tomlinson, Secretary and Treasurer; A. T. Rowand, Auditor; Col. J. J. Lawrence, General Superintendent; Thos. M. King, Assistant Superintendent; Capt. H. Blackstone, Chief Engineer; S. J. Jackson, Resident Engineer.

☞ The directors of the Maine Central Railroad Company have elected Edwin Noyes Superintendent of the road, and Levi L. Lincoln, Assistant Superintendent; Joshua Nye, Financial and Purchasing Agent; J. S. Cushing, Treasurer; A. T. Thompson, Assistant Treasurer; Joseph W. Clapp, General Ticket Agent, and A. Hersey General Freight Agent.

☞ The incorporators of the Winona and Southwestern Railroad held a meeting at Winona, Minn., on the 10th, and elected the following officers: President, John Robson; Vice President, William Windom; Secretary, William Mitchell; Treasurer, Matthew G. Norton.



TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

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Bridge and Truss Bolts ¾ in. to 3¼ in. in diameter any length with upset ends.

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Car Forgings, Car Trucks, and Iron work for Cars in general.

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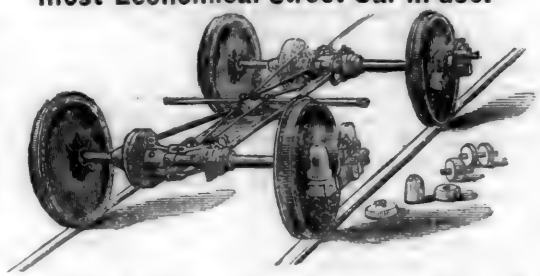
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The well-known NORTH RIVER OR DURBIN ROLLING MILL, situated at Prospect and North 6th St., Jersey City, New Jersey. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, a Stable, &c.

The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It can be seen running, and has been successfully run from its establishment in 1855. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots and Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value the vast R. R. Interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

Office, 140 HUDSON STREET, Jersey City N. J.,

In the First National Bank Building.

Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of WM. H. WALLACE & Co., Corner of Liberty and Washington Streets, N. Y., City Agents; and R. R. CHRISMAN, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

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Railway & Machinists' Supplies

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Locomotive and Mining Engines, Narrow Gauge Cars, and Engines, Freight, Box & Passenger Cars, &c.

CHIEF ENGINEER'S OFFICE,
CHESAPEAKE AND OHIO RAILROAD.
RICHMOND, VA., March 11, 1871.

NOTICE TO CONTRACTORS.—Sealed proposals will be received by the undersigned, at Richmond, Va., until 12 M. March 30th, 1871, for the construction of SHOPS at Huntington, W. Va., on the line of the Chesapeake and Ohio railroad, near the Ohio river. Proposals will be made for the wood, iron, stone and brick work, and for the sewerage, plumbing, windows and doors, separately.

Plans and specifications can be seen at the office of the company in Richmond and Huntington on and after the 20th instant.

H. D. WHITCOMB,
Chief Engineer.

The International Banking House OF

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Established 1851.

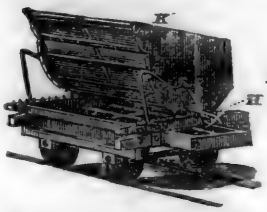
Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

CAMP'S IMPROVED DUMPING CAR.



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Wilkes-Barre, Pa.

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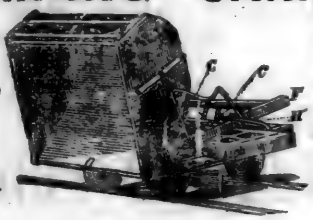


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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RUBBER CENTER SPIRAL,
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INDIA RUBBER,
DINSMORE SPIRAL

AND OTHER

Railway Car Springs,

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RIEHLE BROS.,

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1,000 " BAILEY BROS.

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PATENT

WROUGHT IRON COLUMNS,

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Bridge Irons Generally.

—ALSO,—

Rails, Suspension Joints,

AND

DOUBLE-LIPPED CHAIRS.

S. MILLIKEN, Jr. ALF. P. BOLLER, Civ. Eng

NOTICE

To Contractors and Bridge Builders.

DEPARTMENT OF SURVEYS,
224 S. Fifth St., Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until 3 o'clock P. M. April 15, 1871, for the CONSTRUCTION OF A BRIDGE over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, and its approaches, to extend from Twenty-fifth and Spring Garden streets, in the Fifteenth ward, to Thirty-second and Bridge streets, in the Twenty-fourth ward, a length of about 2,730 feet.

Proposals will be received for the Bridge superstructure over the river, including all materials, workmanship and erecting ready for use. It will be 340 feet span, of wrought iron, and also two trusses for Thirtieth street, 80 feet span, of wrought iron. Detail plans of these bridges, conforming to specifications, to accompany proposals.

Proposals for all the iron work on *approaches* will be accepted separately, to be erected complete for use, as per plans and specifications.

And separate proposals for the graduation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of contract. The city reserves the privilege of rejecting any and all bids that may not be satisfactory.

Payments will be made monthly in bonds of the city of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond, for the sum of five hundred ($500) dollars, has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise incident thereto shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock. Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained on and after the 16th inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

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CAST STEEL RAILS,
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RAILROAD IRON,

as well as Old Rails, Scrap Iron and Metals.

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WILLIAM BUTCHER STEEL WORKS,

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CRUCIBLE CAST STEEL TYRES,

Axles, Fire Box and Boiler Plate,

REVERSIBLE FROGS, CROSSINGS, SPRING STEEL,

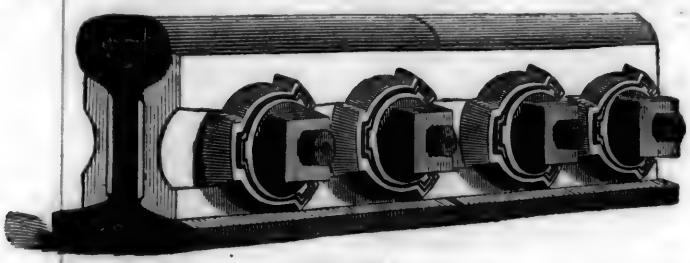
Special Tool Steel, Shafts, and all kinds of Steel Forgings,

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PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

March 30, steamer HENRY CHAUNCEY, Capt. ———, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, and connecting at Panama with steamer CONSTITUTION, Capt. Lapidge, touching at Acapulco, Manzanillo and San Diego, Cal., and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of 28th inst.

Steamer JAPAN will leave San Francisco April 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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Issue CIRCULAR NOTES AND LETTERS OF CREDIT for TRAVELLERS, available in all the PRINCIPAL CITIES OF THE WORLD.

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RAILROAD PADLOCKS.

THE UNDERSIGNED CONTINUE TO MANUfacture the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

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$18 IMPROVED WALTHAM WATCHES.

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Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever; of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect. FREE OF CHARGE. H. G. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 13.] SATURDAY, APRIL 1, 1871. [WHOLE No. 1,828, VOL. XLIV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, April 1, 1871.

RUFUS HATCH'S CIRCULAR, NO. 5.

FRAUDS IN RAILROAD MANAGEMENT, AND THEIR REMEDIES.

Railroads are vested with the right to take private property for public use. This prerogative of Government is granted them in consideration of their public utility, but, as now conducted, they rarely fulfil their beneficent purposes. Labor and skill have removed the obstacles in the way of cheap and easy transit, and yet the farmer gets no profit on his products, nor the merchant or manufacturer on his wares.

In Circulars Nos. 1, 2, 3 and 4, I have endeavored to show where the fault lies.

It will be seen by the following table, condensed from those Circulars, that, of the four trunk railroads connecting this city with the Far West,

The New York Central and Hudson has increased its stock by watering	$57,676,700
The Lake Shore and Michigan Southern has increased its stock by watering	20,065,870
The Chicago and North Western has increased its stock by watering	8,840,510
And its managers have made by profits on construction	12,447,375
And by profits on Land Grants	12,328,792
The Milwaukee and St. Paul has increased its stock by watering	4,760,347
Profits Land Grants	19,105,842
Total	$185,125,486

Here is *one hundred and thirty five millions one hundred and twenty five thousand dollars in excess of the actual cost* of these roads—enough, expended without waste, to build and equip a first class, double track, road—steel rails and iron bridges—from New York to Omaha, and with a line to St. Paul.

The lines I have mentioned in this series of Circulars pass through the wealthiest and most productive sections of this country, from the seaboard to Omaha and St. Paul. All who use them are robbed by the few who own and control them. Nor does the evil stop here. If Commodore Vanderbilt and his imitators can *double* the capital of their respective roads, they can *treble* and *quadruple* it; in fact, there is no limit which they may not pass. Governor Palmer, of Illinois, may well ask, "Is the created greater than the creator." Can private property be seized on the plea of public good, and then, when the benefits promised are about to be realized, shall the purpose for which these roads are supposed to be built and run be totally ignored? Are these Railways, chartered by the States, under the belief that the people are to be the gainers, and the commerce and wealth of the whole country largely and rapidly increased by their construction and operation, to be appropriated by a few rich, shrewd and unprincipled men, and used merely as a means of enriching themselves? Shall the desire of the Vanderbilts to be worth $100,000,000 enable them to ride rough-shod over the interests of the community at large, and treat with ruffianly contempt the just demands of those to whose heretofore quiet submission, under the infliction of a great wrong, they owe their ill-gotten gains?

The time has come when these questions must be answered. Low rates of transportation are now a *necessity* to all classes of the people, and they must be had. Very little wheat is grown within 500 miles of tide-water. The great fields for this staple are constantly moving West, and will soon be 1,500 miles inland. Corn is not raised for export within 1,000 miles of New York.

The great arteries of commerce can no longer be permitted to remain under the control of despots, whose will is law, whose charges have no reference to cost, whose fixed purpose is to get all they can, and who pay themselves an income on property which has cost them nothing with the money filched from those who labor honestly for their bread.

How can the great necessaries of life be transported from the seats of production to the markets, and still leave a fair margin for profit to the producer? The solving of this problem means, for the East, cheap food; for the interior a reasonable profit to labor, and for the whole country, the turning to their proper account of its illimitable resources.

The foreign markets, as well as our own, are to be considered. The prices of breadstuffs in New York are regulated by those in London. The competitors of the Iowa and Minnesota farmers are the wheat growers of Hungary and Russia. The railroads of the two countries named have, within a few years, opened up immense grain growing districts, as productive as our own and much more favorably situated in reference to the foreign markets.

We have nearly lost the monopoly once possessed in our railways, in the construction of which we were far in advance of all other agricultural nations. It is only to be regained by a reduction of the cost of transportation to a point which will enable us, as formerly, to undersell our rivals, and still have a fair margin left for profit.

This matter of freight charges would regulate itself but for the "Vanderbilt System" referred to. There can be no reform while men of such unlimited rapacity, men so lost to what is regarded as fair and honest dealing between man and man, men who never *build* railroads to get a fair return of their outlay, but *buy* them to use as a means of oppression and extortion, control our great avenues of trade. If it is determined that Mr. Vanderbilt, his family and a few chosen friends, are to have four millions annually out of the people of this State, without any equivalent, by all means let a law be passed to that effect, that the burthen may be borne equally and the local interests along the line of the road not be made to suffer exclusively from this unjust exaction. The improvements made in the means of locomotion are daily and hourly lessening the running expenses of our railroads, but this saving

is represented *by an issue of bogus stock*, not a reduction in the cost of transportation.

The tonnage moved last year equalled 150,000,000 tons. In 1851 it did not exceed 5,000,000 tons. This vast increase is the creation of our railways within the past twenty years. The quantity moved shows the primary importance of this subject. If a saving could be effected equal to fifty cents per ton, in the movement of this freight, the gain to the whole country would be $75,000,000 annually. There were raised in the United States the past year 1,000,000,000 bushels of corn, one cent. per bushel saved on this quantity would equal $10,000,000; ten cents per bushel would equal $100,000,000. If ten cents per bushel could be added to the profits, the production of this staple would double in quantity in a few years—doubling the traffic of the railroads and adding largely to the business and wealth of the country.

How much must the rate be reduced to give this profit of ten cents per bushel on corn grown one thousand miles from New York? Only about *three mills per ton per mile*, or one tenth of a mill per bushel per mile! The railroads named could not only reduce their rates on corn three mills per ton per mile, but three times three, and still have abundant margin for profits *upon the honest costs of the road*. It is not necessary to go far for the proof of this. Grain can be shipped by the Baltimore and Ohio Railroad and its connections, from St. Louis to Baltimore, eighteen to twenty cents per bushel cheaper than to New York from St. Louis, by way of Lake Shore and Michigan Southern and Central and Hudson Railroads, and the same road carried first-class freight, the past winter, *fifty cents a hundred pounds cheaper*, from Baltimore to Chicago and St. Louis, than the other two lines charged, from New York to Chicago and St. Louis.

The Baltimore and Ohio road passes for a long distance through and over mountains; its tunnels and grades are numerous, and the latter heavy, and its working expenses necessarily large. It was an object of peculiar aversion during the war, and suffered constantly by the destruction of its track, bridges, rolling stock, &c. Its losses by freshets have been frequent and heavy, and yet it pays an eight per cent. dividend, and shows by its report of 1870, a surplus of $21,375,000 "invested in the various branch and connecting roads, and the great improvements which it has been continuously constructing on the main line." So much for good and honest management.

The exorbitant charges on the principal trunk lines, running from this city West, are daily and hourly driving trade from Manhattan Island and building up the neighboring markets of the seaboard. It is not only the produce flowing from the interior to the sea that this is thus being diverted, but the New York sugar and other manufacturers find themselves unable to compete with those of Boston, Baltimore, Portland and other places, because the latter are, by their facilities for cheaper transportation West, enabled to undersell them.

These railroad frauds and swindles are not exclusively confined to the *old* roads but there are series of *new* lines, started by the merest financial adventurers who build the roads, rob them of their land grants (where they receive any), mortgage them to the extent of twice their cost, and then issue, in addition to this, stock, equal in many instances to the amount of the bonds. In Circular No. 6 I propose to give a list of these new securities and of those who offer them for sale, and, by their flaming advertisements, try to entrap the public into buying them.

The remedy for such wrongs and abuses as these lies in Legislative action. What do Managers living in New York care about the prices that the people pay for the transportation of their products? Nothing, except to get the highest rates. They are absentees and have no interests to be appealed to, nor can they be reached on any ground of public consideration. But the States that gave these corporations their existence can regulate and control their action.

In the words of a petition now being extensively circulated and signed in this State, Railroads are public highways, constructed for public use and the public are entitled to all the benefits resulting therefrom, beyond the adequate compensation due their constructors and operators. Upon this plea were their charters asked for, for this purpose were they authorized, and sound policy will permit no departure from this principle. It certainly will not do to let Railroad Corporations, singly or in combination, usurp the legitimate functions of Government or unjustly oppress the people.

An organized effort to correct these abuses is demanded.

The people should therefore ask their Legislatures to pass laws to regulate the rates of fare and transportation on every railroad operated by steam within the limits of their respective States and make the same as near uniform as may be, and so that the amount collected shall in no instance be more than sufficient to pay an annual dividend of eight per cent. on the actual cost of construction and equipment, after paying operating expenses and reserving sufficient to keep the Road, Depots, Bridges and Rolling Stocks in perfect order, and providing that all in excess of this shall go into the Treasury of the State, for the use and benefit thereof.

Also to pass a law authorizing the appointment of Commissioners to supervise the operations of these roads, to see that they are made safe, and that the laws in regard to them are complied with.

Also that no railroad company or corporation shall hold or possess any property in real estate save as an easement for public use.

Also prohibiting under severe penalties, any officer or employee of such roads from being pecuniarily interested in any business done upon the road wherewith they are connected as officer or employee, save and except where the proceeds of such business goes into the treasury of said road for the mutual benefit of all the stockholders. And to enact such other laws as will cure the evils complained of.

In the matter of through freight, the Federal Government could, and should, interfere, in virtue of the power it possesses to regulate the commerce between the States.

Such action would at once bring the managers of roads to their senses. Instead of spending their whole time in New York, manipulating the market and maturing schemes for bogus issues of stock, they would be found, where they should always be, upon the lines of their respective roads, making their dividends out of savings, out of good management and economies introduced, and of which they themselves would set the example.

The people's representatives cannot refuse to grant protection against the usurpation by individuals of a power to tax and oppress the public for private gain, which even the Federal and State Governments would not dare exercise. We are told by one of our most prominent and widely-known public speakers that we have no legislatures; that our legislators are bought and sold by the railway corporations as mutton is bought and sold in the market, and that the time will soon come when the controllers of the great line which spans this Continent, connecting New York and San Francisco, will have acquired such wealth and influence that Congress will sit merely as a committee to register their decrees.

If the present State Legislatures refuse to grant the relief required and demanded by their constituents, men can and must be found, whose support of the interests they are chosen to protect cannot be "bought off."

The people of the whole country are the sufferers from this infamous monopoly; they have the remedy in their own hands, and should apply it at once.

Railroad Improvements on Long Island.

Several new railroads are now in course of construction on Long Island, and three of them are to be in running order by the Fourth of July. These three lines are—A. T. Stewart's road, a branch road between Winfield and Flushing, and a branch of the Long Island Railroad from Willow Tree to Rockaway. The Flushing and North Shore Railroad Company will construct and operate Mr. Stewart's new road. It is their intention to make an extension to Breslau and Babylon, and also to construct a branch line from Farmingdale to Port Jefferson, on the north side of the island. Every care will be taken in making the new road. Steel rails will be laid on all the curves, and on other parts of the road the rails will be steel capped and joined by fish-plates. The number of through trains each day will be fifteen, and the time from New York to Hempstead by express trains will be fifty minutes. Special trains will also be run every morning and evening for the accommodation of mechanics, and of those who wish to stay late in this city.

The contract for the grading of the new branch of the Long Island Railroad to Rockaway has been awarded, and will now be pushed forward as rapidly as possible. The survey of the proposed extension of the Northport branch of the Long Island Railroad to Port Jefferson is completed, and nearly all the stock has been subscribed. A double track is to be laid during the summer between Hunter's Point and Jamaica, and a double track is now nearly complete between Bushwick and Pearsall's Corner, on the South Side Road. A survey for a proposed extension from Patchogue to Moriches has also been made. Ten new passenger coaches, ten baggage and ten flat cars have lately been added to the rolling stock of the company. During the coming season the company will run hourly trains to Merrick.

The route for the Bay Ridge and Hempstead Plains Railroad has been surveyed, and the grading will soon begin, as the contract for building the road between Valley Stream and Bay Ridge has been concluded, and it is intended to have the road in running order by the end of the year. Right of way through Woodhaven and some

parts of New Lotts has been given to the company.

Ohio and Mississippi R. R.

The directors of the Ohio and Mississippi Railroad met yesterday and decided to carry out the plans in regard to the narrowing of the gauge which they have had for some time in contemplation. To facilitate the execution of what they proposed they accepted the resignation of John Ross, of Vincennes, and Charles Parsons, of St. Louis, and elected to fill their places Daniel Torrence, of New York, and John King, Jr., of Baltimore. The resolutions necessary to the final completion of the work were all unanimously passed. It is expected that the change of gauge will be effected by the 1st of August. A contract for forty new engines, to be built on the 15th of July, has been awarded to the Baldwin Locomotive Works of Philadelphia. Ten of the old engines have already been altered to suit the proposed gauge. Three hundred freight cars are in process of construction, and a large amount of other work is already completed. It is not expected that the injunction granted recently will seriously interfere with the proceedings. We copy the following from the Auditor's report presented at the meeting:—"There has been issued and sold during the year $382,000 of consolidated mortgage bonds and $310,875 of preferred capital stock. The bonded debt of the company is comprised in the following items:—Old bonds of the first and second mortgages, &c., (ultimately to be exchanged for the new consolidated bonds, of which $4,000,000 was reserved for that purpose), amount to $3,672,000, and consolidated bonds amount to $2,862,850, including sterling bonds held in London, making a total of mortgage bonds now outstanding the sum of $6,534,850; this includes the amount appropriated to the construction of the Louisville division. The preferred capital stock, also including the amount appropriated to the Louisville division, amounts to $4,030,000."—*Cincinnati Enquirer*, March 23.

Pennsylvania Railroad.

We gave in our issue of March 11th, the Report of the President of the Pennsylvania Railroad Company. The following is the

GENERAL ACCOUNT.

To capital stock		$33,850,000 00
First mortgage bonds, due 1880	$4,972,000 00	
Second mort. bonds, due 1875	4,866,840 00	
General mort. b'ds, due 1910	15,784,500 00	
Lien of the State upon the Public Works between Philadelphia and Pittsburg, purchased by this Company, bearing 5 per cent. interest, payable in annual instalm'ts of $460,000, applicable first to the interest, and the remainder to principal—original amount of which was $7,500,000	5,924,716 63	
Short bonds or debentures, six per cent., due July 1, 1871	1,109,224 00	
Mortgages & ground rents, at 6 per cent. remaining on real estate purchased	102,809 32	
		32,760,089 95
Bills and accounts payable, including dividends due to stockholders unpaid		4,962,733 83
Contingent fund		1,000,000 00
Balance		524,391 91
		$73,097,215 69

By balance standing on the books of the Company for the construction of the railway between Harrisburg and Pittsburg, including branches to Indiana and Hollidaysburg (in all 276 miles); also for cost of stations, warehouses, shops and shop machinery on the whole road from Philadelphia to Pittsburg		$14,247,968 11
Balance standing on books of the company for the purchase of the Philadelphia and Columbia Railroad		5,375,733 48
Balance standing to the debit of equipment of road, consisting of 629 locomotives, 298 passenger cars, 124 baggage, mail and express cars, 10,226 freight cars, and 1,012 road cars		6,974,191 22
Cost of real estate of company and telegraph line		4,726,419 55
Extension of Pennsylvania Railroad to south bank of the Monongahela and to the Delaware river, including wharves and grain elevator		2,482,594 69
Total amount charged to construction, equipment and real estate accounts for the railroad between Philadelphia and Pittsburg		$33,806,907 00
Other Assets:		
16,595 shares Harrisburg and Lancaster Railroad stock		829,750 00
25,547 shares Connecting Railway stock		1,277,350 00
31,636 shares capital stock of the Philadelphia and Erie Railroad Company, exclusive of 48,000 shares of preferred 8 per cent. stock held by the sinking fund		779,637 26
Stock and bonds upon the line of railway between Pittsburg and Columbus, Ohio, as standing upon the books of the company at this date		6,808,153 88
70,231 shares of capital stock of the Pennsylvania Canal Company		1,101,156 00
Amount of bonds and stock of municipal and other railroad corporations		13,438,740 03
Cost of bonds and stock in the sinking fund, to pay Pennsylvania Railroad second mortgage bonds, and the bonds of the Harrisburg and Lancaster Railroad Company		2,433,433 85
Amount of fuel and materials on hand for repairs to locomotives, cars and maintenance of way, &c., on the Pennsylvania Railroad		1,788,239 19
Amount advanced to pay for fuel and materials on hand for repairs to locomotives and cars, and maintenance of way, &c., for the Philadelphia and Erie Railroad		432,907 14
Amount advanced to operate the Philadelphia and Erie Railroad		255,534 14
Amount of bills and accounts receivable and amount due from other roads		8,568,549 10
Balance in hands of Agents		758,422 29
Balance in hands of Treasurer		818,436 81
		$73,097,215 69

THOS. T. FIRTH, *Treasurer.*

PHILADELPHIA, *December* 31, 1870.

☞ The Oswego (N. Y.) *Gazette* says:—We were shown, a few days ago, by Mr. H. A. Brooks, Clerk of the County, a mortgage of $30,000,000, given by the Erie Railway on their road, and which was left with him for record; $24,000,000 of the money raised on this mortgage is to be applied to the taking up of previous mortgages due or to become due, and the balance of $6,000,000 is to be expended in building a narrow gauge from New York to Buffalo and in equipping the same.

Baltimore and Ohio Railroad.

The following is a comparative statement of the earnings and working expenses of the Main Stem of the Baltimore and Ohio Railroad for the years ending September 30, 1869 and 1870—including the Winchester and Potomac and Washington County Branches from October 1, 1869, and the Winchester and Strasburg Branch from July 1, 1870:

	1869.	1870.
Earnings:		
From passengers	$1,246,919 48	$1,477,392 64
" tonnage	7,477,996 16	6,950,335 52
Total	$8,724,915 74	$8,427,728 16
Working expenses:		
Transportation exp.	$1,505,218 85	$1,610,962 21
General expenses	61,213 84	74,800 47
Losses by accidents	54,862 82	66,514 59
Repairs of railway	1,514,479 26	1,548,695 11
" locomotives	665,742 87	550,086 86
" burden cars	556,088 92	312,498 61
" pass. cars	117,257 40	122,833 90
" stationary machinery	125,478 11	132,257 68
" depots	363,651 43	264,057 10
" water stat'ns	54,320 70	45,015 88
" bridges	279,495 96	221,349 97
" telegraph	9,491 96	6,389 82
Fuel, preparing, etc.	285,598 34	317,802 11
Cleaning engines and cars	82,944 12	89,903 12
Pumping water	14,169 69	20,121 18
Watching cuts, tunnels and bridges	58,739 35	62,578 60
Contingent expenses of machinery department	7,352 84	7,623 29
Total	$5,756,106 46	$5,453,469 00
Net earnings	$2,968,809 28	$2,974,268 16

The ratio of expenses to earnings was in 1869, 65.97, and in 1870, 64.7.

It is shown that the earnings, in comparison with the fiscal year 1869, have decreased $297,187 58, and the working expenses have decreased $302,646 46, making a comparative increase in the net profits of $5,458 88. Compared with the fiscal year 1868, the increase of earnings being $869,083 65, and the increase of working expenses $399,011 27, the increase of net profits amounts to $470,072 38.

During the fiscal year, the sinking fund for the redemption of the city loan increased to $1,277,739 09, showing a gain of $75,940 27.

A dividend of 4 per cent. upon the capital stock was paid on the 30th of October, 1869, and a similar dividend on the 30th of April, 1870. The United States tax thereon was also paid by the Company.

The balance of cash in the Treasury on September 30th, 1870, was $272,279 19, after deducting $124,965 for payment of the interest on the city loan, and on the bonds of the Company, which matured October 1st, 1870.

The liabilities of the Company, compared with the statement of September 30th, 1869, have increased, as follows:

Preferred stock, second series, 6 per cent	$282,500 00
Sterling loan £800,000@$4.84 gold	3,872,000 00
	$4,154,500 00

The entire original mortgage debt incurred for construction and eqpipment was $11,895,166 67.

In addition to the payment of all dividends upon stock, payments have been made from the earnings of the Company in liquidation of the following mortgage indebtedness:

For loan which matured in 1854		$1,000,000 00
For loans which matured in 1856 to 1860, inclusive		566,666 67
For loan which matured in 1867		1,000,000 00
In advance, on account of loan which will mature in 1875		265,250 00
In advance, on account of loan which will mature in 1880		120,500 00
In advance, on account of loan which will mature in 1885		789,500 00
In advance, on account of loan which will mature in 1890	$1,277,379 09	
Less amount reserved of the $5,000,000 lo'n as basis for this sinking fund	500,000 00	
		777,379 09
		$4,519,295 76

The Baltimore and Ohio Company has also advanced from its earnings for the payment of mortgage debts on the Northwestern Virginia, now the Parkersburg Branch Railroad 2,401,500 00

Making an aggregate of payments from the earnings of the Baltimore and Ohio Company, of mortgage debts, of $6,920,795 76

The comprehensive policy of the Company in opening and extending the great lines which have been aided and improved or organized under its auspices, has required large investments of capital. In order to carry out promptly plans of the highest consequence for the promotion of the interests of the City of Baltimore, and the important cities and vast regions with which the system of improvements of the Baltimore and Ohio Company connects, it became desirable to secure capital more rapidly than could be realized from the annual surplus earnings of the Company. The Board, therefore, decided to obtain a loan of £800,000, which was negotiated promptly and successfully in July last, through Messrs. Baring Brothers & Co., in London.

The following investments of capital have been made within a brief period, viz:

In mortgage bonds of the Marietta and Cincinnati Railroad Company, as re-organized	$1,400,000 00
In mortgage bonds of the Pittsburg and Connellsville Railroad Co.	1,000,000 00
In stock in Washington County R.R.	783,280 00
In stock and debt of the Winchester and Strasburg Railroad	596,663 66
In the Metropolitan Branch R. R.	800,671 40
In the Ohio Bridges	1,414,909 70
In Parkersburg Branch for arching tunnels	1,349,518 90
Total	$7,325,043 66

It will be observed that after deducting the entire sum received from the sale of preferred stock and the sterling loan, more than three millions of the amount thus invested were derived from the earnings of the road, in addition to which the increase of equipment, substitution of iron for wooden bridges, of steel for iron rails, the construction of double track, the erection of piers, wharves, and of extensive and costly buildings, to meet the requirements of business at various points, have all been paid from the revenues of the Company.

It will be further noted, that the increased liabilities, for the past year, are $2,766,295 76 less than the aggregate of the amount heretofore paid from the earnings of the Baltimore and Ohio Company, of original mortgage debts, on the Baltimore and Ohio and Parkersburg Branch Roads.

The Profit and Loss Account shows an increase for the past year of $1,013,374 72. It will be seen by this account that the surplus fund, which represents the capital invested in the various branch and connecting roads and the great improvements which have been continuously constructed on the main line, now amounts to $21,375,050 73.

Statement of profit and loss for the years ending September 30:

	1869.	1870.
Balance from previous year	$19,310,662 08	$20,361,676 01
Net earnings	2,968,809 28	2,974,268 16
Dividends upon Washington Br. stock owned by the Company	102,340 00	102,635 00
Increment from the sinking funds	61,734 42	75,940 27
House rents	15,060 00	14,531 36
	$22,458,606 68	$23,529,050 80
Dividends on stock	$1,051,388 00	$1,051,440 00
Interest and taxes	699 229 13	753,256 24
Ground rents	21,472 18	26,230 62
Central Ohio Division	202,843 06	226,529 30
Lake Erie Division	.....	10,583 11
Rent of Winchester & Potomac R.R.	27,000 00	27,000 00
Rent of Washington County Railroad	91,998 30	58,960 80
Balance	20,361,676 01	21,375,050 73
	$22,458,606 68	$23,529,050 80

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30:

Liabilities:	1869.	1870.
Stock	$13,143,000 00	$13,143,000 00
Stock scrip not funded	8,962 00	8,962 00
Preferred stock	3,000,000 00	3,000,000 00
Preferred stock—second series	115,900 00	398,100 00
Loan of 1875	863,250 00	862,250 00
" 1880	579,500 00	579,500 00
" 1885	1,710,500 00	1,710,500 00
City loan	5,000,000 00	3,722,620 91
Sterling loan of 1895, with Sinking Fund, £800,000@$4.84 gold	.....	3,872,000 00
*N. W. Va. R.R. 2d mort. bonds	458,500 00	458,500 00
*N. W. Va. R.R. 3d mort. bonds	140,000 00	140,000 00
Unclaimed dues	50,610 67	51,594 82
Wash. Br. road	377,660 64	375,984 16
Outstanding accounts, etc	805,983 65	36,901 21
Profit and loss	20,361,676 01	21,375,050 78
Total	$46,115,542 97	$49,735,663 83

Assets:	1869.	1870.
Cost of road	$18,715,835 81	$19,073,661 72
" second track	3,765,755 16	3,777,446 31
" roll'g power	5,026,460 96	5,412,038 83
" real estate	1,704,677 24	1,764,677 24
Property	$29,212,729 17	$30,027,824 10
Central Ohio first mort. bonds	1,530,216 67	1,530,216 67
Stock of Central Ohio R. R. Co.	424,822 88	424,822 88
Stock and bonds of Pittsburgh and Connellsville R. R. Company	310,102 72	1,209,965 22
Pref. stock Parkersburg Br. R.R. Co	5,680,684 94	5,680,684 94
Parkersburg Br. R. R. Company	1,558,855 70	1,893,038 85
Stock of Washington Branch	1,025,000 00	1,027,800 00
Stock and debt of Winchester and Strasburg Railroad Company	162,603 47	596,663 66
Stock of Washington Co. R.R. Co.	778,624 93	763,280 00
Metropolitan Br.	479,709 37	800,671 40
Mort. bonds of Marietta and Cincinnati R. R. Co.	.....	1,409,000 00
Stocks and bonds including municipal and R. R. corporations	1,439,968 09	1,602,103 14
S.F.$5,000,000 loan	1,201,488 82	.....
S. F. ground rents	101,191 66	101,191 66
Ohio River Bridges	647,745 06	1,414,909 70
Uncoll'ted revenue	675,565 42	399 834 78
Materials on hand	822,128 52	590,407 64
Balance after paying interest on bonds due Oct. 1	64,125 54	272,279 19
Total	$46,115,542 97	$49,735,663 83

* Bonds of N. W. Va. R. R. guaranteed by the B. and O. R. R. Co., of which the payment—principal and interest—has been assumed by the B. and O. R. R. Co., under contract of July 18, 1864.

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September 30:

Earnings:	1869.	1870.
Passengers	$329,797 22	$303,724 10
Tonnage	86,126 83	78,090 36
Total	$415,924 05	$381,814 46
Expenses:		
Repairs of road	$124,825 06	$170,518 64
" depots	9,285 71	9,396 11
" water stations	849 34	2,138 28
" bridges	273 09	15,036 71
Pumping water	3,182 60	2,038 45
Total	$138,415 80	$199,128 19
Net earnings	$277,508 25	$182,686 27

The earnings of 1869–'70 show a decrease, as compared with the previous year, of $34,109 59; the expenditures charged are $60,712 39 more—making a decreased gain of $94,821 98.

A dividend of five per cent. was paid on the 16th of October, 1869, and a similar dividend on the 16th of April, 1870.

Large expenditures have been made to maintain and improve the tracks. Nineteen hundred and twenty-one tons of new—including eighty-six tons of steel—rails, and 47,937 cross ties, have been used. Substantial arches of first class masonry have been constructed at Dorsey's and Muddy Runs. New passenger houses have been erected at Jessup's Cut and at Sunny Side stations.

Statement of profit and loss for the years ending September 30:

	1869.	1870.
Balance from prev. yr.	$335,732 76	$357,660 64
Net earnings	277,508 25	182,686 27
Total	$613,241 01	$540,346 91
Dividends on stock	$165,000 00	$165,000 00
Internal revenue tax (including State tax on passeng'r ain 1869)	85,330 37	15,487 75
On account of annuity.	1,000 00	1,000 00
Payments for lands in Washington	4,250 00	2,875 00
Balance carried to next year.	357,660 64	355,984 16
Total	$613,241 01	$540,346 91

Statement of the liabilities and assets of the Washington Branch, Sept. 30:

Liabilities:	1869.	1870.
Stock	$1,650,000 00	$1,650,000 00
Annuity (principal).	20,000 00	20,000 00
Profit and loss	357,660 64	355,984 16
	$2,027,660 64	$2,025,984 16
Assets:		
Road, real estate, etc.	$1,650,000 00	$1,650,000 00
Amount due by B. & O. R. R. Co.	377,660 64	375,984 16
	$2,027,660 64	$2,025,984 16

PARKERSBURG BRANCH RAILROAD.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

Earnings:	1869.	1870.
Passengers	$101,145 34	$119,308 04
Tonnage	434,887 91	442,581 95
Total	$536,033 25	$561,884 99
Expenses:		
Transportation	$123,611 64	$130,729 25
Repairs of road	389,263 59	375,667 12
" water stations.	5,687 83	4,415 51
" telegraph	1,053 86	1,090 87
" stationary machinery	3,126 64	2,756 28
" locomotives	53,453 05	52,169 19
" burden cars	21,350 21	15,177 14
" passenger cars	6,737 93	5,439 05
" bridges	28,941 64	8,065 95
" depots	15,163 13	12,942 33
Pumping water	3,223 23	2,884 41
Losses by accidents, etc	1,572 36	1,223 33
Fuel, preparing, etc	33,789 71	36,075 25
General expenses	1,368 02	2,891 71
Cleaning engines & cars	5,520 21	2,948 85
Contingent expenses	727 24	29 61
Internal revenue taxes.		3,274 56
Total	$694,605 34	$661,780 41
Deficit	$158,572 09	$99,895 42

It will be seen that the earnings were $25,851 74 more than in 1869, while the expenses decreased $32,834 93—showing a better result compared with that year, of $58,676 67.

The aggregate earnings of the Main Stem, (including the Winchester and Potomac and Washington County Branches, and the Winchester and Strasburg Branch from July 1, 1870,) and of the Washington Branch and Parkersburg Branch, for the years ending September 30, 1869 and 1870, were as follows:

	1869.	1870.
Main Stem	$8,724,915 74	$8,427,728 16
Washington Branch.	416,924 05	381,814 46
Parkersburg Branch.	536,033 25	561,884 99
Totals	$9,676,873 04	$9,371,427 61

The aggregate expenses of operating and repairs were as follows:

	1869.	1870.
Main Stem	$5,756,106 46	$5,453,460 00
Washington Branch.	138,415 80	199,128 19
Parkersburg Branch.	694,605 34	661,780 41
Totals	$6,589,127 60	$6,314,368 60

And the aggregate net earnings, after deducting the cost of operating and repairs, as follows:

	1869.	1870.
Main Stem	$2,968,809 28	$2,974,268 16
Washington Branch.	277,508 25	182,686 27
Parkersburg Branch.	*158,572 09	*99,895 42
Totals	$3,087,745 44	$3,057,059 01

* Deficit.

Showing an aggregate decrease compared with the preceding year of $30,686 43.

The earnings of the Central Ohio Division for the fiscal year were $842,435 99; the expenses, $774,112 69—and the net earnings, $68,323 30.

The earnings of the Lake Erie Division from July 1, 1869 to Sept. 30, 1870, were $626,506 88; the expenses, $419,152 49—and the net earnings, $207,354 39.

The gross revenue of the Main Stem and Branches, including the Central Ohio and Lake Divisions, is thus shown to be $10,840,370 48; the expenses, $7,507,633 78—and the net earnings, $3,332,736 70.

During the year, 315,522 new cross ties, 9,554 tons re-rolled iron rails, and 4,329 tons steel rails were used in repairing the tracks on the Main Stem; 47,937 cross ties, 1,885 tons of iron rails, and 86 tons of steel rails on the Washington Branch; 40,465 cross ties, and 2,553 tons of new rails on the Parkersburg Branch; 2,274 tons re. rolled rails on the Central Ohio division; and 100 tons new, and 693 tons re-rolled rails on the Lake Erie division.

The locomotive equipment of the Main Stem and Branches at the close of the fiscal year 1869 consisted of 315 engines; to which there were added in 1870, 9—making a total of 324; of these, 62 were passenger, and 262 tonnage; 277 were 1st class, 38 2d class, and 9 3d class. On the Central Ohio division, there are 30 engines, and on the Lake Erie division, 9—making a total of 363.

The number of cars in service at the close of the fiscal year 1869 was 5,338; to which there were added in 1870 299—making the total at the close of that year, 5,637; of which 164 were passenger, 27 baggage, mail, etc., 1 pay, 1 post office, 1 officers', and 5,438 tonnage, stock and coal cars.

The mileage of engines in 1869 and 1870 was as follows:

	1869.	1870.
Main Stem	$6,640,721	$6,749,834
Washington Branch	418,895	429,686
Parkersburg Branch.	691,644	761,854
Total	$7,751,260	$7,941,374

No returns are given of the number of passengers carried. The through tonnage, which amounted in 1869 to 199,873 tons, was in 1870, 286,835 tons—showing an increase of 86,962 tons.

The aggregate quantity of coal transported on the main stem in 1869 was 1,357,990; and in 1870, 1,219,638 tons—showing a decrease of 138,852 tons.

The tonnage of live stock in 1869 was 51,702; and in 1870, 54,604—increase, 2,902.

The quantity of lumber brought to Baltimore in 1869 was 32,002 tons; and in 1870, 30,248 tons—decrease, 1,744 tons.

The quantity of flour brought to Baltimore in 1869 was 630,049 barrels; in 1870, 940,390 barrels—an increase of 310,341 barrels.

In July last, the Winchester and Strasburg road was completed. This road forms the extension of the Winchester and Potomac road from Winchester, nineteen miles to Strasburg, in Virginia. It there connects with the Orange, Alexandria and Manassas road, and thus opens the line through to Harrisonburg, 102 miles from Harper's Ferry. This line is destined to connect with the projected Valley road, which is to be a part of the great interior route, passing through most fertile and extensive regions, and which promises to become ultimately the Great Trunk Line from Baltimore to New Orleans. The Baltimore and Ohio Company has invested in the Winchester and Strasburg Company, by subscription to its stock and advances, $596,663 66. A contract has been made with that Company for the lease of its road.

Lands of the Far West.

We desire to call attention to the advertisement of the LAND GRANT BONDS of the Union Pacific Railroad Company, in another column of our paper. These securities have a certain and absolute value in the provisions made for the payment of interest and their ultimate redemption. There is a feeling amounting to assured confidence, among capitalists, that these bonds will very soon reach 90—as there is certainly no reason in the world why they should not. They pay a certain annual interest of *eight per cent.* on that valuation, and the company is obliged to buy them in at maturity at whatever rates the holders may be able to rule. A recent example has been had, in the case of the Hannibal and St. Joseph Railroad Land Bonds, after which the Union Pacific's were identically framed, where the aforesaid company had to pay as high as one hundred and sixteen before they could reach and retire their bonds. There certainly can be no reason why these should not and will not rule as high, as they approach their maturity. The generous donations, and legislative enactments of the government, and the hold this great enterprise has in the affections of the American people, are all additional guaranties of the value and stability of their securities. The manner, too, in which the individual managers of this great national work have repeatedly pledged their own private fortunes, to sustain its credit and promote its welfare, is a conspicuous evidence of the undoubting confidence of those who best know all the details of its affairs. The evidence furnished by the Government, from its official records, showing a saving of a *quarter of a million per month* to the National Treasury, proves its value to the whole tax paying people of the country, and its *necessity*, as a bond of mutual interest and commercial necessity, uniting the extremest limits of this vast continent. While every known security has its periods of fluctuations in the market, we confidently believe that there will be a uniform and steady appreciation of these securities, and therefore those who are induced to purchase at the present time can hardly fail of securing a safe and profitable investment.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355 000	.....	.....
American Central..... 100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref.. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,650,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	Jan.'71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany 100	19,150,800	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,600	.....	.....
Do., do. pref..100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	2,215,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ...100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J A J.O	Dec.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City 10	1,000,000	F.M.A N	Feb. '71 3
Brooklyn City & Newt'n.100	392,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv....100	1,237,000	March.	Mar'71 10s
" " pref..100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	247,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	877,100	.....	.....
" " pref. 50	753,69	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	915,577	J. & J.	D.,'70 $2½
Cape May and Millvi le* .. 50	447,000	J. & D.	Dec. '70 3
Catawissa. 50	1,159,800	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'71 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	Nov '70 3½
Central of Georgia.....100	4,666,900	J. & J	July'70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio..... 100	2,425,000	J. & D.	Dec. '70 3
Do. pref..... 100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*..... 100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '71 5
" " pref...100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy - 50	16,890,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	Dec.'70 5
" " pref.100	20,370,293	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,000,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	.....	J'n &J'l	Jan.'68 2
" Street	.....	J. & J.	Jan.'68 $2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Feb.'71 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Aug. '70 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Dec. '70 2
Concord..... 100	1,600,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn.100	600,000	.....	.....
Conn. & Passum'c. R. pref.'00	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... ...100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... ... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	.....	.....
Delaware*..... 100	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley..... ...100	1,820,200	.....	.....
Detroit & Milwaukee..... ...100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100	.....	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	1,309,200	.....	Jan. '71 3
East Tenn., Va. and Ga ...100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers & Canand*.100	800,000	F. & A.	Aug'70 2½
Elmira & Williamsport*. 50	800,000	M. & N.	Nov'70 2½
Do. do. pref. 50	800,000	J. & J.	Dec.'70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	999,780	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,448	.....	.....
Fitchburg 100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,166,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) — 50	100,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Mar.'71 4
Gunpowder St.(Ph.)	100,000	J. & J.	Jan. 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Apl. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov. '70 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J	Feb. '71 8
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn.'68 3½
Illinois Central.....100	25,280,240	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,807	M. & S.	Sep.'67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '61 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'71 1½
Joliet & North. Indiana*.100	300 000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '71 4
" " guar.100	533,500	F. & A.	Feb.'71 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 5
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Dec.'70 2½
Lehigh Luzerne..... 50	344,950	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J. S.D.	Dec. '70 2
Little Schuylkill*..... ... 50	2,616,100	J. & J.	Jan.'71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref.. 100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	300,000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central..... 100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	.....	Dec. '70 3
Memphis and Charleston.100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	13,225 848	J. & J.	Dec. '70 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan '71 1
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul..... 100	11,422,664	Dec. 1870	Dec.'70 7s
" " " pref.....100	10,424,903	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex* 50	11,900,950	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell..... 100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	600,000	J. & J.	July '70 4
New Haven & N. London..100	738,538	.....	.....
N. Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey..... 100	7,297,200	F. & A.	Feb. '71 5
New London Northern..... 100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem..... 50	6,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	Dec. '70 4
Ning. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 5
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec.'70 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n.100	3,051,800	J. & J.	Jan.'71 3½
" " pref.100	2,000,000	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Apl.'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	Dec. '70 5
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri..... 100	3,711,196	.....	.....
Panama..... 100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo..... 100	248,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630.000	J. & J.	Dec. '70 4
Pennsylvania 50	33,850,000	M. & N.	Nov. '70 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... 100	1,32o,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan.'68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28,849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Mar. '71 3
Phila. and Trenton*..... ...100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... ... 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City..... ... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby.... 20	100,000	J. @ J.	July'70 —
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft.W. & Chi. gtd.*100	19,660,000	J.A.J&O	Jan.'71 1½
Pittsfield and N. Adams...100	400,000	J. @ J.	Jan. '71 3
Portland and Kennebec...100	615.700	J. & J.	Jan. '70 3
Do. Yarmouth Stock..,100	202,400	A. & O.	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec. '70 3
Providence & Worcester..100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Wat'rt. and Og'nb..100	2,998,900	J. & J.	Dec.'70 4
Rutland preferred. 100	1,831,400	F. & A.	Feb'71 3½
" " " pref.100	2.040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand. Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec.'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line..... 100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 —
Somerville 100	75,000	M. & N.	Nov. '70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia..*100	3,939,900	F. & A.	Aug.'70 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook..... 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham, and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.)....100	1,750,000	.....	May '70 —
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West,...100	14,700,000	.....	.....
" " pref 100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*..... ...100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 100	291,475	J. @ J.	Jan. '71 4
Utica and Black River....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*..... ...100	2,000,000	J. & D.	Dec. '70 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'70 0
Vicksburg and Meridian....100	357,408	.....	.....
Virginia Central 100	2,353,679	.....	.....
Virginia and Tennessee....100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 100	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... ... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,517,650	.....	.....
Worcester and Nashua ... 75	1,400,555	J. & J.	Dec.'70 5
CANALS.			
Chesapeake and Delaware 50	1,983,563	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,995	.....	.....
Delaware Division..... ... 50	1,633,350	F. & A.	Feb. '71 4
Delaware and Hudson.....100	15 000,000	F. & A	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 100	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal	2,000,000	J. & J.	July'65 5
Fulton Coal .... —	.....	J & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... ... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal..... ... 50	3,200,000	FMA&N	Nov.'70s
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 25	800,000	.....	Jan, '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Mar. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	———	———

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,823	121,702	174,812	181,297	200,550	212,109	128,166	75,971	1,470,655
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	293,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,389	467,659	5,670,882
1870	413,104	394,176	488,333	653,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	164,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,295	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	248,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,109	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,594	404,012	558,101	486,196	503,748	409,560	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	551,045	493,252	506 623	468,212	397,515	340,851	4,681,563
1870	293,978	323,825	344,366	334,053	395,044	411,986	421,485	501,049	498,635	488,058	432,492	386,599	4,831,770
1871	343,550	340,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	425,945	407.688	2,811,544
1864	273,876	317,839	360,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6 114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946.707	932,683	754,671	547,842	7,976,490
1866	523,566	399.917	523,845	537,519	858,948	925,983	808,524	797,475	1,000.086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,730
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,003	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,807	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242.500	236,435	193,959	203 696	218,347	271,425	287.451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,625	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	317,867	339,239	319,573	284,156	3,273,719
1871	270,148	266,789	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,936	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437.679	424,531	4.571,023
1864	327,900	416,588	459,702	423,797	496,373	510,100	423,578	640.179	799 256	661,391	657,141	603,402	6.329.447
1865	571,536	528,972	616,665	516,698	460,573	617,682	578,403	747,469	759,736	643,589	643,887	518,085	7,181,208
1866	603,053	505,266	595,465	411,695	569,250	567,679	480,626	575,255	571.348	661.971	588.219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	798,530	825,901	727,810	613,329	7,160 992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	951,350	685,401	651,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	578,261	696,228	841,363	979,401	914,406	814,413	696,077	8,823,481
1870	623,383	661,789	601,320	565,087	654,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,948
1871	639,541	565,416	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98.043	106.921	104,866	113.504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106.594	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,520	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,316	1,418,809
1871	130,883	126,224	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,096	186,059	174,002	172,189	216,624	295,956	322,369	307.474	258.634	2,650,702
1863	242,075	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	528,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,190	335,083	324,986	359,646	429,161	493,640	414,004	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	315,021	398,993	464,778	506,296	412,934	330,373	4,371,013
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	405,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	404,008	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	309,228	321,203	333,508	436,412	565,718	458,191	423,598	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869	454,590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 193	486,61	7,250 000
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,583	231.662	235,513	248.838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	245,726	2,833,990
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302.596	332.400	278.006	346,243	275.950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344.700	350,348	372,618	412,553	284 319	3 793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305.454	278.701	310,762	302,426	281,613	3 330 583
1867	242,793	219,066	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,453	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262.515	350.613	329,243	298.708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,669	236,108	3,438,930
1871	212,005	217,947	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414.707	448.994	463,873	466,557	454,626	4,088,837
1863	335,685	361,834	396,771	429,920	505,517	464,809	451,884	574,486	714.302	815,902	746,955	526,009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,306	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	792 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	855,742	887,293	874,974	436,990	10,637,124
1867	500,488	534,561	703,619	836,603	965,358	903,974	864,637	693,104	873,158	956,658	837,351	886,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,062
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,532	814,493	593,966	617,058	569,697	1,139,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	165,803	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,693	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174.500	168,696	1,935,753
1869	132,623	127.817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,255
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	120,218	122,378	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	320,078	304,810	309,591	364,724	382,986	406,766	351,780	323,450	3,809,253
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	392,439	4,010,209
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470.720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,756	466,431	508,042	451,293	425,687	386,254	4,469,761
1871	365,174	348,791	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,002	625,550	617,585	753,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 139	539 228	706,603	802,586	746,450	643,008	664,051	728,531	719,098	570,108	506,053	7,654,096
1871	479,573	373,925	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable	Market Price.
National Securities Mar. 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,035,000	5	Jan. & July.	1874	....
.. .. coupon	13,965,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,495,000	6	" "	1880	....
.. .. coupon	4,920,000	6	" "	1880	....
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	" "	1881	....
Loan of July 1, and Aug. 3, 1861 ..... registered	122,232,450	6	" "	1881	....
.. .. coupon	67,085,650	6	" "	1881	115¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	110,050,600	6	May & Nov.	1882	115¼
.. .. .. (5-20s) ..... coupon	383,687,750	6	" "	1882	111¼
Loan of March 3, 1863 (5-20s) ..... registered	52,763,000	6	" "	1881	112
.. .. .. (5-20s) ..... coupon	22,237,000	6	" "	1881	....
Loan of March 3, 1864 (5-20s) ..... registered	3,102,600	6	" "	1884	....
Loan of June 30, 1864 (5-20s) ..... registered	54,321,856	6	" "	1884	....
.. .. .. (5-20s) ..... coupon	47,707,050	6	" "	1884	....
Loan of March 3, 1865 (5-20s) ..... registered	54,514,500	6	" "	1885	111¼
.. .. .. (5-20s) ..... coupon	127,597,950	6	" "	1885	....
.. .. 2d series (5-20s) ..... registered	73,674,950	6	Jan. & July.	1885	111¼
.. .. .. (5-20s) ..... coupon	190,944,750	6	" "	1885	110¾
.. .. 3d series (5-20s) ..... registered	89,170,850	6	" "	1887	110¾
.. .. .. (5-20s) ..... coupon	240,661,700	6	" "	1887	110¾
.. .. 4th series (5-20s) ..... registered	10,735,500	6	" "	1888	110¾
.. .. .. (5-20s) ..... coupon	28,928,250	6	" "	1888	111
Loan of March 3, 1864, (10-40s) ..... registered	136,301,250	5	Mar. & Sept.	1904	107¾
.. .. .. (10-40s) ..... coupon	58,366,050	5	" "	1904	108¼
Consols of July 14, '70 & Jan. 20, '71 ..... registered	.....	5	F. M. A. & N.	1880	....
.. .. coupon	.....	5	" "	1880	....
Consols .. .. .. registered	.....	4½	" "	1885	....
.. .. .. coupon	.....	4½	" "	1885	....
Consols .. .. .. registered	.....	4	" "	1900	....
.. .. coupon	.....	4	" "	1900	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	40,560,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,618,832	6	Jan. & July.	95-'99	114¾
U. S. Notes and Fractional Currency	396,673,934	*mil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	....
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	102
Arkansas—State Bonds (refunded)	4,430,000	6	Jan. & July.	1899	....
.. — .. (Aid R. R's)	.....	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	....
.. — .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805 000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s) ..		6	" "	1883	....
.. — .. of 1864, (10-20s) ..	5,927,000	6	April & Oct.	1884	....
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. — .. 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848	273.000	7	Various.	'72-'74	93¾
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'86	....
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	....
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45.000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204.000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100.675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	'71-'72	....
.. — .. of 1843	160,000	5	" "	1873	....
.. — .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	68
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. — 1867	4,000,000	6	May & Nov.	1907	....
.. — 1870	3,000,000	8	Mar. & Sept.	1875	....
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000 000	6	May & Nov.	1910	....
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	....
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	....
.. — .. .. of Mar. 20, 1863 ..... (cur.)	475.000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	100¾
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg	1,855.335	5	" "	1890	....
.. — .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. of 1834 ...	1,403,146	6	" "	1870	95
.. —Balt. & Susq. R. R. Loans	200.000	5	" "	1890	....
.. —	429.000	6	" "	1890	90
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	5	" "	1895	....
.. — .. .. .. converted	215,022	5	" "	1905	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	5,651,395	6	" "	1883	104
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	....
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	588,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	....
.. — .. of 1864	4,379,500	5	May & Nov.	1894	97
.. — .. .. (stg.)	4,000,744	6	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1896	....
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,566,580	5	" "	'85-'90	....
.. —	966,500	5	" "	'91-'98	....
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	5	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	6	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	7	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1886	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	93¾
.. —South Pacific, guar	1,589,000	6	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	91
Nebraska—(No Debt)	.....	15	.....	.....	....
Nevada—State Loan Bonds	500,000	6	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	....
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'99	....
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	....
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'90	....
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	108
.. — .. Bonds	21,089,000	7	" "	1877	108
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	866,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	....
.. —	475,000	6	" "	1875	....
.. —	880,000	6	" "	1876	....
.. —	1,106,420	6	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	'71-'91	47¼
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	24¾
.. — .. .. (new) ..	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds	11,407,000	6	" "	1899	18¼
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	....
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,095,300	6	" "	1881	....
.. — .. (")	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds	176,156	6	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	6	Feb. & Aug.	1872	101
.. —	4,731,300	6	" "	1879	....
.. —	90,400	6	" "	1877	105¼
.. —	7,890,550	6	" "	1877	....
.. —	728,950	6	" "	1882	103¼
.. —	9,237,050	6	" "	1882	....
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	....
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	....
.. —State Stocks (old)	184,000	5	Jan. & July.	1882	....
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old)	112,000	44	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863	756,000	6	Jan. & July.	1893	....
.. — .. of 1863	229,000	6	April & Oct.	1883	....
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,443	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,255,800	6	J. A. J. & O.	1888	60¼
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	55
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	55
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	44¼
Texas—No legal debt	.....	8	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	55
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	70¼
.. — .. .. stg	1,865,000	6	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,908	6	" "	"	72
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	73
.. — .. .. (sterling)	466,250	6	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.		...	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July.	'71-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,600,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1854	...
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1566	....
2d Mortgage, sterling	885,500	6*	" "	London.	1566	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850	579,500	6	" "	"	1850	94½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	651,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1854	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1854	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	28½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	550,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88½
2d Mortgage	380,000	7	May & Nov.	" "	1878	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,600,608	7	April & Oct.	New York.	1893	91
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	500,000	7	" "	" "	1875	....
3d Convertible bonds	905,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £288,600	1,396,524	6*	Jan. & July.	London.	1885	....
" *Loan*, £369,200 & $184,000	2,000,000	6*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93
Loan for $2,500,000	866,000	6	June & Dec.	" "	1889	94
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	96
Camden and Atlantic:						
1st Mortgage	480,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	$125,000	6	Jan. & July.	Boston.	'69–'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,660,000	7	April & Oct.	New York.	1918	86½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96–'96	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	" "	'96–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	94½
Central of New Jersey:						
2d Mortgage	394,000	7	May & Nov.	New York.	1875	108
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	101
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	86
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	95½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1884	....
Convertible bonds	1,500,000	7*	" "	" "	1885	100½
National Loan	25,885,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	81½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	308,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	94½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1882	111
Trust Mortgage, convertible	150,000	8	" "	" "	1882	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1886	....
Income	300,000	7	" "	" "	1896	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	94
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	99½
Funded Coupons	755,000	7	May & Nov.	" "	1883	93½
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1886	95
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1886	84
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	80½
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	86
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1896	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1868	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,307,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1896	90
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	80
3d Mortgage	500,000	8	Jan. & July.	" "	1886	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	60½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1898	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	66,000	7	" "	" "	1559	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1880	84
Cleveland, Columbus and Cinc.:						
1st Mortgage	360,000	7	June & Dec.	New York.	'68–'70	95½
Cleveland and Mahoning:						
1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1918	99
3d Mortgage (or 2d Extension)	1,350,000	7	May & Nov.	" "	1876	97½
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	93
Consol. S. F. Mort. $5,000,000	528,000	7	May & Nov.	" "	1900	98

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage sink fund	15,000,000	7	April & Oct.	New York.	1908	86½
Consol. 2d Mortgage sink fund	5,000,000	7	Feb. & Aug.	" "	1909	64
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,493,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	99
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1895	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	102,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Dany., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General) for $2,000,000	1,833,000	7	March & Sept.	" "	1881	94½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	94½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1886	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	65–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	100½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	98½
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	570,000	5	April & Oct.	"	1872	55½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1866	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	98½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	86½
5th Mortgage	920,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,444,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,980	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £373,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	irred.	...
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	84½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	84
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1891	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	102½
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	97
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	681,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	153,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	93½
2d Mortgage	387,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	109
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Dany.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	997,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1885	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96
Jeffersonville (J. M. & I.):						
2d Mortgage	845,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	600,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1900	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	300,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1823	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	307,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'86	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1850	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1902	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	85½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	102
2d Mortgage	2,693,000	7	" "	" "	1877	99
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	94½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1865	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	88
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	95½
1st Mort. (Iowa and Minn. Div.)	5,735,000	7	Jan. & July.	" "	1897	97
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	999,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$1,417,400	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1905	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'84	....
2d Mortgage	792,050	6	" "	" "	'71–'85	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1866	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,936,626	6	May & Nov.	New York.	1883	93½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	86½
New York and New Haven:						
1st Mortgage	1,050,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	90
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $500,000	45,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	60
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1896	90
Chattel Mortgage	380,000	10	April & Oct.	"	1887	113
2d Mortgage	276,500	7	May & Nov.	"	18—	90
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	82
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	90
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (H. & O. R. R. Co.)	468,500	6	Jan. & July.	Baltimore.	1873	90
3d Mortgage (B. & O. R. R. Co.)	140,000				1886	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$336,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69-'78	101½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	99
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	89
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	83½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	97½
Orange, Alexandria & Manassas:						103
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	....
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	86
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	75½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	88½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	87
Va. State Loan	249,992	6	" "	" "	1887	78½
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'76-'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1550	....
St. Louis Loan	700,000	6	" "	" "	'71-'73	97
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						....
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	555,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	103½
2d M. stg.	2,283,840	6	" "	London.	1875	98½
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1880	....
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69-'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	94
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	258,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	75
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (General)	5,000,000	6	" "	"	1881	....
2d Mortgage	4,000,000	6	" "	"	1901	95
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	85½
Philadelphia, Germant. & Norist'n						86½
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						....
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1900	....
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1886	....
Bonds of 1857, convertible	143,500	6	" "	"	1886	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	99½
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72-'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	80½
Philadelphia and Trenton:						106
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						....
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	94½
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						....
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1890	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						92½
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	6	June & Dec.	New York.	'69-'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$220,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.		1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	290,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	660,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75-'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75-'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75-'90	77½
Rich., Frederickburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1893	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1893	55
Sacramento Valley:						
1st *Mortgage*	450,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	96½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($16,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	560,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	560,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	6	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	* ....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	79
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	8	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	8	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	70
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	88
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	83½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	...
Land Grant bonds for 16,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	75
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	69
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	1911	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	'71–'76	....
Vermont Central:					1916	...
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	5	May & Nov.	Boston.	'77–'89	104½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	295,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1901	72½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	83½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug	New York.	1878	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia	1883	93½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for €1,000,000	317,500	7	April & Oct.	"	1909	1[illegible]
Western (Boston and Albany).						
Sterling Loans, £899,300	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92½
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	.....	.....	.....	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,0.0	6	.....	.....	.....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1880	81½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1878	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1896	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1862	97
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	86
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	92
Gold Loan	2,0[illegible]0,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89
Convertible Loan	1,496,879	6	" "	"	1877	90½
Monongahela Navigation						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	75½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	80
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	40
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line	Branch Line	2d Track and Sidings	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	•	—	—	4,183,000	915,000	1,205,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.....Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	•	—	—	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	87
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,532	•	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800,000	—	—	—	—	425,000	—	—	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	to Cheshire.)		—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	•	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	85	36	3,270	Atlantic and Great West.N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	—	—	505.7	3,844,135	42,662,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,785,183	•	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶.N.Carolina.	2,178,960	•	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,087	•	.....	.....	2,494,900	3,483,992	—	—	—	(Leased	& oper. by	Grand Trunk of Canada.)	—	—	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris ...N. Y.	217,345	—	—	—	194,250	20,000	—	—	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,180,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	732,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	128
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,050,000	.....	377,661	.....	1,050,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31 1869	29.0	20.0	11.0	200.0	5	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	•	289,895	51,571	1,451,000	125,000	173,651	566,611	40.0	119,434	.....	.....	513,355	—	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	•	.....	.....	995,800	2,244,500	902,636	—	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	•	.....	.....	332,000	700,000	.....	.....	59.0	(Operated	by Bondholders.		—No returns.)		—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire.....Massachusetts.	600,000	.....	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	80½
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	7
Sept. 30, 1870	200.4	49.6	283.5	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	•	3,546,638	751 902	19,154,800	1,764,520	2,458,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 814	10	100	159
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg	1,601,018	•	100,000	68,790	872,600	800,500	.....	30,942	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	•	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	624,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	1½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	•	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	140
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	•	285,631	16,626	4,471,274	—	—	1,000,[illegible]	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	152½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	•	504,422	.....	3,700,000	—	—	504,422	63.0	454,853	22 636,449	12,499,876	1,049,125	278,807	10	100	152½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased	to Erie.)		—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	•	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,067	Buffalo and Erie.....N. Y. & Penn.	7,008,901	•	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,262	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	—	—	—	—	—	(Leased	& oper. by	GrandTrunk of Ca.)	—	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	•	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and operated by Erie.)		—	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	.....	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota..Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No returns 100 miles recently completed.)					—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	•	.....	.....	1,632,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	93
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	•	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	116½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	•	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	380,000	.....	.....	—	(Leased	& oper. by	Camd. & Amboy.)	42,447	—	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	16	7	139	Cape Cod .....Mass.	1,454,779	•	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	62,010	5	100	69½
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. by West Jersey.)		—	—	6	100	83
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	•	.....	.....	426,900	—	—	—	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	•	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	30
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	—	—	—	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. by Illinois Central.)		—	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,020,000	.....	.....	—	(Leased	and oper.	by Chic. and N.W.)	475,300	—	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	666	Central of Georgia.....Georgia.	4,703,877	•	.....	.....	4,666,800	786,000	.....	.....	234.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	•	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	106
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	•	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,965,218	16,515'195	970,890	49,521	3½	100	29½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	.....	.....	.....	40,097,200	58,965,777	.....	.....	742 0	2,809,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	(No returns.)	.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte,Columbia & Aug. N.C.S.C.& Ga.	4,722,075	•	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	—	—	—	—	(Leased	to Erie & N.Centrl.)		30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	•	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	•	.....	.....	3,288,692	—	—	—	—	(No returns published.)			—	—	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire.....New Hampshire.	2,689,307	•	313,666	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,627	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. and Read.)		101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	106	52	21	2,038	Chicago and Alton .....Illinois.	11,587,040	•	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	118½
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	160
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	•	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(No returns.)	.....	.....	—	100	....
May 31, 1870	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. by Chic. and N.W.)		557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	•	1,605,222	.....	35,046,923	15,147,900	917,780	841,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3 478,419	9	100	88
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific.Ill. & Iowa.	25,025,906	•	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	114½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick .....Ohio.	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	376,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	163,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	•	.....	.....	1,000,000	—	—	—	—	(Leased	and oper. by Kentucky Central.)		54,000	—	9	100	....
Jan. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	•	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	3,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	•	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,495	—	100	24
Jun. 30, 1869	132.1	—	20	—	16	11	0	227	Cincinnati and Zanesville.....Ohio.	2,969,361	•	.....	.....	1,669,361	1,300,000	.....	.....	132.1	262,505	2 641,280	5,444,455	346,181	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	All Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	924	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	.....	.....	—	50	.....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	33	Lake Erie and Louisville.....Ohio & Ind.	905,810	*	810,850	.....	1,121,300	500,000	.....	.....	37.0	29,970	668,490	460,738	67,873	17,670	—	100	.....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	22,315,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	101½
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In progress and no returns.)				5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1869	105.0	30.8	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Lehigh Coal and Navigation Co.)						150.3	1,286,387	.....	.....	.....	.....	—	50	.....
Oct. 31, 1869	101.0	96.5	192.4	—	135	30	13	5,958	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	1,945,598	748,960	—	50	121½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	250,758	32,950	750	.....	241,200	———	42,600	———	6.6	25,980	880,705	33,823	42,109	4,277	—	100	.....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1869	84.2	—	47.9	—	———	———	———	———	Little Miami.....Ohio.	3,857,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Operated by L. M. and Col. & Xenia.)					—	100	.....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1	1 569 to Feb	Cin. & St. L. at	80,000 p.a.]		196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6¼	100	.....
Oct. 31, 1869	28.3	3.0	24.7	—	———	———	———	———	Little Schuylkill.....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased to Phila. and Read.)			301,290	242,940	8	50	88½
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	———	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	.....
Sept. 30, 1869	94.0	29.0	18.0	22.0	21	41	9	224	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136,209	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,765	*	3,585,951	1,176,690	8,680,912	8,478,000	866,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	70½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence... Massachusetts.	393,158	.....	.....	15,133	200,000	67,700	11,529	3,603	———	.....	.....	.....	20,403	16,763	6	100	.....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	———	20,000	———	600,000	———	———	10,000	———	(Leased to Summit Branch.)			63,996	6,996	10	50	.....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Completed in Dec. 1869, no accounts yet published. Bonds $ 10,000 p. m indorsed by Georgia.)														—	100	.....
Nov. 30, 1869	102.5	—	11.5	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	———	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	———	———	———	———	McMinnville and Manchester.†.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by State rec eiver.)		.....	.....	—	100	.....
Oct. 31, 1869	12.7	20.7	24.5	—	———	———	———	———	Mahanoy and Broad Mountain.....Penn.	2,272,344	*	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased to Phila. & Reading.)			128,589	loss.	—	50	.....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central †.....Maine.	4,121,694	*	212,362	49,500	1,629,800	2,377,480	73,854	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,989	1,000,000	———	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1.6	—	———	———	———	———	Manchester and North Weare..N. Hamp.	600,000	———	.....	.....	200,000	———	———	———	———	(Owned & oper. by Concord.)			.....	.....	—	100	.....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	15	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	———	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	.....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware †...Md. and De.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1870	272.0	19.0	24.7	—	45	36	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	550,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarksv. and Louisv. †..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	1,582,000	99,842	.....	.....	82.6	299 691	.....	.....	408,525	464	—	100	.....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2 528,000	590,810	.....	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	.....
Dec. 31, 1869	15.0	9.0	....	235.0	———	———	———	———	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Under construction.)		.....	.....	—	100	.....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,722	329.3	2,561,992	.....	.....	4,707,288	1,594,177	10	100	122
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	.....
Sept 30, 1869	13.0	—	0.5	—	———	———	———	———	Middletown, Union and Water Gap.N.Y.	349,361	———	———	———	109,100	215,800	50 966	———	———	(Oper. by Erie.)			44,068	14,434	—	100	.....
Dec. 31, 1869	6.6	—	....	—	———	———	———	———	Millstone and New Brunswick.N. Jersey.	113,404	———	———	———	95,750	———	17,654	———	———	(Operated by New Jersey.)			14,531	4,850	6	100	.....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14	100	60½
Oct. 31, 1869	24.5	58.8	52.8	—	———	———	———	———	Mine Hill and Schuylkill Haven....Penn.	3,814,957	———	———	———	3,856,450	———	———	———	———	(Leased to Phila. & Reading.)			305,282	305,282	8	50	104
Dec. 31, 1869	33.6	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,529,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	.....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. †..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern R.R. Association Leasees.)		.....	.....	—	100	.....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,835	1,364,215	329,444	825,407	2,145,000	347,849	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150.766	284,306	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	.....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	.....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,061,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	.....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1 000 0 0	———	———	———	23.0	24,118	617,707	856,855	79,971	6,857	—	100	.....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,660	33,477	1,644,224	1,183,900	289,427	———	116.2	(No report received.)			.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	———	[Leased to Dela., Lacka. and West'n.)			.....	.....	7	100	90½
Sept.30, 1870	14.6	—	3 0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	———	———	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	147½
Sept.30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Chattanooga †...Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	———	173.0	.....	.....	.....	1,085,594	231,576	—	100	.....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Decatur †...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	.....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Nashville and Northwestern†.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operated by Louisville & Nashville.)			.....	.....	—	100	.....
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	Naugatuck .....Connecticut.	1,984,900	*	71.547	161,764	1,838,900	146,000	32,303	201.008	57.0	197,782	.....	.....	589.929	190,405	9	100	117½
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172.500	———	124 078	38.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Oct. 31, 1869	14.9	—	2.8	—	———	———	———	———	New Brunswick and Canada †..N. Bruns.	2,500.000	[In hands of bondholders.]				972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	.....
Oct. 31, 1869	6.0	—	....	—	———	———	———	———	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605.000	136,300	2,000	.....	———	(Leased & oper. by P.Ft.W.& Chicago.)			.....	.....	11½	100	.....
Oct. 31, 1869	.....	—	.....	—	———	———	———	———	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	———	———	———	———	(Owned & oper. by P., W & B.)			77,837	44,644	—	50	.....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,890,000	1,400,000	180,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	.....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250 000	850,000	.....	.....	.....	(Included in United Companies)			.....	.....	10	100	118½
Dec. 31, 1869	73.8	8.5	7.1	—	———	———	———	———	New Jersey Southern.....New Jersey.	5,500.000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003.500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	286,021	51,871	—	100	.....
Nov. 30, 1869	206.0	—	31.2	242.4	82	26	13	440	N. Orleans, Jack. and Gt. North.†.L. & M.	6,483.906	1,551,830	.....	.....	4,742.353	3,909,000	.....	.....	206.0	.....	.....	.....	375,766	65.493	4	100	.....
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* †..La.	2,050.000	———	———	———	[Owned and operated by Charles				Morgan of New York City.]							
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,608 697	*	.....	.....	51,831,300	11,308,426	.....	.....	692.2	5 907.030	206,185,089	474.419,783	15 586,616	6,831,131	8	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	95½
Sept. 30, 1869	5.0	—	.....	34.8	———	———	———	———	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197.800	———	63,952	———	———	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000.000	5,085.930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	129
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000.000	1,061.500	360,246	883,528	76 8	838,173	69,247.430	6,736,230	2,160,561	837,115	10	100	147
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	286	New York and Oswego Midland.....N.Y.	3,710.584	300,279	.....	.....	3 401.324	591.000	.....	.....	———	(In course of construction)			.....	.....	—	100	.....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	———	———	———	———	Niagara Bridge and Canandaigua.N. York.	1,000,000	———	———	———	1,000,000	———	———	———	———	(Leased to New York Central.)			60.000	60.000	6	100	80
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg †.....Virginia.	2,479.365	*	622.891	.....	1,798,000	793.000	283.717	.....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	.....
May 31, 1869	226.0	—	8.9	—	24	20	14	267	North Carolina †.....North Carolina.	4,949,844	*	300,200	110,522	4,000.000	575,230	102.629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	.....
Feb. 28, 1869	102.0	—	....†	—	12	12	5	110	North-Eastern † .....South Carolina.	2,148,131	*	26,175	23,701	1,953,950	845,000	276,937	23,120	102.0	.....	.....	.....	264,164	108,725	—	100	.....
Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri †.....Missouri.	20,500,000	*	.....	.....	7,600,000	13000,000	.....	.....	351.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania.....Pennsylvania.	6,059,105	965,987	993,094	.....	3,150,000	3,688,420	.....	.....	87.1	.....	.....	.....	2,084,486	432,124	—	100	21

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in Progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶..South Carolina.	1,240,882	*	....	....	751,290	647,330	125,000	....	68.0	....	....	....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	....	....	1,500,000	1,500,000	....	....	78.0	....	....	....	180,000	....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	....	700,000	200,000	....	....	13.0	52,797	2,919,240	....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	....	....	800,000	350,000	....	....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.8	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	....	....	448,700	—	—	—	—	—	—	—	—	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	....	634	267,300	—	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	....	....	1,000,000	1,000,000	—	634	—	—	—	—	8,501	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	....	....	258,139	200,000	....	....	12.0	(In pro	gress to be	completed	June 187	0.)	—	50	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	....	....	1,470,130	1,707,050	....	....	81.0	40,000	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	....	....	....	....	....	—	100	....
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	....	....	24,194	52,224	400 000	—	23,557	45,841	11.1	65,346	1,033,322	849,113	102,173	22,935	8	100	103
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	3,274,000	....	654,000	2,620,000	....	....	....	....	....	....	....	....	—	50	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	1,157,178	186,284	1,988,150	348,000	168,913	1,049,365	84.0	503.198	....	....	....	....	—	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	18	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	....	....	580,900	246,000	....	....	34.6	176,432	....	....	1,279,043	671,446	12	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	5,700,000	5,106,000	....	....	228.0	1,072,715	....	....	395,440	82,005	—	50	100
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	....	....	8,500,000	15,729,000	28,792	640,956	522.0	....	....	....	1,072,995	....	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	....	....	....	607,111	1,677,000	....	....	55.0	179,592	4,039,322	4,950,807	4,252,343	1,200,938	—	100	57½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	....	....	....	....	274,400	—	—	—	—	(Leased	to Hudso	n River.)	529,680	236,987	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	....	....	....	swamped	—	—	—	—	(Lease	d to Vt	& Mass.	—	—	—	7	100	49½
Apr. 30, 1870	1,038	—	....	....	176	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,945,978	*	5,591,000	654,630	33,762,300	107,907,300	....	....	1,038.0	(Leased	to Penney	lvania.)	R. R.)	32,000	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	....	....	1,000,000	3,200,000	....	....	100.0	....	....	....	....	....	—	50	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	....	....	1,660,000	150,000	....	49,114	59.0	[no	returns.]	....	8,407,553	4,203,926	—	100	28½
Dec. 31, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	....	....	1,582,650	—	—	—	—	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
May 31, 1869	47.0	28.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	....	....	....	2,500,000	—	—	—	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	....	....	5,000,000	5,500,000	....	....	185.5	(Leased	by Vermo	nt Central.)	....	....	8	100	104½
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	....	....	2,860,000	750,000	199,627	....	109.8	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var.	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	....	....	516,164	793,200	....	....	—	225,166	4,271,585	3,363,278	456,651	.....	—	100	72½
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	....	....	357,408	3,200,000	98 417	....	140.0	(Leased	to Rutlan	d.)	....	....	2	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	....	....	3,064,300	2,499,450	591,741	2,816,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	....	....	....	1,547,650	511,400	....	....	18.3	(Leased	by Del. La	c.&W'tn.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	....	....	....	225,000	85,000	....	....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	....	....	(In ha	nds of r	eceiver.)	....	....	....	7.0	....	....	....	....	....	7	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	....	....	684,046	957 600	97,500	....	23 0	(Opened	Nov. 20, 1	867.)	....	....	—	100	....
Sept. 30, 1868	—	—	....	93.0	....	....	....	....	West Shore Hudson River...New York.	619,446	....	525,578	....	526,700	612,300	6,024	....	35.5	291,230	....	....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	....	(Built by	State of	Georgia.)	....	....	....	—	[in	progress.]	....	....	....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	....	....	1,942,000	—	—	—	138.0	....	....	....	943,607	266,320	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	....	....	750,000	1,800,000	....	....	43.0	....	....	....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	....	....	....	....	6,500,000	—	36,000	....	46.0	....	....	....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	....	....	....	....	Western Pennsylvania.....Pennsylvania.	3,179,441	....	78,814	....	1,022,450	1,800,000	304,413	....	....	....	....	....	....	....	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	....	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	—	(Leased	to Penney	lvania.)	....	....	—	50	81
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	No retu	rns for ye	ar.]	652,184	256,308	10	50	125
Aug. 31, 1869	94.0	—	....	86.6	....	....	....	....	West Wisconsin .....West Wisconsin.	3,500,000	*	....	....	1,500,000	2,000,000	....	....	—	288,365	....	....	....	....	—	100	....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	....	....	(No	return.)	....	....	....	....	....	(Operat	ed during	construct'	n by M. &	St. Pa'l.)	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	....	....	....	200,000	—	—	—	20.0	13,486	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	....	....	160,000	200,000	10,000	....	23.0	(Leased	to Boston,	Con. and M	ontreal.)	12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford..N.C.	3,600,000	*	....	....	1,200,000	2,000,000	400,000	....	148.0	(no	returns.)	....	....	....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	W & M.	RR. sold	Jan. 5, '70	$525,000.	5,000,000	—	—	—	—	....	....	....	139,261	82,376	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	....	734,812	789,300	....	....	19.3	[no	returns.]	....	....	....	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	164,126	1,463,775	1,484,665	272,624	....	181.0	1,857	(Leased	to Northern	Central.)	....	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	....	....	....	213,000	—	—	—	—	....	....	....	550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	—	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	960,000	*	....	....	....	1,160,782	....	....	—	(Recen't | y opened.)	....	1,254	....	14,000	7	100	....
Sept. 30, 1870	45.7	—	16.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	140
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	393,535	....	....	....	317,050	....	76,845	....	—	(Le	ased to N	orthern C	entral.)	....	—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	....	....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased	to Lehigh	Nav. Co.)	231.194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	408.0	—	—	—	110,610	.....	10	100	116
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	899,750	662,246	....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	....	....	48.0	—	—	—	405.174	213,374	—	50	71
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,973,611	—	—	—	2,200,000	1,130,447	74,067	63,226	102.0	(5 p. c. o	n preferre	d stock.)	431.246	184,848	—	100	46
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	94,149	4,300,000	1,961,000	....	....	354.0	—	—	—	736,308	258,436	—	50	52
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,567,126	2,279,186	238,996	....	4,797,185	7,165,256	588,689	....	109.2	—	—	—	1,189,085	598,519	—	50	16½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	—	—	....	2,002,746	2,632,310	195,232	....	45.0	—	—	—	167,435	81,714	—	50	10
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	....	2,907,850	3,000,000	20,000	....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	....	1,100,000	708,000	86,000	....	—	(Leased	to Pennsy	lvania.)	....	....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	....	800,000	600,000	....	....	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'69	5.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	186	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,782	100,000	50,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	506,000	4,000	34,436	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	.....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	190	51	Buffalo street.....N.Y.	327,661	50,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	104½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.).N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia.....N.Y.	42,643	34,825	—	1,337	8,480	4,162	8.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	551	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	836,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	40
Sept. 30,'69	3.25	82	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30½
Oct. 31,'69	5.40	125	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	32,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	43
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	135,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,956	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	14.10	230	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,396	164,400	1,500	283,927	63,000	2½	50	7	17½
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	92,500	11,462	78,378	6,258	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	40	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10 9	100	100	74
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	75
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	5,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'69	7.25	51	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.51	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	46
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	50	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	26
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	12
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,386	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	834	96	Second Avenue (N.Y. City)N.Y.	1,914,447	831,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	56½
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	549	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston.....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	62½
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	80,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	5.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	23½
Sept. 30,'69	5.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	Troy &	Lansb.	—	100	100	....
Oct. 31,'69	26.25	545	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	45
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec. 31,'68	5.50	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct 31,'69	18.50	282	66	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	72
Oct 31,'69	4.29	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,906	—	—	—	50	50	....
Sept. 30,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3,600	3,010	4	25	25	....
Sept. 30,'70	3.53	46	16	Worcester.....Mass.	46,205	40,000	20,000	8,036	17,487	Loss.	—	100	100	18

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	278,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,500	7	J.& D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	628,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	88
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	74½
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A.& O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.& D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M.& N	1876	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	45,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	1,015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1875	....
2d Mortgage	15,000	7	A.& D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.& D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	400,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.& O	1879	....
Union (Boston): Real estate mortgage	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	250,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1879	....
West Philadelphia: 1st Mortgage	100,000	7	J.& D.	1878	80
Worcester: 1st Mortgage	20,000	6	A.& O	1879	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	...
Catawissa,* pref. and guar.	2,200,000	7	7	59
Cayuga and Susquehanna,* guar.	589,110	...	4	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	87½
Chicago and Alton, pref.	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	96⅝
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	81
Erie, preferred	8,536,910	7	7	42
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	98
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	80
" " 2d pref.	4,051,744	6	...	9
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	79½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	....
Ohio and Mississippi, pref.	3,500,000	7	7	73½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	84½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	58
Sandusky and Cincinnati, pref.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	30
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	116
Schuylkill Navigation, pref.	2,888,997	6	6	33
Union, preferred	.....	6	...	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	9½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	32 —	@ 34 —
Pig, American, No. 1		34 —	@ 36 —
Pig, American, No. 2		32 —	@ 34 —
Pig, American, Forge		31 —	@ 32 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		—STORE PRICES.—	
Bar, Swedes, ordinary sizes		110 —	@115 —
Bar, Refined		77 50	@ — —
Bar, Common		85 —	@ — —
Scroll		100 —	@120 —
Ovals and Half-round		95 —	@105 —
Band		92 50	@ 95 —
Horse Shoe		95 —	@ — —
Rods, ⅜@3-16 inch		82 50	@120 —
Hoop		100 —	@140 —
Nail Rod	per lb.	— —	@ — 6¾
Sheet, Russia, as to No.'s	(gold)	— 10½	@ — 11
Sheet, Single D. and T. Common		— 4½	@ — 6
Rails, English	(gold) per ton.	55 —	@ 57 —
Rails, American, at Works in Penna.	c'y.	70 —	@ 72 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½ @ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 16 @ — 17
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @60d.	per 100 lb	4 40 @ — —
Cut Spikes, all sizes		4 65 @ — —
Clinch		5 90 @ 5 —
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 31
Copper		— — @ — 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 38½
Straits	(gold).	— 33	@ — 33½
English	(gold).	— 32½	@ — 33

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal.... per box.	8 62½ @ 9 —	10 — @ 10 50
I. C. Coke	7 25 @ 7 75	8 37½ @ 8 75
Coke Terne	6 23 @ 7 25	7 25 @ 8 25
Charcoal Terne	7 75 @ 8 25	9 — @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall.	— — @ — 13½
Crude, 40 @ 47 gravity (in shipping order)		— 18 @ — —
Refined, Standard White (in ship'g order)		— — @ — 23½
Refined, prime White (in shipping order)		— 24½ @ — —
Refined, S. W. (in jobbing lots)		— 27 @ — 28
Refined, S. W. (in tin)		— 29 @ — 31
Naptha, Refined, (65 @ 73 gravity)		— 9½ @ — —
Residuum	per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	....per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29
Canton Co.	....	83½	....	....	....	....
Central Pacific 6s.	95½	95½	....	95½	95½	95
Central of N. Jersey.	106½	106½	105½	106	105½	106
Chicago & Alton.	114½	114½	114½	114½	118½	119½
" pref.	....	....	117	117½	120	121
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	109	109	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.	84½	85½	86½	86	87½	88
" pref.	96½	96½	95½	96½	97	96½
" 1st M.	....	95	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	88½	....	....	....	89½	....
Chic., Rock Isl. & Pac.	114½	114½	114½	115	115½	114½
Chi., R. I. & Pa. 7s, 1896.	....	98½	98½	....	....	98½
Clev., Col., C. and Ind.	84½	84½	85	88	88	87
Clev. and Pittsburg.	113½	113	113½	114	113½	113½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	102	....	....	....	....
Col., Chi., & Ind. C.	21½	21½	21½	23½	23½	23½
" 1 M.	85½	86	86	86½	86½	....
" 2 M.	62	62	....	63	64	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal.	115½	116	116	116	115½	116
Del. Lack. & Western.	106½	106	106½	106½	106½	107½
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s.	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	84	....	....
Erie Railway.	19½	19½	20½	20½	21½	21
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897.	....	....	98½	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	....	....	....	....	....	....
" 4 M. 7s, 1880.	....	....	....	86	86½	....
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	84
Hannibal & St. Joseph.	90	88	87½	88½	88½	90
" pref.	98	90½	....	96½	98½	....
Hudson River.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central	....	134½	135	135	135	135½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	99½	100	101	102½	102½	102½
Lake Shore Div. bonds.	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	118½	120	122½	122	122½	....
" S. F. 8s, 1882.	....	....	....	....	....	....
" conv. 8s, '69.	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	102	....	....	102½	102	101½
" 2 M.	98½	98½	....	....	....	99
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	9½	9½	9½	9½	9½	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul.	59½	59½	60½	62½	62½	61½
" pref.	78½	79½	79½	80½	80½	79½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	104½	....	....	....	104½
" 7 3-10s con.	....	....	....	....	95½	....
Missouri 6s.	92	91½	92	92	92½	92½
" H. & St. J. iss.	....	91	91	....	....	....
Morris and Essex.	89½	89½	89½	89½	89½	90
" 1st mort.	103	....	....	....	....	....
" 2d mort.	95½	....	96	96	96	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 7s, conv. '76.	....	101	....	....	....	....
" 6s, S.F. 1883.	....	....	....	....	....	....
" 6s, S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	95½	95	94½	96½	95½	....
" certificates.	92½	92½	92½	92	92½	92½
N. York and Harlem.	129½	129½	....	129½	....	129
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	104	....	....	....	....	....
N. Carolina 6s, old.	46½	....	47	47½	....	....
" new	....	....	....	24½	....	....
Ohio and Miss.	47	46½	47	47½	47½	47½
" pref.	75	....	....	....	74	73½
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	43½	43½	43½	43½	43	43½
Panama	71	71	....	....	....	....
Phila. and Reading.	102½	102½	102½	103½	103½	....
Pitts., Ft. W. & Chi. gtd.	95½	96	96	96½	96½	....
" 1 M.	....	103	....	....	....	....
" 2 M.	97½	97½	....	97½	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	11	....	12	12½	....
St. L., Alton & T. H.	....	29½	29½	30½	30½	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	84½
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old.	66½	....	64½	64½	....	....
" new.	....	....	64	64½	64½	....
Tol., Wab. & Western.	56½	56½	57	57½	58½	58½
" pref.	....	....	79½	79½	....	80
" 1 M.	....	....	....	93	92½	....
" 2 M.	....	....	....	....	....	....
" Equipment.	....	....	....	80	81	80½
Union Pacific.	24½	23½	22½	23½	25½	24½
" 1st mort.	83½	83	83	83	83	83½
" L. Gt. 7s.	....	75	77	77	75	75½
" Inc. 10s.	69½	....	68½	68½	70	....
Virginia 6s, old.	....	67½	....	....	67½	....
" new	70½	....	....	....	....	71½

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108⅛	108⅛	108¼	....	....	108¼
U. S. 5s, 10-40s, reg	....	108⅛	....	107⅞	....	107⅞
U. S. 6s, 1881, reg	115⅜	....	....	....	....	115½
U. S. 6s, 1881, coup	115½	115⅜	....	115⅜	115⅜	....
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, " (y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	111⅞	....	....	111⅞	....	....
U. S. 6s, 5-20s, c. 1862	112⅛	....	....	112¼	....	112
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	111⅛	112	111⅛	....	....	111⅜
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	112	112½	111⅛	....	111⅛
U. S. 6s, 5-20s, r. n. '65	....	110⅜	....	....	....	110⅜
U. S. 6s, 5-20s, c. n. '65	110⅜	110⅜	110⅜	110⅜	....	110⅜
U. S. 6s, 5-20s, reg. '67	110⅜	110⅜	....	....	....	110⅜
U. S. 6s, 5-20s, c. 1867	110⅜	110⅜	110⅜	110⅜	....	110⅜
U. S. 6s, 5-20s, reg. '68	111⅛	....	....	....	....	111
U. S. 6s, 5-20s, c. '68	....	111	111⅛	....	....	....
U. S. 6s, Pac.R.R.issue	....	113⅛	114	114	114	114⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Catawissa	....	....	....	....	....	....
" preferred	41	....	40⅛	41⅛	41⅛	43⅛
Camden and Amboy	116⅜	116⅜	....	116⅜	116⅛	116⅛
" 6s, 1875	....	....	....	....	....	98⅛
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	94	....	....	....	....
" mort. 6s, '89	96	96	....	....	....	96
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	35⅜	35⅛	35⅛	36⅛	36⅛	36⅛
" 6s, 1884	....	....	85⅜	....	....	....
" Gold L	88⅜	89	88⅛	88⅜	89	....
" R. R. L	91⅛	91⅛	....	....	....	....
" Conv. L	....	....	80⅜	....	80⅜	....
Lehigh Valley R. R	59⅜	59⅞	59⅜	59⅞	60	60
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	96⅛	....	....
Little Schuylkill R.R	....	....	....	44⅛	44⅛	44⅛
" 7s	....	....	....	....	....	....
Minehill	....	....	51⅛	....	51⅜	....
Morris Canal	46	....	....	....	....	....
" pref	116	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	46	....	....	....	....	....
" 6s, 1880	....	99⅛	100	99	....	....
" 7s	....	....	....	....	96	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	40⅜	....	....	....	....	....
Pennsylvania R. R	61⅛	61⅛	61⅛	61⅛	61⅛	61⅛
" 1st M	101⅜	101⅛	....	....	....	....
" 2d M	103	....	103⅛	....	103⅛	....
" Gen. mort.	93⅛	....	93	....	93⅛	93⅛
" reg	....	....	94⅛	....	....	92
Penn. State 6s, 1st series	103⅞	104	104	....	....	104
" 6s, 2d series	....	....	....	105⅛	....	105⅛
" 6s, 3d series	....	....	....	....	....	....
" 6s, W L	104	....	....	....	104	....
Philadelphia City, 6s	101⅛	101⅛	....	....	101⅛	....
" new	101⅛	101⅛	101⅛	101⅛	101⅛	101⅛
Philad., Germ. & Nor.	82⅛	82⅛	82⅛	....	....	....
Phila. & Reading	51⅜	51⅜	51	51⅛	51⅛	51⅛
" 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	26⅜	27	27	27	27⅛	27
" 6s	....	....	....	....	....	....
" 7s	86⅛	86⅜	86⅜	....	....	86⅛
Schuylkill Navigation	....	....	....	....	....	....
" pref	16	....	....	....	16⅛	....
" 6s, 1882	75⅛	75⅛	....	75	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	49	49	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	14	....	14	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	56	....	56⅛	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 28.

	W.22	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875	97⅛	....	....	97⅛	....	....
" 1886	....	....	....	....	....	....
" 1890	94⅛	....	....	95	95⅛	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	96	....	....
Marietta & Cin. 1st M	92⅛	92⅛	92⅛	....	....	92⅛
" 2d M	83⅛	83⅛	83⅛	83⅛	83⅛	83⅛
Northern Central	40⅛	....	40⅛	....	....	....
" bonds, 1885	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R R	20	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Boston and Albany	....	....	157⅛	157	157⅛	159
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	152⅛	152⅛	....	....	....	152⅛
Boston and Providence	154	152⅛	153⅛	153	....	152⅛
Boston, Hartford & Erie	....	....	....	....	1⅜	1⅜
" 7s, new	28⅛	28⅛	28⅛	28⅛	28⅛	28⅛
Cheshire, pref	....	....	87⅛	....	....	87⅛
Concord	....	....	....	79⅛	....	....
Connecticut River	....	....	148⅛	....	....	147⅛
Eastern	123⅛	124⅛	125	....	125	125
Fitchburg	....	....	137⅛	137⅛	....	137
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	118⅛	119⅛	122⅛	....	122	122
Northern, N. H	....	....	114	114	114	114
Ogdens. & Lake Champ	87⅛	....	87	....	87	87⅛
" pref	....	....	....	....	....	....
Old Colony & Newport	98⅛	....	99	99	99⅛	99⅛
Ph., Wil. & Baltimore	52	52⅛	52¼	....	52⅜	53⅛
Portl'd, Saco & Ports	130⅛	130⅛	130⅛	....	131	132
Union Pacific	24	23⅛	....	....	....	26⅛
" 6s	....	....	....	....	81⅛	....
" Land Grant 7s	....	....	....	....	72	....
" Income 10s	....	68	....	....	....	68⅛
Vermont & Canada	105	105	105	105	104	104⅛
Vermont & Mass	....	72⅛	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	104⅛
Metropolitan	74	....	....	....	....	....
Middlesex	....	....	....	....	75	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	8	....	9	9	9⅛	
Franklin	....	3	....	3	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	5	....	....	....
Quincy	....	....	25⅛	....	....	....

London Stock Exchange.

	—Closing Prices.— March 10.	March 17.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	73 — 78	75 — 80
Do. do., 2d mort., 1881	63 — 68	65 — 70
Do. Penn., 1st mort., 1877	73 — 78	75 — 80
Do. do., 2d mort., 1882	63 — 68	65 — 70
Do. Consol. 7 per cent. mort. 1890	29½ — 30⅛	35 — 36
Detroit and Milwaukee 1st mort. 7s	66 — 68	68 — 70
Do. 2d mort. 8 p. c.	68 — 70	69 — 71
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	62 — 64	62 — 64
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	109⅜—110½	110 —111
Panama General mort. 7s, 1897	93 — 95	93 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	91½ — 93	92½ — 93
Do. $50 shares	51 — 53	50 — 52
Philadelphia and Erie 1st mort. 1881	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, April 1, 1871.

Stock Exchange and Money Market.

There has been a less urgent inquiry reported for Money for all business purposes since our last, and the offerings have been unusually liberal for the season, which circumstances have had the effect of checking the upward tendency of rates. Call loans have been quoted at 4@6, generally 4@5; and the best grades of mercantile paper in the discount line at 6@7 per cent. per annum. At these figures the wants of all responsible borrowers have been promptly provided for by the banks and by private lenders. The uncertainty as to the April programme of the Treasury Department, relative to the sales of Gold and purchases of Bonds in that month, has tended to disturb confidence in values to some extent, and the various rumors from Washington in reference to the same general subject have served to increase the uneasiness. But, on the whole, the Money market has worked advantageously for the borrowing interests. The city banks, in their last weekly statement, exhibited a reduction of $5,171,341 in their deposit line, $3,046,738 in their special reserve, and $430,237 in their legal tender average. They contracted their loans $1,462,084, and their circulation $21,817. The banks now hold $10,470,990 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking act. The U. S. Sub Treasury at this port, last week, reduced its currency reserve, $642,403, and increased its coin balance $627,236. The receipts of the office were $4,764,316, in coin, and $3,854,434 in currency; payments $4,137,080 in coin, and $4,496,637 in currency. The office received $4,105,000 in coin or its equivalent, from customs; and disbursed $258,712 of coin interest.

The specie reserve of the city banks according to the latest return is $12,617,007, against $32,271,252 same time last year. The city bank deposits are now $225,774,302, against $208,910,713 week ending March 26 1870. The legal tender reserve amounts to $55,193,408, against $52,685,063 same time last year. The circulation now stands at $21,583,398, against $33,674,394 same time last year. The loans are now $291,114,320, against $270,807,768 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $94,027,381 a day, against a daily average of $98,280,959 the preceding week. The current week's exchanges average about 105½ millions a day. The city banks, last week reported a loss of $3,046,738 of specie, a gain of $5,171,341 of deposits, and $430,237 of legal tender notes. They reduced their loans $1,462,084; and their circulation, $21,817.

National Bank notes to the amount of $1,540,950 were issued last week by the Treasury Department. Deducting from the grand total issue to 1800 banks the currency returned, including worn out notes, amounting to $40,270,582, the existing 1,653 banks, (with an aggregate capital of $435,356,084,) retain an actual circulation of $312,388,551. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $354,164,000; and for the public deposits, $15,723,500—making a total of $369,887,500. The Treasury Department last week redeemed and destroyed $709,762 of worn and mutilated fractional currency, and issued $391,941 of new.

The coin reserve of the Treasury Department on Monday morning was $104,490,000, including $27,357,000 represented by outstanding coin certificates; and the currency balance was $13,770,000.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $9,728,063 in currency, and $66,853,569 in coin against a balance a week previous of $6,718,022 currency, and $67,089,899 coin.

The U. S. Sub-Treasurer retired, last week, $3,630,959 of coin certificates, received for customs.

Government revenues were unusually liberal in the line of customs, last week, though moderate in that of excises. The Excises yielded about two millions. The customs at the port of New York, last week were $4,040,959; and at the outports, equal to about 1¼ millions more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been about 109¾ millions.

Gold has been offered with much more freedom, largely on speculative account, and the price has fallen from 111 to 110⅛, closing on Wednesday of this week at 110⅜ against 111 the preceding

Wednesday. The increasing rate of subscription to the new Funding Loan, and the anticipation that the Treasury Department would add largely to its sales of Gold, and its purchases of Bonds, in April, have operated against a firm market. The selling interest has been the dominent one at the Gold Exchange. The dealings have been on a more extensive scale, particularly through the latter half of the week. Monday's business was quite heavy, as reflected by the exchanges of Tuesday noon, which reached nearly 71 millions. The customs demand was unusually active, and the export drain was up to a full average. The shipments last week, were $1,531,579; and on Wednesday and Thursday of this week, about $300,000.

The customs at this port on Wednesday were $567,000.

The Gold Exchange Bank clearances on Friday of last week were $17,370,000; on Tuesday of this week $70,801,000, the extremes since our last. On Wednesday they amounted to 59¾ millions.

The export drain was $1,531,579 last week, against $118,091, same week preceding year. The shipments since July 1, 1870, have been $54,571,450, against $23,031,920 same time in 1869–'70.

The customs demand for Gold last week, averaged $684,166 a day; thus far, this week, it has averaged $585,000 a day, or equal to a weekly aggregate of $3,510,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $20,772, and since Jan. 1, 1871, $2,748,378, against $3,931,818 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $108,434,875, against $97,032,495 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870. $66,262,858 against $66,665,828 same time in 1869–'70.

Foreign Exchange has been in fair demand and rates have been generally well supported. Bankers' sixty day bills on London closed on Wednesday at 109¾@109⅞; sight bills on London, 110⅜@110½.

The produce exports from this port, week ending with March 28th, were to the currency value of $4,441,092.

Government securities have been depressed in price since our last, the offerings having been more liberal, while the demand has been quite limited. The uncertainty as to the April business of the Department has been against buoyancy in values. Some speculative efforts to weaken prices have been reported, but have not been very manifest. The latest dealings on Wednesday showed a rather firmer market. The subscriptions to the new refunding Five per cent. Loan, thus far reported, amount to about 45 millions. Wednesday's subscriptions included a round million from Messrs. Fish & Hatch.

On Wednesday, Government bought in two millions of Five-Twenties at 108 80@109 27, ex-interest. The amount of bonds offered was only $2,539,000.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115⅜@115⅞; U. S. Five-Twenties of 1862, 112@112⅛; U. S. Five-Twenties of 1864 at 111⅜@111¾; U. S. Five-Twenties of 1865, 111⅜@112¾; U. S. Five-twenties of 1865 consolidated, 110⅛@110¾; U. S. Five-Twenties of 1867, 110⅛@110¾; U. S. Five-twenties of 1868, 110⅝@110⅞; U. S. Ten-forties at 108@108⅛; U. S. Six per cent. currency bonds, 114⅜@114½.

State bonds have been in moderate request at less buoyant prices.

Railway bonds have been selling to a fair extent at about steady prices. Central Pacific Sixes have been in demand, closing at 95⅛@95¼. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds at 90 per cent. and accrued interest. Union Pacific Sixes closed at 83¼@83⅜.

Railway and miscellaneous share property has been unusually active, and generally quite buoyant in price, closing somewhat irregularly, under sales to realize profits. Union Pacific stock closed at 26½@26⅝; Ohio and Mississippi at 47¼@47⅜. Western Union Telegraph at 57⅛@57⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 15.	March 22.	March 29.
Consols	91⅞	92¼	93
U.S. 5-20's of 1862	92⅛	92⅜	92 5/16
U. S. 5-20s, 1865	91⅜	91⅝	91⅞
" 1867	90 3/16	90¾	91 5/16
" 10-40s	88¾	89	89
Erie	18⅛	18⅛	19
Ill. Central	110½	110½	110½
Al. and Gt. West.	30½	35	38

In general business, there has been a fair show of activity in the leading lines, with, as a rule, rather more firmness in values. Middling upland cotton closed buoyantly on Wednesday at 15¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,242,894 bales, against 2,821,345 bales same time last year; exports 2,162,023 bales, against 1,494,024 bales same time last year; stock at the ports, at latest dates, 658,328 bales, against 443,744 bales same date 1870.

At the Live Stock markets, Beeves have been in fair demand at 11@16c. Veal Calves at 9@12½c; Sheep, at 8½@9c., and Swine, at 7¾@8¼c. per lb., all live weight. Milch cows, quiet at $40@$100, each. The week's receipts were 5,852 Beeves, 100 Cows, 1,756 Veal Calves, 24,913 Sheep and Lambs, and 13,816 Hogs.

Ocean freights have been moderately active and rates have been quoted firmer. For Liverpool, cotton at ¼@⅜d. by sail and 5/16@⅜d. by steam, per lb.; flour at 2s. @2s. 3d. by sail, and 2s. 6d.@2s. 9d. by steam, per bbl.; grain at 5½d. by sail, and 6¼d. by steam. per bushel; and heavy goods at 15s.@27s. 6d. by sail, and 25s.@40s. by steam, per ton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Virginia 6s, old, reg., 55; Georgia 7s, gold, 93¾; North Carolina 6s, special 6s, 18½; South Carolina 6s, new Jan. and July, 60⅞; N. Y. State Bounty Loan, 108; Louisiana 6s, old, 68; Alabama 8s, 102; Toledo, Wabash and Western 1st mort., St. L. Div., 83½; do. consol. bonds, 84; Great Western 1st mort., 1888, 88½; Ohio and Mississippi consol. bonds, 89; South Pacific of Mo. 1st mort., 79; Chicago and Northwestern Interest bonds, 93½; Morris and Essex const. bonds, 86½; Pacific 7s, guar. by Mo., 97; New York and Harlem con. bonds, 88¼; Buffalo, N. Y. and Erie 1st mort., 88½; Hannibal and St. Joseph 8s, conv., 102½; Central of New Jersey new bonds, 101; Albany and Susq. R. R., 87; N. Y. and N. H. R. R., 147; St. Louis and Iron Mt. R. R., 54⅜; do. 1st mort., 89⅝; Adams Exp., 75; Am. Mer. Union Exp., 47⅞; U. S. Exp.,48; Wells-Fargo Exp., 43¼; Brunswick City Land, 8½; Western Union Telegraph, 58¾; do. 7s, 96; Quicksilver pref., 19¾; Maryland Coal, 39; Spring Mt. Coal, 46; Cumberland Coal and Iron, 34¼; Brooklyn 6s, W. L., 93¾; Am. Dock and Imp. 7s, 96; Central Gold, 0.16; La Crosse gold, 0.10; Consol. Gregory gold, 0.60; Grass Valley gold, 0.17.

Philadelphia.—Philadelphia and Reading 6s, 1843–'80, 97; Schuylkill Nav. Imp. Loan, 80; do. 6s, 1895, 77½; Pennsylvania and New York Canal 7s, 94; Oil Creek and Allegheny River R.R., 47¼; do. 7s, 83¼; West Jersey 6s, 92; Belvidere Delaware 2d mort., 86; Wilmington and Reading 7s, 94; Harrisburg and Lancaster 6s, 97; Fifth and Sixth Streets Horse R. R., 40; West Phila. R. R., 72; Ridge Avenue R. R., 12; Philadelphia and Trenton R. R., 116½; Allegheny Co. 5s, 78. The latest quotations are: City 6s, 101@101¼; do. free of tax, 101¼@101⅜; State 5s, coupon, 103@103; do. 6s, W. L., 104@—; do. 1st series, 103⅞@104⅛; do. 2d series, 105¼@105¾; do. 3d series, 103¼@108½; Reading, 51⅛@51⅝; do. 7s, 1893, 108@—; do. mort. 6s, 1880, 97@97¼; Camden and Amboy, 116⅝@116¾; do. mort. 6s, 1889, 95⅞@96⅛; do. 1883, 92⅞@93; do. 1889, 93@94; Pennsylvania R. R., 61¾@61⅞; do. 1st mort., 101¾@101⅞; do. 2d mort. 103⅛@103½; do. Gen'l mort. coupon, 93¼@—; do. reg., 91⅞@93; Little Schuylkill R.R., 44@44½; Morris Canal, 47@—; do. pref., 113@115; do. 6s, 92@—; do. scrip 7s, 77@—; Susquehanna Canal, 5@6; do., 6s, 49@50; Schuylkill Nav., 8¼@8⅝; do. pref., 16⅛@17; do. 6s, 1882, 75⅛@75⅜; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 93@94¼; do. 5s, 62@—; Lehigh Coal and Navigation, 35½@35¾; do. 6s, 1884, 84¼@84⅜; do. R. R. Loan, 92@92⅛; do. Gold Loan, 88⅞@89; North Pennsylvania, 45¾@46; do. 6s, 99@99½; do., 7s, 95¾@97; do. Chattle 10s, 115@—; Philadelphia and Erie, 27@27½; do., 6s, 95@96; Minehill, 51⅞@52; Catawissa, 16½@17; do. pref., 44@44; Lehigh Valley, 60½@—; do. 6s, 96@96½; do. 7s, reg., 100@100; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 56@58; Thirteenth and Fifteenth, 23@24; Spruce and Pine, 26@26½; Green and Coates, 43@46; Chestnut and Walnut, 46½@46½; Hestonville, 8@—; Union, 52@—; Germantown, 30@30½.

Boston.—Detroit, Hillsdale and Indiana 8s, 1890, 90; Michigan Central 8s, 1890, 108⅜; Central R. R. of Iowa, 1st mort. 7s, 1889, 87½; Mansfield and Framingham 1st mort., 7s, 91¾; Vermont Central 1st mort., 87½; do. 2d mort., 44½; Rutland R. R. 40; do. pref., 84½; do. 8s, 1880, 100½; do. 7s, new, 88½; Missisquoi 7s, 85; Cincinnati, Sandusky and Cleveland, 24; do. 7s, 1890, 84; Old Colony and Newport 7s, 1877, 103; Stanstead, Shefford and Chambly 7s, 83½; Ogdensburg and Lake Champlain 8s, 1870, 101¾; Cheshire 6s, 1880, 93½; Vermont Central and Vermont and Canada 8s, 1885, 104; do. 1889, 104½; Cedar Rapids and Missouri 7s, 1891, 87¾; Eastern 6s, 1885, 96; Indianapolis and Cincinnati R. R., 7⅛; Portsmouth, Gt. Falls and Conway,

R.R., 110⅞; Norwich and Worcester R.R., 112⅞; Connecticut and Passumpsic Rivers pref., 92; Worcester and Nashua R. R., 140; Boston Water Power Co., 40; Cary Imp. Co., 11⅞; Massachusetts 5s, 1894, gold, 97; do., 6s, 1875, 107; do., 1872, 109¾; Maine 6s, 1889, 100⅛; Bath 6s, 1891, 90¼; Albany 6s, 1896, 91¾; St. Louis 6s, 1888, 88; Cincinnati 7-30s, 1886@1898, 105¼; Chicago 7s, 1895, 98⅛; do. 1880, 100⅛; Charlestown 6s, 1883, 90; Boston 5s, 1878, gold, 97⅞; do. 1882, 97⅛; Portland 6s, 1887, 91⅝; Allouez Mining Co., 1¾; Hancock, 1⅞; Rockland, 1.

Baltimore.—Pittsburgh and Connellsville bonds, 92¼; Northern Central 6s, 1900, gold, 92; Western Maryland 2d mort. pref., 60; Orange and Alexandria 3d mort. 8s, 88⅛; Maryland Defense bonds, 104; Virginia 6s, old, reg., 53; George's Creek, 65; Baltimore Copper, 1¼. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92⅛@92¼; Baltimore and Ohio, 137¼@140; do. 6s, 1875, 94⅛@95; do. 1880, 94@95; do. 1885, 95¾@97; Northern Central, —@89⅝; do. 6s, 1885, 92⅛@93; do. 1900, 90@90½; do. 6s, 1900, gold, 92@92; N. W. Va. 1st mort., 96⅛@98; do. 2d mort., 96⅛@97½; do. 3d mort., 1885, 89@—; Marietta and Cincinnati 7s, 1892, 92@98; do. 2d mort., 83@84; Central Ohio, 27¾@80¼; do. 1st mort., 84@85; Western Md. 1st mort. 6s, 1890, 76@78; do. guar. by Baltimore City, 90@96; do. 2d mort. guar., 90@95; do. 2d mort pref., 50@59; do. 6s, guar. by Washington Co., 83@85; Richmond and Danville bonds, 77@78; Orange and Alexandria 1st mort. 6s, 87¼@87¾; do. 2d mort. 6s, 76¾@80; do. 3d mort. 8s, 86⅛@89; do. 4th mort. 8s, 77@78; Orange, Alex. and Manassas 7s, 78¼@79; Virginia and Tennessee 8s, 83@85; do. 6s 1st mort., 80@—; do. 6s, 2d mort., 73@74; Baltimore 6s, 1875, 97¼@79½; do. 1884, 94⅛@95; do., 1886, 96@96; do. 1890, 95¼@95⅜; do. 1893, 96@97; do., 1900, 94¾@95; do. 5s, 1888–'70, 80@81; Memphis City 6s, 55⅛@55½; Maryland Defense Loan, 1883, 103¾@104; City Passenger R. R., 18@20; George's Creek Coal, 63@66.

☞ ELIZABETHTOWN AND PADUCAH RAILROAD.—The well known Bankers, Messrs. NORTON, SLAUGHTER & CO., of 41 Broad Street, Messrs. WM. ALEXANDER SMITH & CO., of 40 Wall Street, and Messrs. HALLGARTEN & CO., of No. 28 Broad Street, New York, recommend, after a thorough investigation into the affairs of the Company, THE EIGHT PER CENT. FIRST MORTGAGE BONDS OF THE ELIZABETHTOWN AND PADUCAH RAILROAD COMPANY of Kentucky, as a very safe and desirable investment. They are only authorized to offer a limited amount of these securities at 87½ and accrued interest. The Bonds offered are on the completed portion of the Road, which is now in successful operation.

TREASURY DEPARTMENT,
STATE OF ARKANSAS,
LITTLE ROCK, March 1, 1871.

The Semi-annual Interest, due April 1, 1871, on Arkansas State Seven per cent. bonds, will be paid on and after that date, at the Union Trust Company, No. 73 Broadway, New York.

HENRY PAGE, State Treasurer.

Leonard, Sheldon & Foster.

The attention of our readers is called to the advertisement of Messrs. LEONARD, SHELDON & FOSTER, which will be found on last page of this paper. The members of this well known Banking house are: W. B. Leonard, (late Leonard, Rhoades & Grosvenor,) W. C. Sheldon, (late Buckly, Sheldon & Co.,) and W. H. Foster, (late acting Vice President of Central National Bank, and formerly Bank of Commerce, Boston.) They buy and sell Government and State Securities, Stocks, Bonds and Gold upon commission. They also negotiate special Loans and Commercial Paper. Checks upon their house are collected through Clearing House as upon National and State Banks. Circular Letters of Credit furnished to travellers through this house, available in all the principle cities of Europe.

Messrs. Miller & Smith.

We desire to call attention to the advertisement, on page 370, of Messrs. PHILIP S. MILLER and LENOX SMITH, who have formed a co partnership for the sale of railroad iron. These gentlemen are both experts in iron, and as men of honor and integrity we take pleasure in recommending them to railway men desirous of obtaining good material.

Important Shipments.

J. A. Cottingham, of 104 West Street, this city, has just been awarded contracts for the transportation of 5,000 tons steel rails from this city to Bridgeport and New Haven, Connecticut, for the New York and New Harven, Hartford and New Haven, Naugatuck, and Shore Line Railroads. Mr. Cottingham makes the shipments of Railroad Iron, Locomotives and Cars a specialty, and has had nearly twenty years' experience in the business. One of the Barges he employs, the "James Cottingham," cost $16,000, and was built expressly for the transportation of Cars and Engines. His shipments for other Roads and Companies this Spring will amount to over 30,000 tons. He has transported all the Locomotives built by the Rogers Locomotive Works for the Union Pacific Railroad; all the Cars, Engines and Railroad Iron for the South Side Railroad of Long Island; and over one thousand Locomotives and ten thousand Cars without loss; and has also, during the past five years, shipped over one hundred thousand tons of other heavy freight, mostly Rails. Being pretty well acquainted with the character of most every kind of craft afloat suitable for shipments of Rails, he selects the very best vessels that can be procured, and by so doing has avoided losses of any account. We doubt if there are many men in any such or similar business that have been so successful—at all events the contracts received from such companies as those aforementioned gives him the reputation of being one of the best shippers of those materials in this city.

☞ E. W. Woodward, Esq., has been elected President of the Indianapolis and St. Louis Railroad Co. The line from Indianapolis to St. Louis will continue to be operated independently under his management in the joint interest of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company, and the Pennsylvania Railroad Company, who equally own and control it.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH, BANKERS,
No. 5 NASSAU STREET,
NEW YORK, March 27, 1871.

THE FIRST MORTGAGE SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY—of which about $6,000,000 have already been marketed—are secured upon an East and West Trunk Line of Road, 427 miles in length, the greater part of which (227 miles) is in earning operation, and the remainder rapidly building. When completed it will establish a short, economical and favorite route between tide water navigation and the chief railroad and river cities of the West.

Besides the immense volume of through traffic between the East and West which this Road can command by its unapproachable advantages in distance, grades, fuel and unfailing navigable connections, this road must convey enormous quantities of the superior smelting, cannel and bituminous coals of the Kanawha Valley, and the iron ores of Virginia and West Virginia, which are in demand at both ends of the line.

The value of the property, the certainty of a large and profitable business, the established reputation and credit of the Company, and its able and honorable management, give to these securities an assurance of superior value and safety.

They may be had in *Coupon* or *Registered* form, and in denominations of

$1,000, $500, and $100.

We have prepared pamphlets showing the agricultural, mineral and manufacturing advantages of the adjacent territory, and the traffic facilities and financial prospects of the Road, which will be furnished on application.

FISK & HATCH, Financial Agents.

☞ TEXAS PACIFIC RAILROAD COMPANY.—Notice is hereby given, that, pursuant to the Act of Congress, entitled "An Act to Incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for orther purposes," approved March 1, 1871, the persons named in the first section of said Act, who are by said Act constituted a Board of Commissioners, known as the Texas Pacific Railroad Commissioners, will meet at the Office of the Southern Transcontinental Railroad Company, on the north-east corner of Warren and West-sts., in the City of New York, on the 15th day of April, 1871, at 12 o'clock, noon, of that day, for the purpose of opening Books of Subscription to the Capital Stock of the said Texas Pacific Railroad Company, of receiving Subscriptions to said Stock, and electing a Treasurer in pursuance of the said Act.—Dated New York, March 27, 1871. J. C. Fremont, Marshall O. Roberts, Henry D. Cooke, John W. Forney, E. L. Fancher, Luther R. Marsh, Richard C. Parsons.

☞ The Mississippi and Missouri Air Line Railroad, which was lately completed from West Quincy north to La Grange, has been consolidated with the Mississippi Valley and Western Railway—the last mentioned name being the title of the consolidated company. The roads will connect at or near Alexandria, Mo., nearly opposite Warsaw, Ill., and probably continue northwest, and west through the southern tier counties of Iowa.

Journal of Railroad Law.

RAILROAD COMPANIES—VALIDITY OF MORTGAGE BINDING SUBSEQUENT ACQUIRED PROPERTY—VENDOR'S LIEN NOT ENFORCEABLE AS AGAINST SUCH MORTGAGE.

The facts in the recent case of Pierce *vs.* The Milwaukee and St. Paul Railroad Company and others, (24 Wis., 551,) are fully stated in the following opinion by

COLE, J.—By its charter, the Milwaukee and Horicon Railway Company was expressly authorized to borrow money, and to make and execute in its corporate name all necessary writings, notes, bonds and other papers, and also to execute and deliver "such securities, in amount and kind," as might be deemed expedient to secure such loans. Sec. 21, chap. 450, Laws of 1852. It therefore had full power to make and deliver the mortgage to Lowry, bearing date April 1, 1856. By that instrument the company mortgaged all its road, from the junction thereof with the La Crosse road, in or near the village of Horicon, to a point in or near the village of Berlin, being about forty-two miles of road, "including the right of way and land occupied by said road, together with the superstructure and tracks thereon, and all rails and other materials used thereon, bridges, viaducts, culverts, fences, equipments, necessary depot grounds and buildings thereon," belonging to the mortgagor, with the rolling stock and personal property appertaining to that line of road then belonging to the company or thereafter to be acquired, "and all future right thereto" and interest therein to be acquired by the corporation, together with the name and functions appertaining to the road with its corporate rights and franchises. The mortgage then, in express terms, covered the franchises and property, real and personal, belonging to the company, April 1, 1856, and also all future acquired real and personal property for that portion of its road; and this mortgage was executed by direct legislative authority conferred upon the corporation in its charter. In the mortgage, the company among other things, covenanted "to execute and deliver any further reasonable and necessary conveyance or conveyances of the premises, or any part thereof, to the said party of the second part," "for more fully carrying into effect" the trusts created, "particularly for the conveyance of any rights, interest or property subsequently to the date hereof acquired by the said parties of the first part, and comprehended, or intended so to be, in the description or terms of this instrument."

Now it appears that the plaintiff and wife, in June, 1856, sold and conveyed to the Milwaukee and Horicon Railroad Company the premises mentioned in the pleadings, and upon which a vendor's lien for the purchase money is sought to be enforced. It is difficult to see upon what principle the action can be maintained.

It is apparent that the Lowry mortgage purported to include the right of way across the plaintiff's land, which was the subject matter of the conveyance from him to the Company. It is true, the title to those premises was not in the Company when the mortgage was executed; but it is perfectly clear that it was the intention of the parties that the mortgage should become a lien upon any right or interest in real estate subsequently acquired for right of way, or necessary or the use of the road. It is insisted in the brief of the counsel for the plaintiff that the instrument did not purport to mortgage future acquired realty; but a bare reference to the clauses which have been cited will show that this is inadmissible. It obviously purports to convey as well the real and personal property belonging to the company, at the time of the execution of the mortgage, and therein described as all real and personal property subsequently acquired for the use of the road. The language employed is not fairly susceptible of any other construction. And this being so, it is very manifest that when the company subsequently acquired an interest in these premises, from that moment the mortgage became a lien and charge upon them. Farmers' Loan and Trust Company *vs.* Fisher et al, 17 Wis., 114. And there is still a stronger reason for holding in this case that any after acquired interest in real estate for the use of the track would inure to the benefit of the mortgagee, and become vested in him, in view of the fact that the mortgage contains the covenant for further assurance above quoted. Could it with any justice be claimed that the Milwaukee and Horicon Railroad Company, after executing the mortgage with this covenant, might assert its title to the premises in question? It seems to us not, but that the company would be clearly estopped from saying that the mortgage did not become a lien upon the premises. The Lowry mortgage has been foreclosed in an action to which the Milwaukee and Horicon Railroad Company was made a party defendant. A foreclosure sale was had of all the property, corporate rights and franchises embraced in the mortgage. It appears that Hunt and Sage purchased the property at the foreclosure sale, and have conveyed it, without notice of any equities of the plaintiff in the premises to the defendant company. Now we suppose the purchaser at the foreclosure sale obtained whatever interest the Milwaukee and Horicon Railroad Company had in the premises, as well as the rights and interest of the mortgagee under the mortgage, whatever they were. Such was the necessary effect of the foreclosure. And that it would be a violation of all principle to permit the plaintiff, after the foreclosure sale and at this late day, to enforce a vendor's lien for the consideration named in the deed given in June, 1856, really seems to us too plain for argument.

We think the Judgment of the Circuit Court must be reversed, and the cause remanded with directions to dismiss the complaint.

Judgment reversed.

☞ The Portland and Rochester Railroad Company has contracted with George F. Hitchings of Portland, to distribute the sleepers, ballast the road and lay the sleepers from Springvale and Rochester. It is said that the road will be in good running order by the middle of June through its entire length.

☞ Forty miles of the Portland and Ogdensburg Railroad have already been completed in Maine. Portland has so far loaned its credit to this enterprise to the amount of $750,000. Little but surveying has been done upon this line in New Hampshire.

☞ Mr. Munson, the contractor of the Montpelier and Wells River, Vt., Railroad has filed his bond of $200,000 for its completion.

Quincy Mining Company.

The directors submit the following report of the business of the mine for the past year, and statement of the financial condition of the Company:

The shipment of the season was 2,952,742 pounds of mineral, which has been smelted at Detroit, and yielded 84 55-100 per cent., or 2,496,774 pounds of ingot copper. The product of the mine for the year, as prepared for shipment, was 3,045,676 pounds, or nearly 1,523 tons of mineral, for which, estimating only the product of December, left over at the mine at 20c. per pound, has been realized the gross sum of $537,452 48; realized from sale of silver $717 75, making the gross earnings $538,170 23.

The expense of the year are as follows:—Running expenses at mine, $315 896 58; building and construction account, $4,040 89; other expenses as per treasurer's balance-sheet, $63,272 20; total cost $382,709 67, which, deducted from gross earnings, $538,170 23, leaves as profit $155,460 56. There has also been realized during the year, from interest on loans $2,169 76, giving, as net results of year's business, $157,630 32. The statement of assets and liabilities in our last report showed a balance of assets on hand, as of date Jan. 1, 1870, of $305,903 11; earnings of 1870, $157,630 32, making $463,533 43; deduct dividend paid March 10, 1870, $120,000, making balance of assets on Jan. 1, 1871, $343,533 43. "There are also, in addition, the special reserve fund of $50,000, set apart as heretofore reported, for the endowment of an insurance and repairs account, and fully secured by mineral, mining supplies and materials, worth to the company at least twice that amount."

The necessity of continuing during this winter the regular openings on the main vein, which had been discontinued around No. 4 shaft was apparent, and, on the uncertainty of how much outlay for dead work would have to be incurred, and of how much productive ground might be opened, your directors decided to divide from the earnings of the year the sum of $80,000 or $4 per share, which was paid Feb. 6, reserving a portion until the regular mining work should develop the prospect for the product of the coming season. The work is progressing very favorably, and unless something unforeseen should occur, it may now be expected that a further dividend will be made in August next.

Atlantic and Pacific R. R.

The bonds and stock of the Atlantic and Pacific Railroad Company have been admitted to official dealings at the New York Stock Exchange on the following report of the Governing Committee:

The Atlantic and Pacific Railroad Company was organized under an act of Congress of the United States, approved July 27, 1866. Length of road two hundred and ninety two miles. From the town of Pacific (thirty-seven miles distant west from St. Louis), to Seneca, on the western boundary of the State of Missouri, approved March 17, 1868, and was consolidated with the Atlantic and Pacific Railroad Company on the 25th October, 1870. The South Pacific Railroad Company issued the following, which have been assumed by the Atlantic and Pacific Railroad Company:

First mortgage six per cent. bonds, secured by mortgage on the whole road. Interest payable in gold coin semi-annually January 1 and July 1. Principal and interest payable in New York city. Dated July 1, 1868; mature July 1, 1888, $7,250,000. Of the above mentioned bonds there are 5,000 of $1,000 each, numbered from 1 to 5,000 inclusive, and 4 500 of $500 each, numbered from 5,000 to 9,500 inclusive. Trustees: George Tyler Bigelow, John James Dixwell.

The Atlantic and Pacific Railroad Company have issued the following, which were guaranteed by the South Pacific Railroad Company be-

fore it was absorbed by the Atlantic and Pacific:

Six per cent. bonds, secured by mortgage on 500,000 acres of land in Missouri. Interest payable in gold coin semi-annually, January 1 and July 1. Principal and interest payable in New York city. Dated July 1, 1868; mature July 1. 1888, $3,000,000. Of which there are 2,000 of $1,000 each, numbered from 1 to 2,000 inclusive, and 2,000 of $500 each, numbered from 2,001 to 4,000 inclusive.

The South Pacific Railroad Company received a grant of lands in Missouri under an act of Congress, passed June 10, 1852 (when the lands were withdrawn from sale for the purpose of constructing the road), of more than one million of acres. Under the Atlantic and Pacific Railroad Company's charter about five hundred thousand acres have already been received and secured by the Company, viz: 480,000 acres in Missouri and about 20,000 acres in Arkansas. The receipts from the sales of lands are applicable, first, to providing what is necessary to pay the interest on the bonded debt, and the balance is appropriated to paying off the bonds at a price not exceeding 110 per cent. The capital stock is as follows:

100,000 shares of "Preferred Stock on the Division of the Road in Missouri," at $100 each	$10,000,000
50,000 shares, Common Stock, at $100 each	5,000,000
Total Capital (and $10,250,000 of Bonds)	$25,250,000

All the "stock" has been issued.

Boston and Maine Railroad.

A special meeting of the stockholders of this road was held in Boston on the 16th ult., the President Hon. Francis Cogswell, in the chair. After an explanation by the President a vote was passed accepting the "Act for the extension of the Boston and Maine Railroad," approved by the Governor of Maine February 17, 1871, declaring that the road should be forthwith constructed, and authorizing the Directors to begin and complete the work at the earliest date consistent with economy.

This action has become necessary by the inability of the Boston and Maine road to renew an arrangement with the Portland, Saco and Portsmouth Railroad, so that they could use their tracks from South Berwick Junction to Portland. The vote showed 10,524 shares represented, of which 10,405 were in favor of the act. The Directors were instructed to issue stock instead of bonds.

Baltimore and Potomac Railroad.

The Baltimore and Potomac Railroad is rapidly advancing towards completion. About two weeks more of work remains to be done on the road through Prince George's, when that portion will be in readiness to receive the ties and rails, which have already been contracted for and which are now being delivered at Annapolis. The work of grading was commenced in Charles county last November, and is now more than half finished. The grading on the Washington Branch has been pushed forward to the outskirts of that city, and a pile bridge is being built across the Eastern Branch. The company will proceed to lay the track immediately on so much of the road as is prepared to receive it. The rails will be laid upon the Main Stem and the Washington Branch at the same time. The most vexatious delays in the construction of the road have been occasioned by the land suits in which the company has been engaged from time to time, and the tardiness of some of the judges, who have, in some instances, failed to render judgments for months after the cases were submitted to them.

Unless something unforeseen occurs (or more delay is created by the land suits on hand at present, which is not anticipated,) the public may confidently look for the opening of the road to travel in the fall. Thus another artery will be opened through which trade will pour into Baltimore. Another through route will be established, by means of which Baltimore will be placed in communication with all the Southern and Western markets, and a rival road will have been completed between this city and Washington, leading to a diminution of the high tariff now levied by the Baltimore and Ohio Railroad on its Washington Branch. Some time will yet elapse before the road is in running order along the entire route. The magnitude of the tunneling which has been imposed upon the road through Baltimore will cause delay, and a depot will be established on the outskirts of the city for the accommodation of the trade which is expected to be attracted here by its partial opening. This delay will hardly prove detrimental to the interests of Baltimore, as much of the trade which would otherwise pass through the city will thus be stopped, and connections formed in Baltimore which may not be easily sundered hereafter.—*Balt. Am.*

A Good Investment.

We invite attention to a notice in our Money column of the first mortgage bonds of the Elizabethtown and Paducah Railroad Company of Kentucky, offered for sale by three prominent houses of New York. Upon inquiry at the agency of the Company we learn that the entire length of the road is 185 miles, that 63 miles of the line are already completed and in successful operation, and that the Company have bought and are now receiving iron enough to complete the Western Division, say 113 miles, and they expect to have this division of the road finished by 1st June. The work on the Western Division is being rapidly prosecuted, and the Company expect to have the entire road nearly completed during the present year.

The Company have a large and *bona fide* stock subscription, of $3,095,000, and with the proceeds of their first mortgage bonds now offered, will be ample to complete and equip the entire line. The affairs of the Company are in the hands of some of the most prominent and responsible business men of Kentucky, which is a guaranty that the interests of the Bondholders will be safely represented.

☞ Hon. Albert Currier, of Newburyport, Mass., has been awarded the contract for the construction of the Newburyport City Railroad. The work will be commenced at once, and completed about the 1st of July. The road is about two miles long.

☞ A corps of engineers are now locating a railroad route from the present terminus of the Southern Pennsylvania Railroad to connect with the Bedford County Railroad at Bloody Run. The latter road connects with the Pittsburg and Connellsville Railroad at Bridgeport.

☞ The Boston and Albany Railroad, Connecticut River Railroad, and probably all the Massachusetts Railroad corporations will pay their semi-annual dividends in May, instead of July, the present year. This change is owing to the time being changed to make the annual returns to the State.

☞ The Portland, Saco and Portsmouth Railroad has been leased to the Eastern Railroad for ninety-nine years for ten per cent. annual dividends.

☞ UNION PACIFIC LAND GRANT BONDS

OFFICE OF MORTON, BLISS & Co., BANKERS,
NEW YORK, March 20, 1871.

The undersigned offer for sale the balance of the Land-Grant Bonds of the Union Pacific Railroad Company. The road has been in operation about twenty months. It is complete in all respects, and its earnings have averaged $8,000,000 per annum. These bonds bear seven per cent. interest, coupons payable April and October. The following summary of the financial condition of the Company is from the address of Col. Thomas A. Scott to the stockholders, upon his accepting the Presidency, at the annual meeting in Boston, March 8:

LAND DEPARTMENT.—Bonds, seven per cent. currency, $10,400,000.

Land Sales, 292,900 acres; proceeds, $1,306,566; average price per acre, $4 46.

On account of these sales the Company has received and redeemed land grant bonds to the extent of	$736,000
For the remainder the Company holds land notes maturing in one, two and three years, with accruing interest	576,650
Total	$1,312,650

The condition of the Land Department may, therefore, be stated thus:

Bonds	$10,400,000
Principal reduced by bonds redeemed	$736,000
Land notes on hand	576,650
Showing an absolute reduction of	$1,312,650
The Company is entitled, under the grants from Government, after deducting total lands pre-empted before passage of the act, to	12,080,000 acres.
From which deduct amount heretofore sold	292 883 acres.
Leaving on hand as an asset	11,787,117 acres.

—which, at an average value of two dollars per acre, being twenty per cent. below the minimum Government price for adjoining lands owned by it, should yield the gross sum of $23,574,234. So much thereof as may be required to be applied to the payment or redemption of the land grant bonds, and the balance to go into the Treasury. The average land sales amount to about $75,000 per month:

From present indications it would seem reasonable to estimate the gross receipts of the coming year at a minimum of	$9,000,000
With a cost of maintaining and operating the line on this increased earning of not exceeding, say	4 500,000
Leaving as net receipts to be applied to interest and dividend, exclusive of the operations of the Land Department of	$4,500,000

The operations of the line for the first twenty months of its existence as a completed road show net earnings sufficient to meet the interest upon its entire bonded debt.

This result cannot but be deemed, by all practically versed in the history of new railway lines, as indicating a successful future. The yearly increase of traffic, costing but little additional to transport and therefore yielding a large percentage of net revenue, must soon give a value to your property not readily appreciated at present.

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☞ The progress of the work on the extension of the South Shore Railroad to Scituate, Marshfield, Cut River and Duxbury (Mass.) is rapid and permanent residents on the line are exerting themselves to improve their villages and estates preparatory to the opening of the road to travel early in the summer.

☞ Secretary Boutwell has officially informed President Scott of the Union Pacific Railroad that the Treasury Department was paying over in money to the Pacific Railroad Companies performing services for the Government, one half of the compensation allowed for such services, and such payments will continue to be made.

PHILLIP S. MILLER. LENOX SMITH.

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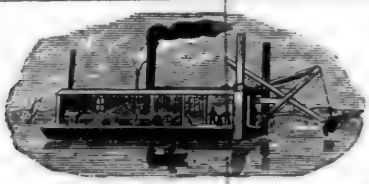
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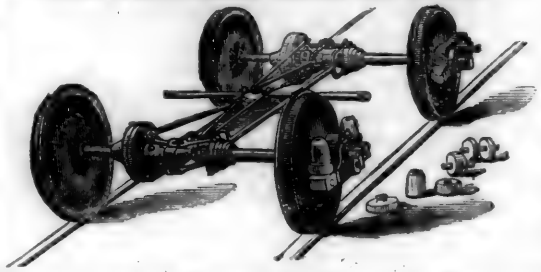
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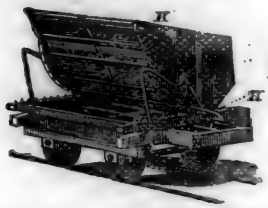
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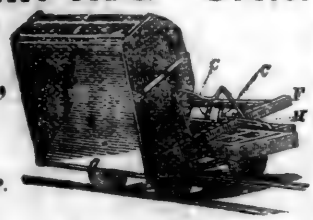


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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NOTICE
To Contractors and Bridge Builders.

DEPARTMENT OF SURVEYS,
224 S. Fifth St., Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until 3 o'clock P. M. April 15, 1871, for the CONSTRUCTION OF A BRIDGE over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, and its approaches, to extend from Twenty-fifth and Spring Garden streets, in the Fifteenth ward, to Thirty-second and Bridge streets, in the Twenty-fourth ward, a length of about 2,730 feet.

Proposals will be received for the Bridge superstructure over the river, including all materials, workmanship and erecting ready for use. It will be 340 feet span, of wrought iron, and also two trusses for Thirtieth street, 80 feet span, of wrought iron. Detail plans of these bridges, conforming to specifications, to accompany proposals.

Proposals for all the iron work on *approaches* will be accepted separately, to be erected complete for use, as per plans and specifications.

And separate proposals for the graduation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of contract. The city reserves the privilege of rejecting any and all bids that may not be satisfactory.

Payments will be made monthly in bonds of the city of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond, for the sum of five hundred ($500) dollars, has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise incident thereto shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock. Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained on and after the 16th inst.

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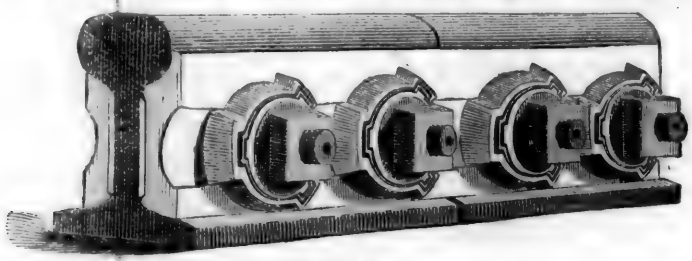
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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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March 30, steamer HENRY CHAUNCEY, Capt. ———, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, and connecting at Panama with steamer CONSTITUTION, Capt. Lapidge, touching at Acapulco, Manzanillo and San Diego, Cal., and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of 28th inst.

Steamer JAPAN will leave San Francisco April 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 14.] SATURDAY, APRIL 8, 1871. [WHOLE No. 1,824, VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, April 8, 1871.

Lehigh Coal and Navigation Company.

A special meeting of the stockholders of this corporation was held in Philadelphia on the 28th ult., for the purpose of acting upon a proposed agreement for the lease of the Lehigh and Susquehanna Railroad and its branches to the Central Railroad Company of New Jersey, and also upon a supplement to the charter to enable the Company to consolidate their loans, borrow money, and secure the same by mortgage. The provisions of the lease are as follows:

First.—The Central Railroad Company will pay as rent one-third of the gross receipts derived from all the business of the road.

Second.—They will purchase all the equipments of the Lehigh and Susquehanna road, and pay therefor by assuming the payment of about $2,300,000 of the $5,000,000 gold loan, at or before maturity, and will pay the interest thereon until the bonds are surrendered for cancellation. The Central Railroad also agree to assume all liabilities under the two car trust organizations, and to purchase all materials on hand and shop tools and machinery.

Third.—They will maintain and perpetuate the railroad at their own cost, but the loss by freshets when exceeding $5,000 at any one time, to be paid by the Lehigh and Susquehanna Company.

Fourth.—They will provide at their own cost all of the rolling stock and machinery necessary for all the business of the company.

Fifth.—They covenant to protect the interests of the Lehigh and Susquehanna Company in case of a merger, or close alliance of any kind between them and the Lehigh Valley Railroad Company.

Sixth.—They will furnish all cars required for the transportation of the coal from the Lehigh mines.

Seventh.—They will provide all cars that may be required for the transportation of coal to the canal from collieries on the line of the Lehigh and Susquehanna road, or roads connecting therewith.

Eighth.—They covenant to pro-rate all transportation charges on traffic interchanged between the Lehigh and Susquehanna road and other roads controlled by them.

Ninth.—All the coal from the Lehigh lands of the Lehigh Coal and Transportation Company is pledged to the leased road and to the canal of that company, and to the Central Railroad of New Jersey; and also three-fourths of the coal from the Wyoming lands, where not pledged by existing contracts to other lines.

Tenth.—The Central Railroad of New Jersey have the option for three years of leasing the Lehigh Canal, at a net annual rent of $300,000.

Eleventh.—All necessary further sidings, double track, stations, shops or other buildings, to be made with the consent and at the expense of the Lehigh and Susquehanna Railroad Company. The money to be advanced by the Central Railroad of New Jersey, and at a rate of interest not to be less than 7 per cent. The Lehigh and Susquehanna Company to have the right to repay the advance at any time.

Twelfth.—All differences between the two companies to be arbitrated.

The advantages expected to be derived from this arrangement are: First. The entire relief of the Lehigh Company from any demands for further equipment or for money for the extension of the road and branches, until the same can be secured at reasonable rates. Second. The Lehigh Company secure the full influence of a powerful corporation, controlling the shortest and best line across New Jersey. Third. Many collateral advantages which cannot be secured by direct covenants, but must result from the efficient operation of the line and the alliance between the companies. Fourth. A moderate increase on the gross receipts of last year when the mines of the Lehigh Company were idle for six months, the mines of the principal transporters not fully opened, rates low and business dull, will give sufficient revenue to pay all interest besides that provided for by miscellaneous receipts other than those from the canals of the Lehigh Company and from the mining of coal. The confirmation of this lease by the stockholders will leave the company as during the period of its greatest prosperity, a "Coal and Navigation Company."

The act of the Legislature submitted gives to the Company authority to borrow money at a rate not exceeding 7 per cent. per annum and to secure the same by mortgage. The consolidation and funding of all debts having been accomplished, it is supposed that the future prosperity of the Company will be well assured by directing all their energies to the development of its other interests and chiefly to its coal estates, containing nearly six hundred millions tons of Anthracite Coal, all located on the line of the road and its branches now leased to the New Jersey Central Railroad Company.

The act of the Legislature was accepted by a *viva voice* vote, after which Mr. Borie offered a resolution ratifying the proposed lease.

A recess was then taken, in order to take a stock vote on the resolution.

Upon re-assembling, it was announced by the tellers that 93,134 votes had been polled, all of which were in favor of the approval of the lease.

Hempfield Railroad.

The Hempfield Railroad, running from Wheeling, West Virginia, to Greensburg, Pennsylvania, including the equipments, was sold on the 30th ult., under authority of the Supreme Court of Pennsylvania, and purchased by John King, Vice President of the Baltimore and Ohio Railroad Company, for $131,000. The Wheeling *Register* says:

Though not unexpected, our citizens will be glad to receive this news. It gives promise of renewed life and vigor to the Hempfield and additional trade to the city. This will make a link in the new through line from East to West *via* the Pittsburgh and Connellsville Railroad. Now let our citizens offer liberal inducements to the Baltimore and Ohio Railroad for them to establish their shops here, and the transfer of the Hemp-

field to the Baltimore and Ohio Road will be one of the greatest things that ever happened Wheeling.

New York and Oswego Midland Railroad.

The annual meeting of the commissioners and stockholders of the New York and Oswego Midland Railroad was held in Oswego on the 28th ult. The annual report was read by Mr. Littlejohn. It gives a very full and satisfactory presentation of the progress of the work, its financial matters, the successful operation of 225 miles of road, and favorable prospects of its early completion to New York; the procuring of dock frontage at Jersey City, rapid progress of the tunnel, completion of shops, depots, &c., procurement of iron, &c. The election of directors then took place, and resulted in the choice of the following gentlemen: Dewitt C. Littlejohn, Cheney Ames, Oswego; William Foster, Constantia; Dewitt C. Stephens, Oneida; J. Warren Merchant, De Ruyter; E. T. Hayes, Norwich; John R. Clark, Oxford; Henry E. Bartlett, Walton, Delaware county; A. C. Edgerton, Delhi; Edward Phaler, Fallsburg; Henry R. Low, Elisha P. Wheeler, Middletown. The amount of stock represented and voted on was $5,123,400. The Oswego *Palladium* says that under the arrangement with the Delaware and Hudson Canal Company, they have arranged to market over the Midland during the coming year 300,000 tons of coal, and if this is done, the road will pay seven per cent. from Sidney Plains to Oswego.

Chicago and Alton Railroad.

The earnings of this road for the years ending December 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$1,391,597 43	$1,292,184 93
" freight	3,066,143 73	3,312,067 73
" express	109,324 43	92,827 18
" U. S. mail	51,542 48	55,529 63
" miscellaneous.	62,954 74	96,795 42
	$4,681,562 81	$4,849,404 89
Expenses, viz:		
Conducting transp	$574,538 22	$630,977 08
Motive power	767,186 99	763,156 04
Maintenance of way	816,723 78	862,539 70
" cars	302,274 26	258,808 89
Taxes	119,639 21	161,697 46
General expenses	96,235 58	108,926 68
	$2,676,593 04	$2,786,105 85
Net earnings	$2,004,969 77	$2,063,299 04
Add balance to credit of income account, December 31, 1869.		51,420 75
Total to be accounted for.		$2,114,719 79
Disbursed as follows:		
Payments to first mortgage sinking fund		$48,000 00
Dividend March, 1870, 5 per cent., and U. S. tax		398,205 26
Dividend September, 1870, 5 per ct.		473,350 00
Interest on income bonds		76,090 00
Interest on sinking fund bonds		24,080 00
Interest on 1st mortgage bonds		166,810 00
U. S. tax on sinking fund payments		1,200 00
Rent paid Joliet & Chicago R.R. Co		159,049 89
Rent paid St. Louis, Jacksonville & Chicago R. R. Co		240,000 00
Improvements in 1870, paid from earnings		226,141 73
Old fire losses, uncollectable		16,554 43
Surplus, December 31, 1870		285,238 48
Total, as above		$2,114,719 79

The capital stock and funded debt of the corporation at the close of the past and preceding years compared as follows:

Capital stock:	1869.	1870.
Common	$5,145,000	$8,925,500
Preferred	2,425,400	2,425,400
Totals	$7,570,400	$11,350,900
Bonded debt:		
Sinking fund bonds	$356,000	$308,000
First mortgage bonds	2,383,000	2,383,000
Income bonds	1,087,000	1,087,000
Totals	$3,826,000	$3,778,000

At the commencement of the year 1870 your Company was operating four hundred and thirty-one miles of railway, as follows:

	Miles.
Chicago to Joliet, under perpetual lease, executed January 1st, 1864	38
Joliet to East St. Louis, owned by your Co.	242
Bloomington to Godfrey, St. Louis, Jacksonville and Chicago Railway, under perpetual lease, dated April 30, 1868	151
Total	431

During the year your Company has acquired, by purchase and construction, eighty miles of railway, as follows:

	Miles.
Dwight to Wenona, by purchase at actual cost, March 15, 1870	35
Wenona to Washington, by construction under the direction of the officers of your company, opened December 11th, 1870	25
And a branch line from Varna to Lacon, opened December 18th, 1870	10
Total	80

—Making total number of miles in operation, January 1st, 1871, 511 miles.

The cost to your company of the eighty miles of railway acquired as above stated, will not exceed the estimate of fifteen thousand dollars per mile made at the time the question of its acquisition was submitted to the stockholders for their approval. The present state of that account with the road in operation, but not in all respects fully completed, shows the cost to be $1,108,747 26, or $13,859 34 per mile.

It will be seen, from what has been stated, that only thirty-five miles were acquired in time to affect the receipts of your company for the year to any considerable degree, and by reason of the almost total failure of the crops in that section of the State in 1869, the traffic was very light.

The country traversed by the lines recently acquired is unsurpassed for fertility. It is all under cultivation, and a large traffic may be expected from the products of the soil. One of the best, most extensive and cheaply mined deposits of coal in the State is located upon this line, from which a traffic has already sprung up, amounting to an average—during the past nine months—of four thousand tons per month.

Your Directors are confident that the traffic will pay a liberal return upon the cost of the line.

The operation of the Jacksonville Division during the past year shows in direct returns from traffic, as well as in many other ways, the great advantage of controlling that line under the existing lease.

The operating expenses upon your lines for the year (exclusive of taxes) amount to 54.11 per cent. of gross receipts; including taxes, 57.4 per cent. In 1869 the operating expenses were 54.62 and 57.17 per cent. respectively.

The number of passengers carried during the year was 732,531, being an increase of only 978 over the preceding year; 94.3 per cent. of the number of passengers were local, only 5.7 passing the entire distance between Chicago and St. Louis. The average amount of fare paid by passengers (including through and local) was one dollar and sixty-two cents.

By reason of the general failure of crops, a decrease in the amount of freight traffic for the year was feared, but we are happy to report that the general increase in industrial pursuits, and an increased amount of through traffic with points west of the Mississippi River, have enabled us to show an increase over that of the preceding year.

The aggregate tonnage of freight for the year is 2,522,064,297 lbs., an increase of 12½ per cent. over that of 1869.

The coal traffic of your line continues to increase. Commencing in 1865 with only 6,000 tons, it has increased to 266,096 tons in 1869, and 338,324 tons in 1870, showing an increase of 27 per cent. during the past year.

The receipts from express companies, carriage of mails, and from miscellaneous sources, amounts to $245,152 23, an increase of $21,330 58 over the corresponding receipts in 1869.

The condition of your property has been fully maintained, and in many respects improved. 4,760 tons of new and re-rolled rails, and 218,000 cross ties were used in repairs and renewal of track, and the cost charged in the account of operating expenses.

Experience has shown that economy requires the use of steel rails on portions of your line which are subjected to the heaviest traffic. We have nine miles of steel rail track now in use, to which it is expected that at least twenty miles will be added during the present year.

Nine new depot buildings at way stations, and a blacksmith shop, foundry, boiler house, and rolling mill for repairing rails, at Bloomington, have been completed during the year.

Six and one-third miles of new side tracks have been added during the past year.

The number of locomotives owned by your company is 108. That they have been kept in good condition for service is not only apparent upon inspection, but is attested by the fact that the average mileage of each engine during the year amounts to 27,469, making an aggregate of 2,966,664.

The cost of motive power per mile run may be stated as follows: Repairs, 6.76 cents; wages, 6.61 cents; fuel, 8.85 cents; oil and waste, 0.96 cents; and cleaning, etc., 1.25 cents; making a total of 24.43 cents.

The cost per mile run in 1869 was 28.94 cents, showing a reduction of 4.51 cents.

The traffic of the present year will require an additional number of engines, and measures have been taken to procure the delivery of fifteen at an early day.

The number and description of cars upon your line is as follows:

Pullman's Palace sleeping cars	8
Pullman's dining cars	5
Passenger coaches	47
Baggage, mail and express cars	21
Freight cars of all kinds	2,256
Tool and wrecking cars	5
Paymaster's car	1
Total	2,343

Of the number stated above, five passenger cars, one tool car, and two hundred and eighteen freight cars, have been constructed at the company's shops during the year.

The condition of your cars has been fully maintained.

In anticipation of an increased traffic, freight cars are now being constructed at your shops at the rate of fifteen cars per week.

While your board of directors fully appreciate the fact that the policy of your company in the future should be (as it has been in the past) to foster and encourage local traffic, we have also felt it to be our duty to ask permission in writing from the stockholders (as required by our charter) to make such contracts of lease or otherwise as should appear to the board to be expedient to secure a portion of the large and rapidly increasing traffic between Chicago, Missouri, Kansas, and the Southwest. This permission was asked by circular, dated December 15th, 1869, and its importance was so apparent that the approval of our stockholders was given almost unanimously.

Negotiations were immediately commenced with the St. Louis, Jacksonville and Chicago Railroad Company for permission to use the franchise of that company in the construction of a line from Roodhouse to Louisiana in the State of Missouri, a distance of 37 miles, and also with the Louisiana and Missouri River Railroad Company, of Missouri, for the completion and control of their lines in process of construction.

A contract has been concluded with the St. Louis, Jacksonville and Chicago Railroad Company, by which, in consideration of the fact that under the terms of the perpetual lease of that line as now operated by your company, provision is made for a certain increased rental (pro rata) when the gross receipts of that line shall exceed certain stipulated amounts, and the prospect that an increased traffic upon that line will result from the execution of our plans, they grant to your company the right to construct the line as above stated, and use the same in all respects as its own property. They also grant the subsequent use of their franchise as may be found necessary in operating the same.

They also agree to issue, for the use of your company in providing a construction fund, fifteen thousand dollars per mile of first mortgage bonds, and five thousand dollars per mile of second mortgage bonds—if the same shall be required—upon condition that your company shall assume the payment of interest and principal of all bonds so issued at their request. The work of building the road from Roodhouse to a point on the Mississippi River opposite Louisiana, in Missouri, is now in progress, and will be completed by July next.

A contract has also been concluded with the Louisiana and Missouri Railroad Company, by which that company agrees to complete its road bed, including bridges and cross ties, so as to have the same fully prepared for laying the rails from Louisiana to Mexico (a distance of 51 miles) by the 19th of May, 1871. That company also agrees to complete, in like manner, a line from Mexico to Jefferson City—the Capital of the State—(a distance of 50 miles) by the 19th of May next.

It is further agreed that in a like manner a roadway shall be prepared from Mexico to Glasgow by the 19th day of May, 1872, and also from Glasgow to Kansas City, upon a location to be agreed upon (with the exception of constructing a bridge over the Missouri River) by the 19th day of May, 1873.

In all the undertakings on the part of that company, as before stated, including the cost of right of way and depot grounds, it is provided that payment shall be by them made from the proceeds of local subscriptions to their common stock—said subscriptions amounting to about eleven thousand dollars per mile for the entire distance.

It is further stipulated that first mortgage 7 per cent. bonds, at the rate of sixteen thousand dollars per mile shall be issued, and that fifteen thousand dollars per mile in said bonds, ten thousand dollars per mile in preferred stock, and five thousand dollars per mile in common stock, shall be placed in the hands of a trustee, and appropriated to the purchase of materials, the completion of the road, and procuring rolling stock. And that the sale of said bonds and shares of stock, and the completion of the railway and purchase of rolling stock, as aforesaid, shall be under the direction of the officers of your company.

Your company agrees, on its behalf, to construct a line to connect its present lines with Louisiana, and to take possession of and operate for one thousand years the line from Louisiana to Mexico, and such other extensions of that line as may be hereafter completed, as before stated, and that the amount of rent to be paid for the use of the same shall be yearly ascertained as follows: All taxes and assessments shall be first deducted from gross earnings, and 35 per cent. of the remainder shall be the amount to be paid as rent for that year, provided, that the amount paid shall in no year be less than $1,370 per mile; and that your company shall assume the payment of coupons on the mortgage bonds before referred to, and charge the amount of the same on account of rent.

A contract has also been made with the North Missouri Railroad Company, dated May 25th, 1870, by which it is mutually agreed to operate a through line for passengers and freight upon equitable terms, between Chicago and other points on the Chicago and Alton Road, and Kansas City and other points on the North Missouri and connecting roads, as soon as the connection is made at Mexico. Said contract to continue in force until the Louisiana and Missouri River Railroad shall have been completed to Kansas City—either party having the right to terminate it after the road shall have been completed to that point by giving three months' notice.

From Louisiana to Mexico the road bed and bridges are now nearly completed, and it is confidently expected that a through line will be in operation between Chicago and Kansas City, *via* Louisiana and Mexico, by the 1st day of July next. That line will be as short as the most direct line now operated between Chicago and Kansas City. When the proposed line is completed from Mexico to Kansas City, the distance will be less than by any other line.

Other connections will be secured in Missouri by building the lines heretofore designated, which will give to your company and those with which connection will be made, the advantages of a route from 80 to 100 miles shorter than any other built or projected between Chicago, Southern Kansas, the Indian Territory and Texas.

The country which will be traversed by the lines in Missouri will afford a large local traffic, and a large through traffic is confidently expected, especially in transportation of Lumber and Texas cattle.

GENERAL BALANCES, December 31, 1870.

Cost of road and equipment		$13,716,233 11
Machinery and tools		165,690 03
L. H. Meyer and S. J. Tilden, trustees, bonds, etc. in their hands, per contra		37,813 39
Bonds held by trustees on renewal account		50,000 00
Chicago and Mississippi R. R. Co. bonds, etc. owned by this company		2,500 00
St. Louis, Jacksonville and Chicago R. R. Co. stock—cost		14,825 00
T. B. Blackstone, trustee, interest in stock depot		55,000 00
T. B. Blackstone, trustee, interest in palace cars		74,100 00
Joliet and Chicago R. R. Co. bonds—cost		111,307 65
Income bond scrip		1,039 50
Bloomington City bonds		34,000 00
Bloomington City orders		2,728 82
Western Division: cost of construction		1,235,359 26
Louisiana Branch: cost of construction		213,503 24
Louisiana & Missouri River R. R.: cost of construction		27,884 37
Trustees of first mortgage sinking fund, balance in their hands		511 79
Due from U. S. Post Office department		29,758 40
Due from U. S. for military transportation		2,501 59
Due from U. S. for tax refunded aliens		4,144 39
Due from other companies for mileage, track service, etc		26,966 87
Due from sundry persons and bills receivable		12,561 79
Due from stations		107,963 79
Supplies account	$554,005 79	
Less amount set apart for supplies	500,000 00	
		54,005 79
Cash on hand		314,209 90
		$16,294,608 18

Capital stock preferred		$2,425,400 00
Capital stock, common		8,925,500 00
		$11,350,900 00
Funded debt—		
First mortgage bonds	*$2,400,000	
Income bonds	† 1,100,000	
Sinking fund bonds	308,000	
		3,808,000 00
Sinking fund bonds, paid and cancelled		202,000 00
Common stock scrip outstanding		72 00
Sundry bonds and stock unissued, per contra		37,813 39
Unclaimed dividends, past due six months		3,473 43
Unclaimed dividends (old)		732 70
Unclaimed wages, including Dec. pay rolls		150,533 19
Balance due other companies for tickets sold, less balance due this company		16,446 62
Due for supplies purchased in December		265,214 60
Due sundry persons		30,337 14
Due St. Louis, Jacksonville and Chicago Railroad Co.—account of rental		53,846 68
Income account, surplus, Dec. 31, 1870		285,238 48
		$16,294,608 18

* 17,000 unissued.
† 13,000 unissued.

President.—T. B. BLACKSTONE.

Directors.—T. B. Blackstone, James G. Garner, John B. Drake—Term of service expires first Monday in April, 1871. Wm. F. Weld, John A. Stewart, Peyton R. Chandler—Term of service expires first Monday in April, 1872. John Crerar, Lorenzo Blackstone, John J. Mitchell—Term of service expires first Monday in April, 1873.

Secretary and Treasurer.—W. M. LARRABEE.

Gen'l Sup't.—J. C. MCMULLIN.

Phœnixville Bridge Works.

We have received from CLARKE, REEVES & Co. a book of designs of Iron Bridges, Viaducts, etc., for Railroads, as built by them at Phœnixville, Pa. Their present facilities are equal to turning out one hundred feet of finished bridge for each working day in the year, and can be largely increased if necessary. Everything is done upon the premises, beginning with the manufacture of the iron from the ore, next rolling it into the shapes required, and finally applying the machine labor that completes the structure ready for erection. It is believed that all this is done by no other single company in this country. It results in a uniform excellence of quality of iron and workmanship, which cannot be got from bridge-builders who procure their iron from different makers. In their circular they say:

We are prepared to construct any style of wrought-iron bridge, and according to any specified dimensions and weights; at the same time, we would call the attention of engineers and railway men to that style of bridge which we have been building during the last three years, and that has stood the test of use with the marked approbation of those best able to judge.

What we claim as the peculiar advantages of our bridges, are as follows:

We use that style of truss (originally developed in wood by Pratt and in iron by Whipple) which experience has shown to be the best adapted for railway purposes, as there are more of them in use in this country than of any other kind.

So far as we have modified the connections and other details of construction, we have endeavored to be guided by the following principles:

Simplicity and uniformity of construction; least possible exposure of surface to corrosion; uniformity of strain on all parts alike; concentration of material along the lines of strain; and the use of the most suitable kind of material for the purposes required.

We build our short spans stronger than has been heretofore customary, providing for a variable load of two tons per foot. We do this, because there is generally no slackening of speed in crossing a short span, and the live load of the locomotive bears a much greater proportion to the dead weight of the structure in short than in long spans. At 250 feet span the live and dead loads are nearly equal, while on a 30 feet span the live load is more than four times the dead load. As the live load is accompanied with impact and vibration, and four-fifths of the strain comes from it, it is but prudent to take this into account.

In proportioning the different parts of our bridges, the strain per square inch is diminished; or, in other words, the strength of each part is increased in proportion to its nearness to its work. As the panel system is fully strained by the passage of each locomotive, it should have greater strength than the chord system, which can only get its maximum strain when the whole length of the bridge is covered with locomotives, which in practice seldom occurs on spans longer than 100 feet. The bolts which support the floor system being subject to accidental shocks, have given them the greatest strength of all. This is merely following out in practice the principle of "uniformity of strains." Inasmuch as the strength of an iron bridge (like that of an iron chain) is measured by the strength of its weakest part, it follows that the structure in which this principle is most accurately carried out will be the strongest, while the purchasers of the bridge will not be compelled to pay for useless iron, which diminishes instead of adding to its strength. On the other hand, if bridges are too light, they will show this defect by excessive vibration under a passing train. This fault, we believe, our bridges cannot be charged with. We always furnish diagrams of strains, giving the actual dimensions of each part, and the calculated strains.

For full particulars and book of designs, address CLARKE, REEVES & Co., 410 Walnut street, Philadelphia.

Baltimore and Potomac Railroad Tunnels.

The construction of the tunnel at Baltimore, connecting the Baltimore and Potomac railroad with the Northern Central railway, has been let to Thomas Ritter, of Philadelphia. This tunnel is the one that passes under the western part of the city, and is part of the main line to Washington. The tunnel on the Union railroad will be let to-day. This latter is the tunnel at Greenmount Cemetery, to connect with Canton, in the eastern part of the city, at tide water.

The western tunnel, the contract for building which was secured by Mr. Ritter, runs 7,400 feet under the city. This work will cost from one million to one and a quarter millions dollars when completed. The Union railroad tunnel extends some 3,400 feet under ground, with surface track also from the Belvidere bridge to Canton at tide-water. This will cost $800,000 to $1,000,000. The road, not over three miles in length, is to be used by five other roads, viz: The Northern Central, Baltimore and Potomac, Philadelphia, Wilmington and Baltimore, Western Maryland, and Baltimore and Ohio, to all of which it affords a transit through Baltimore and connection with the several works named. This cannot fail of being a very profitable enterprise. It is owned and paid for chiefly by the Canton Company, to whose wharves it extends. Certain privileges and restrictions exist in the charter, which secure its full use to all roads connecting therewith by paying the stipulated tolls. The work on both these tunnels will be commenced in a few days after both contracts are finally awarded, and vigorously carried forward to completion. The result must prove vastly advantageous to all, and especially to the Canton Company. Quite a number of Philadelphia and Pennsylvania contractors were in the city last week bidding for these railroad tunnel contracts, and they underbid the Marylanders, thereby procuring the work, amounting altogether to over $2,000,000.—*Baltimore Sun, April* 4.

Pork Packing in the West.

The Cincinnati *Price Current* publishes its annual statement of Pork Packing in the Western States, of which the following is a recapitulation:

	1869–'70.	1870–'71.
Ohio	525,325	762,169
Illinois	862,572	1,231,428
Indiana	282,054	424,614
Kentucky	202,000	288 970
Missouri	431,118	483,745
Iowa	139,487	183,012
Tennessee	11,330	41,270
Wisconsin	178,626	248,700
Minnesota	7,800	14,000
Totals	2,635,312	3,677,908
		2.635,312
Increase in number		1,042,596

The average weight of hogs and the yield of leaf lard, by States, compare as follows:

	Average weight per hog.		Yield of lard per hog.	
	1870. lbs.	1871. lbs.	1870. lbs.	1871. lbs.
Ohio	225 1-5	240¾	26⅛	31 1-6
Indiana	202¼	239 1 5	23½	29⅛
Illinois	203½	227¼	21¼	30⅜
Kentucky	213¾	235	21½	29 4-9
Missouri	190¼	226¼	25¼	30
Iowa	192	239 1-10	23	32 1/10
Wisconsin	200	228 1-5	19	31
Tennessee	..	216	..	25⅔
Minnesota	.. ..	242	..	....

The general average weight of hogs and yield of leaf lard, for the whole West, compare with the five previous seasons as follows:

Years.	Hogs, lbs.	Lard, lbs
1866	231 3-10	31 1-7
1867	232 1-7	29¾
1868	201	21¾
1869	206¾	24¼
1870	205¾	23⅞
1871	230 1-7	30 1-7

The comparative aggregate yield of meat and leaf lard in pounds is shown thus:

	Meat, lbs.	Leaf lard, lbs.
1869-'70	542,215,444	62,918,074
1870-'71	846,466,962	110,862,655
Increase	304,251,518	47,944,581

Here is shown an increase of 56 1-9 per cent. in the yield of meat, and 76 1-5 per cent. in the yield of leaf lard, over the crop of the season of 1869-'70. By dividing the aggregate yield of meat this season with the average weight of hogs last season, it will be shown that the crop this season is equal to, say in round numbers, 4,109,000 hogs of last year's average.

The whole number of hogs packed in the West, for each of the last twenty seasons, is as follows:

Years.	No. of hogs.	Years.	No. of hogs.
1851–'52	1,182,846	1861–'62	2,893,666
1852–'53	2,201,110	1862–'63	4,069,520
1853–'54	2,534,770	1863–'64	3,261,105
1854–'55	2,124,404	1864–'65	2,422,779
1855–'56	2,489,502	1865–'66	1,785,955
1856–'57	1,818,468	1866–'67	2,490,791
1857–'58	2,210,778	1867–'68	2,781,084
1858–'59	2,465,552	1868–'69	2,499,873
1859–'60	2,350,822	1869–'70	2,635,312
1860–'61	2,155,702	1870–'71	3,677,908

Michigan State Debt.

The condition of the public debt of Michigan at the date of the Auditor of State's report, October 31, 1870 was as follows:

FOREIGN DEBT.	
Five per cent. certificates of State stock	$249,219 99
Two and one half per cents	5,020 13
War loan bonds	179,000 00
Total	$433,240 12
DOMESTIC DEBT.	
School Fund, non-negotiable bonds	$3,551,316 15
Five per cent. certificates purchased, for which non-negotiable bonds has not been given	119,366 67
University bonds	63,585 00
Total	$3,784,267 82
REDEMPTIONS DURING THE YEAR.	
Five per cent. certificates	$1,086,135 67
Purchased by Sinking Fund	119,366 67
	$1,205,502 34
Two and one-half per cents	4,820 00
Water loan bonds	25,000 00
Total	$1,235,322 34

Northern Central Railway.

We gave in our issue of March 18th the Report of the President of this company for the year ending December 31, 1870, showing the receipts from operations of the road to have been $4,088,624 58, the operating expenses $2,816,661 74, and the net revenue $1,271,962 84. From the Treasurer's statements, which have since been received, we learn that the receipts and expenses were apportioned as follows:

RECEIPTS.	
Main Line	$2,898,623 68
Wrightsville Branch—six months	29,385 81
Shamokin Division	273,564 74
Elmira Division	500 095 75
Chemung Division	89,139 31
Canandaigua Division	297,865 29
Total earnings	$4,088,624 58
Bonds issued	620 000 00
Floating debt increased	13,501 99
Sinking funds decreased	45,000 00
Total	$4,767,126 57
EXPENDITURES.	
Main Line	$1,855,910 66
Wrightsville Branch—six months	27,803 07
Shamokin Division	171,893 56
Elmira Division	409,876 44
Chemung Division	101,596 35
Canandaigua Division	249,581 66
Total operating expenses	$2,816,661 74
Interest, discount and gold premium	605,598 49
Dividends on capital stock	299,994 00
Taxes on capital stock, dividends and surplus	27,427 57
Rent of Wrightsville, York and Gettysburg R. R	1,532 74
Rent of Shamokin Valley and Pottsville R. R	106,318 85
Rent of Elmira & Williamsport R.R.	165,315 00
Rent of Elmira, Jefferson and Canandaigua R. R	27,901 03
First mortgage bonds of York and Cumberland Railroad Co., due May 1, 1870	175,000 00
Construction	487,876 47
Real estate	26,185 58
Equipment	27,315 10
Total, as above	$4,767,126 57

The financial condition of the company, December 31, 1870, was as follows:

ASSETS.

Railway and appurtenances		$9,960,612 49
Canton Extension		342,182 02
Real estate		777,853 59
Equipments		3,016,449 42
		$14,097,097 52
Cash	$228,005 33	
Passenger agents	5,751 21	
Freight agents	128,798 56	
Post Office Department	16,722 42	
Individuals and corporations	769,659 69	
Materials and supplies	280,382 41	
		1,429,319 62
		$15,526,417 14

LIABILITIES.

Capital stock—100,000 shares		$5,000,000 00
Third mortgage six per cent. coupon bonds of York and Cumberland R. R. Co., guaranteed by City of Baltimore, due January 1, 1877	$500,000	
Second mortgage six per cent. coupon bonds of Northern Central Railway Co., due July 1, 1885	2,500,000	
Third mortgage six per cent. coupon bonds of Northern Central Railway Co., due April 1, 1900	1,223,000	
	$4,223,000	
Deduct amount in sinking funds	721,500	
		3,501,500 00
First mortgage six per ct. annuity of Northern Central Railway Co., due State of Maryland—irredeemable		1,500,000 00
Consolidated mortgage six per cent. gold bonds of Northern Central Railway Co., due July 1, 1900—total (including $3,501,500, as above,) $6,000,000—issued:		
Dollar coupon bonds	$1,986,000	
Dollar registered bonds	33,000	
		2,019,000 00
Income convertible seven per cent. coupons bonds of Northern Central Railway Co., due April 1, 1880		475,000 00
Bills payable	$1,047,391 08	
Interest, &c., accrued	270,947 91	
Interest on upons	43,478 75	
Pay rolls & vouchers	535,783 35	
Foreign roads—passenger account	42,155 16	
Foreign r'ds—freight account	23,519 84	
Individuals and corporations	72,127 80	
		2,035,403 89
		$14,530,903 89
Profit and loss account		995,513 25
		$15,526,417 14

J. S. LEIB, *Treasurer.*

BALTIMORE, *December* 31, 1870.

☞ The bill recently passed by the Virginia Legislature, provides for funding two-thirds of all the bonds, stocks and certificates, with the interest to July 1, 1871, except the five per cent. dollar bonds and the sterling bonds. Coupon registered bonds, payable in thirty-four years, with interest payable semi-annually, will be issued for this two-thirds, and certificates of indebtedness for the remaining one-third, payable when a settlement shall have been made with West Virginia.

New Orleans and Texas Railroad.

A few gentlemen, at the invitation of officers of the New Orleans, Mobile and Texas Railroad Company, on Thursday last proceeded up the newly laid track of this road on the western side of the Mississippi River, on a tour of inspection, starting from the river bank of the Zeringue plantation, at what is called "The Company Canal," opposite to the lower limits of the town of Carrollton. The locomotive "Chattanooga" was found to be in waiting at 8 o'clock A. M., and attached thereto was a platform-car, provided with benches sufficient for the party, which comprised H. Van Vleck, the very energetic and able Chief Engineer of the company; G. W. R. Bayley, Division Engineer in charge of the company's operations from the Mississippi River to the Texas line; Col. J. R. Kendrick, the company's Superintendent of Transportation at New Orleans; Charles H. Raynor, Superintendent of the Company, at Mobile; John H. Disley, Jr., Land Agent of the company; Mr. Rogers, Mr. Sooville, and others. Proceeding up the line at a moderate speed, the road-bed and track was found in excellent condition, and elicited from the Chief Engineer and his guests, unqualified approval. Mr. Bayley, the veteran engineer, (so long connected with the Opelousas Railroad,) seemed to be pleased with the result of his labors as he listened to the high praise bestowed upon the work. Some parts of the track require to be made more solid but as a whole and for a new road, the work was pronounced to be of a first-class order. For several miles up towards St. Charles parish the Morgan or Opelousas Railroad track and that of the Chattanooga Company—we use here the title "Chattanooga" Company, because it is best known by the name—lie nearly side by side, and the steamboats as they pass up and down the river are plainly seen by those who are on the trains, which are almost within hail of the dwellings on the river plantations, passing as they do, through the centre of the fields. The terminus of the day's trip was reached about 12 o'clock noon, at a point 36 miles from New Orleans, near the line which separates the parishes of St. John the Baptist and St. James. Here was found the construction train and the track-layers engaged in laying down the cross ties and the rails immediately thereafter at the rate of half a mile per day. They are now only 20 miles from Donaldsonville, which place Mr. Bayley says they will reach by the first of May. Donaldsonville is just 57 miles from New Orleans by the line of the road, and 75 by the river. Beyond Donaldsonville the road is graded and ready for the cross-ties for the distance of perhaps twenty miles—say to Grand river.

After a minute inspection of the work and a pleasant interview with Messrs. Becnel, Roussel, and other planters of St. John the Baptist, the party returned to the city, delighted with their trip.

The crossing from New Orleans to the starting point on the other bank of the river (opposite the lower line of Carrollton) is to be accomplished by a large and powerful ferry boat similar to that now in use by Mr. Charles Morgan for the transportation of freight and passengers across the river to his depot at Algiers. The freight cars will be loaded on the levee, at the foot of Calliope street, and ferried to the other side. On both sides of the river an adjusting platform with moveable rails and a landing stage such as are now at the foot of St. Ann street for Mr. Morgan's cars, will be constructed in time for the opening of business. It is supposed that passenger trains will run from New Orleans to Donaldsonville and back, sometime in July or August next, perhaps sooner.

D.

☞ There have been about seventy-five proposals put in at Richmond, Va., for constructing the 108 miles of the Chesapeake and Ohio road west of the White Sulphur Springs. Bidders, however, will not know their fate until the 10th of April.

The Public Debt Statement.

The following is a recapitulation of the public debt statement March 31, 1871:

DEBT BEARING COIN INTEREST.

Five per cent. bonds		$214,567,300 00
Six per cent. bonds		1,699,776,950 00
Total		$1,914,344,250 00
Accrued interest		40,469,826 91

DEBT BEARING INTEREST IN LAWFUL MONEY.

Three per cent. certificates	$38,815,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Certificates at 4 per cent.	678,000 00
Total	$53,493,000 00
Interest	377,900 85
Debt on which interest has ceased since maturity	$3,162,502 26
Interest	514,942 39

DEBT BEARING NO INTEREST.

Demand and legal tender notes	$356,098,621 00
Fractional currency	40,340,444 63
Certificates of gold deposited	25,261,460 00
Total	$421,700,525 63
Unclaimed Pacific R.R. Interest	13,695 01
Total amount outstanding	$2,392,700,277 89
Total interest	41,376,365 16
Total debt, principal and interest, to date, including interest due and unpaid	$2,434,076,643 05

AMOUNT IN TREASURY.

Coin	$105,697,800 04
Currency	18,681,246 74
Total	$124,379,046 78
Debt less amount in Treasury	$2,309,697,596 27
Debt less amount in Treasury March 1, 1871	2,320,708,846 92
Decrease of debt during the past month	$11,011,250 65
Decrease of debt since March 1st, 1869	$215,765,663 74

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236,512	$468,547 68
Kansas Pacific	6,303,000	94,545 00
Sioux City and Pacific	1,628,320	24,424 80
Central Pacific	25,881,000	388,215 00
Central Branch Union Pacific	1,600,000	24,000 00
Western Pacific	1,970,000	29,550 00
Totals	$64,618,832	$699,282 48
Interest paid by United States		$10,753,910 45
Interest repaid by transportation of mails, etc.		2,599,405 33
Balance of interest paid by United States		8,154,505 12

☞ At the annual meeting of the Cary Improvement Company in Boston on the 3d inst., Simon Willard of Boston, Julius Hallgarten, O. D. Ashley and Thomas Hope of New York, A. P. Blake and Chas. A. White of Boston, and John Low of Chelsea, were elected directors. Since the last annual meeting, sales have been effected of lands of the company amounting to $18,760 60, being for 69,928 feet at an average of about 19⅕ cents per foot. The assets of the company, April 1, 1871, amounted to $65,369 18, and the liabilities to $32,481 51—showing an excess of assets o $31,087 67, not including 12,000,000 feet of land which the company own.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*100	$3,355 000	.....	.....
American Central..... 100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	6,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,500,000	A. & O	Oct. '70 5
Baltimore City Passenger...	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	Apl.'71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany 100	19,150,800	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'71 4
Boston, Concord & Mont...100	459,600	.....	.....
Do., do, pref.100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....100	2,215,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ...100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Apl.'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	Feb. '71 3
Brooklyn City & Newt'n..100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug. '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	6,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,69 .	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	915,577	J. & J.	D.,'70 $2½
Cape May and Millvi le* . 50	447,000	J. & D.	Dec. '70 3
Catawissa..... 50	1,159,600	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'71 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	Nov'70 3½
Central of Georgia.....100	4,666,900	J. & J	July'70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio..... 100	2,425,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton.....100	9,925,500	M. & S.	Mar.'71 5
" pref...100	2,425,400	M. & S.	Mar.'71 5
Chicago, Burl. & Quincy - 50	15,500,210	M. & S.	Mar.'71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	Dec.'70 5
" pref.100	20,370,293	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68½
" Street.....	.....	J. & J.	Jan.'68½
Cin., Sand. & Clev. pref.... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Feb.'71 2½
Cleveland and Toledo*.... 50	6,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Dec. '70 2
Concord..... 50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn R.R.	500,000	.....	.....
Conn. & Passum'k, ist pref. 60	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Dec. '70 5
Cumberland Val'y.... ... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk.... 5	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley..... 100	1,920,200	.....	.....
Detroit & Milwaukee..... 100	452,850	.....	.....
" " pref.100	2,095,900	.....	Dec. '69 7
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100	.....	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.)..... 100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Dec. '70 4
East Pennsylvania..... 50	1,309,200	.....	Jan. '71 3
East Tenn., Va. and Ga ...100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	800,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	Nov'70 2½
Do. do. pref. 50	600,000	J. & J.	Dec.'70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref..... 100	8,332,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,148,445	.....	.....
Fitchburg 100	3,630,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Phi.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,186,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Mar.'71 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Apl. '71 3
Hannical and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J	Feb. '71 8
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn. '68 3½
Illinois Central..... 100	25,280,240	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind.... 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J.A J&O	Apl.'71 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '71 4
" " guar.100	533,500	F. & A.	Feb.'71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Apl.'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J. S.D.	Mar. '71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,023,482	J. & J.	Jul. '69 3
" " pref.. 100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3½
Lowell and Lawrence 100	200 000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central..... 100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,388	M. & S.	Sep. '66 3
Massawippi.....	400,000	.....	Dec. '70 8
Memphis and Charleston.100	5,812,725	.....	June'69 3
Memphis and Ohio 100	670,000	.....	.....
Metropolitan (Boston)..... 100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	13,225,848	J. & J.	Dec.'70 5
Middleboro' and Taunton.100	149,029	J. & D.	Dec '70 2
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan.'71 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul..... 100	11,422,664	.....	Dec.'70 7s
" " " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex* 50	11,900,950	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell..... 100	720,000	M. & N	Nov. '70 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538	.....	.....
N. Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey..... 100	7,297,200	F. & A.	Feb. '71 5
New London Northern..... 100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 350	A. & O.	Apl. '71 4
New York and Harlem..... 50	6,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,088,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n.100	3,051,800	J. & J.	Jan.'71 3½
" pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Apl.'71 2½
Old Colony & Newport ...100	4,969,020	J. & J.	Dec. '70 5
Orange and Newark 100	799,550	.....	.....
Oswego and Syracuse..... 50	432,400	F. & A.	Feb.'71 4
Pacific of Missouri..... 100	3,711,196	.....	.....
Panama..... 100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo..... 100	248,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	33,850,000	M. & N.	Nov. '70 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... 100	1,325,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan.'68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Dec. '70 5
Do. Do. preferred 50	1,651,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Mar. '71 3
Phila. and Trenton*..... 100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 50	160,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft.W. & Chi. gtd.*100	19,565,000	J.A J&O	Jan.'71 1½
Pittsfield and N. Adams..100	400,000	J. @ J.	Jan. '71 5
Portland and Kennebec...100	510,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,460	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	Dec.'70 4
Rutland preferred.....100	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2.040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.)... 50	130,000	.....	Dec.'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'71 3
Shore Line..... 100	638,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 –
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul.'68 3
South Western, Georgia.*100	3,939,900	F. & A.	Feb.'71 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	750,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama ..100	595,927	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 –
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11 4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Dec'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,000,000	J. & D.	Dec. '70 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,517,650	.....	.....
Worcester and Nashua .. 75	1,400,555	J. & J.	Dec.'70 3s

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '71 4
Delaware and Hudson.....100	15 000,000	F. & A	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	6,739,800	M. & N.	M'y '67 5
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 176,000	F. & A.	Feb.'71 5
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh'p....100	20,000,000	M.JS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Nov.'70s
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal.....	800,000	.....	Jan. '70 5
spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Mar. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,228	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	301,308	485,043	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	765,719	729,274	783,099	807,816	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	150,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	293,978	328,825	344,366	334,653	395,044	411,986	421,485	501,049	498,635	488,658	432,492	386,599	4,831,770
1871	343,550	340,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435.945	407.088	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6 114,566
1866	541,005	482,164	499,296	468,358	595,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523.566	399,917	523,845	537,519	559,949	925,983	808,524	797,475	1,000.086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211.530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507.479	1,570,067	1,107.084	1,001,987	13,384,471
1869	892,093	830,287	1,142,168	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	208 696	218,347	271,425	287,451	293.296	262.798	220,061	2,916,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,021	3,095,965
1870	201,500	218,600	244,161	240,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,148	266,789	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 252	261,079	352,786	414.543	410,336	372,593	359.463	3,445,827
1863	299,944	271,085	275.643	289,224	334,687	407.902	343,929	511,305	478.576	495.422	437.679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799.236	661,391	657.141	603.402	6.329.447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,389	643.887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571.348	661.971	585.219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738.530	823,901	727,810	613.329	7.160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794.325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113.504	112,962	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	90.535	106,594	114,716	121.217	142.823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108.461	95,416	95.924	108,413	126,556	121.519	125,065	119,169	121,408	1,294,005
1869	98,617	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140.473	132,869	131,019	103,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258 634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30 ,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346.781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329.105	413.501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	306,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,298	412,934	330,373	4,371,073
1868	343,216	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,261
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,891	378,880	457,990	511,447	453,873	387,827	4,755,958
1871	418,755	404,008	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,358	365,412	350,565	751,738	1,101,771	775.616	438.323	5,683,608
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,652	1,024,045	1,037,464	556,917	466 880	6,617,646
1869	454,590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	470,266	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,223	149,184	139,000	150,416	160,149	155,586	231,662	235,513	218,818	203,595	2,024,800
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	255,726	2,833,390
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,320	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	275,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,548	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278.701	310.762	302,426	281,613	3 280 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	214,625	322.521	365,371	379.367	336,066	272,083	3,459,319
1868	211,973	237,351	265,905	252.149	204,620	217,082	104,435	287,557	307.122	283,359	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,603	328,044	296,027	254,866	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,340	184,411	262,515	350,613	329,243	295,705	271,207	3,184,282
1870	202,447	260,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	445,994	463,873	466,557	454,826	4,088,837
1863	336,685	361,834	396,771	429,929	505.517	454,509	451,884	574,486	714.302	815,902	746.955	526,009	6,234,082
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125.635	754,551	1,032.149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416.341	566,979	957,194	1,121.205	1,351 579	1,419,232	1,196.955	702 685	10,023 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,541	1,252,386	800,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703.618	830,902	965,358	903,974	864.637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	580,934	8,755,082
1869	479,236	525,490	755,433	904,834	499,463	630,690	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,068	569,697	1,1.9,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	155,699	162,532	166,015	222 953	198,884	244,834	212,227	177.364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,240	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	165,666	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	148,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,909,353
1868	278,712	265,137	257,800	286,825	260,529	295,344	283,833	484,209	450,260	429,898	323,270	399,439	4,015,205
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	459,345	470,720	422,369	323,377	424,284	4,252,342
1870	312,133	293.645	295,298	318,699	340,892	345,532	322,756	466,431	508,042	451,293	425,687	386,254	4,469,762
1871	365,174	328,791	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,555	755,467	999,665	857,385	716,829	5,702,182
1870	528 529	500 739	539 238	706,003	802,586	746,480	643,058	664.051	726,521	719,698	670,168	505,053	7,654,094
1871	479,573	373,925	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities April 1, 1871.						
Loan of June 14, 1858	registered	46,035,000	5	Jan. & July.	1874	105½
.. ..	coupon	13,965,000	5	" "	1874	106½
Loan of February 8, 1861	registered	13,533,000	6	Jan. & July.	1880	115½
.. ..	coupon	4,682,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861	coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861	registered	123,015,900	6	Jan. & July	1881	115½
.. ..	coupon	66,302,200	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s)	registered	109,046,750	6	May & Nov.	1882	112½
.. .. .. (5-20s)	coupon	383,591,100	6	" "	1882	112½
Loan of March 3, 1863	registered	52,931,700	6	Jan. & July.	1881	115½
.. .. ..	coupon	22,068,300	6	" "	1881	116½
Loan of March 3, 1864 (5-20s)	registered	3,089,600	6	May & Nov.	1884	109½
Loan of June 30, 1864 (5-20s)	registered	54,615,500	6	May & Nov.	1884	109½
.. .. .. (5-20s)	coupon	46,481,500	6	" "	1884	112½
Loan of March 3, 1865 (5-20s)	registered	54,194,750	6	May & Nov.	1885	110½
.. .. .. (5-20s)	coupon	126,316,350	6	" "	1885	112½
.. .. 2d series (5-20s)	registered	73,151,500	6	Jan. & July.	1885	111½
.. .. .. (5-20s)	coupon	188,941,100	6	" "	1885	111½
.. .. 3d series (5-20s)	registered	90,515,700	6	Jan. & July.	1887	112
.. .. .. (5-20s)	coupon	247,558,250	6	" "	1887	111½
.. .. 4th series (5-20s)	registered	10,962,500	6	Jan. & July.	1888	111
.. .. .. (5-20s)	coupon	28,701,250	6	" "	1888	111½
Loan of March 3, 1864, (10-40s)	registered	136,998,250	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s)	coupon	57,568,450	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71	registered, coupon	.....	5	F. M. A. & N.	1881	....
.. ..		.....	5	" "	1881	....
Consols	registered	.....	4½	F. M. A. & N.	1886	....
.. .. ..	coupon	.....	4½	" "	1886	....
Consols	registered	.....	4	F. M. A. & N.	1901	....
.. ..	coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68	(cur.)	38,815,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868	(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870	(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds	(currency)	64,618,832	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency		396,439,065	mil.	.....	.....	....
State Securities, latest dates.						
Alabama—State Bonds (original)		168,000	5	May & Nov.	1872	....
.. — .. .. (extended)		2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)		688,000	6	June 1.	1870	....
.. — .. .. (" extended)		82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")		712,800	5	" "	1886	....
.. — .. .. (new)		1,316,700	8	" "	'86-'88	102
Arkansas—State Bonds (refunded)		4,430,000	6	Jan. & July.	1899	....
.. — .. (Aid R. R's)		.....	7	April & Oct.	1900	....
California—Civil Bonds of 1857		2,138,000	7	Jan. & July.	1877	110
.. — 1860		138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863		424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864		805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865		1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)			6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)			6	" "	1883	....
.. — .. of 1864, (10-20s)		5,927,000	6	April & Oct.	1884	101½
.. — .. of 1865, (20s) free			6	" "	1885	....
.. — .. (various)	registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868		300,000	6	Jan. & July.	1898	....
.. — 1869		200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile		.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844		1,023,000	6	Various.	'71-'74	89½
.. — " " " 1842 to 1848		273,000	7	Various.	'72-'74	90
.. —Atl. and Gulf R. R. 1858 to 1860		800,000	6	Feb. & Aug.	'78-'86	....
.. —Bonds (Act March 12, 1865)		3,700,000	7	Jan. & July.	1886	92
Illinois—Interest Bonds of 1847		980,696	6	" "	1877	....
.. — " Stock of 1857		134,311	6	" "	1877	....
.. —Refunded Stock Bonds		348,000	6	" "	Var.	....
.. —Normal University Bonds		45,000	6	" "	1879	....
.. —Thornton Loan Bonds		103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds		416,800	6	Jan. & July.	1879	....
Indiana—State Bonds		.....	5	" "	1866	....
.. —War Loan Bonds		204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861		300,000	7	Jan. & July.	1881	....
Kansas—State Bonds		100.675	6	" "	'83-'84	....
.. —		1,059,500	7	" "	'76-'89	....
.. — .. .. military		176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42		913,000	6	April & Oct.	'71-'72	....
.. — .. .. of 1843		160,000	6	" "	1873	....
.. — .. .. military		309,300	6	Various.	1895	....
Louisiana—Charity Hospital		86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general		750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds		561,000	5	Various.	'70-'79	....
.. —		2,052,000	6	Various.	'93-'06	68
.. —Levee Bonds 1865		1,000,000	8	Various.	1886	....
.. — 1867		4,000,000	8	May & Nov.	1907	....
.. — 1870		3,000,000	8	Mar. & Sept.	1875	....
.. —Funded coupons 1866		997,300	8	Jan. & July.	'86-'88	....
.. —Funded Floating Debt		3,000 000	6	May & Nov.	1910	....
.. —Ship Canal Bonds of 1869		474.000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869		500.000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869		546,000	8	April & Oct.	1909	....
Maine—State Bonds		301,000	6	Various.	'76-'78	....
.. —War Loan of April 25, 1861		800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863	(cur.)	525,000	6	Mar. & Sept.	1883	100½
.. — .. .. of Mar. 26, 1863	(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864	(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed	(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.		2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted		448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.		1,855,335	5	" "	1890	....
.. — .. .. .. converted		1,687,345	5	" "	1890	....
.. — .. .. .. of 1834		1,403,146	6	" "	1870	95½
.. —Balt. & Susq. R. R. Loans		269.000	3	" "	1890	....
.. —		429,000	6	" "	1890	96
.. —Annapolis & Elkridge R. R. Loans		95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg.		773,000	5	" "	1865	....
.. — .. .. .. converted		215,022	5	" "	1865	....

* Indicates that no interest is paid.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan		20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds		3,651,398	6	" "	1883	104
.. —Southern Relief Bonds		100,000	6	" "	1873	....
Massachusetts—State Scrip		324,000	5	Jan. & July	'74-'76	....
.. —		275,000	5	April & Oct.	'73-'74	....
.. —		320,000	5	May & Nov.	'72-'80	....
.. —		133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861		3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863		600,000	5	" "	'77-'78	....
.. —Const Defense Loan		888,000	5	" "	1883	....
.. —Bounty Loan of 1863		200,000	5	" "	1883	....
.. — .. .. of 1864		4,379,500	5	May & Nov.	1894	97
.. — .. .. (stg.)		4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)		3,505,000	6	Mar. & Sept.	1886	....
.. —Western R. R. Loan, (stg.)		761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.		3,506,580	5	" "	'88-'90	....
.. —		966,500	5	" "	'91-'98	....
.. —Southern Vermont R. R.		200,000	5	" "	1890	....
.. —Eastern R. R.		50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester		400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)		3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds		160,000	6	" "	1878	....
.. —Two Million Loan Bonds		1,621,000	6	" "	'78-'83	....
.. —War and Bounty Loan Bonds		478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds		86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds		250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds		100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds		2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)		2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper		438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868		2,727,000	6	" "	1888	....
.. —Railroad Loans		13,112,000	6	" "	'74-'90	92½
.. —South Pacific, guar		1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph		3,000,000	6	" "	'73-'87	91½
Nebraska—(No Debt)		.....	.....	.....	.....	....
Nevada—State Loan Bonds		500.000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861		800 200	6	" "	'71-'78	....
.. — .. .. of Sept. 1, 1864		600,000	6	Mar. & Sept.	'84-'89	....
.. — .. .. of Oct. 1, 1865		1,000,000	6	April & Oct.	'71-'74	100½
New Jersey—War Loan of 1861 (free)		1,200,000	6	Jan. & July.	'71-'81	....
.. — .. of 1863 (free)		1,000 000	6	" "	'86-'96	....
.. — .. of 1864		800 400	6	" "	'97-'02	....
New York—Bounty Fund Stocks		1,478,000	7	" "	1877	108
.. — .. Bonds		21,089,400	7	" "	1877	108
.. —General Fund Stocks		1,910,482	6	J. A. J. & O.	pleas.	....
.. —		800 000	6	" "	1878	....
.. —		348,000	5	" "	pleas.	....
.. —		900,000	5	" "	1875	....
.. —Canal Fund Stocks		2,257,900	6	J. A. J. & O.	1872	....
.. — ..		5,150,100	6	" "	1873	....
.. — ..		2,099,000	6	" "	1874	....
.. — ..		473,000	6	" "	1875	....
.. — ..		880,000	6	" "	1877	....
.. — ..		1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)		4,738,800	6	Jan. & July.	'71-'91	46½
.. — .. .. (old)		3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new)		2,626,000	6	Jan. & July.	'92-'98	24½
.. — .. .. (new)		1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68		2,800,400	6	Jan. & July.	1899	....
.. —		1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds		11,407,000	6	" "	1899	18½
Ohio—State Loan (New York)		1,284,317	6	Jan. & July.	1870	....
.. — .. (")		1,600,000	6	" "	1875	....
.. — .. (")		4,095,399	6	" "	1881	....
.. — .. (")		2,400,000	6	" "	1886	....
.. —Union Loan (Columbus)		366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds		176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867		92,850	5	Feb. & Aug.	1872	....
.. —		4,731,300	6	" "	1872	103½
.. —		90,400	5	" "	1877	....
.. —		7,890,550	6	" "	1877	105
.. —		726,950	5	" "	1882	....
.. —		9,237,050	6	" "	1882	108½
.. —Inclined Plane Loan		400,000	6	April & Oct.	1879	106½
.. —Military Loan		2,769,250	6	Feb. & Aug.	1871	104½
.. —State Stocks (old)		384,000	5	Jan. & July.	1882	....
.. — .. (old)		3,377,000	5	Feb. & Aug.	'77-'78	103½
.. — .. (old)		112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862		1,100,000	6	Mar. & Sept.	1882	100½
.. — .. of 1863		736,000	6	Jan. & July.	1893	....
.. — .. of 1863		239,000	6	April & Oct.	1883	....
.. — .. of 1864		841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838		303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)		484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54		970,000	6	" "	'74-'78	....
.. —State Capitol bonds		1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.		1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869		1,265,300	6	J. A. J. & O.	1888	61½
.. —Funding & Special Bonds '68		1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper		1,398,640	5	April & Oct.	Var.	....
.. —*		239,166	5½	" "	"	....
.. —*		1,706,000	6	" "	"	....
.. —*Railroad Loans		24,008,500	6	Jan. & July.	long.	65½
.. —*Railroad Endorsements		2,172,000	6	" "	"	....
.. —*Funding Bonds		4,069,503	6	" "	"	65½
Texas—No legal debt		.....	.....	.....	.....	....
Vermont—War Loan Bonds		1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates		201,000	6	" "	'71-'78	....
Virginia—State Stock	registered	21,617,578	6	Jan. & July	long.	55½
.. — .. Bonds	coupon	11,108,000	6	" "	"	70
.. — .. .. stg.		1,865,000	5	" "	"	....
.. —Funding Stock of 1866	registered	1,872,968	6	" "	"	71½
.. — .. Bonds of 1866	coupon	1,473,000	6	" "	"	71½
.. — .. (sterling)		466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.		.....	.....	.....	.....	....
Wisconsin—War Loan Bonds		104,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1856	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	....	....	....	....	....
Bonds to State of Pennsylvania.	3,500,000	....	....	....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,600,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
3d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850	579,500	6	" "	"	1880	94½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	651,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000		7	Jan. & July.	Charleston.	1896	....
Boston and Albany:						
Sterling Loans	2,051,820	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	795,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1565	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1570	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1570	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1854	55
1st Mortgage (new) for $20,000,000		7	Jan. & July.	"	1899	25½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1875	....
Scrip certificates	326,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	93½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1556	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1872	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1856	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88½
2d Mortgage	350,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	500,000	8	Feb. & Aug.	New York.	1919	55
Burlington and Missouri River:						
Land Grant Mortgage	4,690,668	7	April & Oct.	New York.	1893	91
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1869	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2,000,000	6*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	866,000	6	June & Dec.	" "	1889	94
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	96
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	204,000	7	April & Oct.	New York.	1885	88
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,000,000	7	April & Oct.	New York.	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
2d Mortgage	394,000	7	May & Nov.	New York.	1875	....
New Loan for $6,000,000	2,837,000	7	Feb. & Aug.	" "	1890	101½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	95½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1895	....
Convertible bonds	1,500,000	7*	" "	" "	1885	100½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000		6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	95½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	91
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1906	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1901	96
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (198 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98½
Funded Coupons	755,000	7	May & Nov.	" "	1883	93½
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1886	94½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1886	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	59½
Equipment Bonds	525,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	856,000	7	March & Sept.	" "	1899	90
1st Mort. (Chi. & Mil. R.W. 55 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1896	100½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1920	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	252,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1899	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1886	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	240,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	65,000	7	" "	" "	1869	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st morigage	1,051,851	7	June & Dec.	New York.	1890	82
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1870	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,350,000	7	May & Nov.	" "	1875	97
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1900	83½
Consol. S. F. Mort. 5,000,000	853,000	7	May & Nov.	" "	1900	96

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	67
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	85½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1901	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.):						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	94½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1880	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1868	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1858	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1909	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,699,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	19—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	780,000	6	Feb. & Aug.	Boston.	1874	100½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96
Bonds of 1868	500,000	6	March & Sept.	"	1889	90½
Edgefield and Kentucky:						
Tennessee Loan	875,000	6	Jan. & July.	New York.	19—	....
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	570,000	5	April & Oct.	"	1872	53½
European and North American:						
1st Mortgage (Bangor to Wlan.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	98½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,866	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	89½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	84
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1851	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Right per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	103
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	109
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	97
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	95
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	98½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	837,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	104
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	500,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	897,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,496,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	600,000	8	Jan. & July.	New York.	1883	103
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	7	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	900,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	500,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,328,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,434,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	86
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1890	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	207,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	521,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	84
Scioto and Hocking Valley	900,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,450	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	102
2d Mortgage	2,691,000	7	" "	" "	1877	99
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	94½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94½
2d Mortgage	1,800,000	7	April & Oct.	" "	1884	88
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	96
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	928,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	1,417,500	7	Jan. & July	New York.	1871	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,660,300	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1892	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	90
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,080	6	" "	" "	'71–'85	....
Naugatuck:						
1st Mortgage, Convertible	106,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1900	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1897	....
New York Central:						
Premium, Sinking Fund Bonds.	5,936,026	6	May & Nov.	New York.	1883	93
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	502,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	88½
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'75–'76	98
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	203,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $800,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	84
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	59
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	99½
Chattel Mortgage	360,000	10	April & Oct.	"	1897	110
2d Mortgage	276,500	7	May & Nov.	"	18—	96
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	91½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	425,500	6	Jan. & July.	Baltimore.	1873	96
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'60–'75	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	100
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	60
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	84
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,180,500	6	Jan. & July.	" "	1875	77
3d Mort. " "	573,500	6	May & Nov.	Richmond.	1873	88½
4th Mort. " "	331,700	6	March & Sept.	Alexandria.	1880	87
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1885	....
Oswego and Rome.						....
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	408,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	97
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,800,350	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1883	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. } Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	100½
2d M. stg.	2,283,846	6	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	94½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	205,000	7	" "	" "	18—	....
2d Mortgage	250,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	78
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	82½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	56½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						....
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	....
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	....
Bonds of 1857, convertible	143,500	6	" "	"	1886	98
Bonds of 1836, Sterling	182,400	6*	" "	London.	1880	98½
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	80½
Philadelphia and Trenton:						103
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1888	....
Philadelphia, Wilmington & Balt.:						....
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1860	1,000,000	6	April & Oct.	"	'71–'76	94½
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						....
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$220,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	90½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	800,000	7	May & Nov.	New York.	1890	83
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1880	70½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'67–'85	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	406,500	6	" "	Richmond.	'75–'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S. F. free	2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,354,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	93
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	320,000	10*	Feb. & Aug.	Sacramento.	1861	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	96½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($16,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1890	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,356	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,010	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1559	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1550	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	79
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	525,000	6	— & —	Philadelphia.	1876	55½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	56½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	52½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	70
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	90
2d Mort. (Wab. & West. 167 m)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T., W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	300,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	94½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95-'99	....
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N.Y.&Boston	'87-'89	73
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	60
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1836	88
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	104½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	298,200	7	" "	New York.	1869	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	93
2d Mortgage	23,500	6	" "	" "	1868	72½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1885	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1900	89½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1850	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	99
Loan of 1896 for $1,000,000	985,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	100
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'89-'71	....
Dollar Bonds	788,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	73
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	91
New Preferred mortgage	600,000	6	.....	.....	....	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,500,000	6	April & Oct.	Philadelphia.	1882	81½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1901	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	505,000	7	Jan. & July.	New York.	1906	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1862	97
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,950	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	126,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	92
Gold Loan	2,000,000	6*	.....	"	1904	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	80½
Convertible Loan	1,496,879	6	" "	"	1877	82
Monongahela Navigation						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1857	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	78
Boat Loan	292,087	6	" "	"	1895	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1870	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	79
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	76½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	80
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,060,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	50
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" Stateaid Railroads are distinguished by a "¶."

Years ending.	Railroad				Rolling Stock.				Companies.	Abstract of General Balance Sheet.								Railroad Operated.	Operations.			Earnings.		Dividends.	Value of Shares.	
						Cars.				Property and Assets.				Liabilities.					Carried one mile.							
	Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.		Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.		Trains Moved.	Passengers.	Freight.	Gross.	Net		Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*			4,188,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,611	1,683	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga.....Alabama.									70.0								
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,155,162	*			2,140,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	187
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,532	*			2,169,550	7,550,564	531,114		132.0				1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800.000					425,000			68.0	118,080			195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	150,000				(Leased to Cheshire.)				7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point .....Alabama.	1,200,235	*		47,943	89,913	1,232,200	47,000	12,811	46,381	88.7				362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.						30,000,000	29,999,000			505.7	3,844,135	42,662,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,785,183	*			3,940,489	2,000,000			285.7	461,575			784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶.N.Carolina.	2,178,960	*			1,795,225	200,000	102,991	81,568	95.0				106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087				2,494,900	3,483,992				(Leased & oper. by Grand Trunk of Canada.)					4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345				194,250	20,000			¾ 5	20,032	498,333	44,213	30,128	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,461	16,190,948	711,871	16,267,862	8,751,750	734,736	20,361,676	379.6	6,640,721			8,724,916	2,968,809	8	100	138½
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895			415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.....W. Virginia.									103.5	691,644			536,033	L158,572	—	100	....
Dec. 31 1869	29.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*....Michigan.	1,791,776	*		289,695	51,571	1,451,000	125,000	173,651	503,611	40.0	119,434			513,355		—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*				995,800	2,244,500	902,636	79.0	298,128			848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000					332,000	700,000			59.0	(Operated by Bondholders. —No returns.)					—	100	....
Sept. 30, 1870	21.2	—	—	—					Berkshire.....Massachusetts.	600,000					600,000							42,000	42,000	7	100	80½
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346					250,000				(Leased to Fall Brook Coal Co.)					7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	168	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,546,638	781 902	19,154,808	1,764,520	2,488,621	2,290,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830,814	10	100	169½
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg .....Mass.	1,601,018	*	100,000	68,790	872,600	800,500		30,942	64.2	186,089	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	121,750	1,800,000	1,050,000	15,624	455,099	124.3	....	7,510,140	4,187,466	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	....								172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	14
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	285,000	384,844	748,876	46.5	500,671	16,693.212	11,555,111	934,754	172,693	8	100	140
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,626	4,471,274			1,000,971	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	152½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000			504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,807	10	100	154
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500				2,286,000	583,500				(Leased to Erie.)					—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*			428,717	700,000			57 2	121,957			225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*			6,000,000	4,000,000			88.0	989,627			1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada.	8,000,780									(Leased & oper. by Grand Trunk of Can.)				96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,896,088	*			950,000	2,382,000				(Leased and operated by Erie.)					7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127				428,472				1.60	28,606	664,780		49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000			2,500,000	1,500,000				(No returns 100 miles recently completed.)					—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*			1,633,000	9,957,000			279.0				921,467	527,627	—	100	....
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,567	*			5,000,000	9,751,335			92.3				4,229,064	1,257,425	10	100	93
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	*			1,120,805	990.000			60.2				320,677	124,583	—	100	119
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	712,362				332,925	300,000				(Leased & oper. by Camd. & Amboy.)				42,447	3	100	15
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	42,269	64,078	915,577	125,000			66.2	114,150	4,361,482	1,159,260	212,924	92,010	5	100	....
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	809,380				447,000	200,000	202,205			(Leased and oper. by West Jersey.)					6	100	69½
Oct. 31, 1869	20.0	4.0	8.0	—	6	8	2	218	Catasauqua and Fogelsville.....Penn.	788,854	*	.....		426,900				54.0	85,576			150,265	69,591	6	25	88
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*			3,359,500	445,350			67.5	307,310			625,132	178,342	—	50	33
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110				589,110					(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota .....Iowa.	3,402,000				1,701,000	1,701,000				(Leased and oper. by Illinois Central.)					—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000				8,000,000	7,020,000				(Leased and oper. by Chic. and N.W.)			475,300		—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*			4,666,800	786,000			284.0	974,915			2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*		docks, &c	15,000,000	3,400,000			74.0				4,010,122	1,367,958	—	100	107½
Jun. 30, 1869	137.0	—	25.3	—	44	28	25	667	Central Ohio.....Ohio.	5,505,935	*			3,000,000	2,500,000			137.0	553,750	9,985,213	16,515 195	970,890	49,521	3½	100	29½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*			40,097,290	58,905,777			74 2 0	2,869,227			5,670,822	2,677,299	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*			1,000,000	3,200,000			100.0		(No returns.)					100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,037	2,558,178	1,204,117	725,556	656,782	194.6				403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung.....New York.	400,000				380,000					(Leased to Erie & N.Centrl.)			30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000				291,222	225,000			40.0				42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948					3,288,692				(No returns publish ed.)					—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	406	Cheshire.....New Hampshire.	2,689,307	*	313,666	68,825	2,085,925	807,000		103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley .....Pennsylvania.	1,371,900	*			871,900	500,000	437,500			(Leased to Phila. and Read.)			101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton .....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397			4,681,563	2,004,970	10	100	119
Apr. 30, 1870	307 0	296 2	141.0	—	163	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	789,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	160
Dec. 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*			1,500,000	1,000,000			73.0			(No returns.)				100	....
May 31, 1870	81.3	1.1	16.7	—					Chicago, Iowa and Nebraska.....Iowa.	5,000,000				3,916,000	810,000				(Leased and oper. by Chic. and N.W.)			557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	88½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	111½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick .....Ohio.					500,000	500,000										100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270			1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana.....Ohio & Ind.	1,894,477				500,000	1,500,000			27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*			1,000,000					(Leased and oper. by Kentucky Central.)					—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062				3,027,450	2,033,000	776,398		98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000				400,000	400,000				(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,396		42.0				105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259			795,469	145,405	—	100	23½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*			1,669,361	1,300,000			132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....
Dec. 31, 1869	340.5	49.0	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	.....	.....	11,620,000	1,997,000	.....	.....	390.4	2,155,245	29,270,918	95,130,680	2,969,634	999,384	7	100	98½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,325,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	.....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	400,738	57,875	17,670	—	100	.....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	101½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In progress		and no r eturns.)		5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coa	l and Na	vigation	Co.)		150.3	1,286,387	.....	.....	.....	.....	—	50	.....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	1,945,598	748,900	—	50	.....
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	.....	6.6	.....	.....	.....	4,936,591	1,819,315	10	50	120
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	42,109	4,277	—	100	.....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	.....	.....	—	100	.....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased Dec. 1, 1	869 to Pb	g Cin'&S	t. L.at	80,000p.a.	]	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6¼	.....	.....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	801,290	242,940	8	50	89
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	303,404	18,773,860	10,136 200	659,155	Loss.	—	50	57
Jun. 30, 1870	93.5	77.6	14.7	—	29	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	58.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	76¼
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence... Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,408	16,763	6	100	.....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	.....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869.n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	.....
Nov. 30, 1869	102.5	—	11.5	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	.....
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	.....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121.694	*	212,332	49.500	1,639,800	2,377,480	73,354	202,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1870	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	*	.....	.....	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	.....
Dec. 31, 1869	190.8	86.0	86.9	—	53	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,691	—	50	.....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	964,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	.....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,280	2,528,000	590,810	.....	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	.....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	.....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,867	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	121½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	.....
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	215,800	50.966	.....	.....	(Oper.	by Erie.)	.....	44,008	14,434	—	100	.....
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	—	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	.....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	61½
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,480	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	104
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	.....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	.....	.....	.....	.....	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	(Operat | ed by Louisville & N | ashville.)	.....	—	100	.....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	886,975	152,223	—	100	.....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	131,376	27,270	—	100	.....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	2,115,287	759,758	—	100	.....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 000	.....	.....	.....	23.0	24,178	617,707	856,855	66,211	12,914	—	100	.....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	38,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	79,971	6,857	—	100	.....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.]	.....	7	100	32
Sept.30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	—	—	126,747	43.0	224,938	7,499,849	5,191,427	411,980	83,473	10	100	92
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	.....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,755	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Louisville & N	ashville.)	.....	.....	—	100	.....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	New Bedford and Taunton.....Mass.	500,000	*	71,547	161,764	1,338,900	146,000	32,803	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	172,500	.....	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	.....	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	.....
Oct. 31, 1869	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	—	—	—	—	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11¼	100	.....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,280	—	100	.....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	118
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	.....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern...Conn. and Mass.	1,485,223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	.....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	.....	.....	—	100	.....
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,000	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	3	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	461	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	3	100	96
Sept. 30, 1869	5.0	—	....	54.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,962	.....	.....	.....	.....	.....	.....	.....	3	100	.....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	128
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	7 6 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	147
Sept. 30, 1869	123.0	22.0	....	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cour	se of const	ruction)	.....	.....	—	100	.....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	.....
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	92
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	268,717	.....	81.0	138,330	1,335,350	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,706	223.0	.....	.....	.....	658,117	257,006	—	100	.....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	815,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$			$	$			M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶...South Carolina.	1,240,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.0	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island.....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.8	—	1.0	—	2	1	—	124	Sterling Mountain.....New York.	502,468	.....	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	.....	634	267,300	.....	.....	.....	—	.....	.....	.....	31,409	7	100	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	634	—	.....	.....	.....	8,591	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,189	200,000	.....	.....	12.0	(In progress to be completed June 1870.)						50	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,224	400.000	.....	23,557	45,841	11.1	65,346	1,983,322	849,213	102,173	22,936	8	100	103
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	348,000	163,913	1,049,865	84.0	503,198	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga.....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	1,279,043	671,445	12	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	18	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western. O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	1,072,995	.....	—	100	....
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	4,252,343	1,200,938	—	100	59½
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			529,680	236,987	—	100	....
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	7	100	49½
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased to Penn	Lessee to Vt. & Mass.	ivania.)	R. R.)	32,000	—	100	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,501,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]		8,407,553	4,208,926	—	100	25½
Sept. 30, 1869	59.0	—	8.1	.....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	225,085	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	.....	.....	.....	1,582,650	.....	.....	.....	—	54,450	2,244,178	734,758	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased by Vermont Central.)					—	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,306	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	8	100	105½
Sept 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	var	....
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)					—	100	74
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98,417	.....	140.0	.....	.....	.....	483,537	162,479	2	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Sept. 30, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	.....	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased by Del. Lc.&W'in.)			454,758	164,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept 30, 1868	—	—	.....	93.0	.....	.....	.....	.....	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	.....	.....	.....	.....	—	[In progress.]			.....	.....	—	100	....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina...North Carolina.	.....	*	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	.....	.....	6,500,000	.....	36,000	.....	.....	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[Now forming a division of the Milwaukee and St. Paul			1,209,000	1,716,500	244,176	129,783	126.1	No returns for year.]					—	50	81
Aug. 31, 1869	94.0	—	.....	86.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,500,000	2,000,000	.....	.....	—	288,365	.....	.....	652,184	256,308	10	100	....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶....New York.	.....	.....	.....	.....	.....	.....	.....	.....	20.0	(Operated during construction by M. & St. Pa'l.)			13,480	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	200,000	.....	.....	.....	—	(Leased to Boston, Con. and Montreal.)					—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no returns.)			14,663	7,147	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford. N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	12,000	6	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta. N. C. & S. C.	[W. & M. RR. sold Jan. 5, '70 $525,000.	.....	.....	.....	5,000,000	.....	.....	.....	—	[no returns.]			.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	1,857	(Leased to Northern Central.)		159,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	223,000	.....	.....	.....	213,000	.....	.....	.....	—	(Recen'l y opened.)			550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	.....	1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	140
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,308,019	—	641,582	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	116½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,647,683	—	—	—	4,999,600	(See Cam. & A mb. R.R.)	—	—	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	899,750	662,246	—	161.0	—	—	—	104.961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	—	—	48.0	—	—	—	405,174	213,374	—	50	71½
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	—	2,200,000	1,130,447	74,087	68,226	102.0	(5 p. c. on preferred stock.)			431,246	184,848	—	100	50
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	94,149	4,300,000	1,961,000	—	—	354.0	—	—	—	735,303	258,436	—	50	52
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	—	109.2	—	—	—	1,159,085	598,519	—	50	17½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,741,253	—	—	.....	2,002,746	2,632,310	195,232	—	45.0	—	—	—	167,435	81,714	—	50	10
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna..... Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	—	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	19½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.70	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,780	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	200	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	.....	.....	9.0	100	100	99½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.45	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.85	214	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,160	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia .....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.65	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	45½	41
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	80	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30½
Oct. 31,'69	5.46	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	43
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.44	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	19
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	.....	.....	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'69	3.50	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	50
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'68	6.00	68	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,290	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	585,303	99,519	10.0	100	100	99½
Sept. 30,'69	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	4.0	100	100	75
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	202	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	46
Oct. 31,'69	5.65	124	21	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	23,585	8.	50	25	27½
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,666	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,050	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	12
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,354	60,000	15,000	7,206	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,000	22,968	36,320	Loss.	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,572	10	50	30	57½
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	413,891	400,000	—	13,283	200,996	35,061	9½	100	100	62½
Sept. 30,'70	2.47	25	7	Springfield .....Mass.	56,542	50,000	—	5,256	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	28,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	5.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	19½	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	—	—	170,504	64,350	2	50	50	23½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	y Troy &	Lansb.	—	100	100	....
Oct. 31,'69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	5	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct. 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,956	10	50	50	72
Oct. 31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Sept. 30,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	5,000	3,010	4	100	100	18
Sept. 30,'70	3.55	40	16	Worcester .....Mass.	46,205	40,000	20,000	8,036	17,487	Loss	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J. & J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J. & J.	1882	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1875	....
Brooklyn, Prosp. P. & Flatb.: 1st Mortgage	278,000	7	M. & N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J. & J.	18—	....
Buffalo street: 1st Mortgage	316,500	7	J. & D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,500	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J. & J.	1875	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J. & J.	18	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J. & J.	1875	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J. & J.	1877	....
Germantown: 1st Mortgage	250,000	7	J. & J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1878	89½
Grand st. and Newtown: 1st Mortgage	30,000	7	J. & J.	18—	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage	130,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J. & J.	1874	88
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M. & N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J. & J.	1883	76½
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A. & O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,000	7	J. & J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J. & D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J. & J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J. & J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J. & J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J. & J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1881	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J. & J.	1887	....
Pittsb., Alegh'y & Manch.: 1st Mortgage	23,000	7	M. & N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J. & J.	1880	....
1st Mortgage	15,000	6	J. & J.	1880	....
Salem: 1st Mortgage	35,000	6	J. & J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	1,015,000	7	J. & J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	92,700	7	J. & J.	1878	....
2d Mortgage	15,000	7	A. & O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J. & J.	1875	....
Real estate	500,000	7	J. & J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A. & O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J. & J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J. & J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M. & N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J. & D.	1878	95
Worcester: 1st Mortgage	20,000	6	A. & O	1873	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	87½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	87½
Chicago and Alton, pref.....	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,800,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	96½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,600,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	51
Erie, preferred	5,526,910	7	7	42
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref.....	5,078,224	...	...	97
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	843,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	8	...	30
" " 2d pref....	4,051,744	8	...	9
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	79½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref.....	3,500,000	7	7	14
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450 000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,500	...	7	....
Rutland, preferred.....	.....	7	7	94
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	50
Sandusky and Cincinnati, pref.....	445,548	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref..	1,000,000	7	7	8
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,403,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	115
Schuylkill Navigation, pref.....	2,888,997	6	6	34½
Union, preferred.....	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,174 400	7	7	9½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 —	@ 36 —
Pig, American, No. 1		34 —	@ 36 —
Pig, American, No. 2		32 —	@ 34 —
Pig, American, Forge		31 —	@ 32 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
	—Store Prices.—		
Bar, Swedes, ordinary sizes		110 —	@115 —
Bar, Refined		77 50	@ — —
Bar, Common		85 —	@ — —
Scroll		100 —	@120 —
Ovals and Half-round		95 —	@105 —
Band		92 50	@ 95 —
Horse Shoe		95 —	@ — —
Rods, ⅜@3-16 inch		82 50	@120 —
Hoop		100 —	@140 —
Nail Rod	per lb.	— —	@ — 6¼
Sheet, Russia, as to No.'s	(gold)	— 10½	@ — 11
Sheet, Single D. and T. Common		— 4½	@ — 6
Rails, English	(gold) per ton.	55 —	@ 57 —
Rails, American, at Works in Penna.	c'y.	70 —	@ 72 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— 16	@ — 17
American, Spring, do.		— 9	@ — 11
American Machinery do.		— —	@ — 12
American German do.		— 9	@ — 12

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb	4 65	@ — —
Cut Spikes, all sizes		4 90	@ — —
Clinch		6 15	@ 6 40
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19	@ — 31
Copper		— —	@ — 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— —	@ — 38½
Straits	(gold)	— —	@ — 33½
English	(gold)	— —	@ — 33½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 62½@ 9 —	10 — @ 10 50
I. C. Coke	7 25 @ 7 75	8 37½@ 8 75
Coke Terne	6 23 @ 7 25	7 25 @ 8 25
Charcoal Terne	7 75 @ 8 —	9 — @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	per gall.	— 13½	@ — 13½
Crude, 40 @ 47 gravity (in shipping order)		— 17½	@ — —
Refined, Standard White (in ship'g order)		— —	@ — 23½
Refined, prime White (in shipping order)		— 24½	@ — —
Refined, S. W. (in jobbing lots)		— 27	@ — 28
Refined, S. W. (in tin)		— 28½	@ — 30
Naptha, Refined, (65 @ 73 gravity)		— 9½	@ — —
Residuum	per bbl.	4 —	@ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)		(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)		10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)		12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)		12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)		15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)		18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)		19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)		21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)		22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)		23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)		24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)		26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)		30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)		36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 5.

	Th 30.	F.31.	Sat.1.	M.3.	Tu 4.	W.5
Canton Co	82	....	82½	83	....	83½
Central Pacific 6s	95½	95½	95½	95½	95½	95½
Central of N. Jersey	106	107½	107	107½	108½	108
Chicago & Alton	119	118½	118½	119	118½	119
" pref	120	120	....	....	....	120
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	91x	....
Chicago, Burl. & Q	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	88½	88½	89½	88½	86½	88
" pref	96	96½	....	95½	96	97
" 1st M	....	....	....	....	95½	....
" S. F	99½	....	....	....	....	....
" Consol	89½	89½	89½	89½	....	....
Chic., Rock Isl. & Pac	114½	114½	114½	114½	114½	115
Chi., R. I. & Pa. 7s, 1896	99	....	....	99½	99½	100½
Clev., Col., C. and Ind	86½	86½	87	87½	88	88½
Clev. and Pittsburg	113½	....	113½	113½	114	114½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	97	....	....
" 4 M	....	....	82	....	83	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	102
Col., Chi., & Ind. C	23½	23½	22½	22½	22½	23½
" 1 M	86½	87½	83½x	83½	83½	83½
" 2 M	....	85	....	....	66½	67
Cumberland Coal pref	....	....	....	....	....	....
Del. & Hudson Canal	115½	....	....	....	....	116½
Del. Lack. & Western	107½	107½	108	108½	108½	110
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	95	....	....	....	94	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	21½	21½	21½	21½	21½	21½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	90	....	....
" 4 M. 7s, 1880	86½	86½	83x	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	84	....
Hannibal & St. Joseph	89½	90	....	88	....	88
" pref	96	....	96	96½	96	97
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	104x	....
Lake Shore & Mich. S.	101½	102½	102½	101½	100½	101½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	121½	121½	....	121½	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F	102	....	....	101½	....	102
" 2 M	....	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	....	6½
" pref	9½	9½	9½	10	....	9½
" Tr. 10s ctfs	....	....	....	....	....	....
Milw. and St. Paul	60½	61½	61½	60½	60½	61½
" pref	79½	80	79½	79½	78½	79½
" 1st mort	....	94½	....	94½	94½	94½
" 2d mort	....	....	....	....	....	....
" 8s	....	105	....	....	....	....
" 7 3-10s con	....	....	....	....	....	96
Missouri 6s	92½	92½	92½	92½	92½	92½
" H. & St. J. 1s	....	91½	91½	....	....	....
Morris and Essex	90½	91	91½	91½	91½	91½
" 1st mort	103	103	....	....	....	....
" 2d mort	....	....	....	....	....	96
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	101	....	....
" 6s, S.F. 1883	93½	....	....	93	....	....
" 6s, S.F. 1887	....	92	....	....	....	....
N. Y. Cen. & Hud. Riv.	95½	96½	96½	95½	95½	96½
" certificates	92½	93	92½	91½	91½	92½
N. York and Harlem	128	....	....	....	128½	128½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	47	....	47	....	....
" new	....	....	....	23½	....	24½
Ohio and Miss	47½	48	....	....	40½	40½
" pref	73½	73½	73½	....	....	....
" 1st M	....	....	100	100	100	....
Pacific Mail S. S. Co	44½	43½	43½	43½	43½	43½
Panama	....	....	....	....	71½	71½
Phila. and Reading	103	103½	103½	105½	106	108
Pitts., Ft. W. & Chi. gtd.	96½	97	98	99½	99½	98½
" 1 M	....	....	....	....	103	....
" 2 M	....	....	....	....	....	99½
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	12½	13	13½	13	12½	12½
St. L., Alton & T. H	31½	33	33½	33	....	....
" pref	58	....	55½	....	56	....
" 1 M	....	....	....	....	96½	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	78	78
Tennessee 6s, old	65	65½	66½	66½	66½	66½
" new	64½	65½	66½	65½	66	66½
Tol., Wab. & Western	57½	58½	....	58½	58	59½
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	90
" Equipment	....	....	....	....	....	....
Union Pacific	25½	26½	26	26	25½	25½
" 1st mort	83½	83½	80½	83	83½	83½
" L. Gt. 7s	75	75½	71½x	72½	72½	73
" Inc. 10s	69½	69½	69½	69½	....	69
Virginia 6s, old	70½	73½	74	73½	72½	70
" new	72	....	74	....	71	71½

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108¼	108⅜	108⅜	109¼	108⅜	108⅜
U. S. 5s, 10-40s, reg	107⅜	108¼	108¼	....	108⅜	108¼
U. S. 6s, 1881, reg	....	116¼	....	....	115¼	....
U. S. 6s, 1881, coup	116	116⅜	....	116⅜	115¼	116⅜
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, " ty	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	112¼	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	112⅜	112⅜	112¼	113	112⅜	
U. S. 6s, 5-20s, reg. '64	....	112¼	109¼	....	....	....
U. S. 6s, 5-20s, c. 1864	112¼	112¼	112⅜	112⅜	112⅜	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	112⅜	111½	112¼	112⅜	112⅜	
U. S. 6s, 5-20s, r. n. '65	....	111¼	111¼	....	111⅜	
U. S. 6s, 5-20s, c. n. '65	110⅜	111⅜	111¼	111¼	111¼	
U. S. 6s, 5-20s, reg. '67	111¼	....	111¼	112	....	
U. S. 6s, 5-20s, c. 1867	110⅜	111¼	....	111¼	111⅜	
U. S. 6s, 5-20s, reg. '68	111⅜	111⅜	....	....	111	
U. S. 6s, 5-20s, c. '68	111⅜	....	111⅜	111⅜	112	
U. S. 6s, Pac.R.R.issue	115	115⅜	115⅜	115⅜	115¼	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4
Catawissa	15	16¼	....	....	....	....
" preferred	44	42⅜	43¼	....	43¼	....
Camden and Amboy	116¼	117	117	117¼	118	119
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	93	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	96	....	....	....	....	96
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	35¾	35⅜	35¼	35⅜	35⅜	35¼
" 6s, 1884	84¼	....	....	84¼	84¼	84¼
" Gold L	89	89	88¼	....	88⅜	89¼
" R. R. L	92	92	....	....	....	....
" Conv. L	....	82	....	....	....	....
Lehigh Valley R. R.	60¼	61	....	....	60	60
" 6s new coup	....	....	....	....	94¼	....
" 6s new reg	....	....	....	96¼	96⅜	....
Little Schuylkill R.R.	44¼	....	....	....	44¼	44¼
" 7s	....	....	....	....	....	....
Minehill	52	....	52	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	115	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	45¾	....	....	....	....	....
" 6s, 1880	....	99¾	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	30¼	....	....	....	....	....
Pennsylvania R. R.	61¾	62	62¼	62¼	62⅜	62¼
" 1st M.	102	....	....	....	....	....
" 2d M.	....	....	....	....	....	x100¼
" Gen. mort.	....	....	....	....	....	....
" " reg.	....	....	....	....	....	....
Penn. State, 6s. 1st series	....	103¼	....	....	....	....
" 6s, 2d series	....	106	105¾	105	....	
" 6s, 3d series	....	....	108¼	....	....	....
" 6s, W L	....	....	....	....	....	104¼
Philadelphia City, 6s	101¼	101¼	....	....	101¼	....
" new	101¾	101¼	101¼	101¼	101¼	101¼
Philad., Germ. & Nor	82¼	82¼	....	....	....	....
Phila. & Reading	51¾	51¼	51¼	52	52¼	53¼
" 7s, 1903	....	....	....	....	....	....
Philadelphia and Erie	27¼	27¼	....	....	....	27¼
" 6s	....	....	....	....	....	....
" 7s	....	....	56¼	....	....	86¼
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	16¾	17	17¼
" 6s, 1882	75¼	....	....	....	76¼	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	79	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	50	....	....
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1878	14	....	....	....	....	....
Hestonville, (Horse)	....	8¼	....	10	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	57	....	....	57¼	....
Spruce and Pine	26¼	....	26¼	....	27¼	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4
Baltimore City 6s, 1875	....	....	....	....	97¼	....
" 1886	....	....	....	....	....	....
" 1890	96¼	96¼	96¼	96¼	....	96¼
" 1884	....	....	94¼	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	138¼	....	....	....	138¼	....
" bonds, 1875	....	....	....	....	....	94¼
" " 1880. 94¼	....	....	....	....	....	94¼
" " 1885	....	....	....	....	....	x92¼
Marietta & Cin. 1st M	92¼	....	....	....	92¼	....
" 2d M.	....	....	....	85¼	84	....
Northern Central	....	....	....	....	....	39¼
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R.	19	....	....	....	....	19¼

Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
Boston and Albany	....	159¼	158⅛	159	159¼	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	152¼	....	152⅛	152⅛	....	
Boston and Providence	....	153¼	....	....	154	
Boston, Hartford & Erie	1¼	....	....	....	....	
" 7s, new	28¼	27⅛	....	27⅛	28	28¼
Cheshire, pref.	....	....	....	....	....	87⅛
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	147
Eastern	124¼	125	124⅛	....	124¼	
Fitchburg	137	137¼	....	137	137	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	122	121¼	121⅛	....	121⅛	121¼
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ	87¼	....	87⅛	87	87⅛	87
" pref.	105	105	....	105	....	105
Old Colony & Newport	99¼	99⅛	100	....	100⅛	100⅛
Ph., Wil. & Baltimore	53¼	53⅛	....	53⅛	54	53⅛
Portl'd, Saco & Ports	135	....	136	136	136	
Union Pacific	26¼	....	26	....	....	....
" 6s	....	....	81¼	....	....	81⅛
" Land Grant 7s	72⅜	72¼	....	72¼	....	72¼
" Income 10s	....	....	....	....	....	....
Vermont & Canada	....	104¼	....	105	105⅛	
Vermont & Mass	72	74	....	74	....	
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	99¼
Middlesex	....	....	....	....	....	75
Central Mining Co	....	18	....	....	....	....
Copper Falls	9¼	10	10⅛	10⅛	9¼	....
Franklin	3	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	25	....	....	....

London Stock Exchange.

	Closing Prices. March 24.	Prices. March 17.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	75 — 80	75 — 80
Do. do., 2d mort., 1881	65 — 70	65 — 70
Do. Penn., 1st mort., 1877	75 — 80	75 — 80
Do. do., 2d mort., 1882	65 — 70	65 — 70
Do. Consol. 7 per cent. mort. 1890	35 — 35⅛	35 — 36
Detroit and Milwaukee 1st mort. 7s	68 — 70	68 — 70
Do. 2d mort. 8 p. c.	69 — 71	69 — 71
Erie shares 100 dol. all paid	— — —	— — —
" Do. sterig. 6 p. c. convertible bonds	62 — 64	62 — 64
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	110 —111	110 —111
Panama General mort. 7s, 1897	94 — 96	93 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	92½— 93¼	92½— 93
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, April 8, 1871.

Stock Exchange and Money Market.

The Money market has shown more activity, since our last, due, in part, to speculative manipulations of the supply funds, with a view to the depression of values at the Stock Exchange. Rates on call loans have been quoted higher, and quite irregular, the range having been from 4@7 per cent., with the bulk of the negotiations on the basis of 5@6 per cent. per annum. In the discount line, the business has been comparatively moderate at 6@7 per cent. per annum, on the best grades of commercial paper. The City Bank movement, since our last, has been against ease in Money, but as the usual April inquiry for currency for the country has now been fully answered, it is not improbable that the course of the exchanges with the interior will soon be reversed, and the balances so continue in favor of the City, through the remainder of the Spring, and also through the Summer months. The city banks, in their last weekly statement, exhibited a further reduction of $3,636,207 in their deposit line, $1,641,315 in their specie reserve, and $1,922,865 in their legal tender average. The y contracted their loans $31,893, and their circulation $7,609. The banks now hold $7,817,764 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking act. The U. S. Sub Treasury at this port, last week, increased its currency reserve, $281,089, and its coin balance $2,094,131. The receipts of the office were $5,700,090, in coin, and $7,569,916 in currency; payments $3,605,960 in coin, and $7,288,827 in currency. The office received $3,616,000 in coin or its equivalent, from customs; and disbursed $338,000 of coin interest.

The Sub Treasury receipts from all sources in March were $55,026,029, including $15,651,969 from customs; payments, $50,204,265, including $4,042,915 of coin interest. The latest dealings in Money on Wednesday indicated an easier movement for borrowers.

Under the revised April programme of the Treasury Department, Government will buy in, during the month, ten millions of Five-Twenties, as follows: April 5, Wednesday, $3,000,000; April 12, Wednesday $2,000,000; April 19, Wednesday, $3,000,000; April 26, Wednesday, $2,000,000. And will sell eight millions of Gold, as follows: April 6, Thursday, $2,000,000; April 13, Thursday, $2,000,000; April 20, Thursday, $2,000,000; April 27, Thursday, $2,000,000.

The subscriptions to the new refunding Five per cent. Loan now amount to about 55 millions. The prospect for the successful negotiation of this loan now seems quite encouraging.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $7,807,307 in currency, and $69,375,926 in coin against a balance a week previous of $9,728,063 currency, and $66,853,569 coin.

The U. S. Sub-Treasurer retired, last week, $3,120,158 of coin certificates, received for customs.

Government revenues have been up to a fair average, since our last. The Excises yielded about 1⅞ millions. The customs at the port of New York, last week were $3,497,159; and at the outports, equal to about 1⅛ millions more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been $111,538,870.

Gold has been quoted a fraction higher, under the operations of the *short* interest, which was disappointed by the limitation of the Government sales for April to two millions a week, while the customs at this port alone will yield during the month, equal at least to three millions a week, to the Treasury. The speculative demand has been more active. The customs call has been good; and the export drain moderate. The range of the price has been from 110⅛@110¾; and the closing quotation on Wednesday was 110⅛ against 110⅜ the preceding Wednesday. The outflow of of specie from this port last week reached only $742,831; on Tuesday, $60,000; and on Wednesday of this week, it amounted to $245,000.

The coin reserve of the Treasury Department on the 1st inst. was $105,697,800, including $25,261,460 represented by outstanding certificates; and the currency balance was $18,686,247.

The customs at this port on Wednesday were $409,000.

The Gold Exchange Bank clearances on Friday of last week were $30,531,000; on Monday of this week $18,682,000, the extremes since our last. On Wednesday they amounted to 20⅞ millions.

The export drain was $742,831 last week, against $206,952, same week preceding year. The shipments since July 1, 1870, have been $55,523,683, against $23,243,875 same time in 1869–'70.

The customs demand for Gold last week, averaged $602,667 a day; thus far, this week, it has averaged $534,500 a day, or equal to a weekly aggregate of $3,207,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $28,629, and since Jan. 1, 1871, $2,777,007, against $5,818,954 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $112,053,979, against $99,948,666 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $66,600,604 against $69,992,304 same time in 1869–'70.

Foreign Exchange has been in more demand and quoted a shade firmer. Bankers' sixty day bills on London closed on Wednesday at 109⅞@110; sight bills on London, 110@110⅛.

The produce exports from this port, week ending with April 4th, were to the currency value of $5,525,810.

Government securities have been quite active and have advanced in price, on free purchases largely on investment account. The satisfactory progress of the New Loan negotiation, and the further liquidation of over eleven millions of the public indebtedness in March, have tended to strengthen confidence in values and to stimulate purchases.

On Wednesday, Government bought in three millions of Five-Twenties from the single firm of Messrs. Leonard, Sheldon & Foster at 109 85, ex interest. The amount of bonds offered on 28 proposals was $10,901,950.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116¼@116⅜; U. S. Five-Twenties of 1862, 112¾@112⅞; U. S. Five-Twenties of 1864 at 112⅝@112¾; U. S. Five-Twenties of 1865, 112⅝@112¾; U. S. Five-twenties of 1865 consolidated, 111⅛@111⅜; U. S. Five Twenties of 1867, 111⅛@111⅜; U. S. Five-twenties of 1868, 111¾@112; U. S. Ten-forties at 108¾@109; U. S. Six per cent. currency bonds, 115⅜@115½.

State bonds have been in fair request at firmer prices.

Railway bonds have been selling more freely at stronger prices. Central Pacific Sixes have been in good demand, closing at 95¼@95¾. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds are selling freely at 90 per cent. and accrued interest. Union Pacific Sixes closed at 83⅝@83⅞.

Railway and miscellaneous share property has been in very brisk speculative demand, and generally higher and buoyant in price, notwithstanding the increased activity and firmness in Money. The latest dealings indicated a less confident temper in the speculative movement. Union Pacific stock closed at 25¾@25⅞.

General business has been more active since our last. In the line of foreign goods, the movement has been extraordinarily heavy; the week's imports having been up to $11,930,286, including $4,625,725 of Dry Goods and $7,304,561 of general merchandise. Values have been fairly sustained. Domestic produce has met with a rather freer sale, but at irregular prices. Middling upland cotton closed on Wednesday at 15 cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,315,265 bales, against 2,362,819 bales same time last year; exports 2,268,237 bales, against 1,562,339 bales same time last year; stock at the ports at latest dates, 614,695 bales, against 406,918 bales same date 1870.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 22.	March 29.	April 5.
Consols	92¼	93	92 15/16
U.S. 5-20's of 1862	92 3/16	92 5/16	92 11/16
U. S. 5-20s, 1865	91½	91¾	92⅜
" 1867	90¾	91 5/16	91¾
" 10-40s	89	89	89¼
Erie	18⅛	19	18⅞
Ill. Central	110½	110½	....
At. and Gt. West.	35	38	....

At the Live Stock markets, Beeves have been in rather more demand at 10@15½c.; Veal Calves in moderate request at 8@11½c; Sheep, at 6@8½c., and Swine, at 7@7¼c. per lb., all live weight. Milch cows, quiet at $40@$100, each. The week's receipts were 6,523 Beeves, 74 Cows, 1,846 Veal Calves, 24,477 Sheep and Lambs, and 14,132 Hogs.

In the line of ocean freights, the movements have been fair, and rates have been quoted rather stronger. For Liverpool, cotton at ¼@11/32d. by sail and 5/16@⅜d. by steam, per lb.; flour at 2s.@2s. 3d. by sail, and 2s. 6d.@2s. 9d. by steam, per bbl.; grain at 5½d.@5¾d. by sail, and 6¾d.@7d. by steam. per bushel; and heavy goods at 15s.@27s. 6d. by sail, and 25s.@40s. by steam, per ton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Wabash and Western 1st mort., St. L. Div., 85; Central of New Jersey new bonds, 101⅜; Ohio and Mississippi consol. bonds, 90; Long dock bonds, 85½; North Missouri 1st mort., 84; do., 2d mort., 59; Hannibal and St. Joseph 8s, conv., 103; Great Western 1st mort., 1888, 89½; Buffalo, N. Y. and Erie 1st mort., 88½; Quincy and Toledo 1st mort., 83; Cleveland and Pittsburg consol. bonds, 93; Am. Dock and Imp. 7s, 95½; Chicago and Milwaukee 1st mort., 95; Long Island R. R., 57; Joliet and Chicago R.R., 90; Miss., Kansas and Texas R.R., 30; St. Louis and Iron Mt. R. R., 55; do. 1st mort., 89½; Albany and Susq. R. R., 87; New Jersey R. R., 118; Virginia 6s, old, reg., 55⅞; California 7s, 110; Georgia 6s, 82¼; do., 7s, 90; do., 7s, gold, 92; South Carolina 6s, new Jan. and July, 61⅛; North Carolina 6s, Special Tax, 18⅛; do., Fund Act, 1868, 31¼; do., 1866, 37; Connecticut 6s, W. L., 101½; Brooklyn 6s, Park Loan, 91; do., W. L., 94¼; Western Union Telegraph, 58½; Brunswick City Land, 9⅛; Maryland Coal, 32; American Coal, 48; Consol. Coal of Md., 39; Cumberland Coal and Iron, 35; Penn. Coal, 221; Spring Mt. Coal, 47; Adams Exp. Co., 74¼; Am. Mer. Union Exp., 48⅛; U. S. Exp., 46½; Wells-Fargo Exp., 42; Quicksilver pref., 19⅛; Central Gold, 0.12; Grass Valley gold, 0.17; La Crosse gold, 0.11.

Philadelphia.—West Jersey 6s, 92; do., 7s, 100; Wilmington and Reading 7s, 90; Oil Creek and Allegheny River R. R., 49; do. 7s, 84; Pennsylvania and New York Canal 7s, 94¼; Sunbury and Erie 7s, 100½; Philadelphia and Reading 6s, 1880, 98; Connecting R. R., 6s, 85¾; Penn. State 6s, Inc. Plane, 106½; do., coupon 5s, 103¾; Fifth and Sixth Streets R. R., 41; Fulton Coal, 5. The latest quotations are: City 6s, 101½@101⅝; do. free of tax, 101⅜@101½; State 5s, coupon, 103¾@103¾; do. 6s, W. L., 104@—; do. 1st series, 103½@104½; do. 2d series, 105¾@106; do. 3d series, 103@108½; Reading, 53¼@53¾; do. 7s, 1893, 103@106; do. mort. 6s, 1880, 99@—; Camden and Amboy, 119@119⅛; do. mort. 6s, 1889, 95¾@96; do. 1883, 92½@93; do. 1889, 92½@93; Pennsylvania R. R., 62¼@62⅜; do. 1st mort., 102@102¼; do. 2d mort. 100½@101; do. Gen'l mort. coupon, 93¼@—; do. reg., 92@93; Little Schuylkill R. R., 44@45; Morris Canal, 49@50; do. pref., 115@116; do. 6s, 85@95; do. scrip 7s, 77@—; Susquehanna Canal, 6@6; do., 6s, 49¾@51; Schuylkill Nav., 8¼@8⅝; do. pref., 17@17¼; do. 6s, 1882, 75@76; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 93@93½; do. 5s, 60@—; Lehigh Coal and Navigation, 85¾@86; do. 6s, 1884, 84@84¾; do. R. R. Loan, 92½@—; do. Gold Loan, 89@89½; North Pennsylvania, 45¾@46; do. 6s, 99@100; do., 7s, 96@97; do. Chattle 10s, 116@—; Philadelphia and Erie, 27¼@27⅜; do., 6s, 92@93; Minehill, 51½@52; Catawissa, 15@17; do. pref., 42½@44; Lehigh Valley, 60@60; do. 6s, 96@96½; do. 7s, reg., 100@100; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 57⅜@58; Thirteenth and Fifteenth, 23@24; Spruce and Pine, 26½@26½; Green and Coates, 43@46; Chestnut and Walnut, 47@—; Hestonville, 19@—; Union, 52@—; Germantown, 30@30½.

Boston.—Connecticut and Passumpsic Rivers R. R. pref., 91¼; 7s, 1876, 100; Ogdensburg and Lake Champlain R. R. 8s, 1878, 102; Phila., Wil. and Balt. 6s, 1876, reg., 95¼; Vt. and Mass. 6s, 1883, 93¼; Old Colony and Newport 7s, 1877, 103; Vermont Central and Vermont and Canada 8s, 1875@1889, 104½; Cedar Rapids and Missouri 7s, 1891, 87; Rutland, 40; do. pref., 84; do. 7s, 1880, 88¼; Vermont Central 1st mort., 88; do. 2d mort., 44½; Burlington and Missouri 8s, in Nebraska, 96¾; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 94⅝; Mansfield and Framingham 7s, 92¾; Chicago, Iowa and Nebraska 7s, 1880, 96; Cheshire R. R. 6s, 1880, 93⅝, Missisquoi 7s, 84; Indianapolis and Cincinnati, 6⅝; Portsmouth, Gt. Falls and Conway R. R., 111⅞; Cincinnati, Sandusky and Cleveland, 23½; do. 7s, 1890, 82; do. 1900, 77; Eastern (N. H.) R. R., 115; Summit Branch, 42¾; Norwich and Worcester, 113; Boston Water Power Co., 38½; Cary Imp., 11⅞; Maine 6s, 100¼; Rhode Island 6s, 1882, 100¼; New Hampshire 6s, 1875, 100⅛; Cincinnati 7-30s, 1886, 105; Chicago 7s, 1895, 98¼; St. Louis 6s, 1873, 95½; Boston 5s, 1877, gold, 97¾; do. 1882, 96¾; do. 6s, currency, 1880, 101½; St. Paul 6s, 1898, 71⅞; Bangor 6s, 1899, 89; Allouez Mining Co., 1⅝; Hancock, 2; Petherck 35c.

Baltimore.—Western Maryland 2d mort. pref., 58⅛; Northern Central 6s, gold, 1900, 91⅞; Pittsburgh and Connellsville bonds, 92½; Orange and Alexandria 2d mort. 6s, 77; Maryland State 6s, reg., 95⅛; Virginia 6s, coupon, 69; do.

old, reg., 57⅝; do. 1867, 67¼; do. 1868, 70⅜; do. 6s, new coupons, 70½; George's Creek Coal, 65. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92@92¼; Baltimore and Ohio, 136 @140; do. 6s, 1875, 94⅛@95; do. 1880, 94@94½; do. 1885, 92½@93; Northern Central, 39½@39¾; do. 6s, 1885, 92½@92⅝; do. 1900, 87@87½; do. 6s, 1900, gold, 91¾@91⅞; N. W. Va. 1st mort., 96½@98¼; do. 2d mort., 96½@97½; do. 3d mort., 1885, 89@—; Marietta and Cincinnati 7s, 1892, 92¼@92¾; do. 2d mort., 84@84½; Central Ohio, 28@30; do. 1st mort., 84@85; Western Md. 1st mort. 6s, 1890, 76@78; do. guar. by Baltimore City, 90@96; do. 2d mort. guar., 92@95; do. 2d mort pref., 58@59; do. 6s, guar. by Washington Co., 83@85; Richmond and Danville bonds, 77@78; Orange and Alexandria 1st mort. 6s, 87½@87¾; do. 2d mort. 6s, 76⅞@77; do. 3d mort. 8s, 87½@88; do. 4th mort. 8s, 77@78; Orange, Alex. and Manassas 7s, 78@78½; Virginia and Tennessee 8s, 83@84½; do. 6s 1st mort., 82@—; do. 6s, 2d mort., 73⅛@73½; Baltimore 6s, 1875, 97¾@98; do. 1884, 94¾@95; do., 1886, 96@97½; do. 1890, 95⅛@95¾; do. 1893, —@95½; do., 1900, 94¾ @95⅛; do. 5s, 1838-'70, 80@81; Memphis City 6s, 55½@55½; Maryland Defense Loan, 1883, 103¾@104; City Passenger R. R., 19¼@20; George's Creek Coal, 65@66.

☞ ELIZABETHTOWN AND PADUCAH RAILROAD.—The well known Bankers, Messrs. NORTON, SLAUGHTER & CO., of 41 Broad Street, Messrs. WM. ALEXANDER SMITH & CO., of 40 Wall Street, and Messrs. HALLGARTEN & CO., of No. 28 Broad Street, New York, recommend, after a thorough investigation into the affairs of the Company, THE EIGHT PER CENT. FIRST MORTGAGE BONDS OF THE ELIZABETHTOWN AND PADUCAH RAIL ROAD COMPANY of Kentucky, as a very safe and desirable investment. They are only authorized to offer a limited amount of these securities at 87½ and accrued interest. The Bonds offered are on the completed portion of the Road, which is now in successful operation.

☞ TEXAS PACIFIC RAILROAD COMPANY.—Notice is hereby given, that, pursuant to the Act of Congress, entitled "An Act to Incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for orther purposes," approved March 1, 1871, the persons named in the first section of said Act, who are by said Act constituted a Board of Commissioners, known as the Texas Pacific Railroad Commissioners, will meet at the Office of the Southern Transcontinental Railroad Company, on the north-east corner of Warren and West-sts., in the City of New York, on the 15th day of April, 1871, at 12 o'clock, noon, of that day, for the purpose of opening Books of Subscription to the Capital Stock of the said Texas Pacific Railroad Company, of receiving Subscriptions to said Stock, and electing a Treasurer in pursuance of the said Act.—Dated New York, March 27, 1871. J. C. Fremont, Marshall O. Roberts, Henry D. Cooke, John W. Forney, E. L. Fancher, Luther R. Marsh, Richard C. Parsons.

NEW LOAN OF THE UNITED STATES.

PROGRESS OF SUBSCRIPTIONS.

PRIVILEGE STILL OPEN FOR $200,000,000 FIVE PER CENTS.

The department has advised by telegraph that the subscriptions to the loan to Thursday, March 30, amount to $50,600,000. The Secretary has also authorized the notice that the unconditional privilege of subscribing to the first class of bonds, five per cents, to the extent of $200,000,000 remains open until further advice.

The proposed loan comprises three classes of bonds, namely:

First. Bonds to the amount of five hundred millions of dollars, payable in coin, at the pleasure of the United States, after ten years from the date of their issue, and bearing interest payable quarterly in coin, at the rate of five per cent. per annum.

Second. Bonds to the amount of three hundred millions of dollars, payable in coin, at the pleasure of the United States, after fifteen years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four and a half per ce nt. per annum.

Third. Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of their issue, and bearing interest, pay able quarterly in coin, at the rate of four per cent. per annum.

Subscriptions to the loan will have preference in the following order, namely:

First. Subscriptions that may be first made for five per cent. bonds to the amount of two hundred millions of dollars; of which there will be reserved, for twenty days one half for subscribers in this country and one half for subscribers in foreign countries.

Second. Subscriptions for equal amounts of each class of bonds.

Third. Subscriptions for equal amounts of bonds bearing interest at the rate of four and a half per cent., and of bonds bearing interest at the rate of five per cent.

Fourth. Subscriptions for any five per cent. bonds that may not be subscribed for in the preceding classes.

When a subscription is made, the subscriber will be required to deposit two per cent. of the amount thereof in coin or currency of the United States, or in bonds of the class to be exchanged, to be accounted for by the Government when the new bonds are delivered; and payments may be made either in coin or in bonds of the United States known as Five Twenty bonds, at their par value.

The coin received in payment will be applied to the redemption of Five-Twenty bonds, and the debt of the United States will not be increased by this loan.

The bonds will be registered or issued with coupons, as may be desired by subscribers. Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000; and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depositary of the Government, quarterly, on the first days of February, May, August and November, in each year.

The bonds of the several classes aforesaid, and the interest thereon, are exempt from the payment of all taxes or dues of the United States, as well as from taxation in any form by or under State, municipal or local authority.

After maturity, the bonds last issued will be first redeemed, by classes and numbers, as may be designated by the Secretary of the Treasury.

The bonds will be issued at the United States Treasury, but the agents for the negotiation of the loan in Europe are authorized to make arrangements with subscribers for the transmission of the bonds to the agents through whom subscriptions may be received.

Subscribers in the United States will receive the new bonds of the agents with whom the subscriptions are made.

In the United States the National Banks are authorized to receive subscriptions, and subscriptions may also be made at the office of the Treasurer of the United States, or of any Assistant Treasurer, or the designated depositaries at Buffalo, N. Y.; Chicago, Ill.; Cincinnati, Ohio; Louisville, Ky.; Mobile, Ala., and Pittsburg, Pa.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH, BANKERS,
No. 5 NASSAU STREET,
NEW YORK, March 27, 1871.

THE FIRST MORTGAGE SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY—of which about $6,000,000 have already been marketed—are secured upon an East and West Trunk Line of Road, 427 miles in length, the greater part of which (227 miles) is in profitable operation, and the remainder rapidly building. When completed it will establish a short, economical and favorite route between tide water navigation and the chief railroad and river cities of the West.

Besides the immense volume of through traffic between the East and West which this Road can command by its superior advantages in distance, grades, fuel and unfailing navigable connections, this road must convey enormous quantities of the superior smelting, cannel and bituminous coals of the Kanawha Valley, and the iron ores of Virginia and West Virginia, which are in demand at both ends of the line.

The value of the property, the certainty of a large and profitable business, the established reputation and credit of the Company, and its able and honorable management, give to these securities an assurance of superior value and safety.

They may be had in *Coupon* or *Registered* form, and in denominations of

$1,000, $500, and $100.

Price, 90 and accrued interest from Nov. 1.

We have prepared pamphlets showing the agricultural, mineral and manufacturing advantages of the adjacent territory, and the traffic facilities and financial prospects of the Road, which will be furnished on application.

FISK & HATCH, Financial Agents.

☞ Surveys have been commenced by S. L. Minot, chief engineer, for the new railroad from Monument on the Cape Cod Railroad to Woods' Hole.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for three months from January 1st—

	1870.	1871.
Ashes, bbls.	2,229	1,827
Breadstuffs—		
Wheat flour, bbls.	597,515	678,885
Cornmeal, bbls.	101,608	66,576
Wheat, bush.	820,591	651,242
Rye, bush.	1,309	1,707
Oats, bush.	555,941	482,008
Barley, bush.	482,938	205,693
Peas, bush.	28,928	8,587
Corn, bush.	348,806	1,861,924
Cotton, bales.	225,919	379,139
Naval Stores—		
Crude turp., bbls.	2,956	1,680
Spirits turp., bbls.	12,943	10,929
Rosin, bbls.	165,102	120,032
Tar, bbls.	24,929	4,866
Pitch, bbls.	1,387	150
Provisions—		
Pork, bbls.	54,397	99,903
Beef, pkgs.	48,264	69,495
Cutmeats, pkgs.	52,846	86,719
Butter, pkgs.	116,866	117,833
Cheese, pkgs.	52,207	72,854
Lard, tcs. and bbls.	45,685	108,631
Do., kegs	7,717	5,380
Whiskey, bbls.	58,196	43,311

Exports from New York to foreign ports of certain leading articles of domestic produce for three months from January 1st—

	1870.	1871.
Ashes, Pots, bbls.	476	277
Do., Pearls, bbls.	14	277
Beeswax, lbs.	68,214	87,739
Breadstuffs—		
Wheat flour, bbls.	350,394	496,925
Rye flour, bbls.	829	959
Cornmeal, bbls.	19,571	26,150
Wheat, bush.	2,101,834	2,193,863
Rye, bush.	6,709	.....
Oats, bush.	5,718	12,804
Barley, bush.	.....	15,995
Peas, bush.	15,934	11,177
Corn, bush.	86,453	791,396
Candles, bxs.	8,247	13,007
Coal, tons.	13,770	2,339
Cotton, bales.	124,629	231,154
Hay, bales	11,442	5,904
Hops, bales.	13,749	7,178
Naval Stores—		
Crude turp., bbls.	300	8
Spirits turp., bbls.	5,641	4,366
Rosin, bbls.	137,910	91,804
Tar, bbls.	3,923	1,061
Pitch, bbls.	1,073	576
Oils—whale, galls.	7,343	3,067
Do., sperm, galls.	124,177	141,654
Do., lard, galls.	7,975	12,051
Do., linseed, galls.	1,624	2,459
Petroleum, galls.	14,662,479	16,780,549
Provisions—		
Pork, bbls.	21,349	49,446
Beef, bbls.	5,447	23,269
Do., tcs.	15,772	46,795
Cutmeats, lbs.	15,172,973	28,732,445
Butter, lbs.	320,356	1,128,672
Cheese, lbs.	3,230,387	5,755,551
Lard, lbs.	10,336,861	28,987,910
Rice, tcs.	697	1
Do., bbls.	2,661	2,110
Tallow, lbs.	6,257,694	6,529,132
Tobacco, hhds.	2,687	9,837
Tobacco, crude, pkgs.	9,670	6,062
Do., manf., lbs.	1,253,631	2,017,938
Whalebone, lbs.	95,416	91,872

☞ The President of the Milwaukee, Nashua and St. Joseph Railroad informs the Marshall *Times* that he has twenty miles of his road located and contracted, and is confident that the road will be built.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY OF COMMON CARRIER FOR GOODS MIS-SENT—WHEN CHARGEABLE WITH KNOWLEDGE OF FACTS KNOWN TO SOME OF THE AGENTS.

The facts in the recent case of Congar and ano. *vs.* The Chicago and North Western Railway Company (24 Wis. 167) are as follows: viz. The plaintiffs shipped by defendant's road trees and other nursery stock from Whitewater, in this State, directed to "Juka, Iowa," the consignees being resident in a village of that name in Tama County, Iowa. At Chicago, the goods were shipped by defendant's agents by the Chicago, Burlington and Quincy Railroad Company, and at Quincy, were transferred to the Quincy and Missouri Railway, by which they were transported to Juka, in Keokuk County, Iowa. In consequence of this mistake, they are alleged to have become worthless, and this action was brought to recover damages.

The following is the able opinion of the court delivered by

DIXON, CH. J.—The decision of the court below, as shown by the written opinion of the learned Judge found in the printed case, turned upon the point that, for the purpose of charging the company with negligence in shipping the goods over the wrong road, notice to any of its agents was notice to the company. In other words the court held, that the knowledge of the agents residing in the State of Iowa, and transacting the business of the company there, of a place in that State named Juka, and that goods destined for that place were to be deposited at the nearest station on the line of the company's road, called Toledo, was the knowledge of the company, so as to make the company responsible for any injury resulting for the mistake of its agents residing and transacting its business at the City of Chicago, in the State of Illinois, in forwarding the goods from the latter place by another railroad, instead of over the company's own road, although such mistake occurred without any negligence whatever on the part of the agents making; but, after they had taken reasonable and proper care to ascertain the route by which the goods should be forwarded, and had forwarded them in accordance with the information so obtained. This, we think, was an erroneous application of the doctrine that notice to the agent is notice to the principal. Such notice to be binding upon the principal, must be notice to the agent when acting within the scope of his agency, and must relate to the business, or, as most of the authorities have it, the very business, in which he is engaged, by authority of his principal. It must be the knowledge of the agent coming to him while he is concerned for the principal, and in the course of the very transaction which is the subject of the suit, or so near before it that the agent must be presumed to recollect it. Story on Agency § 40, and 2 Kent's Com. 630, and note and cases cited. Notice, therefore, to the agents in Iowa, distant some two or three hundred miles from the City of Chicago, who had distinct duties to perform, and were not at all concerned in the business of forwarding the goods from Chicago, was not such notice as will bind the company in relation to that business, the same having been transacted by other agents, who had no such notice. This seems very clear, when we consider the reason and ground upon which this doctrine of constructive notice rests. The principal is chargeable with the knowledge of his agent, because the agent is substituted in his place, and represents him in the particular transaction; and it would seem to be an obvious perversion of the doctrine, and to lead to most injurious results, if, in the same transaction, the principal were likewise to be charged with the knowledge of other agents, not engaged in it, and to whom he had delegated no authority with respect to it, but who were employed by him in other and wholly different departments of his business.

The complaint charges that the place called Juka, in Tama County, Iowa, to which the goods were intended to be sent, was known to the agents of the company residing and doing business along the line of its road in the State of Iowa, and that the station where such goods were to be deposited was Toledo. The answer alleges that the same place was unknown to the officers and agents of the company at Chicago; that they were informed that said Juka was situated in Keokuk County, in the State of Iowa and near the line of the Burlington and Missouri Railroad; that they examined a map of Iowa used by shippers, and kept in the office of defendant, for the purpose of ascertaining where said Juka was situated; and that said map represented said Juka as being in Keokuk County aforesaid. The answer further alleges that the goods were directed to "C. E. Cox, Juka, Iowa" without giving the name of the County, or other directions to indicate to what part of the State, or to what railroad station in the State, the same were consigned, or by what line of railroad the same were to be forwarded. It appears to this court, therefore, upon the pleadings, that no cause of action for negligence is stated against the company, but that if there was negligence on the part of any one, it was upon the part of the plaintiff in not having marked the goods with the name of the County or otherwise with that of the railway station or with the line of road by which they were to be sent. The demurrer to the answer should therefore have been overruled; and the order sustaining it must be reversed and the cause remanded for further proceedings according to law.

So ordered.

Pittsburg, Ft. Wayne and Chicago Railroad.

At the annual meeting of the stockholders of this company in Pittsburg on the 15th ult., the following gentlemen were elected directors to serve in the place of those whose term of office had expired by law, viz: Hon. John Sherman, of Ohio; Kent Jarvis, of Ohio, and Thos. A. Scott, of Pennsylvania. The Annual Report of the President which was read by the Secretary, is as follows:

To the Stockholders and Bondholders of the P. Ft. W. and C. Ry. Co:

Your Board of Directors, in submitting this their first report, after your road and property had been a full calendar year in the charge of the lessee is gratified at being able to give you the assurance of a satisfactory management of your property. The roadway, track and bridges are in good condition.

The bridge over the Beaver river (single track) has been completed, and the double track has been finished and brought into use to the summit of Beaver hill—a distance of thirty-seven miles

from Pittsburg—making the whole length of the double track forty-three miles.

The rolling stock of all kinds has been kept in good repair, without, however, any increase in quantity. The new passenger coaches, built to replace those which were no longer serviceable, are of a better standard of excellence than we have heretofore had. Many of the station buildings, both passenger and freight, need repair, and some need rebuilding, and at other points buildings are required where none have ever been erected.

It is the expressed purpose of the lessee to do all that is now needed in the way of buildings, excepting at Chicago. The hope is still entertained that several of the railway companies whose roads terminate at Chicago will unite in erecting a passenger station for common use.

Within the year the lessee has obtained by lease the Erie and Pittsburgh railroad, from New Castle to Erie, which insures the traffic between Pittsburg and Erie to use a portion of your road.

The Massilon and Cleveland railroad, in which your company is a shareholder, has been completed and brought into use, being worked by the Cleveland, Mt. Vernon and Delaware railroad company.

The Grand Rapids and Indiana railroad has also been completed to Paris, two hundred miles north of Fort Wayne, during the year, and is equipped to a capacity to earn eight hundred thousand dollars this year. The road is worked by the organization which manages for the lessee the P. Ft. W. and C. railway, the whole being under the general supervision and control of J. N. McCullough, Esq. Economy in management and entire harmony between the main line and this important auxiliary is by this arrangement assured. The advantages to be derived by your road on the completion of the Grand Rapids and Indiana railroad, which were anticipated when you decided to promote the building of it, are already in part realized.

The lessee reports the result of the year's business as follows:

MAIN LINE.

Gross earnings		$7,782,623 13
Operating expenses		4,228,054 98
		$3,554,568 15

NEW CASTLE AND BEAVER VALLEY BRANCH.

Gross earnings		$251,038 32
Operating expenses	$83,852 10	
Paid stockholders of the N. C. & B. C. R.R. Co.'s.	100,415 33	
		184,067 48
		$66,970 89

LAWRENCE BRANCH.

Gross earnings		$123,767 05
Operating expenses	$60,280 45	
Paid stockholders of the Lawrence Railway Co.	49,506 82	
		109,787 27
		$13,979 78

SUMMARY OF EARNINGS.

Main line	$3,554,568 15
N. C. & B. V. R. R	66,970 89
Lawrence R. R	13,979 78
	$3,635,513 82

From which deduct—

Rental, under the lease, including U. S. tax and divid'ds.	$2,530,102 27	
Amount expended on road in addition to the ordinary operating expenses	255,619 31	
Less amount paid to the C. & P. R.R., under contract	38,332 90	
		2,824,554 48
Balance		$810,964 34

The income from the passenger and freight fell off $189,480 48 last year, while a large diminution in the cost of working the road made the result more favorable to the lessee than was the business of the previous year to your company. The increase of local tonnage for the year was 85,074 tons, while the foreign tonnage decreased 4,800 tons. The number of local passengers increased 147,954, while the number of foreign passengers decreased 16,016. The two facts explain in part the falling off of the gross income, and confirm the statement in our last report, that the lessee had diminished the through business on your road by causing the whole of the west and southwest business to be thrown over their lines passing through Columbus, Ohio. The lessee being the owner of the profits of traffic by both lines, it is perhaps a wise economy to thus manage the traffic within reasonable limits.

The closing up of the business of this company since its organization to the date of the lease of its railway and property, involves much more time than was anticipated by our board at the date of the lease. All the nonlitigated business has been practically closed, but that in litigation has been but slightly diminished during the year, owing to the law's delay and the instituting of new suits, some of them touching the relations of this company to the old corporation.

The number of suits now pending in the counties in which the road lies in the four several States in which this corporation has legal existence, is eighty-five, involving, by the declaration of the parties, over $150,000 in money. In not a single case does this company acknowledge any liability; but that the company may yet be required to pay large sums of money is possible; and indeed it is quite improbable that the company can escape adverse judgments in all the numerous suits pending.

The payments to this date have been very largely in excess of what was anticipated at the time the lease was executed. In taxes alone—Federal, State and municipal—it has amounted to about $200,000, arising partly from a misapprehension as to the property as to the date of the lease, and partly from taxes demanded by the Federal government and the State of Pennsylvania that were believed to have been adjusted and settled. The assets, at their par value, now in the hands to meet the obligations which may arise under the obligations just stated, is about $500,000.

In view of the manifest uncertainty of the extent of the demands which may be enforced against the company, and the inability of your board to do more than to resort to the extent of the law, it is believed to be the duty of the board for the present to make no distribution of assets to the stockholders. Even were there no known unadjusted and undischarged obligation of the company, your board are of the opinion that there ought to be reserved for some years at least $100,000 as a contingent fund, to meet any unexpected liability that might arise, and thus avoid a contingency of infringing on the dividend fund.

Respectfully submitted,
GEORGE W. CASS,
President.

PITTSBURG, March 15, 1871.

☞ The Newburyport city railway, running from a point near the junction of the Boston and Maine and Eastern roads, across the city around to the wharves, has been leased to the Eastern road for twenty years, at six thousand dollars per annum. The road will be in operation in July next.

☞ It is expected to complete the St. Paul and Sioux City Railroad through from St. James, the present terminus, to Sioux City, by July, 1872. Thirty miles at the Sioux City end will be graded this season.

☞ UNION PACIFIC LAND GRANT BONDS

OFFICE OF MORTON, BLISS & CO., BANKERS,
NEW YORK, March 20, 1871.

The undersigned offer for sale the balance of the Land-Grant Bonds of the Union Pacific Railroad Company. The road has been in operation about twenty months. It is complete in all respects, and its earnings have averaged $8,000,000 per annum. These bonds bear seven per cent. interest, coupons payable April and October. The following summary of the financial condition of the Company is from the address of Col. Thomas A. Scott to the stockholders, upon his accepting the Presidency, at the annual meeting in Boston, March 8:

LAND DEPARTMENT.—Bonds, seven per cent. currency, $10,400,000.

Land Sales, 292,900 acres; proceeds, $1,806,566; average price per acre, $4 46.

On account of these sales the Company has received and redeemed land grant bonds to the extent of	$736,000
For the remainder the Company holds land notes maturing in one, two and three years, with accruing interest	576,650
Total	$1,312,650

The condition of the Land Department may, therefore, be stated thus:

Bonds	$10,400,000
Principal reduced by bonds redeemed	$736,000
Land notes on hand	576,650
Showing an absolute reduction of	$1,312,650
The Company is entitled, under the grants from Government, after deducting total lands pre-empted before passage of the act, to	12,080,000 acres.
From which deduct amount heretofore sold	292,883 acres.
Leaving on hand as an asset	11,787,117 acres.

—which, at an average value of two dollars per acre, being twenty per cent. below the minimum Government price for adjoining lands owned by it, should yield the gross sum of $23,574,234. So much thereof as may be required to be applied to the payment or redemption of the land grant bonds, and the balance to go into the Treasury. The average land sales amount to about $75,000 per month:

From present indications it would seem reasonable to estimate the gross receipts of the coming year at a minimum of	$9,000,000
With a cost of maintaining and operating the line on this increased earning of not exceeding, say	4,500,000
Leaving as net receipts to be applied to interest and dividend, exclusive of the operations of the Land Department of	$4,500,000

The operations of the line for the first twenty months of its existence as a completed road show net earnings sufficient to meet the interest upon its entire bonded debt.

This result cannot but be deemed, by all practically versed in the history of new railway lines, as indicating a successful future. The yearly increase of traffic, costing but little additional to transport and therefore yielding a large percentage of net revenue, must soon give a value to your property not readily appreciated at present.

MORTON, BLISS & CO., No. 30 Broad-st.

Commerce of New York.

The foreign imports at New York for the month of February, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.	$13,739,351	$16,995,041
Do. for warehousing	9,334,667	13,046,484
Free goods	757,538	2,951,198
Specie and bullion	1,536,442	2,498,601
Total entered at port...	$25,367,998	$35,491,324
Withdrawn fr. wareh'use	9,981,615	9,685,252

The foreign imports at New York for the two months ending February 28, were:

	1870.	1871.
Entered for consumpt'n.	$25,710,122	$31,164,597
Do. for warehousing...	19,457,144	24,104,602
Free goods	1,865,809	6,306,900
Specie and bullion.....	3,060,298	2,707,287
Total entered at port...	$50,093,373	$64,283,386
Withdrawn fr. wareh'se	18,665,853	22,691,516

The foreign imports from New York for eight months ending February 28, were:

	1870.	1871.
6 mos. ending Jan. 1.	$184,708,154	$156,339,208
In January.....	24,725,375	28,792,062
In February.....	25,367,998	35,491,324
Total for eight mos...	$184,801,527	$220,622,594

The revenue from customs at New York for eight months ending February 28, were:

	1870.	1871.
6 mos.ending Jan.1,	$61,552,308 75	$67,729,184 75
In January..... ..	9,840 502 99	12,010,020 67
In February.....	11,750,424 06	12,258,147 69
Total eight months.	$83,143,235 80	$91,997,353 11

The exports from New York to foreign ports in the month of February, were:

	1870.	1871.
Domestic produce	$11,180,695	$18,259,728
Foreign free goods	46,162	29,805
Do. dutiable.....	713,289	450,214
Specie and bullion.....	2,194,256	4,022,066
Total exports	$14,134,402	$22,761,808
Do. exclusive of specie.	11,940,146	18,739,742

The exports from New York to foreign ports for eight months ending February 28, were:

	1870.	1871.
Domestic produce	$23,013,846	$36,630,481
Foreign free goods	109,785	73,217
Do. dutiable	1,709,681	873,920
Specie and bullion.	4,877,648	6,171,277
Total exports.....	$29,710,960	$43,748,895
Do. exclusive of specie.	24,833,312	37,577,618

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February 28, were:

	1870.	1871.
Six mos. ending Jan. 1.	$109,954,573	$107,654,919
In January	12,893,166	18,837,876
In February	11,940,146	18,739,742
Total produce.	$134,787,885	$145,282,537
Add specie	21,534,203	47,522,152
Total exports	$156,322,088	$192,754,689

☞ At the annual meeting of the stockholders of the Chicago and Alton Railroad Company at Chicago, on the 3d inst., T. B. Blackstone and John B. Drake, of Chicago, and D. Willis James, of New York, were unanimously elected directors for the ensuing three years.

☞ Peter Berkey has been elected President of the St. Paul, Stillwater and Taylor's Falls Railroad Company.

Southern Pacific Railroad.

On the 1st of November, 1870, a trust mortgage was made between the Southern Pacific Railroad Company and D. O. Mills of San Francisco, and P. C. Calhoun, of New York. The document states that the company desires to complete the construction and equipment of its railroad running from San Francisco through the counties of San Mateo, Santa Clara, Monterey, Fresno, Tulare, Kern, San Bernardino and San Diego, to some point on the Colorado river, in the southeastern part of California, a distance of about seven hundred and twenty miles, and to that end is about to issue its first mortgage bonds upon the road, its rolling stock, fixtures and franchises.

At a meeting of the Board of Directors of the company, October 12th, a resolution was passed directing the issuance of the first mortgage bonds upon the railroad to the number of 41,000, 23,000 of which to be for the sum of $1,000 each, 8,000 for the sum of $500 each and 10,000 for the sum of $100 each, all bearing date on the first day of November, 1870, payable on the first day of October, 1901, bearing interest at the rate of six per cent. per annum from the first day of April, 1871, payable semi-annually on the first day of October following, and on the first day of April and October in each year thereafter, both principal and interest payable in United States gold coin, in the City of New York. The Board also directed the form and manner of drawing up the bonds. The bonds amount, in the aggregate, to $28 000,000.

If default shall be made in the payment of sums of money specified in the bonds, or in payment of the interest coupons, or of either of them, or any part thereof, and if the same shall remain unpaid for six months from and after the time when the same should have been paid according to the terms of the bonds, then the parties of the second part, may, upon request of the holders of not less than 500 of the bonds on which the interest or principal shall be in default, take possession of a part or the whole of the premises and property of the company, and operate the railroad and receive the income, receipts, profits, &c., out of the pay. The mortgage is signed by C. Crocker, President of the Southern Pacific Railroad Company, and J. L. Willcutt, Secretary of the company. It has been filed in all the counties through which the road will pass. The date of the record in San Francisco is March 15th.—*San Francisco Bulletin, March* 29.

☞ The New England and Oswego Railroad, reaching from Oswego to the State line at Hampton, Washington county, was organized at Glens Falls, N. Y., on the 29th ult., by the election of the following gentlemen as directors: Gilbert Mollison and A. S. Page, of Oswego; C. H. Cross, of Pulaski; R. T. Hough, of West Lyden; J. A. Cowles, of Osceola; W. R. Tanner, of Boonville; A. Sherman, W. McMahon, D. McGregor, S. Brown and E. H. Rosekrans, of Glens Falls; Z. Van Dusen, of Queensbury; and T. McOmber, of Dey. The road which this company propose to construct is a connecting link in the Portland, Ogdensburg and Chicago Railroad.

☞ The Frederick (Md.) *Union* says that the people of Middletown and its vicinity are still industriously at work, and succeeding beyond their most sanguine expectations, in raising subscriptions for the construction of a railroad between Middletown and Frederick. The estimated cost of this work is about $150,000.

☞ The Pittsburg *Chronicle* says the Directors of the Pittsburgh, Virginia and Charleston Railroad Company at a private meeting on the 1st inst., determined to call in the first assessment, to put a part of the line under contract and urge the work forward.

South and North Alabama Railroad.

The following is a copy of an act passed by Congress entitled "An Act to renew certain grants of land to the State of Alabama:"

Be it enacted, etc., That the grant of lands made to the State of Alabama by the act of Congress approved June three, eighteen hundred and fifty-six, entitled "An Act granting public lands, in alternate sections, to the State of Alabama, to aid in the construction of certain railroads in said State," to assist in the building of a railroad from the City of Montgomery, Alabama, to some point on the Alabama and Tennessee State line, in the direction of Nashville, is hereby revived and renewed for the use and benefit of the South and North Alabama Railroad Company, subject to all the conditions and restrictions contained in the act referred to, and subject to the further limitation, that if the said railroad is not completed within three years from the passage of this act no further sale shall be made for the benefit of said road, and the lands unsold shall revert to the United States: *Provided*, That the lands granted by the act hereby revived, except mineral lands, shall be sold to actual settlers only, in quantities not greater than one quarter section to any one purchaser, and for a price not exceeding two dollars and fifty cents per acre.

Section 2. That the right, power, and authority is hereby given to the company building the aforesaid railroad to take from the public lands, adjacent to the lines of said railroad, earth, stone, and other materials for the construction thereof; and the right of way is hereby granted to the extent of one hundred feet in width on each side of said railroad where it may pass over the public lands, including all necessary grounds for stations and structures connected therewith, not exceeding forty acres at any one station.

Approved March 3, 1871.

☞ The Boston *Journal* say it is proposed to commence the work of building the Massachusetts Central Railroad the present Spring, a contract having already been made. It will extend from Northampton to the Stony Brook Station on the Fitchburg Railroad, and will pass through a large number of towns which now enjoy only partial railroad facilities.

☞ A letter received from Bridgeport, Bedford county, Pa., on the line of the Pittsburg and Connellsville Railroad, states that bridges Nos. 1 and 2 have been swung, and that Mr. Bollman and his men are now working on bridge No. 3. The officers of the road contemplate opening the line about the 15th of April. The workmen and track layers are now within ten miles of each other.

☞ A surveying party from Utica have been looking over the route from Carthage to Philadelphia. The old route, which was run some twenty years ago, and which is nearly all graded as far as Sterlingville, will probably be followed with few exceptions. The line from Sterlingville to Philadelphia is very easy, with but slight excavations or filling. The distance is 12¼ miles.

☞ The receipts of the Grand Trunk Railway Company of Canada were increased $150,000 in the five weeks ending March 11, principally from a rise on rates. The line has been improved by steel rails, which are now very popular. The English houses have orders for a year ahead at £11 10s to £12 a ton.

☞ Extensive railroad improvements are being made in New Zealand. The New Zealand Government proposes to send its mails to England via San Francisco and New York, over the Pacific Railroad.

Steel Rails.

We hear that every steel rail manufactory in the country is now full with orders for the next two years, and that the price of the best Bessemer steel rail is some £12 per ton.

The difficulty now appears to be not to pay for steel rails but to get them. This great demand for them arises from the marked economy in their use. Considerable savings are being made by our railway companies in the maintenance charges, due to steel rails. Thus experience has already supported theory as to the great advantage of steel rails.—*Herapath.*

☞ Messrs. Woods, Harris & Mead, the contractors, have begun work on the Essex (Mass.) Branch Railroad. The road is five miles long, and joins the Eastern Railroad at Wenham station. The town of Essex subscribes to the stock to the amount of $50,000. The road is to be completed, ready for trains, by November, 1871.

☞ The St. Cloud *Journal* says that work will be commenced in the spring on the branch line of the Northern Pacific Railroad, running from that city north-westerly to Otter Tail City. Also, that the branch on the east side of the river will be extended to Crow Wing, and thence to the crossing of the main line at Brainard.

To Contractors.

PROPOSALS will be received at the Engineer's Office, Keyport, N. J., until noon on MONDAY, April 17, 1871, for the building of the Monmouth County Agricultural Railroad, length about 14 miles.

Proposals will be received for the whole work of grading, masonry, bridging, docking, and furnishing and laying ties and rails, for the whole distance or for sections.

Proposals will also be received for grading, masonry, bridging, docking, and furnishing and laying ties and rails separately.

Plans and profiles can be seen at the Engineer's Office, Keyport, N. J., on and after March 27, 1871.

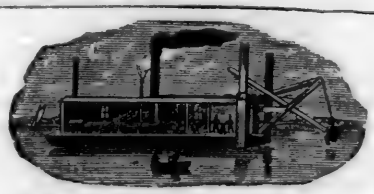
The right is reserved to reject all bids not deemed advantageous to the Company. Address all communications to

A. WALLING, Jr., Chief Engineer.

Keyport, N. J., March 16, 1871.

To Contractors.

PROPOSALS will be received at the Engineer's Office of the Delhi and Middletown Railroad Company, Delhi, N. Y., until April 25, 1871, for the grading and masonry of this Road. The Road consists of 31 one-mile sections, extending from Margaretville to Delhi, in Delaware, Co. Maps and profiles on exhibition at this Office. Estimates, specifications, and other information will be furnished on application to J. P. GOULD, Chief Engineer, Delhi, N. Y.



TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

☞ RAILROAD BONDS.—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.



I. A. WILLIAMS'
UTICA HEAD LIGHT WORKS,
UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,
WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode,* and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

THE WHARTON
Safety Railroad Switch.

☞ **BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.** ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R.R. Switch Co.
28 South 3d St., Philada., Pa.
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PHILIP S. MILLER. LENOX SMITH.
AMERICAN AND FOREIGN
STEEL & IRON RAILS.
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AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

NOTICE
To Contractors and Bridge Builders.

DEPARTMENT OF SURVEYS,
224 S. Fifth St., Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until 3 o'clock P. M. April 15, 1871, for the CONSTRUCTION OF A BRIDGE over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, and its approaches, to extend from Twenty fifth and Spring Garden streets, in the Fifteenth ward, to Thirty-second and Bridge streets, in the Twenty-fourth ward, a length of about 2,730 feet.

Proposals will be received for the Bridge superstructure over the river, including all materials, workmanship and erecting ready for use. It will be 340 feet span, of wrought iron, and also two trusses for Thirtieth street, 80 feet span, of wrought iron. Detail plans of these bridges, conforming to specifications, to accompany proposals.

Proposals for all the iron work on *approaches* will be accepted separately, to be erected complete for use, as per plans and specifications.

And separate proposals for the graduation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of contract. The city reserves the privilege of rejecting any and all bids that may not be satisfactory.

Payments will be made monthly in bonds of the city of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond, for the sum of five hundred ($500) dollars, has been filed there, in accordance with the ordinance approved May 25, 1860.

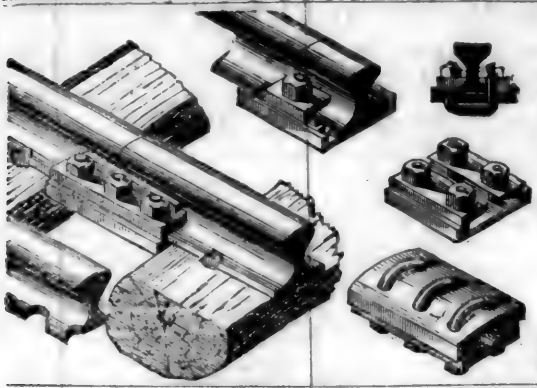
The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise incident thereto shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock. Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained on and after the 16th inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

RAILROAD IRON.
1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale by

DANAS & LITCHFIELD,
49tf **18 William street.**



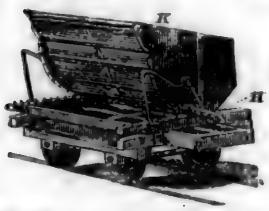
FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
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The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,
of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.



RIGHTS FOR SALE BY

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Wilkes-Barre, Pa.

A. W. RHOADS. N. H. CAMP.

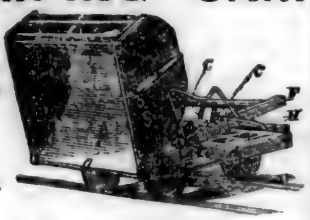


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

Address, *A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.*

W. G. CHITTICK,
35 WALL ST, NEW YORK,
Buys & Sells, on Commission,

Commercial Paper,
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LINE TO
California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

April 15, steamer OCEAN QUEEN, Capt. A. G. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, touching at Kingston, Jamaica, and connecting at Panama with steamer COLORADO, Capt. Parker, touching at Punta Arenas, San Jose, Guatemala, Acapulco, Manzanillo and San Diego, Cal., and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of 13th April.

Steamer AMERICA will leave San Francisco May 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

EDWARD W. SERRELL,
CIVIL ENGINEER,
78 & 80 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.

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Rolling Mill Property
FOR SALE,
OPPOSITE NEW YORK CITY.

The well-known North River or Durbin Rolling Mill, situated at Prospect and North 5th St., Jersey City, New Jersey. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, a Stable, &c.

The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It can be seen running, and has been successfully run from its establishment in 1855. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots and Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value the vast R. R. Interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

Office, 140 HUDSON STREET,
Jersey City N. J.,
In the First National Bank Building.

Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of Wm. H. Wallace & Co., Corner of Liberty and Washington Streets, N. Y., City Agents; and R. R. Chrisman, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
12 Pine St., New York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York Saturday, April 15, 1871.

Railroads in Texas.

There is now in contemplation and process of construction between five and six thousand miles of railroads across the State of Texas, in the hands of reliable capitalists, all of which promise to be finished within five or six years. Among the great enterprises are the "Southern Pacific," "The International," making connection with the "Cairo and Fulton Railroad;" "The Missouri and Kansas," "The New Orleans, Mobile and Chattanooga," and the "Houston and Great Northern." The only company, so far, receiving aid from the State is "The International," in the shape of bonds to the amount of $10,000 per mile built. In speaking of this subsidy the Governor, in his recent message to the Legislature, remarks: "The subsidy or donation was remarkably liberal, and ought to insure exact compliance on the part of the Company with the spirit and intent of the charter. Should the Company comply in that form, the State ought on her part to keep equal faith, though the terms exacted may seem extravagant. With States, as with individuals, the very worst disposition to make of a debt or engagement is to attempt to repudiate it. But I trust that your body will agree with me as to the advisability of going no further in that direction. Let us set our faces determinedly against all further propositions to pledge the aid of the State to the furtherance of private schemes, whether under the guise of internal improvements, or other specious garb. Not one dollar or cent more, in any shape or form, is the only safe policy."

The Legislature, now in session, proposes to submit an amendment to the constitution, opening the public domain of the State, amounting to ninety (90) million acres, to donation to railroads, instead of lending the credit of the State. This form of aid will be far more acceptable, and causes no burdens to be imposed upon the people.

Wisconsin Railroad Legislation.

The following railroad charters were granted at the recent session of the Wisconsin Legislature:

To incorporate the Milwaukee and Northwestern railroad, extending from Milwaukee to Fond du Lac; also the Wisconsin State Line railroad, extending from Milwaukee south to State line; the Chester and Stevens Point railroad, extending from a point near Kilbourn City to Steven's Point; the Rock Prairie railroad, running from Clinton Junction northward to Fort Atkinson; the State Line and Union railroad, running from Evansville southward in direction of Freeport; the Sparta, Galesville and Winona railroad; the Sparta and Neilsville railroad; the Neilsville and Humbird railroad; the Galesville and Trempeleau railroad; the Green Bay and Superior railroad; the Prescott, River Falls and Northern railroad; the Iowa and Richland railroad, extending from Mineral Point northward; the Red Wing and Menominee railroad; the Dunlieth, LaCrosse and St. Croix River Shore Railroad, and to allow towns to aid the same; the Eastern, Lafayette and Mississippi railroad, running west from Monroe, and to allow towns to aid the same; to extend the railroad west of Superior City; to extend the Sheboygan and Fond du Lac road and to allow towns to aid the same; to extend the Green Bay and Pepin railroad to Milwaukee; to allow Madison to aid the Madison and Portage, and the Baraboo air line railroads; to allow Milwaukee to aid the Oshkosh and Ripon railroad; to allow towns to aid the Milwaukee and Northern railroad, by way of Cedarburg; to authorize the Northern Wisconsin to build branch lines, running from Elkhorn to Fox river, and allow towns to aid the same; to incorporate the Winona and Osseo railroad; and to revise the charter of the Wisconsin Valley railroad.

In addition to the above, the West Wisconsin railroad was prohibited from consolidating with or making exclusive running connections with other railroads. The Esterly, or general railroad bill, was amended so as to allow towns to vote aid to roads before lines are definitely located.

Hempfield Railroad.

The charter of this company whose road was recently purchased by the Baltimore and Ohio Railroad Company, gives the right to construct a railroad from Wheeling, West Virginia, to Greensburg, Westmoreland county, Pennsylvania. The road was completed from Wheeling to Washington, Pa., and has been in operation for several years, and considerable grading has been done on the eastern end of it. The probabilities now are that it will be completed at an early day to a point where it intersects the Pittsburg and Connellsville Railroad, near West Newton.

Cattawissa Railroad.

The annual meeting of the stockholders of this company was held in Philadelphia on the 4th inst. Mr. Wm. P. Chandler acted as chairman, and Mr. Edward Johnson as secretary. The President of the Company, Mr. M. P. Hutchinson, presented the Eleventh Annual Report, showing that the total receipts during the past year amounted to $665,812 35, and the expenses to $431,179 54. The report also states the capital account to be $3,700,000, less $19,500 in first mortgage bonds cancelled. There remains unissued $101,000 in preferred stock and $18,850 in common stock, making the total capital of $3,799,850. The extension of the road to Williamsport is expected to be completed by the first of September next. Nothing has been done in reference to the construction of a branch road in the Black Creek coal region. The completion of the Nesquehoning Valley Railroad has added considerable to the

traffic of the road, besides enabling the Company to command a larger supply of rolling stock than before. The report also refers to the decease of S. V. Merrick, Esq. After the adoption of resolutions thanking the President, Directors and Superintendent, the meeting adjourned.

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of this road for the years ending October 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$1,508,612 30	$1,530,240 69
" freight and exp	915,112 61	878,494 16
" rents	7,114 63	4,818 96
" mails	40,046 48	39,891 24
" miscellaneous	94,416 29	123,701 84
	$2,565,302 21	$2,577,146 89
Add earnings of New Castle and Frenchtown Line	77,836 61	68,151 99
Total of both roads	$2,643,138 92	$2,645,298 88
Expenses, viz:		
Repairs of road	$471,131 62	$265,977 04
" bridges	21,651 61	57,677 98
" locomotives	77,971 94	91,433 11
" cars	195,803 19	298,848 19
" buildings	138,369 85	64,400 49
Passenger department	237,626 63	248,248 02
Freight department	161,639 36	216,802 99
Susquehanna Bridge—including for ferry boats and tug boat	15,387 34	12,435 25
Fuel for locomotives	105,705 71	113,552 96
Oil, tallow, waste, etc.	39,986 17	39,995 93
Insurance	6,275 42	6,216 75
Salaries	55,427 44	58,300 13
Tools	26,359 75	16,787 36
Switch, watchmen, etc.	42,405 02	44,774 25
Real estate, rents, repairs, etc	8,733 18	10,883 93
Law	8,438 21	6,116 57
Casualties, Gratuities, damages, etc.	4,937 08	12,918 93
Office—stationery, etc.	3,533 34	1,508 49
Removing ice & snow.	94 68	76 37
Taxes—United States, State and local	67,710 29	80,903 98
Operating New Castle and Frenchtown line including taxes and bonus to State of Delaware and New Castle County	44,192 58	50,426 32
	$1,733,400 41	$1,698,285 04
Earnings less exp.	$909,738 51	$947,013 84
Interest on bonded debt, ground rents, etc., less interest received	112,774 05	148,745 96
Balance	$796,964 46	$798,267 88
Add balance to credit of revenue, November 1, 1869		434,786 50
Total		$1,233,054 38
From which deduct—		
Dividends January and July, 1870, 4 per cent. each, and U. S. tax		794,241 24
		$438,813 14
Deduct for an account standing previous to the year 1864, now valueless		4,235 05
Leaving balance to credit of revenue, October 31, 1870		$434,578 09

The receipts and expenses of the year, vary but very slightly from those of the preceding year. The partial failure of the peach and other crops of the Peninsula, prevented any profit from operations of the Delaware Railroad, and its lateral feeders.

All depreciation in your property has been counterbalanced, by laying steel rails to replace worn out rails, and by making a liberal outlay for new bridges, rolling stock, and buildings.

The stockholders were informed by a circular, issued under date of December 7th, 1870, that this Board had ordered the construction of a new road between Gray's Ferry and Chester; as a substitute for the existing road. That circular explained the reasons which decided your directors to make this outlay. The work of construction of this new road is being pushed as rapidly as is consistent with economy. Although this enterprise did not come to the knowledge of the public until quite recently, a large advance in the price of real estate upon the new line has taken place already. Several Building Associations have been formed, and there is good reason to expect that as a consequence of this change of line, this company will enjoy the receipts from a large local business on the route between Chester and Philadelphia, soon after the completion of the work.

Your Directors believe that the condition of your road is sound, and its prospects good.

The earnings of the New Castle and Frenchtown Turnpike and Railroad Company were:

	1869.	1870.
Passengers	$22,875 73	$22,986 53
Freight	53,912 46	44,284 22
Mail	1,048 42	881 24
	$77,836 61	$68,151 99

The company have 58 locomotives, of which 50 are coal burners are 8 wood burners. The number of miles run by coal burning engines, including service on Port Deposit Branch was 995,284. Miles run on Delaware railroad line, between Wilmington and Delmar, by coal burning engines, 32,351; by wood burning engines, 204,433.

The car equipment consists of: 5 twelve-wheel passenger, and 2 twelve-wheel chair, 78 eight-wheel passenger, 8 passenger and baggage, 3 compartment, 4 chair, 16 baggage, 7 baggage and mail, 17, express, 2 post-office, 3 milk, 1 pay, 538 house, 66 stock, 207 platform, 117 dump, 63 truck, and 11 wreck, etc, cars.

Condensed Balance Sheet.

Railroad		$8,090,535 35
Construction second track:		390,081 62
Susquehanna Bridge		1,579,786 36
Port Deposit Branch Railroad		217,536 65
Tramway, Washington avenue		18,813 15
Terminus on the Delaware at Washington avenue		76,400 06
Darby improvement		1,315 21
		$10,374,468 40
Stock, New Castle and Frenchtown T. & R. R. Company		150,000 00
Real estate at Philadelphia, Chester, Wilmington, Elkton and Havre-de-Grace, including a portion for the Susquehanna Bridge and Port Deposit Branch Railroad,—also at New Castle, Del		167,709 37
Assets:		
Stock and other securities at cost	$1,134,778 94	
Agents balances	88,073 60	
Sundry accounts	231,764 21	
Other roads and lines	69,137 54	
Post office department	3,549 14	
Wood, coal and materials on hand, including wood lands	192,728 99	
Cash	141,899 91	
		1,811,927 33
Advances to connecting roads		873,094 25
		$12,877,199 35
Capital stock, 191,253 shares		$9,562,650 00
Mortgage loan (convertible) due 1st July, 1884		349,500 00
Bonds 1st April, 1871.	$600,000 00	
Bonds 1st April, 1876.	400,000 00	
Bonds 1st April, 1887.	1,000,000 00	
		2,000,000 00
Ground rents		10,000 00
		$11,922,150 00
Dividends and interest.	$38,715 50	
Sundry accounts	408,487 96	
Other roads and lines	8,574 27	
Interest—balance accrued on all liabilities to October 31, 1870	20,818 79	
Delaware R. R. lease, for interest accrued from 1st July to Oct. 31, 1870, payable 1st January, 1871	34,619 33	
Treasurer, the New Castle and Frenchtown T. & R. R. Company	9,255 41	
		520,471 26
Balance to credit of revenue, October 31, 1870		434,578 09
		$12,877,199 35

President.—Isaac Hinckley.

Vice President.—Enoch Pratt.

Directors.—Isaac Hinckley, Samuel M. Felton, William Sellers, Samuel Welsh, Jesse Lane, Joseph Bringburrst, Samuel Harlan, Jr., Thomas Kelso, Enoch Pratt, Thomas Donaldson, Thomas Whitridge, Samuel M. Shoemaker, Jacob Tome, Nathaniel Thayer, William Minot, Jr.

Secretary and Treasurer.—Alfred Horner.

Union Railroad and Tunnel.

The contract for building the tunnel of the Union railroad through the northeastern section of the city has just been awarded to Messrs. Dull, Wiley & Andrews, at their bid. Their contract, it is understood, includes the building of the whole Union railroad, as well as the tunnel at Greenmount Cemetery, which extends under "Gallows hill," terminating near Belair avenue. The cost of the tunnel, it is estimated, will be about $600,000. Mr. Wiley, one of the contractors, has been doing the work at Bolton and in the vicinity of Greenmount Cemetery. It is understood there were about sixteen bids for the work now awarded to Messrs. Dull, Wiley & Andrews. The contract includes tunneling, grading and masonry from Charles street to tidewater at Canton, and is one of the most extensive works given out in this city for many years. It is understood that the contractors are prepared to go to work at once.—*Baltimore Sun.*

Flint and Pere Marquette Railroad.

The following is a copy of an Act passed by Congress, entitled "An Act to extend the time for the reversion to the United States of the lands granted by Congress to the State of Michigan to aid in the construction of a railroad from Pere Marquette to Flint, in said State, and for other purposes:"

Be it enacted, etc., That the time specified in the fourth section of the act of Congress, approved June third, eighteen hundred and fifty-six, entitled "An act making a grant of alternate sections of the public lands to the State of Michigan to aid in the construction of certain railroads in said State, and for other purposes," for the reversion to the United States of the lands granted by said act to aid in the construction of a railroad from Pere Marquette to Flint, and for the completion of said road, be, and the same is hereby, further extended for the period of five years from and after the passage of this act.

Section 2. That the State of Michigan may authorize the sale of sixty sections of the land granted to aid the construction of said railroad

from Pere Marquette to Flint, whenever and as often as the governor of said State shall certify that ten additional miles of said railroad is completed and in running order as a first class railroad; *Provided*, That said lands authorized to be sold as aforesaid shall include only lands situated opposite to and coterminous with the completed sections: *And provided*, That in case said railroad shall not be fully completed from Flint to Lake Michigan within the time as extended by this act, all the lands included in said grant to which the right to sell shall not then have attached shall revert to the United States.

Approved March 3, 1871.

Allegheny Valley Railroad.

The earnings of this road for the years ending January 31, 1870 and 1871, were as follows:

	1870.	1871.
From passengers.....	$336,074 69	$394,242 88
" freight	851,125 68	1,286,429 94
" express	7,200 00	11,600 00
" mail	6,585 00	6,555 00
" rents	2,375 87	3,571 75
" miscellaneous..	1,415 78	2,633 81
	$1,204,777 02	$1,705,033 38
Expenses, viz:		
Conducting transp....	$183,065 44	$242,996 01
Motive power.....	175,203 86	240,347 09
Maintenance of way..	180,456 73	261,179 23
" cars..	38,138 56	65,736 12
General expenses.....	116,987 75	62,823 56
	$693,852 34	$873,082 01
Net earnings	$510,924 68	$831,951 37

The gross earnings of 1871 show an increase of $500,256 36, or 41.5 per cent., over those of 1870; with an increase in expenses of $179,229 67 or 25.8 per cent—making the increase in net earnings, $321,026 69, or 62.8 per cent.

The expenses of working the road were 51.2 per cent. of the gross earnings, against 57.6 per cent. in the previous year—a decrease of 6.4 per cent. The expenses include all taxes, in which is $15,163 65 paid the State in December last in full settlement of claim for tax on tonnage from April 1, 1865, to March 31, 1870.

The earnings per mile of road in 1870 were $9,196 77; and in 1871, $12,916 92—increase, $3,720 15. Expenses per mile of road in 1870, $5,296 48; and in 1871, $6,614 16—increase, $1,317 68. Net earnings per mile of road in 1870, $3,900 19; in 1871, $6,302 66—increase, $2,402 47.

The number of barrels of crude oil transported 1,016,701 against 726,080 barrels in the previous year—an increase of 290,621 barrels.

The number of barrels of refined oil moved was 709,970; in the previous year, 508,899—increase, 201,071.

Bituminous coal carried northward, 153,949 tons, an increase of 72,564. Do. carried southward, 210,756 tons, an increase of 7,564.

The entire tonnage of the road was in 1871, 893,625, and in 1870, 667,821, an increase of 225,804. The total tonnage is equal to 43,298,884 tons carried one mile. The through tonnage shows a decrease of 15,521 tons; and the local an increase of 241,325 tons.

The whole number of passengers transported in 1871 amounted to 506,342, and in 1870 to 465,338—showing an increase of 41,004, or over 8 per cent. The total passenger mileage is equal to one passenger carried 11,311,323 miles. The mileage of passenger cars was 1,123,797.

Two locomotives were built during the year at the company's shop, two were bought from the Pittsburg Locomotive Works, and six contracted for with the Baldwin Locomotive Works, to be delivered early in 1871.

The cost per mile run for repairs, fuel, oil and waste was only 12.64, and for wages of engineers, firemen and cleaners 7.83, or a total of 20.47.

Four passenger cars, were purchased during the year. Four first-class coaches and two baggage cars should be added to the passenger equipment the ensuing year. The "Miller Platforms, Buffers and Couplers" are being placed on the passenger coaches—adding greatly to the *comfort* and *safety of travelers*. The "Westinghouse Air Brake" is being attached to the passenger coaches of the company, and is probably the greatest safeguard that can be attached to a passenger train. In reference to the construction of Bennett's Branch, the President in his report says:

Of this road we have eighteen miles graded complete. The bridge and arched culvert and masonry is all completed for a double track. About six miles, or one-third of the eighteen already finished, the road-bed is graded for double, the remainder for single track.

In June, 1870, a location was made from New Bethlehem to the mouth of the Mahoning, rising a maximum grade of 26 feet per mile, ascending eastwardly. It was found that even with this grade, which the cost of construction and nature of the line was such as to make it undesirable and if adopted we should be compelled to introduce a grade of 52 8 10 feet for about three miles and still have every expensive work, including a tunnel 3,300 feet long, extending between Mahoning and Red Bank.

Attention was then turned to the Redbank Line, and an experimental survey was made from New Bethlehem to the mouth of Redbank, following by a preliminary location, which proved that a good line with reasonable cost could be had by that route. This requires the building of about six miles more of new road to reach the main line of the Allegheny Valley. It is estimated, however, that it can be constructed for $600,000 less than the other, (such is the difference in the nature of the work) and what is even more importance, no gradient of over sixteen feet per mile is required. The result is that a good line with comparatively light work has been secured from Benezette eighteen miles west of Redbank, a distance of about ninety-four miles, making the distance from Driftwood to the Allegheny river about 112 miles.

It having been decided late in the fall to change the grade, a location became necessary, which was tedious, owing to the inclement weather. The location is now completed, and the line as determined upon has a maximum ascending grade westward of eighteen and one-half feet per mile from Driftwood to a point five miles east of the summit, where a grade of thirty-seven feet per mile, for a distance of five miles, is used to reach the summit. From this point westward, a very favorable line has been secured, with no ascending grades westward, and a maximum of only sixteen feet to the mile eastward, from the mouth of Redbank to the summit.

Your board hope to be able to put under contract early in April the line from the north of Redbank to the summit, as well as the tunnel at that point, and all of the heavy work eastward.

The construction and equipment expenditures are set forth in detail in the General Superintendent's report:

For construction.....	$244,146 70
For car equipment.....	253,896 67

It is exceedingly gratifying to state that your road has been as usual almost entirely free from accidents during the year, no passengers having received serious injuries.

The bonded and other indebtedness on the 31st of January, 1870, was as follows:

First mortgage.....	$146,000 00
Second mortgage.....	39,000 00
General mortgage	3,785,000 00
Bonds paid to the commonwealth of Pennsylvania in exchange for Sunbury and Erie bonds.....	3,500,000 00
First mortgage bonds "Bennett branch"	59,000 00
Floating debt	531,118 77
Bond for real estate.....	21,564 73
	$8,081,678 50

The bonded and other indebtedness on the 31st of January, 1871, was as follows:

First mortgage.....	$112,000 00
Second mortgage.....	28,000 00
General mortgage.....	3,823,000 00
Bonds paid the commonwealth of Pennsylvania for "Sunbury and Erie Bonds"	3,500,000 00
First mortgage bonds, "Bennett branch"	48,000 00
Floating debt	573,768 90
Bond for real estate.....	34,564 73
	$8,119,333 63

The increase of the floating debt has been owing to the demands of the company for new rolling stock.

The General Account of the company January 31, 1871, is as follows:

Cost of railroad, equipments, &c..	$10,234,814 42
Stock of supplies on hand.....	25,827 19
Miscellaneous assets	859,223 54
Cash on hand	8,378 88
Jefferson county bonds.....	90,000 00
Stock in Brady's Bend Bridge Co.	10,000 00
Total.....	$11,227,744 03
Capital stock.....	$2,256,350 00
Funded debt.....	7,511,000 00
Miscellaneous liabilities.....	674,165 17
Balance to credit of income acc't.	786,228 86
Total.....	$11,227,744 03

President.—Wm. Phillips.

Directors.—Wm. Phillips, J. Patton Lyon, Wm. K. Nimick, Wm. M. Lyon, B. J. Jones, Felix R. Brunot and James Park, Jr.

Gen'l Sup't.—J. J. Lawrence.

Ass't Sup't.—T. M. King.

Chief Engineer.—H. Blackstone.

Treasurer.—John Ballantine.

☞ We call the attention of contractors to the advertisement of the President of the Emmittsburg Railroad Company, for proposals for the graduation and masonry of the road, all of which is to be completed by November next. The road is to extend from Emmittsburg to Rocky Ridge, a distance of 7 miles, and intersect the Western Maryland. The necessary amount of stock has been subscribed and the work will proceed without delay to its final completion.

☞ At the recent annual meeting of the Junction Railroad Company, of Philadelphia, Isaac Hinckley, Franklin B. Gowen, John Tucker, J. Edgar Thomson and Asa Whitney were elected directors. Mr. Hinckley was elected President. This is the road running around Philadelphia, and constituting part of the through line between New York and Washington.

☞ The last rail of the Pittsburgh and Connellsville Railroad was laid at Mineral Point, Penn., on the 10th inst.

Boston, Hartford and Erie Railroad.

The following is a statement of the debt of the Boston, Hartford and Erie Railroad Company, exclusive of the floating debt and capital stock:

N. Y. and Boston "Air Line" bonds..	$325,800
B., H. and E. old bonds held in trust by Connecticut State.....	280,000
Boston and N. Y. Central bonds.....	22,000
Charles River Railroad bonds.....	13,000
Norfolk County Railroad bonds.....	3,600
	$644,400
Hartford, Providence and Fishkill railroad bonds.....	$2,055,000
Total amount of first class bonds.....	$2,699,400
Berdell bonds.....	20,000,000
Total amount of bonds outstanding...	$22,699,400

Glen's Falls and Plattsburgh Railroad.

At a meeting of the friends of the proposed Glen's Falls and Plattsburgh Railroad, held in the village of Soroon Lake, on the 29th ult., it was unanimously resolved, that immediate steps be taken to make a preliminary survey of the route, via the valleys of the Schroon, the Boquet and the Ausable Rivers, from the village of Glen's Falls, in the County of Warren, or some point north of that place on the line of the Adirondack Co.'s railroad to Dead Water, in the town of North Hudson and County of Essex, and thence by the valleys of the Boquet and Ausable Rivers to a junction with the Whitehall and Plattsburgh railroad, in the town of Black Brook and County of Clinton, also the Valley of the Boquet River to Elizabethtown, thence to Keesville, and thence to Plattsburgh by the most direct and feasible route. An executive committee was appointed to proceed without delay to make preliminary surveys, and to employ an engineer for that purpose.

Rome, Watertown and Ogdensburgh R. R.

ANNUAL REPORT TO THE STOCKHOLDERS, FOR THE YEAR ENDING 31st DEC., 1870.

The general character and purpose of the annual reports made to the stockholders, contain so much of apparent sameness, that they may seem like a useless repetition, but it can not well be otherwise, since the information intended to be conveyed, requires a partial review of the same general facts, from year to year. The simplest form of words is chosen to present as clearly as possible, in brief space, that which it is believed, will prove of interest to the owners, many of whom are almost entirely dependent upon this source for the knowledge they have in regard to the management, progress, and prospects of their property.

The transactions of the year will be noted, by which comparison may be made with the past, and some intimations given of what may be regarded as the probable indications of the future. No attempt will be made to embellish, or otherwise excite hopes, which are not likely to be realized.

The year, which has just closed, has been in some important aspects, affecting our interests, quite extraordinary. Could the incidents which have given it that character, have been foreseen, we must have looked for results quite different from those now presented.

The extreme and protracted drought, which prevailed over the entire northern section of this and the New England States, as well as Canada, had the effect to dry up the streams, thereby putting an end to the milling, manufacturing and mechanical industries, which form so largely the basis of prosperity throughout this entire region.

The ordinary flow of business to our line has also been essentially diminished by the material decline in quantity of agricultural products offered for transport, in comparison with what might otherwise have been expected.

The falling off in this respect, as shown by the report of the Superintendent to the State Engineer, as compared with the previous year, is 9,291 tons of agricultural products, and 2,380 tons of manufactured articles.

Had the receipts for the last six months been equal to the first, the total, according to established proportions, would have exceeded those of the previous year by more than $100,000.

In addition to the falling off in the earnings, quite a large expenditure became essential to protect the buildings, bridges, fences, and other property of the company from destruction by the frequent and almost continual fires, which were burning around us for weeks, and even months.

It was only by the constant vigilance by night, as well as day, of a large force of men, and by conveying water to exposed places, that we were enabled to save our entire property, with the exception of some few miles of fence, and a few hundred cords of wood, the latter insured and paid for.

Owing in part, perhaps, to the non-action of Congress upon the tariff on iron, the season past has been throughout the country one of less activity in the manufacture of that article, than for many years, thus greatly limiting the demand for the rich and desirable ores of northern New York, and though we have transported perhaps more than in any former year, yet, under other circumstances, we might have expected that the quantity would have been largely increased. As the result of new roads, and, by them, new markets being opened to us in addition to those before supplied, we may expect that this traffic will henceforth become—directly and indirectly—one of the most important and permanent sources of income to our property.

Owing to the combination of unusual and untoward circumstances alluded to, it need not have caused surprise, had the receipts fallen materially short of those of the previous year—that such was not the case, gives at once the evidence, that there are new sources of business within our reach, that can be, and are being developed to an extent, fully equal to any decline that may incidentally occur from similar causes, nor as yet are those resources much more than just beginning to be opened to us. The directors and managers of this property are watching with interest the tendency to our line of a much larger traffic, than that to which we have been accustomed, plainly indicating the importance of early and suitable preparation being made for increased accommodations, to meet the demand likely soon to be made upon us. Several very important lines of road are now nearly completed, and ready to join us, while others are in process of construction, with the same purpose in view, which can not fail materially to increase the importance of our road to other sections, as well as to those through which it extends.

By the "Midland," and also by what are called the coal roads, seeking connection with us, direct traffic will be opened to and from the iron, anthracite and bituminous coal districts of Pennsylvania, to all the net work of railroads extending through that busy region; to tide water, and *via* the Erie and its connections to all parts of the Western country. These localities will also be brought direct to our wealth of ore, lumber, fish, fruits, &c., &c., thus opening a reciprocal trade of great advantage to both sections.

In the original construction of our road, the expectations of business were largely based upon the growing trade between the United States and the Canadian provinces. From that time and up to the late war, under the influence of the reciprocity treaty, this expectation seemed in a fair way of being realized, but since, owing in part to the repeal of that treaty, and the almost prohibitory state of the exchanges, the trade and the intercourse became gradually reduced to quite small proportion. Recent indications, however, point strongly to an early resumption of both, and since the exchanges have become so nearly equalized, there does not appear to be either in fact, or feeling, anything to prevent this consummation of a wish, that is common to both sections.

It is a fact, and so understood, that many of the most important productions of Canada, find their best market in the States; and of equal truth and importance at the present time is the fact, that the better class of people in Canada desire, and by all means encourage the capital, energy, and business enterprise of the Americans to aid them in developing and utilizing the resources of that great country. This has taken place already to such an extent, that in some sections the larger and more important portion of the business transactions are carried on by Americans. Whatever form the political relations of Canada may assume in the future, of one thing there seems to be no doubt, that under the influence of a common interest, the feeling on both sides of the line is steadily, but surely, tending to a closer, freer, and more permanent social and business intercourse with each other.

The business to and from our line with Canada amounted to more last season than at any time since 1862, and already very considerably larger engagements have been made for the coming season. From this source it is believed that the business of this road is to be largely increased, and increasing in the future, beyond any expectations that have yet been formed, with its three terminal points at Oswego, Cape Vincent, and Ogdensburgh, it must share largely in the benefits of reciprocal trade between the States and the Dominion.

Considerable has been done during the last few years to establish and maintain the character of our road as first class in every repect, to prepare for and invite to it a larger traffic in both the passenger and freight departments.

Newer, larger, and a better class of buildings and accommodations have been provided for our patrons at the more important stations on the line; modern, spacious, and more elaborate coaches have been introduced; drawing-room and sleeping-cars, equal to those in use on first class roads elsewhere, have been placed on the line, and from year to year new trains have been added to those, which had hitherto proved sufficient, until it is believed as nearly entire satisfaction is given in those particulars, as is found to be the case on any other roads. It is the desire and intention of the managers to continue on in the same course, keeping equally in view the reasonable rights of the public and of the shareholders, both of whom it is their wish to serve fairly and consistently.

There seems to be no question in respect to the condition of the track, bridges, culverts, and all that relates to the superstructure of the road, that it is, at the present time, in far better condition than at any former period in its history. Fully ten per cent. of the iron in the entire track has been re-rolled and re-laid during the year, in addition to which several hundred tons of new iron, and some steel rails, have been purchased and placed in the track. More than 130,000 new ties have been used in the track this year. Estimating the average life of a tie to be seven years, and the number per mile the same as heretofore used, 75,000 would be the proportion required for one year, more are now being used to the mile than formerly, believing that the advantage gained is more than equal to the additional expense. Experience has shown, that the Cedar ties, procured many years ago from Canada, have shown a durability, as compared with others obtained upon the line, far beyond the difference in the cost, hence more of that character are being obtained for future use.

The late autumn of this season having been unusually favorable for out door work, and not being crowded, as has usually been the case at that season, for cars, we were enabled to continue the working force and the ballast trains much later than in former years, by which a much larger amount of ballasting has been done than

has been our custom, adding, of course, somewhat to the expenses for those months.

It is also equally true, that in every department of maintenance and renewal there has been, to say the least, a full appropriation of labor, material, and expense.

New passenger houses have been built the past season at Mansville, Gouverneur, and Canton, all much needed, and in view of the amount of business at those stations, the company could well afford increased accommodations. New freight houses have been built at Camden and Potsdam junction, to meet the demands of an increased traffic. A new brick office and store-room has been built at Rome, for the use of the master car-builder. A considerable amount has been done during the year in the way of improvements and repairs to buildings at other stations.

One new locomotive has been purchased, and one built in our own shops. Of the thirty-nine upon the road, thirty are now fitted with the best quality of steel tyres, replacing those of iron, and mostly done within the last two years. Including two or three that are new, we have fifteen locomotives fitted for burning coal. The master mechanic asserts with strong emphasis, his belief, that the average condition of the locomotive power of the road is in far better condition than it was one year ago, or at any former period. Two drawing-room cars of large and elegant proportions have been built in our shops; several of the coaches rebuilt and refurnished equal to new. One new 12-wheel Model baggage, mail, and express car has been added, and two overhauled in the most thorough manner. Quite a number each of box, caboose, cattle, and flat cars have been added; and many, of every class, rebuilt in whole, or in part, in addition to which, forty-three entirely new cars have been built, to replace old numbers, and the cost charged in the expense of repairs of machinery.

We have now in yard and in shops a large amount of materials for cars, wholly, or in part, prepared for use, so that we can quickly make considerable additions to our car stock, whenever it is demanded. The style, quality, and appearance of our equipment at the present time, as compared with the past, cannot fail to meet the approbation of all who are interested either as owners or patrons.

It should be remarked, that nearly, or quite all the timber used in the construction of the bodies of our new cars of every class, is the Hard Pitch Pine, obtained from the seaboard of the Southern States. The increased strength and non-decaying properties of this wood, in comparison with that of any other class, renders its use for this purpose much more economical in the end. In the same connection it is also proper to state, that our turntables have been rebuilt with the same class of timber. Orders are also made out for a supply of the same, adapted for use in our bridge structures, several of which will require attention the coming season.

The requisitions already submitted to and approved by the Board for the present year, call for the rolling and relaying of 2,000 tons of our old rails, and the purchase, in addition, of 1,000 tons of iron, or a portion of which may be of steel, for use on some parts of the road, where the wear is greatest. It is perhaps needless to say, that a full complement of new ties will also be laid. About seventy-five miles of our present track is laid with the Howe fish-joint, which will continue to be used in the laying of all new iron. It is not improbable, that the Board may ere long decide to order a double track on the Eastern portion of the line from Rome to Richland, a distance of 42 miles. The time is certainly near at hand, when a single track will not accommodate to advantage the business that must be concentrated upon this portion of the road.

It is now expected that two additional locomotives, and possibly more, will be wanted this season. From 75 to 100, and possibly 150 freight cars of the different classes, will also be required. Two coaches are being rebuilt this winter for use in the spring, which possibly by the rebuilding of the same number during the summer may be made to answer the requirements for this year. Two additional mail and baggage cars will be placed on the road in all this year, which, with the usual amount of rebuilding and repairs, it is thought will answer in this department.

Some new buildings are contemplated, among the rest a freight house and a coach house at Watertown. More than one half the stations on the line have new buildings, most of which have been erected in the last three or four years. By continuing the policy of building some each year, where they are most needed, we will soon be in a condition to require but little more in that line for a long time.

At the December meeting the Board, while considering the future policy of the company in regard to the payment of the bonded debt, and the probable need for further expenditures, on account of the road and equipment, thought best to submit to the stockholders for their approval and assent, the question of a further increase being made to the stock of the company. A meeting was appointed by the Board, and held at Watertown, on the first day of February inst., at which time and place there were represented and voted upon 22,392 shares of the stock, all but three voting in favor of giving power to the Board to increase the stock, if they should think proper for the purposes contemplated. It will be remembered, that the last increase to the stock was made in 1868, to the extent of $500,000, which was sold, pro rata, to the stockowners, at 50 per cent. of its par value, bringing into the treasury $250,000, the whole of which and more has since been applied in paying off the bonds of the company, and for the purchase of the stock and securities of the Oswego road, in order to acquire the same, leaving not a dollar of that money for the use of the road.

Two dividends, one in January and one in July, of 5 per cent. each, and the government tax on the same, have been paid, and one declared subsequently, of four per cent.

The bonded debt has been reduced by the sum of $61,178 62 during the year. The company have no floating debt.

The income account and balance sheet will be found annexed.

Respectfully submitted,

MARCELLUS MASSEY,
Vice President.

Office 136 Chambers St.,
New York, Feb. 10th, 1871.

INCOME ACCOUNT.

Paid expenses maintaining and operating road		$754,117 34
For new work	$30,000 00	
Taxes of all kinds	67,983 55	
Oswego & Rome R. R.	50,900 00	
		148,883 55
Two dividends of 5 per cent. each	$297,660 00	
Coupons and interest	117,662 92	
		415,322 92
For fractions of new stock		11,170 00
Amount to credit of general supply account, by direction of com., and charged surplus account		30,361 12
Balance		521,416 16
		$1,881,271 09
By balance		$476,969 81
Earnings from freight	$712,594 87	
Earn'gs from passengers	507,185 91	
Earnings, express, mails, &c.	75 442 73	
Earnings sinking fund	25,777 12	
		1,321,000 63
Premium on stock sold		4,180 52
Amount cr. gen. supply acc't, and charged in error to surplus, in 1868, '69, and '70, for iron laid in new side track, and not charged to the property		79,120 13
		$1,881,271 09

BALANCE SHEET, December 31, 1870.

Amount charged on leger, as cost of road and equipment		$4,000,000 00
Additional equipment	$445,058 38	
Amount charged to surplus in error, in 1868, '69 & '70, and should be charged to the road	79,120 13	
		524,178 51
Bonds paid by sink'g f'd	399,953 25	
Bonds paid and on hand	222,100 00	
		622,053 25
General supply account		152,010 87
David Utley, boats	$18,500 00	
Wood land	11,079 45	
		29,579 45
Bonds and securities, O. & R. R. R.	$111,345 00	
Cash in bank	59,354 44	
Due from agents and other roads	31,266 70	
Due from U. S. Government	2,678 81	
		204,644 95
		$5,532,467 03
Capital stock		$2,998,900 00
Funded debt—(of which $622,053 25 is in the sinking fund and in bonds paid and on hand, leaving but $1,377,946 25 due)		2,000,000 00
Bills payable		354 03
Unpaid dividends		4,200 00
Lumber account		2,500 00
Special sinking fund O. & R. R. R.		121 24
Amount to bals. O. and Rome finishing account		4,975 60
Balance		521,416 16
		$5,532,467 03

President.—WM. C. PIERREPONT.

Vice President.—MARCELLUS MASSEY.

Directors.—Wm. C. Pierrepont, Marcellus Massey, Charles E. Bill, Samuel F. Phelps, John Ferguson, C. Zabriskie, Jr., Isaac N. Phelps, David Utley, S. D. Hungerford, Talcott H. Camp, Theodore Irwin, Gardner Colby, Jno. S. Farlow.

Gen'l Superintendent.—J. W. MOAK.

Secretary and Treasurer.—J. A. LAWYER.

Cairo and Fulton Railroad.

We doubt if the people of Arkansas are aware of the near approach of railroad connection with St. Louis from Little Rock. The Cairo and Fulton road is progressing rapidly from our city toward the border. The first twenty miles have been completed and in running order for several months. Inside of a month the third, fourth and fifth divisions will be graded and tied, ready for iron. This carries the road to within ten miles of Little Red river. The iron is now at New Orleans, and will come forward at once. When this is completed an additional number of hands will be put on the road to rush it through to White river, near Jacksonport. A corps of engineers are at once to begin at Jacksonport to survey the line to the Missouri border, where a connection is to be made with the St. Louis and Iron Mountain Railroad. Work on the latter road is being rapidly pushed, and by fall the cars will be running from St. Louis to the border. This connection will be made somewhere near Pitman's Ferry, in Randolph county. It is the intention to push the Cairo and Fulton road forward so as to make the connection with the Iron Mountain road within one year. This will give us direct communication with St. Louis, almost on an air-line.

The surveying party south are now in the vicinity of the Little Missouri river, and we may not be surprised at any time to hear of the inauguration of work here on the southern division.—*Little Rock Gazette.*

☞ Hon. E. H. Rollins has been elected treasurer of the Union Pacific railroad, in place of J. M. S. Williams, resigned.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	.....	.....
American Central..... 100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point ...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref.. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,660,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,220,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	Apl.'71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany 100	19,150,800	J. & J.	Dec. '70 5
Boston and Chelsea 100	1100000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,000	.....	.....
Do., do. pref..100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	2,215,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ...100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J A J.O.	Apl.'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	Feb. '71 3
Brooklyn City & Newt'n..100	999,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv....100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,69	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	915,577	J. & J.	D.,'70 $2½
Cape May and Millvi le* 50	447,000	J. & D.	Dec. '70 3
Catawissa..... 50	1,159,800	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'71 4½
Cedar Rapids & Mo. pref..100	753,000	M. & N.	Nov'70 3½
Central of Georgia..... 100	4,666,300	J. & J.	July'70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio..... 100	2,425,000	J. & D.	Dec. '70 3
Do. pref..... 100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*..... 100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,083,925	J. & J.	Dec. '70 3
Chicago and Alton.....100	8,928,500	M. & S.	Mar. '71 5
" " pref...100	2,423,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	Dec.'70 5
" " pref.100	20,370,293	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68½
" Street	.....	J. & J.	Jan.'64½2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Feb.'71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Dec. '70 2
Concord..... 100	1,600,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passump. R. pref. 00	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... ...100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 5
Danbury and Norwalk 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	462,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100	.....	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.)..... 100	4,064,800	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	1,309,200	.....	Jan. '71 3
East Tenn., Va. and Ga....100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	Dec.'70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref..... 100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,780	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg..... 100	3,040,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) ... 50	100,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Mar.'71 4
Green and Coates St.(Ph.)	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A J&O	Apl. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, P'a..... 50	116,850	M. & N.	Nov.'70 5
Housatonic..... 100	3200000	.....	.....
" pref 100	1,180,000	J. & J.	Feb. '71 8
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn.'68 3½
Illinois Central..... 100	25,280,240	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep.'67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J.A J&O	Apl.'71 1½
Joliet & North. Indiana*..100	300 000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000 000	F. & A.	Feb. '71 4
" " guar..100	533,500	F. & A.	Feb.'71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,168,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A J&O	Apl.'71 2½
Lehigh Luzerne..... 50	844,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J. S. D	Mar. '71 2
Little Schuylkill*..... 50	2,046,100	J. & J.	Jan.'71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J	Jul. '69 3
" " pref.. 100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville...100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western..... 100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central..... 100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	.....	Dec. '70 3
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston)..... 100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	13,225 848	J. & J.	Dec. '70 5
Middleboro' and Taunton. 100	149,029	J. & D.	Dec '70 2
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,376	J. & J.	Jan '71 5
Millville and Glassboro' ...50	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul..... 100	11,422,664	.....	Dec.'70 7s
" " " pref..... 100	10 424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,289,820	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell..... 100	720,000	M. & N	Nov. '70 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck..... 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July '70 4
New Haven & N. London..100	788,538	.....	.....
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey..... 100	7,297,200	F. & A.	Feb. '71 5
New London Northern....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	Dec. '70 4
Ning. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... ..50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	Jan.'71 3½
" pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref. 100	4,024,474	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Apl.'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	Dec. '70 5
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri..... 100	3,711,196	.....	.....
Panama..... 100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	38,850,000	M. & N.	Nov. '70 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 5
Petersburg..... 100	1,325,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Mar. '71 3
Phila. and Trenton*..... 100	1,000,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. std.*100	19,666,000	J.A.J&O	Jan.'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '71 3
Portland and Kennebec...100	616,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston..... 100	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,800	J. & J.	Dec.'70 4
Rutland preferred..... 100	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,588	M. & N.	Nov.'70 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'71 3
Shore Line..... 100	658,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 -
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia..*100	3,939,900	F. & A.	Feb.'71 4
Staten Island..... 100	600,000	J. & J.	Jul. '67 4
Stony Brook..... 100	287,500	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama ..100	600,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.)....100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D.) pref.100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*..... ..100	274,400	J. & D.	Dec'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River 100	1,666,000	J. & J.	July '70 3
Vermont and Canada*..... ..100	2,500,000	J. & D.	Dec. '70 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,500,300	.....	.....
Western Union 100	2,707,663	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon..... 100	1,463,776	.....	.....
Winchester and Potomac.....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,547,650	.....	.....
Worcester and Nashua ... 75	1,400,555	J. & J.	Dec.'70 5

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '71 4
Delaware and Hudson.....100	15 000,000	F. & A	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 176,000	F. & A.	Feb.'71 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '66 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & D.	July'65 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Nov.'70 3
Roaring Brook Coal.....	200,000	.....	Dec'68 3½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Mar. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	Nov.'69 2½
Wells, Fargo & Co. Exp...100	6,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29[illegible],422	286,582	342,743	2,300,707
1869	212,604	218,982	391,308	485,048	568,270	[illegible]56,080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,383	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,254	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	[illegible]00,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,285	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	[illegible]05,900	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,[illegible]96	503,746	[illegible]09,569	361 701	4,508,643
1869	343,182	315,069	388,727	328,390	345,833	402,854	351,045	493,232	506 923	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,4[illegible]5
1871	343,550	340,301	384,372	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	[illegible]56,169	473,186	551,122	435,945	[illegible]07,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	[illegible]60,605	729,759	716,378	[illegible]65,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,601	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,4[illegible]0
1867	696,147	574,664	766,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	[illegible],570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	12,355,467
1870	706,025	753,782	858,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,950	[illegible]93,[illegible]04	218,347	271,425	287,451	[illegible]30,[illegible]56	[illegible]62,705	230,961	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293.615	271,555	242,621	3,095,945
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	272,526	266,790	313,199	.....	.....	.....	.....	[illegible].....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	[illegible]06,[illegible]46	[illegible]09,[illegible]92	261,079	352,786	414,543	410,336	372,593	[illegible]50,[illegible]45	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	[illegible]43,[illegible]29	511,305	478,576	496,433	437,679	424,851	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,263	571,348	661,971	588,219	[illegible]04,666	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,4[illegible]
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	585,416	606,845	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	[illegible]04,[illegible]66	113.504	112,952	123 802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121.217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	108,629	1,389,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	155,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172.189	216,624	[illegible]95,[illegible]50	322,369	307,474	258 634	2,650,702
1863	242,073	245,858	236,432	238,495	256,453	206,221	193,328	215,449	308,168	375,488	339,794	30[illegible],186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344.228	337,241	401,456	365,663	329.105	413,501	476,661	[illegible]00,[illegible]04	447,570	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	[illegible]08,[illegible]09	4,260,115
1867	304,095	283,661	375.210	362,783	333,952	284,977	313,021	398,993	464,778	[illegible]00,[illegible]96	412,934	330,373	4,371[illegible]3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,261
1869	384,120	320,636	386,527	411,614	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374 642	4,744,1[illegible]4
1870	357,992	329,128	380,430	412,030	409,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	[illegible]91,[illegible]45	316,266	401,900	360,356	365,412	[illegible]50,[illegible]55	751,738	1,101,771	775.616	438,322	[illegible],083,008
1868	369,228	321,203	333,508	436.412	565,718	468,191	423,398	522,682	1,024.045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	[illegible]50,[illegible]44	678,923	586,531	525,547	724,732	1,040,102	801 195	[illegible],[illegible]61	7,250 068
1870	396,171	382,823	377,671	443,132	760,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	[illegible]45,[illegible]58	[illegible]35,[illegible]93	2,024,860
1870	213,101	196,207	239,161	209,490	259,000	208,493	196,724	229,099	264,690	235,240	266,826	256,726	2,833,,90
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	[illegible]00,[illegible]66	309,261	269,444	[illegible]24,[illegible]63	[illegible]23,[illegible]42	268,177	302,596	[illegible]52,[illegible]00	[illegible]78,[illegible]06	346,243	[illegible]75,[illegible]50	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	[illegible]04,[illegible]63	349,285	344,700	[illegible]36,[illegible]38	372,618	412,553	[illegible]84,[illegible]10	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	[illegible]02,[illegible]25	281,613	3,[illegible]30 563
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	[illegible]36,[illegible]66	272,053	3,459,319
1868	211,973	231,351	265,905	252,140	204,620	217,082	194,455	287,557	307,122	283,329	274,637	253,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,230	292,803	328,044	[illegible]98,[illegible]27	[illegible]54,[illegible]96	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	[illegible]98,[illegible]06	271,207	3,184,282
1870	202,447	250,617	294,874	239,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	[illegible]54,[illegible]55	388,725	414,707	448,994	463,873	466,557	454,826	4,068,537
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	674,486	714,302	815,902	[illegible]46,[illegible]55	[illegible]20,[illegible]09	6,324,093
1864	436,742	[illegible]32,[illegible]56	617.021	669,384	757,178	936,188	711.457	1,170,241	1,125,635	754.551	1,032,149	812.178	9,555,519
1865	653,053	608,305	116,215	923,283	416,341	566,979	957.194	1,121,205	1,351 579	1,419,232	1,196,955	[illegible]02,[illegible]85	10,033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	[illegible]06,[illegible]41	1,252,386	[illegible]85,[illegible]42	887,793	874,974	[illegible]56,[illegible]90	10,637,124
1867	500,488	[illegible]54,[illegible]61	703,618	[illegible]35,[illegible]03	965,358	903,974	864,637	693,104	873,153	[illegible]56,[illegible]58	[illegible]37,[illegible]51	[illegible]86,[illegible]79	9,256,2[illegible]4
1868	427,437	518,174	661,019	817,760	761 220	744.158	314,472	[illegible]31,[illegible]43	1,006,631	1,159,726	1,113,398	[illegible]39,[illegible]24	8,[illegible],[illegible]82
1869	479,236	525,490	755,433	904,834	[illegible]99,[illegible]63	[illegible]20,[illegible]80	1,232.903	1,454,026	1,286,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,[illegible]9,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172.933	220,788	219.160	[illegible]20,[illegible]40	[illegible]08,[illegible]05	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	[illegible]05,[illegible]50	189,351	160,985	2,006,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,[illegible]55	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	[illegible]28,[illegible]75	124,968	123,943	1,372,236
1871	126,218	122,378	144,533	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,798	270,630	317,052	329,078	304,810	309,501	364,724	382,906	406,766	[illegible]51,[illegible]78	[illegible]22,[illegible]50	3,[illegible],[illegible]33
1868	278,712	265,137	257,800	286,825	260,529	[illegible]93,[illegible]44	[illegible]83,[illegible]33	484,209	450,203	[illegible]29,[illegible]98	[illegible]25,[illegible]27[illegible]	[illegible]09,[illegible]39	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	[illegible]56,[illegible]46	470,720	422,[illegible]89	[illegible]23,[illegible]77	[illegible]54,[illegible]84	4,[illegible],[illegible]41
1870	312,133	[illegible]93,[illegible]45	[illegible]95,[illegible]98	318,099	340,892	[illegible]45,[illegible]32	322,756	466,431	[illegible]08,[illegible]42	451,293	425,687	[illegible]86,[illegible]34	4,[illegible],[illegible]62
1871	365,174	328,791	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	[illegible]66,[illegible]02	[illegible]23,[illegible]50	[illegible]17,[illegible]85	[illegible]58,[illegible]67	[illegible]99,[illegible]65	[illegible]37,[illegible]28	[illegible]16,[illegible]29	5,709,183
1870	[illegible]28,[illegible]29	[illegible]00,[illegible]29	[illegible]39,[illegible]28	706,603	[illegible]02,[illegible]56	[illegible]45,[illegible]45	[illegible]43,[illegible]08	[illegible]64,[illegible]61	728,521	719,[illegible]98	[illegible]79,[illegible]16[illegible]	[illegible]00,[illegible]53	7,[illegible]54,[illegible]94
1871	[illegible]79,[illegible]73	[illegible]75,[illegible]25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities April 1, 1871.						
Loan of June 14, 1858	registered	$6,035,000	5	Jan. & July.	1874	105½
" " "	coupon	13,965,000	5	" "	1874	106½
Loan of February 8, 1861	registered	13,533,000	6	Jan. & July.	1880	116½
" " "	coupon	4,582,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861	coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861	registered	123,015,900	6	Jan. & July	1881	116½
" " " "	coupon	66,302,200	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s)	registered	109,046,750	6	May & Nov.	1882	109½
" " " (5-20s)	coupon	383,591,100	6	" "	1882	112½
Loan of March 3, 1863	registered	52,931,700	6	Jan. & July.	1881	116½
" " "	coupon	22,068,300	6	" "	1881	116½
Loan of March 3, 1864 (5-20s)	registered	3,089,600	6	May & Nov.	1884	109½
Loan of June 30, 1864 (5-20s)	registered	54,615,500	6	May & Nov.	1884	109½
" " " (5-20s)	coupon	46,481,500	6	" "	1884	112½
Loan of March 3, 1865 (5-20s)	registered	54,194,750	6	May & Nov.	1885	109
" " " (5-20s)	coupon	126,316 350	6	" "	1885	112½
" " 2d series (5-20s)	registered	73,131,500	6	Jan. & July.	1885	111½
" " " (5-20s)	coupon	188,941,100	6	" "	1885	111½
" " 3d series (5-20s)	registered	90,515,700	6	Jan. & July.	1887	111½
" " " (5-20s)	coupon	247,558,250	6	" "	1887	111½
" " 4th series (5-20s)	registered	10,962,500	6	Jan. & July.	1888	111½
" " " (5-20s)	coupon	28,701,250	6	" "	1888	112½
Loan of March 3, 1864, (10-40s)	registered	136,998,250	5	Mar. & Sept.	1904	108½
" " " (10-40s)	coupon	57,568,450	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71	registered	.....	5	F. M. A. & N.	1881	....
" " " "	coupon	.....	5	" " "	1881	....
Consols " " "	registered	.....	4½	F. M. A. & N.	1886	....
" " " "	coupon	.....	4½	" " "	1886	....
Consols " " "	registered	.....	4	F. M. A. & N.	1901	....
" " " "	coupon	.....	4	" " "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.	(cur.)	38,815,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868	(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870	(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds	(currency)	64,618,832	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency		396,439,065	*nil.*	.....	.....	....
State Securities, latest dates.						
Alabama—State Bonds (original)		168,000	5	May & Nov.	1872	....
" — " " (extended)		2,414,800	5	" "	'83-'86	....
" — " " (sterling)		688,000	6	June 1.	1870	....
" — " " (" extended)		82,500	6	Jan. & July.	1886	....
" — " " (" ")		712,800	5	" "	1886	....
" — " " (new)		1,316,700	8	" "	'86-'88	102
Arkansas—State Bonds (refunded)		4,430,000	6	Jan. & July.	1899	50
" — " (Aid R. R's)		.....	7	April & Oct.	1900	....
California—Civil Bonds of 1857		2,138,000	7	Jan. & July.	1877	110
" " 1860		138,500	7	" "	1880	....
" —Relief Fund Bonds of 1863		424,500	7	" "	1883	....
" —Bounty Fund Bonds of 1864		805.000	7	" "	18*4	....
" —Central Pacific R. R. Loan of 1865		1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)		5,927,000	6	Jan. & July.	'81-'82	....
" — " of 1863, (20s)			6	" "	1883	....
" — " of 1864, (10-20s)			6	April & Oct.	1884	101½
" — " of 1865, (20s) free			6	" "	1885	....
" — " (various)	registered	867.500	6	Various.	Var.	....
Florida—State Bonds 1868		300.000	6	Jan. & July.	1898	....
" — " 1869		200,000	6	" "	1889	....
" —Railroad Loans $16,000 per mile		.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844		1,023,000	6	Various.	'71-'74	88½
" — " " " 1842 to 1848		273,000	7	Various.	'72-'74	90
" —Atl. and Gulf R. R. 1858 to 1860		800,000	6	Feb. & Aug.	'78-'86	....
" —Bonds (Act March 12, 1865)		3,700,000	7	Jan. & July.	1886	91½
Illinois—Interest Bonds of 1847		980,096	6	" "	1877	....
" — " Stock of 1857		134,311	6	" "	1877	....
" —Refunded Stock Bonds		348,000	6	" "	Var.	....
" —Normal University Bonds		45,000	6	" "	1879	....
" —Thornton Loan Bonds		103.000	6	Mar. & Sept.	1879	....
" —War Loan Bonds		416,800	6	Jan. & July.	1879	....
Indiana—State Bonds		.....	5	" "	1886	....
" —War Loan Bonds		204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861		300,000	7	Jan. & July.	1881	....
Kansas—State Bonds		100.675	6	" "	'83-'84	....
" — "		1,059,500	7	" "	'76-'89	....
" — " military		176.000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42		913,000	6	April & Oct.	'71-'72	....
" — " of 1843		160.000	6	" "	1873	....
" — " military		309,300	6	Various.	1895	....
Louisiana—Charity Hospital		86.000	5	Mar. & Sept.	1872	....
" —State Bonds, general		750.000	6	Jan. & July.	1893	68
" —Railroad Bonds		561,000	5	Various.	'70-'79	....
" — "		2,052.000	6	Various.	'93-'00	68
" —Levee Bonds 1865		1,000,000	6	Various.	1886	....
" — " " 1867		4,000,000	8	Various.	1907	74
" — " " 1870		3,000,000	6	May & Nov.	1875	....
" —Funded coupons 1866		997,300	8	Mar. & Sept.	'86-'88	....
" —Funded Floating Debt		3,000 000	6	Jan. & July.	1910	....
" —Ship Canal Bonds of 1869		474,000	5	May & Nov.	1899	....
" —Penitentiary Bonds of 1869		500,000	7.3	Mar. & Sept.	1909	....
" —N. La. & Tex. R. R. Bonds of 1869		546,000	7	" "	1909	....
Maine—State Bonds		301,000	6	April & Oct.	1909	....
" —War Loan of April 25, 1861		800,000	6	Various.	'75-'78	....
" — " " of Jan. 31, 1863	(cur.)	525,000	6	Various.	1871	....
" — " " of Mar. 26, 1863	(cur.)	475.000	6	Mar. & Sept.	1883	100½
" — " " of Mar. 19, 1864	(cur.)	2,832,500	6	Feb. & Aug.	1883	....
" —Municipal War Debts assumed	(cur.)	3,084.400	6	June & Dec.	1850	....
Maryland—Balt. & Ohio R. R Loans, Stg.		2,288,888	6	April & Oct.	1889	100½
" — " converted		448,500	5	J. A. J. & O.	1895	....
" —Ches. & Ohio Cur. Loans, Stg.		1,855.335	5	" " "	1880	....
" — " converted		1,687.345	5	" " "	1890	....
" — " of 1834		1,403,146	6	" " "	1890	....
" —Balt. & Susq. R. R. Loans		269.000	6	" " "	1870	95½
" — " "		429.000	6	" " "	1890	....
" —Annapolis & Elkridge R.R. Loans		95,420	6	" " "	1890	96
" —Susq. and Tide-Water Canal Stg.		773,000	6	" " "	1889	....
" — " " " converted		215,622	5	" " "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
" —Defense Loan Bonds	3,651,398	6	" "	1883	104
" —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July	'74-'75	....
" — " "	275,000	5	April & Oct.	'73-'74	....
" — " "	320,000	5	May & Nov.	'72-'80	....
" — " "	133,000	6	June & Dec.	'72-'77	....
" —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
" — " of 1863	600,000	5	" "	'77-'78	....
" —Coast Defense Loan	888,000	5	" "	1883	....
" —Bounty Loan of 1863	200,000	5	" "	1883	....
" — " of 1864	4,379,500	5	May & Nov.	1894	97
" — " (stg.)	4,000,744	5	" "	1894	....
" —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	....
" —Western R. R. Loan, (stg.)	761,816	5	April & Oct.	1871	....
" —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
" — " "	995,500	5	" "	'91-'98	....
" —Southern Vermont R. R.	200,000	5	" "	1890	....
" —Eastern R. R.	50,000	5	Jan. & July.	1871	....
" —Norwich & Worcester	400.000	6	" "	1877	....
" —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
" —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
" —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
" —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
" —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
" —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
" —Interest Bonds of 1868	2,727,000	6	" "	1888	....
" —Railroad Loans	13,112,000	6	" "	'74-'90	92½
" —South Pacific, guar	1,589,000	7	" "	1876	79
" —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	91½
Nebraska—(No Debt)	.....	...	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861	899,200	6	" "	'71-'78	....
" — " of Sept. 1, 1864	600,000	6	Mar. & Sept.	'84-'89	100½
" — " of Oct. 1, 1865	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
" — " of 1863 (free)	1,002,900	6	" "	'86-'96	....
" — " of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	108
" — " Bonds	21,088,,00	7	" "	1877	108½
" —General Fund Stocks	1,910,082	8	J. A. J. & O.	pleas.	....
" — " "	800,000	5	" "	1878	....
" — " "	348,000	5	" "	pleas.	....
" — " "	900,000	5	" "	1875	....
" —Canal Fund Stocks	2,257,900	8	J. A. J. & O.	1872	....
" — "	5,150,100	6	" "	1873	....
" — "	2,099,000	6	" "	1874	....
" — "	473,000	6	" "	1875	....
" — "	880,000	6	" "	1877	....
" — "	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)	4,738,800	6	Jan. & July.	'71-'91	50
" — " (old)	3,639,400	6	April & Oct.	'71-'91	....
" —State Bonds for R. R. (new)	2,626,000	6	Jan. & July.	'92-'98	26½
" — " (new)	1,750,000	6	April & Oct.	'92-'98	....
" —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
" — "	1,821,400	6	April & Oct.	1899	....
" —Special Tax Bonds	11,407,000	6	" "	1900	19
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	....
" — " (")	1,600,000	6	" "	1875	....
" — " (")	4,095,399	6	" "	1881	....
" — " (")	2,400,000	6	" "	1886	....
" —Union Loan (Columbus)	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	....
" — " " " "	4,731,300	6	" "	1872	105
" — " " " "	90,400	5	" "	1877	....
" — " " " "	7,890,550	6	" "	1877	106½
" — " " " "	726,950	5	" "	1882	....
" — " " " "	9,237,050	6	" "	1882	108½
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106½
" —Military Loan	2,769,250	6	Feb. & Aug.	1871	104½
" —State Stocks (old)	384,000	5	Jan. & July.	1882	....
" — " (old)	3,377,000	5	Feb. & Aug.	'77-'78	103½
" — " (old)	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	100½
" — " of 1863	736,000	6	Jan. & July.	1893	....
" — " of 1863	239,000	6	April & Oct.	1883	....
" — " of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
" — " bonds (stg.)	484,445	5	" "	1868	....
" —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
" —State Capitol bonds	1,997,738	8	" "	'71-'90	....
" —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
" —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	60½
" —Funding & Special Bonds '68	1,692,150	6	" " "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
" —* " "	239,166	5½	" "	"	....
" —* " "	1,706,000	6	" "	"	....
" —*Railroad Loans	24,008,500	6	Jan. & July.	long.	60½
" —*Railroad Endorsements	2,172,000	6	" "	"	....
" —*Funding Bonds	4,069,503	6	" "	"	66½
Texas—No legal debt	.....	...	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101
" — " Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock registered	21,617,578	6	Jan. & July	long.	55½
" — " Bonds coupon	11,108,000	6	" "	"	70
" — " stg.	1,865,000	5	" "	"	....
" —Funding Stock of 1866 registered	1,872,968	6	" "	"	71½
" — " Bonds of 1866 coupon	1,473,000	6	" "	"	71½
" — " " (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	...	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July.	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	....	....	....	....	....
Bonds to State of Pennsylvania.	3,500,000	....	....	....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	6*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850	579,500	6	" "	"	1880	94½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	651,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	105
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	6*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1880	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	....	7	Jan. & July.	"	1900	27½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1878	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	80
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	85½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,600,608	7	April & Oct.	New York.	1893	91
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2,000,000	6*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	866,000	6	June & Dec.	" "	1889	93½
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	96½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,000,000	7	April & Oct.	New York.	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'90-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
2d Mortgage	394,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	101½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	97
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	398,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	91
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	113½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1905	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	95
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (198 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	95½
Funded Coupons	755,000	7	May & Nov.	" "	1883	93½
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	95½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	89½
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1908	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1895	100½
Chillicothe and Brunswick:						
1st Mortgage	600,000	8	May & Nov.	New York.	1904	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
2d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	70
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	50½
Cincinnati and Indianapolis June.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1906	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	82
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68-'70	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension).	790,500	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension).	1,350,000	7	May & Nov.	" "	1875	97½
4th Mortgage (or 3d Extension).	1,104,844	7	Jan. & July.	" "	1892	84
Consol. S. F. Mort. $5,000,000	628,000	7	May & Nov.	" "	1900	95

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93½
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage sky fund	15,000,000	7	April & Oct.	New York.	1908	85
Consol. 2d Mortgage sky fund	6,000,000	7	Feb. & Aug.	" "	1909	67
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,245,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1900	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,302,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6		" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $800,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1891	94½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	327,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,891,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	94½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1886	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	503,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, convertible	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	100½
1st Mortga e (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1863	500,000	6	March & Sept.	"	1880	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	98½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,444,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1859	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1859	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	90
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	86
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	103
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1888	109
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	97
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	95
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						....
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	95½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	104
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1889	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct	New York.	1906	52
1d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1880	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,623,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	90
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	..
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	84½
Scioto and Hocking Valley	800,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1900	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	103
2d Mortgage	2,693,000	7	" "	" "	1877	99
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	94½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1895	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	88
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	96
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	89
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	929,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	1,417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'85–'94	....
2d Mortgage	792,050	6	" "	" "	71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	220,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1920	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,936,626	6	May & Nov	New York.	1883	93½
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,000,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	90
New York and New Haven:						
1st Mortgage	1,050,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'75–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	84½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	69
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	89½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	May & Nov.	"	18—	nd
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	rred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	92½
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	87
Northern New Hampshire:						92½
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	455,500	6	Jan. & July.	Baltimore.	1873	90½
3d Mortgage (B. & O. R. R. Co.)	140,000				1886	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	101¾
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	100
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	90
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	....
Old Colony and Newport:						87½
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	90
Company Bonds	468,000	6	April & Oct.	"	1875	....
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	97½
Orange, Alexandria & Manassas:						103
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	77
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	88½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	87
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						....
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	97
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	1,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1883	....
Pemberton and Hightstown:						....
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1906	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	
2d Mort. } Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	102
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	100¾
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	3,924,717	5	April & Oct.	Harrisburg.	1890	95
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	94½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	75
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	82½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	82½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1852	....
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	....
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	....
Bonds of 1857, convertible	143,500	6	" "	"	1886	98
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	98½
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121.000	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	80½
Philadelphia and Trenton:						103
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						....
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94½
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						94
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						....
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						92½
1st Mortgage for $16,000 p.m.	506,000	7*	May & Nov.	N. Y. & Lond.	1899	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	611,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1900	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1900	83
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1590	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	78
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'75–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	90
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1890	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1890	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	96
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	80½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1894	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1906	....
Salem and Lowell:						
1st Mortgage	220,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	"	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1872	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	500,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1890	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	287,566	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,000,000	7	June & Dec.	New York.	1894	86½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	70
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	86½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	...
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	77½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	71½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	104½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	250,000	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	25,500	6	" "	" "	1868	72½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1894	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1900	83½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92½
Loan of 1896 for $1,000,000	283,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	99
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'80–'81	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92½
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	.....	.....	....	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'80–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1884	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	92½
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,496,879	6	" "	"	1877	82
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1870	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	79
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	76½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	80
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1876	52½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	5,000,000	6	May & Nov.	Philadelphia.	1882	14
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. & E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Train Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	*		$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*	—	—	4,183,000	915,000	1,205,943	—	25.0	21,132	259,735	254,295	85,511	1,688	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga..... Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	21	7	389	Albany and Susquehanna ¶ ...New York.	7,185,162	*	—	—	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	87½
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley..... Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800.000	—	—	—	—	425,000	—	—	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	to Cheshire.)	—	—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	—	—	—	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	—	—	505.7	3,844,135	42,652,419	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	—	—	285.7	461,675	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	—	—	—	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,664,087	*	.....	.....	2,494,900	3,483,992	—	—	—	(Leased	& oper. by	Grand Trunk of Canada.)	—	—	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	—	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,401	16,190,943	711,871	16,267,862	8,751,750	736,250	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	139
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31 1869	26.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.... Michigan.	1,791,776	*	289,895	31,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	—	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated	by Bondholders.	—	No returns.)	—	—	—	100	....
Sept. 30, 1870	21.2	—	....	—	—	—	—	—	Berkshire..... Massachusetts.	600,000	.....	.....	.....	600.000	—	—	—	—	—	—	—	42,000	42.000	7	100	80½
Sept. 30, 1869	15.6	—	0.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,546,638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830,314	10	100	160
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg ..... Mass.	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,342	64.2	186,639	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,297	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,466	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172·5	398.556	11,603,003	5,936,796	470,732	110,948	—	100	14
Sept. 30, 1870	26.7	10.6	19.0	—	32	38	18	780	Boston and Lowell..... Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	354,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	141
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	285,631	16,626	4,471,274	—	—	1,000,979	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	152
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	—	—	504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,507	10	100	154
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased	to Erie.)	—	—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	—	—	—	—	—	—	—	—	(Leased	& oper. by	Grand Trunk of Ca.)	—	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and operated by Erie.)	—	—	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...p'enn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No returns 100 miles recently completed.)	—	—	—	—	—	100	....
Apr. 20, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	93
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	118
Dec. 31, 1869	60.2	—	3.1	—	8	31	8	86	Camden and Atlantic..... New Jersey.	2,093,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124.583	—	100	15
Dec 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	—	—	—	332,925	3oo,000	.....	.....	—	(Leased	& oper. by	Camd. & Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	68.2	114,150	4,361,482	1,159,260	212,924	52,010	5	100	.....
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380	—	—	—	447,000	200,000	202,205	.....	—	(Leased	and oper. by	West Jersey.)	—	—	6	100	69½
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,900	—	—	—	34.0	85,576	.....	.....	150,265	69,591	6	25	88
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	586	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	33
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)	—	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. by	Illinois Central.)	—	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	15,000,000	—	—	—	8,000,000	7,020,000	.....	.....	—	(Leased	and oper.	by Chic. and N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	—	—	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	105
Dec 31 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,968	—	100	122
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515 195	976,890	49,521	3½	100	30
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	.....	.....	.....	40,097,290	58,995,777	.....	.....	742 0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	—	—	(No returns.)	—	—	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	—	—	—	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie & N.Centrl.)	—	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	—	.....	.....	291,222	225,000	.....	.....	40.0	—	—	—	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No returns published.)	—	—	—	—	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	406	Cheshire..... New Hampshire.	2,689,307	*	313,666	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. and Read.)	—	101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	119
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy.. Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	160
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	—	—	(No returns.)	—	—	—	100	....
May 31, 1870	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	—	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. by	Chic. and N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3.478,419	9	100	88½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,276	130,683,871	5,995,266	2,413,475	8½	100	111½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	—	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,550,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	.....	.....	1,000,000	—	—	—	—	(Leased	and oper. by	Kentucky Central.)	—	—	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Cin. and Laf.	—	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	626,788	120,452	.....	82,810	382,600	625,000	22,300	—	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,466	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	23½
Jun. 30. 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,009,361	—	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....
Dec. 31, 1869	349 5	49.9	61 7	—	88	47	22	1,455	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	.....	.....	11,620,000	1,907,000	.....	.....	380.4	2,166,248	29,770,918	95,130,680	2,962,614	929 384	7	100	91½
Jan. 30, 1869	97.8	12.4	52.6	—	—	—	—	—	Cleveland and Mahoning ..... Ohio.	2,922,345	397,981	.....	.....	2,056,750	1,652,100	.....	.....	—	(Leased	to Atl. & Gt. Weste	rn.)	—	—	8	100	....

Dec. 31,	1869	340.5	42.9	61 7	—	53	47	22	1,435	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,636,146	*	.....	.....	11,620,000	1,997,000	.....	.....	390.4	2,155,245	29,770,918	95,136,680	2,902,614	929 384	7	100	91¼
Jun. 30,	1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981	.....	.....	2,056,750	1,652,100	.....	.....		(Leased	to Atl. &	Gt. Western.)	.....	.....	8	100	.....
Oct. 31,	1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283,265	.....	.....	6,300,475	3,883,500	.....	610,497	225.0	1,666,141	.....	.....	2,383,670	908,306	8	50	117½
Jun. 30,	1869	588.0	12.5	67.9	—	135	76	28	1,091	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,639,369	*	.....	.....	13,000,000	18,814,000	1,725,369	.....	588.0	3,655,909	35,605,620	41,064,196	3,529.411	262,452	—	100	.23
Jun. 30,	1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio	2,034,200	.....	.....	.....	1,786,200	248,000	.....	.....		(Leased	& operate	d by Little	Miami.)		6½	100	
Jun. 30,	1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio	2,034,200	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	—	100	.....
Mar. 31,	1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire	1,500,000	*	138,029	92,610	1,500,000	.....	75,000	155,689	110.5	544,126	9,898,097	14,984.458	806,150	153,165	10	50	159
Mar. 31,	1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire	698,258	*	.....	.....	595,587	374,500	300,000	.....	27.0	39,460	556,055	361,137	75,430	27,338	—	100	.....
Mar. 31,	1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth	N. Hampshire	1,108,859	.....	.....	.....	350,000	.....	.....	.....		(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31,	1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	91¼
Sept. 30,	1870	60.0	3.4	12.7	—	17	21	8	233	Connecticut River	Massachusetts	2,100,430	*	164,854	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,954,321	6,466,931	591,972	197,174	10	100	147
Oct. 31,	1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania	2,278,300	—	215,000	.....	1,278,300	1,000,000	.....	.....		(Leased	to Phila.	& Trent.)			—	100	.....
Mar. 31,	1869	14.6	—	1.1	—	.....	.....	.....	.....	Contoocook River	New Hampshire	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	50
Dec. 31,	1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland	3,300,000	*	.....	.....	1,500,000	3,443,000	.....	.....	34.0	337,200	.....	.....	791,058	75,118	—	50	.....
Oct. 31,	1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	.....	1,316,900	352,300	.....	.....	74.0	226,576	.....	.....	523,993	143,479	8	50	110
Dec. 31,	1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut	581,079	87,783	11,200	26,391	400,000	300,000	.....	6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31,	1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	313,910	15,600	300,000	.....	413,150	510,000	.....	.....		(N	ot yet in o	peration.)			—	100	.....
Apr. 30,	1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....		(U	nder cons	truction.)	.....	.....	—	100	.....
Mar. 31,	1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio	5,857,058	667,268	.....	261,099	2,393,140	4,278,300	112,579	.....	141.4	.....	.....	.....	1,061,856	421,277	—	100	.....
Jun. 30,	1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	.....
Jun. 30,	1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio	870,000	.....	.....	.....	309,276	715,000	.....	.....		(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	.....
Oct. 31,	1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware	1,826,018	.....	.....	.....	891,266	892,750	.....	.....		(Leased	and oper.	by Phila.,	Wilm. and	Balt.]	6	100	.....
Oct. 31,	1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	.....	.....	14,100,600	3,308,000	2,190,000	.....	253.4	1,820,253	.....	.....	2,417,324	637,845	10	50	108
Dec. 31,	1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa	8,182,500	*	.....	.....	3,372,500	4,310,000	.....	.....	184.0	.....	.....	.....	830,241	365.392	—	100	.....
Dec. 31,	1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan	11,407,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	.....	.....	1,615,618	666,267	—	100	.....
Dec. 31,	1869	480.0	—	.....	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	.....	.....	.....	480,000	.....	.....	.....		(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	.....
Nov. 30,	1869	28.5	—	1.7	—	—	—	—	—	*Dubuque and Sioux City*	Iowa	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124		(Leased	& oper. by	Ill. Centr.)	1,290,589	.....	7	100	84
Dec. 31,	1869	143.5	—	6.1	—	—	—	—	—	Dubuque South Western	Iowa	1,550,000	*	.....	.....	1,000,000	550,000	.....	.....	79.0	.....	.....	.....	188,832	.....	—	100	.....
Dec. 31,	1869	55.5	—	22.5	—	4	2	3	67	Dunkirk, Warren & Pittsburg	N. York	407,000	.....	.....	.....	280,000	.....	.....	.....		(I	n progres	s.)	.....	.....	—	100	.....
Sept.	1869	41.0	—	—	—	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	.....	.....	.....	700,000	1,000,000	.....	.....		(Leased	to Boston,	Hart. & Fis	hkill.)	.....	—	100	.....
Sept. 30,	1869	43.0	—	0.6	15.0	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	2,500	.....	89,800	175,000	2,000	.....		(Leased	to Pennsy	lvania.)	.....	.....	—	50	.....
Oct. 31,	1869	17.5	—	0.3	—	—	—	—	—	Eastern	Massachusetts	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	124½
Sept. 30,	1870	44.1	54.4	21.8	—	46	86	25	810	Eastern Shore	Maryland	850,000	—	.....	.....	280,000	570,000	.....	.....		(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	—	100	.....
Dec. 31,	1869	38.5	—	1.9	—	—	—	—	—	East Mahanoy	Pennsylvania	391,604	—	.....	.....	392,550	.....	.....	.....		(Leased	to Phila.	& Readin	g.)	.....	6	50	.....
Oct. 31,	1869	7.5	—	3.5	—	—	—	—	—	East Pennsylvania	Pennsylvania	1,472,599	—	.....	.....	1,309,200	495,900	.....	.....		(Leased	to Phila.	& Readin	g.)	.....	7	50	84
Oct. 31,	1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	1,278,864	562,652	—	100	.....
Jun. 30,	1870	240.0	30.0	17.9	—	39	21	7	539	East Tenn. Va., & Georgia	Tenn & Ga	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	270.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30,	1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia	Tenn.	.....	.....	.....	.....	(Consolid	ated in t	he East	Tennessee	e, Virgi	nia and	Georgia.)	.....	.....	.....	—	100	.....
Oct. 31,	1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky	Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	.....	.....	—	100	.....
Sept. 30,	1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	.....	.....	500,000	.....	.....	.....		(Leased	to Norther	n Central.)	25,000	25,000	5	100	56½
Oct. 31,	1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....		(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	20½
Sept. 30,	1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,910	23,398,800	.....	.....	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	
Oct. 31,	1869	83 7	8.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania	2,634,232	1,046,893	545,000	.....	999,600	2,577,590	.....	57,809	101.2	484,530	.....	.....	824,611	383,028	—	50	.....
Dec. 31,	1869	58.0	—	5.0	52.0	5	5	1	98	European and North American	Maine.	2,094,883	148,659	.....	.....	.....	3,000,000	.....	.....		58,493	.....	.....	129,726	56,196	—	100	.....
Jun. 30,	1869	108.0	32.0	15.2	.....	14	18	9	115	European and N. American	N. Brunsw.	4,674,808	*	.....	.....	(Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	.....
Jun. 30,	1869	33.5	—	.....	5.45	.....	.....	.....	.....	Europ. & N. American W. Div.	N. Bruns.	1,743,037	*	.....	.....	803,750	1,853,907	18,001	.....	—	(No	t in comp	lete opera	tion.)	.....	—	100	.....
Aug. 30,	1870	100.0	23.0	12.0	.....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838	.....	.....	516,804	166,699	—	100	.....
Dec. 31,	1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30,	1870	5.8	—	.....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*	21,174	491	150,000	.....	269,450	.....	5.8	10,846	350,016	.....	26,815	3,800	—	100	.....
Oct. 31,	1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania	130,000	—	.....	.....	90,000	.....	.....	60		(Leased	to Pittsbu	rg and Ce	nnellsvill	e.)	7½	50	
Sept. 30,	1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg	Massachusetts	3,640,000	*	300,579	200,661	3,640,000	.....	.....	501,231	93.7	538,088	20,328,234	13,563,559	1,085,937	252,285	8	100	136½
Dec. 31,	1869	12.0	—	.....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	.....	.....	150,000	100,000	100,000	.....		(Oper. b	y Belvide	re Delaw	are.)	.....	—	100	.....
Dec. 31,	1869	77.0	—	.....	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,209,094	*	173,976	1.149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	.....	.....	466,737	232,707	—	100	.....
Dec. 31,	1869	154.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	.....
Feb. 28,	1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*	.....	.....	800,000	1,500,000	.....	.....		(Not i	n complet	e operatio	n.)	.....	—	100	.....
Dec. 31,	1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N. J.	200,866	30,061	99,266	.....	230,845	.....	99,266	.....	23.0	12,800	.....	.....	69,807	2,038	3	100	.....
Dec. 31,	1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	(Operat	ed by Rec	eiver.)	.....	.....	—	100	.....
Mar. 31,	1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823	.....	.....	1,352,029	501,897	8	100	109
Dec. 31,	1869	40.0	—	.....	280.0	.....	.....	.....	.....	*Grand Rapids and Indiana*	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	40.0	(In prog	ress and n	o part in c	ompl'te o	pera'n.]	—	100	.....
Dec. 31,	1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....		(Owned	and oper.	by Mich. Ce	n.since A	pl.1870.]	—	100	.....
Jun. 30,	1869	854.0	197.0	106.7	—	323	219	86	4,061	Grand Trunk	Canada.	90,720,865	*	.....	.....	.....	.....	.....	.....	1,380.0	7,071,893	.....	.....	7,153,924	1,607,631	—	100	.....
July 31,	1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western	Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656.415	733,218	280,895	334.5	2,676,393	.....	.....	3,934,114	1,780,516	4	100	.....
Sept. 30,	1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,902,157	.....	.....	164.2	126,000	.....	.....	365,528	146,211	—	100	.....
Aug. 31,	1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph*	Missouri.	17,947,073	*	.....	.....	8,000,000	8,938,000	1,009,073	.....	275 0	.....	.....	.....	2,941,997	.....	—	100	88½
Oct. 31,	1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	23,069		(Leased	to Pennsy	lvania.)	.....	.....	7	50	112½
Sept. 30,	1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut.	3,407,285	*	.....	.....	4,800,000	744,000	.....	.....	75.0	578,810	.....	.....	1,568,362	513,594	10	100	165
Dec. 31,	1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill	Conn. & R. I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	.....
Oct. 31,	1869	32.0	—	1.3	44.0	3	2	1	18	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900	.....	1,809,565	500,000	100,000	.....	32.0	20,800	.....	.....	60,495	3,008	—	100	.....
Dec. 31,	1869	74.0	—	8.9	—	12	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,024	2 000,000	291,000	123,768	153,257	119.8	.....	.....	.....	743,808	166,231	—	100	.....
Dec. 31,	1869	144.0	38.0	7.2	323.0	18	12	10	840	Houston and Texas Central	Texas.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....	125.0	.....	.....	.....	1,040,400	601,933	—	100	.....
Dec. 31,	1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	(Is being	g continue	d to Whar	ton Color	'do Riv.]	—	100	.....
Sept. 30,	1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,527	*	.....	.....	16,020,000	4,309,220	.....	.....	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	.....
Oct. 31,	1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.	Penn.	2,202,174	*	.....	.....	706,580	1,927,614	.....	.....	58.8	191,777	.....	.....	291,564	5,882	—	50	.....
Dec. 31,	1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506		970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	136½
Dec. 31,	1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progres	s now o	perating	St. Louis,	Alton &	T. H. R.	R.)	194.0	.....	.....	.....	1,774,867	Loss.	—	100	.....
Dec. 31,	1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*	.....	.....	5,686,497	7,358,931	675,628	.....	289.0	1,206,686	.....	.....	1,921,274	707,492	—	100	6½
Dec. 31,	1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31,	1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....		(Project	ed.)	.....	.....	.....	—	100	.....
Jnn. 30,	1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*	.....	.....	132,411	35,000	.....	.....	13.0	24,000	234,368	664,541	73,307	11,855	—	100	.....
Oct. 31,	1869	10.0	1.0	4.0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	13,000	249,500	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	82,361	22,727	—	50	.....
Dec. 31,	1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	.....	57,031	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	.....
Oct. 31,	1869	43.2	1.5	2.5	13.0	—	—	—	—	Jameston and Franklin	Penn.	1,765,248	—	35,000	.....	603,077	1,000,000	688,228	.....		(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	
Dec. 31,	1869	108.0	52.0	17.2	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	587,179	1,652,923	225.0	.....	.....	.....	1,140,099	403,486	—	100	40
Dec. 31,	1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	.....		(Leased	and oper.	by Chicago	& Alton.)		7	100	90
Dec. 31,	1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....		(Leased	and oper.	by Mich'gan	Central.)		8	100	
Oct. 31,	1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	.....	.....	180,250	800,000	.....	.....	4.6	16,472	1,040,193	5,589,507	107,612	49,533	—	100	.....
Dec. 31,	1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.	.....	.....	.....	.....	5,072,500	.....	.....	.....	439.0	963,512	.....	.....	2,225,850	889,670	—	100	.....
Dec. 31,	1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,200,000	(St k sw	amped.]	112.0	.....	[Operated	by bondh	olders.]		—	100	.....
Dec. 31,	1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	[No	returns.]				—	100	.....
Dec. 31,	1869	81.0	—	1.8	34.0	2	2	1	20	Knoxville and Kentucky	Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	31.0	[No	returns.]				—	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,220,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville....Ohio & Ind.	905,910	*	810,690	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	963.9	.....	.....	.....	12,945,598	5,034,071	8	100	103¼
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,337	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	119¼
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	.....	....
Jun. 30, 1869	84.2	—	47.9	—					Little Miami.....Ohio.	3,887,854	*	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Operated by	L. M. and	Col. & X	enia.)		—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1, 1	869 to Pb	g Cin'&S	t. L.at	4 80,000p.a.	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6	100	....
Oct. 31, 1869	28.3	3.0	24.7	—					Little Schuylkill.....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	801,290	242,940	8	50	90
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	57
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950.705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	74 8,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	76¼
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence... Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—					McMinnville and Manchester.†.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—					Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Oper. by	State rec	eiver.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central †.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	122.8	(Leased	to Phila.&	Reading.)	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—					Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	.....	5,609	90,514	26.0	224,243	.....	.....	132,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1.6	—					Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	81,204	1,621,977	942,664	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	29,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	(Owned	& oper. by	Concord.)	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware †....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,264	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. †..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	.....	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0					Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,725	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	121½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—					Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	.....	.....	.....	.....	.....	(Oper.	by Erie.)	.....	44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	.....	—					Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	109,100	215,800	50,966	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	78	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	96,750	.....	17,654	.....	.....	.....	.....	.....	7,250,668	3,020,786	14s	100	62½
Oct. 31, 1869	24.5	58.8	62.8	—					Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	305,282	305,282	8	50	105
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	3,856,450	.....	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. †..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	1,200,000	320,000	.....	.....	236.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	1,364,215	329,444	2,944,756	4,650,980	1,301,933	.....	99.2	204,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	825,407	2,145,000	347,649	572,632	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	99	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	1	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	[Leased	to Dela., L	acka. and	West'n.)		7	100	32
Sept.30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	.....	.....	126,747	43.0	224,938	7,499,849	5,191,427	411,980	83,473	10	100	92
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga †..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur †...Tenn. and Ala.	3,817,610	442,868	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600,755	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Louisville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	280	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	82,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	.....	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada †..N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—					Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	....
Oct. 31, 1869	6.0	—	....	—					Newcastle and Frenchtown.....Delaware.	150,000	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P.Ft.W.&	Chicago.)		11½	100	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	....
Dec. 31, 1869	83.9	.....	83.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	73.8	8.5	7.1	—	...	...	...	....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)		10	100	118
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.†.L. & M.	6,483,906	1,551,830	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	....
Dec. 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* †.La.	2,050,000	.....	.....	.....	4,742,358	3,909,000	.....	.....	206.0	.....	.....	.....	1,252,364	562,383	—	100	5½
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,608,697	*	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of New	York City.]		.....	.....	—	—	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	51,831,200	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,551,131	8	100	....
Sept. 30, 1869	5.0	—	.....	34.8	...	...	...	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	9,000,000	16,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	96½
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	197,800	.....	52,952	.....	.....	.....	.....	.....	.....	.....	—	—	....
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	7,000,000	5,085,930	.....	.....	156.9	745,708	27,963,142	17,178,695	2,776,890	959,745	8	100	128½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,710,584	300,279	.....	.....	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	145½
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	.....	.....	3 401,324	501,000	.....	.....	.....	(In cour	se of cons	truction)	.....	.....	—	100	....
Sept. 30, 1869	98.5	—	3.7	—					Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	93
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg †.....Virginia.	2,479,355	*	622,891	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60.000	6	100	....
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina †.....North Carolina.	4,949,844	*	300,200	110,523	1,798,000	575,230	102,629	682,702	81.0	138,480	1,336,369	6,842,337	304,527	121,170	—	100	80
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern † .....South Carolina.	2,148,131	.....	26,175	23,701	4,000,000	845,000	276,937	23,450	223.0	.....	.....	.....	658,117	257,000	—	100	....
										1,063,950				102.0								264,164	108,725	—	100	....

Dec. 31, 1869	72.0			3.0	118.0					North Louisiana and Texas	La.											72.0								100	
Feb. 28, 1870	233.3	147.8	11.9		63	35	14	776	North Missouri ¶	Missouri.	20,500,000					7,500,000	13000,000				381.0				2,064,480	432,124			21	
Oct. 31, 1869	55.6	12.1	28.8		29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064			3,150,000	3,588,439	183,476			67.7	460,143			1,132,781	463,114	5s	50	92	
Dec. 31, 1869	95.0	2.6	20.3		21	17	15	499	Northern	Canada.	5,465,410	*	86,788	416,407			5,675,377	289,010	3,218		97.6	404,631	5,252,948		671,076	168,918		100		
Oct. 31, 1869	138.0		123.0		134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134				5,000,000	7,005,500	592,582			332.4	1,469,366			2,928 463	977,748	6	50	78½	
Mar. 31, 1870	69.1	13.4	16.2		25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767			3,068,400	115,600				82.5	409,036	5,935,262	19,110,436	889,626	256,271	8	100	116½	
Sept. 30, 1869	21.3		4.5		6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*				1,100,000	400,000				35.3	146,778			325,369	65,764	8	100		
Sept. 30, 1870	59.4	7.0	12.3		21	20		642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,811		2,364,400	776,000		227,017		66.0	349,958	5,909,914	9,812,721	614,199	191,642	10	100	112½	
Jun. 30, 1869	113.0	32.0	14.0		19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)				145.0				281,138					
Mar. 30, 1869	113.0	4.0	18.7		31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929		5,035,800	941,800	387,687	268,922		122.0	532,120		31,199,413	1,045,222	356,839	6	100	87½	
Dec. 31, 1869	340.0	53.0	....		26	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	23,009,217	2,054,988	1,586,583	120,764		23,714,125	6,152,850	492,321			340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720		100	51½	
Oct. 31, 1869	95.0	3.5	21.5		28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000			4,259,450	3,170,000				98.5	406,010			2,014,427	978,925	10	50	101	
Sept. 30, 1870	130.5	12.2	32.4		38	78	18	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604		4,959,020	2,879,000		418,260		142.7	770,769	35,486,808	7,461,065	1,276,848	474,713	6	100	100½	
Sept. 30, 1869	269.3	9.9	9.7		27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	600,000	2,862,382	43,262		2,488,757	4,350,546	1,019,395	47,357		270.2	497,198	9,196,620	9,069,150	919,122	407,336		100	72	
Dec. 31, 1869	5.0	4.0	1.3						Orange and Newark	New Jersey.	800,000	*				300,000	500,000				9.0				169,088	29,747		100		
Sept. 30, 1869	28.6		3.2						Oswego and Rome	New York.	925,999	*				300,000	610,000					(Leased	to R. W. &	Ogdensb.)	125,564	62,782		100		
Sept. 30, 1869	36.3		24.7		7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*				490,400	591,000				36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100		
Feb. 28, 1869	283.0		35.9		98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918				3,406,034	7,793,742				336.0	1,764,760			3,213,058	894,345		100		
Sept. 30, 1870	47.6		....		15	23		181	Panama	New Granada.	9,500,000					7,000,000	3,784,136				47.6		nine m	onths.	1,105,219	340,861		100	65	
Dec. 31, 1869	14.5		14.5						Paterson and Hudson	New Jersey.	630,000					630,000						(Leased	to Erie.)			53,400	8	100		
Dec. 31, 1869	12.0		....						Paterson and Newark	New Jersey.	1,000,000					500,000	500,000					(Leased	to Erie)					100		
Dec. 31, 1869	15.1		....						Paterson and Ramapo	New Jersey.	350,000					284,500	85,000					(Leased	to Erie.)			26,500	6	100		
Dec. 31, 1869	22.0		....						Pemberton and Hightstown	N. Jersey.	538,692					342,150	160,000	36,542					(Leased	to Camden	and Amboy.)			100		
Dec. 31, 1869	354.9	36.5	494.9		477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*				33,493,112	23,862,092	2,054,452			643.0	9,574,632			17,250,812	4,757,785	10	50	127½	
Oct. 31, 1869	47.0	15.9	53.0		23	4		2,050	Pennsylvania Coal	Pennsylvania.	2000,000	*				3,200,000	592,500	383,000			47.0						10	50	220	
Oct. 31, 1869	105.0	....	10.5						Pennsylvania and N. York	N. Y. & Penn.	2,449,079					1,061,700	3,000,000						(Complet	ed Sept. 1	3, 1869.)			100		
Dec. 31, 1869	46.0		....						Peoria and Bureau Valley	Illinois.	1,800,000					1,200,000	600,000					(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100		
Dec. 30, 1869	83.0		6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000				83.0		(Complet	ed July 1,	1869.)			100		
Dec. 31, 1869	12.0		....	78.0					Peoria and Rock Island	Illinois.	1,000,000	*				1,000,000					12.0		(In pr	ogress.)				100		
Dec. 31, 1869	61.0	21.3	6.2		11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*				1,325,200	241,894				82.3	164,357			245,634	97,975	3	100		
Oct. 31, 1869	46.0		4.5		6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164				218,000	800,000	291,686			46.0	124,224			196,672	9,272		50		
Oct. 31, 1869	287.6	2 0	86.6		108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*				6,004,300	12,598,000	40,974			289.6	2,273,856			3,262,705	loss.		50	55½	
Oct. 31, 1869	17.0	3.0	25.0		22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888			1,595,750	55,900				24.3	376,309			697,620	287,492	10	50	165	
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140		9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061				29,022,100	7,819,592				480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	108	
Oct. 31, 1869	26.5		35.8						Philadelphia and Trenton	Pennsylvania.	1,436,338	*	339,675			1,259,100			80,555		26.5				1,077,559	274,081	10	100	116½	
Oct. 31, 1869	95.9	37.9	107.5		59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042		9,520,850	2,367,000	534,547	434,787		99.7	962,579			2,565,302	876,094	8	50	108	
Oct. 31, 1869	193.0	8.0	24.0		77	31	16	1,239	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000			5,423,200	10,036,690	421,184			201.0	1,849,510			2,434,101	531,833		50		
Oct. 31, 1869	59.0		18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*				1,795,253	1,891,000	294,917			72.0	425,341	4,912,503	16,286,331	608,919	207,354		50		
Oct. 31, 1869	468.3		139.2		210	121	64	3,181	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*				19,583,948	13.563,000	72,093			480.6	5,253,584			8,131,531	2,891,199	9½	100	99	
Sept. 30, 1870	18.6		1.6						Pittsfield and North Adams	Mass.	443,677					450,000										21,450	6	100	85½	
Dec. 31, 1869	63.0	9.5	7.0		17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*				784,700	1,182,988				109.5	354,754			632,763	217,872	6	100		
May 31, 1869	57.3		5.7		17			169	Portland, Saco and Portsmouth	Maine.	1,686,063	*				1,500,000					51.3	303,266			575,036	175,586	6	160	132	
Mar. 31, 1870	50.0		....						Portsmouth and Concord	N. Hampshire.	350,000					350,000						(Leased	to Concor	d.)		24,500	7	100		
Mar. 31, 1869	26.0		2.0		3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*				170,000	200,000		11,496		26.0				80,083	22,015		100	111	
Nov. 30, 1869	15.0		0.7		4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*				437,917	57,000	18,500			15.0	37,960			112,572	21,542		100		
Sept. 30, 1870	43.4	1.0	14.5		21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423		2,000,000	46,000	135,000	117,698		47.3	349,465	10,416,520	10,383,430	661,717	189,154	10	100	138½	
Dec. 31, 1869	97.0		....		11	14		81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*				1,500,000	80,000				97.0				208,000	141,000	3	100		
Oct. 31, 1869	40.0	8.0	4.1		8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583				506,848	1,000,000	952,859			54.0	155,070			207,799	55,879		50		
Sept. 30, 1869	71.0	110.0	27.0		34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285		3,000,000	1,569,750	1,781,893	461,647		181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92	
Sept. 30, 1869	140.5	1.5	11.3		24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480		4,000,000	2,680,700	228,674	1,906,158		190.5	812,139	4,860,625	6,271,192	332,025	102.01		100		
Sept. 30, 1869	75.5		5.2		12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720		1,414,136	482,678	25,186	559,887		75.5				332,025	102.01		100		
Sept. 30, 1869	22.1	2.8	3.6		7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743		847,100	320,296	40,331			46.4	90,998	1,268,994	1,422,279	160,946	37,844		100		
Sept. 30, 1869	38.3		....						Richmond and York River ¶	Virginia.	1,260,000	*				650,000	600,000					(Not in o	peration.)				100		
Sept. 30, 1869	22.0		....	31.0					Roanoke Valley	Va. & N. Carolina.	482,612	*				427,402					22.0		(No	returns.)				100		
Sept. 30, 1869	141.1	48.5	23.4		38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338		3,000,000	2,000,000	9,821	476,970		218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	125	
Sept. 30, 1869	120.0		12.0		28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487			4,381,400		331,828			138.0	679,669	8,347,127	16,336,225	874,855	187,329		100	40	
Dec. 31, 1869	132.0		....						St. Joseph and Council Bluffs	Missouri.	4,689,500	*				2,100,000	2,589,500				132.0				763,000	376,000		100	72½	
Dec. 31, 1869	175.0	34.0	....						St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*				4,340,000	6,700,000					(Oper. by	Ind. & St.	Louis.)	611,800		100	33	
Dec. 31, 1869	195.0	15.0	13.0		43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*				10,000,000	4,000,000							abo	ut 900 000			100	59	
Dec. 31, 1869	150.0		....						St. Louis, Jacksonville and Chicago	Ill.							2,725,000					(Leased	to Chi. &	Alton.)		240,000		100		
Dec. 31, 1869			....	72.3					St. Louis and St Joseph	Mo.		(Unfi	nished.)			2,000,000	1,000,000						(No	returns.)				100		
May 31, 1870	158.0		....		17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*				1,500,000	4,500,000					(Leased	to Terre H	aute and I	ndianapo lis.)			100		
Dec. 31, 1869	180.0		....		14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.							2,020,000					257,004	2,776,680	3,670,874	373,448	138,411		100		
Dec. 31, 1869	100.0		5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989		2,732,515	166,000	531,072	79,514			189,152			338,693	179,941		100		
Dec. 31, 1869	16.6		....			2	1	12	Salem	New Jersey.	278,328	*				180,550	100,000					(Leased	to West J	ersey.)		16,833	6	50		
Sept. 30, 1870	6.9		0.5						Salem and Lowell	Massachusetts.	471,492	*		2,624		243,305	226,900	1,287							17,000	15,518	1½	100		
Jun. 30, 1869	116.3		10.0		10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*				904,832	2,307,742				116.3	271,076			429,212	101,024		100		
Oct. 31, 1869	54.0		7.0		7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*				1,269,150	97,000	106,120			54.0	155,070			172,494	27,393		50		
Oct. 31, 1869	11.0	12.8	8.5						Schuylkill Valley	Pennsylvania.	576,841					576,050						(Leased	to Phila. a	nd Readin	g.)		5	50		
Dec. 31, 1869	80.0		4.6		18	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.		*					210,000				80.0							100		
Dec. 31, 1869	81.3		6.3		13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007		999,050	796,830	891,180	25,521		119.3				282,215			100		
Dec. 31, 1869	235.0		....		25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.						2,481,062	6,079,100				200.0				460,000			100		
Oct. 31 1869	28.0		4.5						Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000					(Le	ased by N	orthern C	entral.)		6	50		
Dec. 31, 1869	45.5		2.0		4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*				1,227,000	800,000				45.5				61,504	22,091		100		
Dec. 31, 1869			2.0						Shelby and Rush	Indiana.	187,663					100,000	37,800				20.0	(Oper. by	Jeff. Mad.	and Ind.)	32,448	7,408		100		
May 31, 1869	20 0		2.5		10	18	8	30	Shore Line	Connecticut.	732.900	*				677,900	55,000				50.0				310,182	47,424	6	100		
Dec. 31, 1869	50.0		3.7		12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*				1,788,000	3,256,320								284,476	90,000		100		
Dec. 31, 1869	101 8	6 5	3.7						Somerset and Kennebec	Maine.	800,000					230,000	500,000					(Leased	and operat	by Portlan	d & Ken.)	36,000		100		
Dec. 31, 1869	37.0		1.6						South Branch	New Jersey.	430,694					438,300						(Leased	& oper. by	Cen. of N.	Jersey.)	26,298	6	100		
Dec. 31, 1869	16.0		....						South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729		5,819,275	4,057,351	355,501				801,171			1,382,167	595,507		100		
Dec. 31, 1869	137.0	106.0	10.9		43	24	24	392	South Carolina	Ala						1,500,000	1,000,000							n progres	s.)			100		
Dec. 31, 1869	50.0			133.0	3				South and North Alabama	Massachusetts.																				
Nov. 30, 1869	71.5		1.9		8	12	2	8	South Shore	New York.	462,167	39,426		9,566		259,683	150,000	7,944	21,000		11.5	49,204	1,222,256	60,911	67,982	9,513		100		
Sept. 30, 1869	57.0	0.7	8.0		11	21	5	75	South Side (L. I.)	New York.	1,978,558	*				497,750	850,000				63.0	150,560	5,597,645	2,094,921	221,815	66,532	10	100		
Sept. 30, 1869	123.0	10.0	12.0		17	5	5	188	South Side (Petersb'g & Lynch'b'g) ¶	Va.	4,149,658	*	192,420	430,158		1,365,600	2,133,800	973,116	299,727		133.0	292,029	2,201,096	10,725,243	440,921	103,125		100		
Dec 31, 1869	70.0		....	46.0	4	2	2	37	Southern Central	New York.	4,500,000	(cost to	complet	ion.)		3,000,000	1,500,000											100		
Dec. 31, 1869	72.0		....	200.0	11	4	2	194	Southern Minnesota	Minnesota.																		100		
Dec. 31, 1869	148.3		....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.							25,000p m				100.0				348,218	203,473		100		
July 31, 1869	143.0	114.8	22.0	26.8	30	14	18	396	Southwestern	Georgia.	4,587,313	*		131,053		3,939,900	699,500	37,155	41,311		257.6	384,922			910,116	360,386	8	100	104	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-and Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$		$	$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	150	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	3	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.0	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.5	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	.....	.....	634	267,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	100	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	634	.....	.....	.....	.....	8,591	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	(In pro	gress to be	completed	June 187	0.)	—	50	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,234	400,000	.....	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,936	8	100	103
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	348,000	168,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western. O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	62½
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	.....	.....	—	100	....
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leas	ed to Vt.	& Mass.	.....	.....	7	100	49½
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	.....	(Leased	to Penney	lvania.)	R. R.)	32,000	—	100	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]		8,407,853	4,203,926	—	100	31½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	60	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	.....	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	.....	(Leased	by Vermo	nt Centra	l.)	.....	—	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,805	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	100	105½
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	var	....
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased	to Rutlan	d.)	.....	.....	2	100	7½
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98,417	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'tn.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,128	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	—	—	....	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	.....	.....	.....	.....	.....	[In	progress.]	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	.....	.....	—	.....	.....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	[No	w forming a division of the Milwaukee and St. Paul		.....	.....	.....	.....	(Leased	to Penney	lvania.)		.....	.....	—	50	81
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	No retu	rns for ye	ar.]	.....	.....	—	100	....
Aug. 31, 1869	94.0	—	....	86.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	.....	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(No return.)	.....	.....	.....	.....	.....	20.0	(Operat	ed during	construct	n by M. &	St. Pa'l.)	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	13,480	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased	to Boston,	Con. and M	ontreal.)	12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford. N.C.	3,600,000	.....	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no	returns.)	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta. N. C. & S. C.	[W & M.	RR. sold	Jan. 5, '70	$525,000.	5,000,000	.....	.....	.....	.....	.....	.....	.....	159,261	82,375	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	[no	returns.]		.....	.....	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	1,857	(Leased	to Northern	Central.)	.....	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	(Recen't | y opened.)		1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	140
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	.....	(Le	ased to N	orthern C	entral.)	.....	—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	.....	.....	60.0	—	—	—	110,610	.....	10	100	117½
Dec 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,647,683	—	—	—	4,999,600	(See Ca	m. & A	mb. R.R.)	108.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'662,005	—	—	—	64,000	899,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	161.0	—	—	—	405,174	213,374	—	50	71½
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	63,226	48.0	—	—	—	431,246	184,848	—	100	50
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	.....	.....	102.0	(5 p. c. o	n preferre	d stock.)	735,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	.....	354.0	—	—	—	1,159,085	598,519	—	50	16½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,741,293	—	.....	.....	2,002,746	2,632,310	196,232	.....	109.2	—	—	—	167,435	81,714	—	50	10
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	45.0	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1,100,000	708,000	86,000	.....	87.6	—	—	—	.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	—	(Leased	to Penney	lvania.)	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	91	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	19½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury. Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in operation.)		—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	100
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens' (10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	28	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	10	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,160	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.38	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	41
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	108	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	48
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	19½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	100	100	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	50
Sept. 30,'70	11.75	259	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	45	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	99½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	75
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	9.04	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	50
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	27
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	85	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	000	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	12
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	55	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	554	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	50	57½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	22,407	—	50	16	21
Sept. 30,'69	8.58	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125½
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.45	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	62½
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	206	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.45	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	—	—	170,504	64,350	2	55	55	23½
Sept. 30,'69	6.55	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	40	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. 5	y Troy&	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	45
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown...Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'69	16.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	303,782	93,936	10	50	50	72
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	55	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Sept. 30,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	5,000	3,010	4	100	100	18
Sept. 30,'70	3.53	40	16	Worcester .....Mass.	46,205	40,000	20,000	8,086	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	88
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	75½
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	915,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	85,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	000,000	7	J.& J.	—	...
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1879	...
Union (Boston): Real estate mortgages	105,000	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	98
Worcester: 1st Mortgage	20,000	6	A.&O	1878	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	80
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	99
Chemung,* guar.....	380,000	8	8	....
Cheshire, preferred.....	2,017,815	7	3	87½
Chicago and Alton, pref.....	2,425,400	7	10	120½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	97½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	81
Erie, preferred	8,536,910	7	7	42
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref.....	5,078,224	...	...	97
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	800,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	50
" " 2d pref.....	4,051,744	6	...	10
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	80
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	....
Ohio and Mississippi, pref.....	3,500,000	7	7	105½
Paterson and Hudson,* guar.....	630,000	8	8	75
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	85½
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	56
Sandusky and Cincinnati, pref.....	445,596	6	6	56½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	569,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	115
Schuylkill Navigation, pref.....	2,888,997	6	6	35½
Union, preferred.....	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774 400	7	7	12½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 — @ 36 —
Pig, American, No. 1		34 — @ 36 —
Pig, American, No. 2		32 — @ 34 —
Pig, American, Forge		31 — @ 32 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —
	—Store Prices.—	
Bar, Swedes, ordinary sizes		110 — @115 —
Bar, Refined		77 50 @ — —
Bar, Common		85 — @ — —
Scroll		100 — @120 —
Ovals and Half-round		95 — @105 —
Band		92 50 @ 95 —
Horse Shoe		95 — @ — —
Rods, ½@3-16 inch		82 50 @120 —
Hoop		100 — @140 —
Nail Rod	per lb.	— — @ — 6½
Sheet, Russia, as to No.'s	(gold)	— 10½@ — 11
Sheet, Single D. and T. Common		— 4½@ — 6
Rails, English	(gold) per ton.	55 — @ 57 —
Rails, American, at Works in Penna.	c'y.	70 — @ 72 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast...(2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 16 @ — 17
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb	4 65 @ — —
Cut Spikes, all sizes		4 90 @ — —
Clinch		6 15 @ 6 40
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 31
Copper		— — @ — 37

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 38½
Straits	(gold).	— — @ — 33
English	(gold).	— — @ — 33½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 37½@ 8 75	9 75 @ 10 25
I. C. Coke	7 25 @ 7 75	8 25 @ 8 75
Coke Terne	6 12½@ 7 12½	7 — @ 8 25
Charcoal Terne	7 50 @ 8 —	8 62½@ 9 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— — @ — 13½
Crude, 40 @ 47 gravity (in shipping order)		— 17 @ — —
Refined, Standard White (in ship'g order)		— — @ — 25½
Refined, prime White (in shipping order)		— 24½@ — —
Refined, S. W. (in jobbing lots)		— 27 @ — 28
Refined, S. W. (in tin)		— 27½@ — 29
Naptha, Refined, (65 @ 73 gravity)		— 8 @ — 9
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)		(New List, Aug. 20th.)
6 by 8 to 8 by 10	(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15	(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18	(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24	(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30	(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30	(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36	(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40	(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44	(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48	(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52	(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56	(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60	(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60	(3 qlts.)	36 — @26 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Canton Co	84	....	....	....	....	....
Central Pacific 6s	95½	....	95½	96½	96	96½
Central of N. Jersey	107½	....	....	107	106½	106½
Chicago & Alton	119½	....	119½	119	....	119
" pref	120	....	120½	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	113	....	....	....
Chic. & Northwestern	88½	....	87½	87½	88½	88½
" pref	97½	....	96½	96½	97½	97½
" 1st M	....	....	....	....	....	....
" S. F.	98½	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	111½	....	110½	110½	112	111½
Chi., R. I. & Pa. 7s, 1896	100½	....	100½	100½	....	100½
Clev., Col., C. and Ind.	88½	....	88½	88	89½	90
Clev. and Pittsburg	114½	....	114	114½	114½	115½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	83½	....	85	85	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	102	....	....	....
Col., Chi., & Ind. C.	23½	....	22½	22½	23½	23½
" 1 M	83½	....	84	....	84	84½
" 2 M	....	....	....	....	....	....
Cumberland Coal pref	....	....	....	....	....	....
Del. & Hudson Canal	....	....	117½	117½	117½	117½
Del. Lack. & Western	109½	....	108½	109	109	109
" 1 M. 7s	99	....	....	98	....	99
" 2 M 7s	....	....	....	....	....	94½
Dubuque & Sioux City	....	....	78	78	79	....
Erie Railway	21½	....	21½	20½	21	21
" pref	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort	....	85	....	....	....	86
Hannibal & St. Joseph	88½	....	88½	88	88	88½
" pref	97	....	97	97	....	....
" 8s, conv	....	103	103	103	103	103
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	136	....	....	136½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	102½	....	101½	101½	102½	103
Lake Shore Div. bonds	....	....	93	94	....	94½
Marietta & Cin. 1st pref	....	....	29	....	29½	30
" 2d pref	....	....	....	....	10	....
Michigan Central	121½	....	....	121	....	121½
" S.F. 8s, 1882	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	....	....	....	102	102½	103
" 2 M	....	....	....	....	99	....
Mariposa Mining Co	....	....	....	....	....	7½
" pref	10	....	9½	9½	10½	11½
" Tr. 10s ctfs	....	....	....	....	....	....
Milw. and St. Paul	61½	....	....	60½	61½	62½
" pref	79½	....	79½	78½	79½	79½
" 1st mort	....	....	94½	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	105½	....	106	....	....	....
" 7 3-10s con	....	....	....	....	....	....
Missouri 6s	92½	....	92½	92½	92½	92½
" H. & St. J. 1ss	....	....	91½	91½	....	91½
Morris and Essex	92½	....	91½	91½	91½	92
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	95½	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	101½	....	....	....	101	....
" 6s, S.F. 1883	....	....	....	....	....	101½
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96½	....	95½	95½	95½	96
" certificates	92½	....	91½	91½	92½	92½
N. York and Harlem	129	....	129½	128½	128½	128
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	46½	....	47	47½	48	49½
" new	....	....	25	25	25	26
Ohio and Miss	48½	....	47½	47½	49½	50½
" pref	74	....	74½	75	....	75
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co	43½	....	....	43	43½	43½
Panama	71½	....	....	70½	68	66
Phila. and Reading	107½	....	107½	107½	108½	108
Pitts., Ft. W. & Chi. gtd.	99	....	99	99½	99½	99½
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	99½
" 3 M	93	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	12½	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref	....	....	....	58	....	....
" 1 M	....	....	....	96	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	66½	....	65½	65½	66½	66
" new	65½	....	65½	65½	66	66½
Tol., Wab. & Western	59½	....	60½	60½	61½	62½
" pref	....	....	80	....	....	....
" 1 M	93½	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	85	....	85	86	85½	....
Union Pacific	26	....	26½	27½	29	29½
" 1st mort	84½	....	84½	84½	84½	85½
" L. Gt. 7s	73	....	73½	....	74	75
" Inc. 10s	....	....	69½	....	70	71½
Virginia 6s, old	....	....	....	68	68½	....
" new	71½	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 6s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108¼	....	108¼	....	108¼	108¼
U. S. 5s, 10-40s, reg	108¼	....	....	108¾	....	108¾
U. S. 6s, 1881, reg	....	....	....	....	116¼	....
U. S. 6s, 1881, coup	116¼	....	....	116½	116½	116¾
U. S. 6s, '81, O.W.I	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	109½	....	....	....	109½	....
U. S. 6s, 5-20s, c. 1862	112¾	....	112¼	112¾	112¾	112¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	112¼	....	112¼	....	....	112¼
U. S. 6s, 5-20s, reg. '65	....	....	109	....	....	....
U. S. 6s, 5-20s, c. 1865	112¼	....	....	112¾	112¾	112¾
U. S. 6s, 5-20s, r. n. '65	....	....	111¼	....	....	111¾
U. S. 6s, 5-20s, c. n. '65	111¼	....	111¾	111¾	111¾	111¾
U. S. 6s, 5-20s, reg. '67	....	....	111¾	....	....	....
U. S. 6s, 5-20s, c. 1867	111¼	....	111¾	111¾	111¾	111¾
U. S. 6s, 5-20s, reg. '68	....	....	....	111¾	....	....
U. S. 6s, 5-20s, c. '68	111¼	....	111¾	111¾	112	112¼
U. S. 6s, Pac.R.R.issue	115¼	....	115¾	115¾	115¾	115¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Catawissa	....	....	....	....	17	17
" preferred	43¾	44	....	44¼	44¼	45
Camden and Amboy	119	118¾	....	119¼	118	118
" 6s, 1875	....	....	....	....	....	95
" 6s, 1883	93¼	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '80	96	....	....	96	....	96¼
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	93¼	....	....	....	....
Lehigh Navigation	35¾	36	....	36	36	35¾
" 6s, 1884	....	84¼	....	....	....	....
" Gold L	....	....	....	89	89¼	89
" R. R. L	93	92¼	....	....	....	....
" Conv. L	82	....	....	....	....	....
Lehigh Valley R. R	60	60	....	60	59¾	59¾
" 6s new coup	....	95½	....	....	94½	....
" 6s new reg	....	....	....	96½	....	....
Little Schuylkill R.R	....	44¼	....	....	41¾	....
" 7s	....	....	....	....	....	....
Minehill	....	52	....	52½	....	52¾
Morris Canal	50	....	....	....	....	....
" pref	115	....	....	....	....	....
" 1st mort	....	....	....	....	....	87
North Pennsylvania	45¾	....	....	45½	....	46
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	39¼	39¼	....	....	39¼	....
Oil Creek & Alleg. Riv.	49	48¾	....	49¼	50¾	50¾
" 7s	84¼	85	....	86	86¾	87¼
Pennsylvania R. R	62¾	62¾	....	63	63	64
" 1st M	....	....	....	....	....	....
" 2d M	100¼	....	....	100¾	....	....
" Gen. mort	....	....	....	94	....	....
" " reg	....	....	....	92¼	....	93
Penn. State, 6s. 1st series	....	....	....	....	104	105
" 6s, 2d series	106¼	....	....	....	....	....
" 6s, 3d series	108¼	....	....	....	108¾	....
" 6s, W I	104	....	....	....	....	....
Philadelphia City, 6s	101¼	....	....	....	....	....
" new	101¾	....	....	101¾	101¾	101¾
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	54	54	....	53¾	53¾	54¼
Philadelphia and Erie	27¾	27¾	....	27¾	27¾	....
" 6s	92¾	....	....	....	....	....
" 7s	86¾	86¾	....	87	....	87¼
Schuylkill Navigation	8¾	....	....	....	....	....
" pref	17¾	....	....	....	17¼	17¾
" 6s, 1882	....	75¾	....	....	75¼	76
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	52¼	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	19¼	19¼
Chestnut & Wal.	....	....	....	....	....	50
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	57¾	....	....	....	....
Spruce and Pine	....	27	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875	....	97¾	....	97¾	....	....
" 1886	....	....	....	....	....	....
" 1890	95¼	95¾	....	96	96	96
" 1884	95	....	....	....	....	95
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	94¾	....	....	95	....
" " 1880.	94¾	....	....	....	....	....
" " 1885	....	....	....	....	....	94¾
Marietta & Cin. 1st M	92¼	....	....	92¼	....	92¼
" 2d M	84	....	....	84¼	....	....
Northern Central	39¾	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	87	....	....	....	....	87
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	20	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12.
Boston and Albany	....	....	....	....	....	160
Boston and Lowell	....	....	....	....	....	141
Boston and Maine	....	....	....	152	....	....
Boston and Providence	....	....	....	....	....	154
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	....	....	....	27½	....	....
Cheshire, pref	....	....	....	....	87½	87½
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	....	....	....	124½
Fitchburg	....	....	....	136¼	136¼	136¼
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	....	121½	121½
Northern, N. H.	....	....	....	115¼	....	....
Ogdens. & Lake Champ	....	....	....	....	87½	87½
" pref	....	....	....	....	....	105¼
Old Colony & Newport	....	....	....	100	100	100
Ph., Wil. & Baltimore	....	....	....	53¾	53¾	54
Portl'd, Saco & Ports	....	....	....	135½	....	135½
Union Pacific	....	....	....	27¼	29	....
" 6s	....	....	....	....	82½	83
" Land Grant 7s	....	....	....	73½	73¾	75½
" Income 10s	....	....	....	....	....	71
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	73	....	74
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	100	100
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	9¾	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. March 24.	March 31.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	75 — 80	75 — 80
Do. do., 2d mort., 1881	65 — 70	70 — 75
Do. Penn., 1st mort., 1877	75 — 80	78 — 82
Do. do., 2d mort., 1882	65 — 70	70 — 75
Do. Consol. 7 per cent. mort. 1890	35 — 35¼	43¼ — 44¼
Detroit and Milwaukee 1st mort. 7s	68 — 70	68 — 70
Do. 2d mort. 8 p. c.	69 — 71	69 — 71
Erie shares 100 dol. all paid	— —	19 — 19½
Do. sterig. 6 p. c. convertible bonds	62 — 64	62 — 64
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	101 — 103	101 — 103
Do. 100 dol. shares, all paid	110 — 111	110¾ — 111¼
Panama General mort. 7s, 1897	94 — 96	94 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	99 — 101	99 — 101
Do. General mort. 6 p. c. 1910	92¾ — 93¾	92¾ — 93¾
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, April 15, 1871.

Stock Exchange and Money Market.

Money has been offered less freely. The supply has been manipulated in the interest of speculative operations opposed to the ruling buoyancy of values at the Stock Exchange. The banks, as well as private lenders, have been less liberal of accommodation. The demand has been more urgent, and rates have been quoted stronger, within the range of from 5@7, generally at 6@7 per cent. per annum, to the best class of borrowers on call. In the discount line, the movement has been less satisfactory to the borrowing interest, and on the best commercial paper, rates have been quoted very firm at 6½@7½ per cent per annum. The city banks, in their last weekly statement, indicated a further general falling off in the averages, the specie reserve having decreased $2,463,506; legal tender item, $2,324,546; and the deposit line, $6,344,488. The loan and discount averages have been reduced $975,057; and the circulation, $5,888. Toward the close, the course of the domestic exchanges was shaping in favor of this port, and the promise was of a prompt relaxation in the Money pinch. The banks now hold $4,617,544 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking act. The U. S. Sub-Treasury at this port, last week, increased its currency reserve, $869,277, and reduced its coin balance $195,068. The receipts of the office were $4,135,727 in coin, and $7,450,771 in currency; payments $4,330,794 in coin, and $7,081,494 in currency. The office received $2,718,000 in coin or its equivalent, from customs; and disbursed $300,996 of coin interest.

Under the revised April programme of the Treasury Department, Government will buy in, during the month, Five-Twenties, as follows: April 19, Wednesday, $3,000,000; April 26, Wednesday, $2,000,000. And will sell Gold, as follows: April 20, Thursday, $2,000,000; April 27, Thursday, $2,000,000.

The subscriptions to the new refunding Five per cent. Loan now amount to about 58 millions. The successful negotiation of this loan is now deemed certain.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $8,222,120 in currency, and $68,958,099 in coin, against a balance a week previous of $7,807,307 currency, and $69,375,926 coin.

The Gold speculation has been devoid of spirit, and the fluctuations in the price through the week have not been important. The customs call has been less urgent, and there has been only a moderate export movement noted. The U. S. Sub Treasury, as well as the city banks, had the specie reserves reduced last week. The foreign exchanges keep up to about the shipping point of Gold, yet the dealings in the latter derive no apparent strength from the circumstance. The week at the Stock and Gold Bonds, as well as in general business, has been a broken one, owing to the intervention of the Easter Holidays, and the German-American peace celebration. The range of the price has been from 110⅛@110⅜; and the closing quotation on Wednesday was 110⅜ against 110⅛ the preceding Wednesday. The outflow of specie from this port last week reached $846,617; and on Wednesday of this week, it amounted to $169,000. The *Aspinwall* steamer delivered here $64,025 in specie on Tuesday.

The U. S. Sub-Treasurer retired, last week, $2,325,599 of coin certificates, received for customs.

Government revenues have been yielding quite satisfactorily, since our last, in both forms, of Customs and Excises. The Excises yielded about three millions. The customs at the port of New York, last week were $2,649,599; and at the outports, equal to about $850,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been $114,598,077.

The coin reserve of the Treasury Department on Wednesday was $105,700,000, including $28,200,000 represented by outstanding certificates; and the currency balance was $10,984,000.

The customs at this port on Wednesday were $608,000.

The export drain was $846,617 last week, against $77,500, same week preceding year. The shipments since July 1, 1870, have been $56,870,800, against $23,321,375 same time in 1869–'70.

The customs demand for Gold last week, averaged $463,000 a day; thus far, this week, it has averaged $487,000 a day, or equal to a weekly aggregate of $2,922,000. The arrivals of

specie from Europe, Havana and other foreign ports last week were $10,033, and since Jan. 1, 1871, $2,787,040, against $6,035,703 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $114,778,792, against $102,946,371 same time in 1869–'70.

The Gold Exchange Bank clearances on Thursday of last week were $20,897,000; on Saturday, $37,047,000, the extremes since our last. On Wednesday of this week they amounted to only about 11 millions.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $66,901,570 against $67,167,280 same time in 1869–'70.

Foreign Exchange has been quoted strong in price, and has been in fair demand. The offerings of prime bills have been moderate. Bankers' sixty day bills on London closed on Wednesday at 109⅞@110; sight bills on London, 110½@110⅝.

The produce exports from this port, week ending with April 11th, were to the currency value of $3,867,399.

Government securities have been less active and somewhat variable through the price, influenced, in part, by the stringency in Money. Toward the close, the inquiry was more confident, especially on investment account, and values were again quoted firmer, with an upward tendency.

On Wednesday, Government bought in two millions of Five-Twenties at 109 69@109 88, ex-interest. The amount of bonds offered was $7,419,750.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116⅜@116½; U. S. Five-Twenties of 1862, 112¾@112⅞; U. S. Five-Twenties of 1864 at 112⅝@112¾; U. S. Five-Twenties of 1865, 112⅝@112¾; U. S. Five-twenties of 1865 consolidated, 111½@111⅝; U. S. Five Twenties of 1867, 111⅝@111¾; U. S. Five-twenties of 1868, 112@112⅛; U. S. Ten-forties at 108½@108⅝; U. S. Six per cent. currency bonds, 115½@115⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 29.	April 5.	April 12.
Consols	93	92 15/16	92⅞
U. S. 5-20's of 1862	92 5/16	92 11/16	92⅞
U. S. 5-20s, 1865	91⅞	92⅜	92⅜
" 1867	91 5/16	91¾	91⅞
" 10-40s	89	89¼	89¼
Erie	19	18⅞	....
Ill. Central	110½	....	....
At. and Gt. West.	38	....	....

State bonds have been in good demand at strong and buoyant prices.

Railway bonds have been more sought after at firmer prices. Central Pacific Sixes have been in lively request, closing at 96¾@97. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been selling more freely at 90 per cent. and accrued interest. Union Pacific Sixes closed at 85½@85¾.

Railway and miscellaneous share property has been quite brisk and generally buoyant in price, notwithstanding the activity in Money under speculative manipulations designed to work against financial values. Union Pacific stock closed at 30.

The movements in Produce and Merchandise have been on a moderate scale, having been checked, in part, by the Easter holidays which have been observed more generally this year than usual. Breadstuffs and Provisions have been unsettled in prices. Middling upland cotton closed on Wednesday at 14⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,386,059 bales, against 2,405,861 bales same time last year; exports 2,370,419 bales, against 1,632,713 bales same time last year; stock at the ports at latest dates, 576,471 bales, against 374,384 bales same date 1870.

Foreign goods have been moderateiy active, and generally quoted firm. The week's imports having been up to $8,543,409, including $4,274,151 of Dry Goods and $4,269,258 of general merchandise.

At the Live Stock markets, Beeves have been in less demand at 10@15c.; Veal Calves in moderate request at 5@11c; Sheep, at 6@8¼c., and Swine, at 6¾@7c. per lb., all live weight. Milch cows, quiet at $40@$100, each. The week's receipts were 6,307 Beeves, 107 Cows, 2,779 Veal Calves, 19,126 Sheep and Lambs, and 9,778 Hogs.

In the line of ocean freights, the movements have been more extensive, and rates have been quoted rather firmer. For Liverpool, cotton at ¼@5/16 by sail and 9/32@11/32d. by steam, per lb.; flour at 2s.@2s. 3d. by sail, and 2s. 6d.@2s. 9d. by steam, per bbl.; grain at 7¼@7½d. by sail, and 8@8¼d. by steam. per bushel; and heavy goods at 15s.@27s. 6d. by sail, and 25s.@40s. by steam per ton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mt. R. R., 59; do. 1st mort., 89¼; N. Y. and N. H. R. R., 145¼; Albany and Susq. R. R., 87½; Sixth Avenue R. R., 125½; North Missouri 1st mort., 84½; South Pacific of Mo. 1st mort., 79; Central of New Jersey new bonds, 101¼; Ohio and Mississippi consol. bonds, 90; Long dock bonds, 85⅞; Mil. and St. Paul 1st mort., Iowa Div., 89; Am. Dock and Imp. 7s, 96; Morris and Essex const. bonds, 87¾; Cleveland, Panesville and Ashtabula new bonds, 93½; Buffalo, N. Y. and Erie 1st mort., 89; N. Y. and Harlem consol. bonds, 90; Gt. Western 1st mort., 1888, 90; Arkansas 6s, Fund Act, 56; Louisiana 6s, Levee bonds, 74; N. Y. State 7s, Bounty Loan, 108¼; Georgia 6s, 88½; do., 7s, end., 85; do., 7s, gold, 91½; North Carolina Fund Act, 1868, 30; do. 1866, 38; do. Special Tax, 19; South Carolina 6s, new Jan. and July, 60¼; Brooklyn 6s, W. L., 94¾; Quicksilver pref., 19⅝; Brunswick City Land, 9¼; American Coal, 45; Consol. Coal of Md., 37; Maryland Coal, 32½; Western Union Telegraph, 58¼; do. 7s, 97; U. S. Exp., 46⅝; Am. Mer. Union Exp., 49; Adams Exp., 74⅞; Wells-Fargo Exp, 43; La Crosse gold, 0.10; Smith and Parmalee gold, 0.40; Am. Flag gold, 0.10.

Philadelphia.—East Pennsylvania R. R. 7s, 101¼; West Jersey 6s, 92½; do., 7s, 99; Camden and Burlington County R. R. 6s, 87; Pennsylvania and New York Canal 7s, 94⅞; Wilmington and Reading 7s. 91; Junction R. R. 2d mort., 90; Sunbury and Erie 7s, 100⅛; Warren and Franklin R. R. 1st mort., 87; Cattawissa R. R. 7s, 95; Elmira and Williamsport 5s, 60; Belvidere Delaware 2d mort., 86; Morris Canal scrip, 75; Pennsylvania Canal, 22; do. bonds, 75. The latest quotations are: City 6s, 101½@101⅝; do. free of tax, 101½@101⅝; State 5s, coupon, 103¾@103¾; do. 6s, W. L., 104@—; do. 1st series, 104¼@104½; do. 2d series, 106¼@106½; do. 3d series, 108@108½; Reading, 54¼@54¼; do. 7s, 1893, 103@105; do. mort. 6s, 1880, 97½@98½; Camden and Amboy, 117¾@118; do. mort. 6s, 1889, 96¼@96½; do. 1883, 93@93; do. 1889, 93@94; Pennsylvania R. R., 63⅞@64; do. 1st mort., 103@103½; do. 2d mort., 100½@101; do. Gen'l mort. coupon, 93½@—; do. reg., 92@93; Little Schuylkill R. R., 44½@45; Morris Canal, 49@50; do. pref., 110@114; do. 6s, 87@89; do. scrip 7s, 77@—; Susquehanna Canal, 6@6; do., 6s, 52½@55; Schuylkill Nav., 8¾@9; do. pref., 17¾@17⅞; do. 6s, 1882, 76@76½; Elmira and Williamsport pref., 40@42; do. 7s, 1878, 98@98½; do. 5s, 59@61; Lehigh Coal and Navigation, 35⅞@36; do. 6s, 1884, 84@84½; do. R. R. Loan, 92@—; do. Gold Loan, 89@89¼; North Pennsylvania, 45¾@46; do. 6s, 99@100; do., 7s, 96½@97; do. Chattle 10s, 110@—; Philadelphia and Erie, 27½@28; do., 6s, 92@92½; Minehill, 52½@53; Catawissa, 17@17½; do. pref., 44⅞@45; Lehigh Valley, 59¾@60; do. 6s, 96@96¼; do. 7s, reg., 100@100; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 57½@58; Thirteenth and Fifteenth, 23½@24; Spruce and Pine, 27@30; Green and Coates, 43@46; Chestnut and Walnut, 49@50; Hestonville, 19⅞@20; Union, 52@—; Germantown, 30½@30½.

Boston.—Vermont Central 1st mort., 87⅛; do., 2d mort., 44½; Elizabethtown and Paducah R.R. 7s, 88; Detroit, Hillsdale and Indiana R. R. 8s, 1890, 90; Ogdensburg and Lake Champlain R. R. 8s, 1878, 101¾; Michigan Central R. R. 8s, 1890, 109; Hannibal and St. Joseph 8s, 1885, 102¾; Grand River Valley R. R. 8s, 1879, 104; Norwich and Worcester, R. R., 112½; Portsmouth, Gt. Falls and Conway R. R., 111; Rutland pref., 83¾; do. 8s, 1880, 100½; Cincinnati, Sandusky and Cleveland R.R., 23½; Summit Branch, 43¼; Boston Water Power Co., 37½; Cary Imp., 13¼; Boston and Roxbury Mill, 51¼; Gilberton Coal, 32½; Maine 6s, 1889, 100¼; New Hampshire 6s, 1871, 100; do., 1884, 100¼; Missouri 6s, 1875, 94¾; Massachusetts 5s, 1890, gold, 97⅝; Vermont 6s, 101; Worcester 6s, 1880, 100; Albany 6s, 1891, 91¾; St. Louis 6s, 1876, 95; do., 1879, 92; do., 1881, 91¾; do., 1886, 88½; do., 1887 gold, 94¼; Chicago 7s, 1895, 99½; do., 1875, gold, 100; Charlestown 5s, 1883, 89¾; St. Paul 6s, 1898, 71½; Bangor 6s, 1899, 90; Bath 6s, 1881, 90; Allouez Mining Co., 1⅝; Hanover, 65c.

Baltimore.—Maryland Defense Loan, 104; Virginia 6s, old, reg., 55¾; do. 6s, reg. 1866, 70½; Pittsburgh and Connellsville bonds, 92½; Northern Central 6s, gold, 1900, 92¼; Richmond and Danville bonds, 78; Orange, Alexandria and Manassas bonds, 78½; Central Ohio R. R., 80; do., 1st mort., 84¾; Baltimore City 5s, 80; Atlantic Coal, 1.25; Baltimore Copper, 1¼. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92½@92¾; Baltimore and Ohio, 138½@139; do. 6s, 1875, 94¾@95; do. 1880, 94@95; do. 1885, 93@93½; Northern Central, 89@89¼; do. 6s, 1885, 94@95; do. 1900, 87@87½; do. 6s,

1900, gold, 92@92½; N. W. Va. 1st mort., 96½@97½; do. 2d mort., 96½@96½; do. 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 92½@93; do. 2d mort., 84½@85; Central Ohio, 29¾@30½; do. 1st mort., 84@86; Western Md. 1st mort. 6s, 1890, 76@78; do. guar. by Baltimore City, 90@96; do. 2d mort. guar., 92@95; do. 2d mort pref., 58@59; do.6s, guar. by Washington Co., 82@85; Richmond and Danville bonds, 77⅝@78¼; Orange and Alexandria 1st mort. 6s, 87¼@87¾; do. 2d mort. 6s, 77@77½; do. 3d mort. 8s, 87½@89; do. 4th mort. 8s, 77@78; Orange, Alex. and Manassas 7s, 78¼@78¾; Virginia and Tennessee 8s, 83@85; do. 6s 1st mort., 82@—; do.6s, 2d mort., 73@75; Baltimore 6s, 1875, 95@96; do. 1884, 95@95½; do. 1890, 95¾@96; do. 1893, —@96; do., 1900, 96@97; do. 5s, 1838-'70, 80@81; Memphis City 6s, 55@55½; Maryland Defense Loan, 1883, 104@104¼; City Passenger R.R., 20½@21; George's Creek Coal, 65@68½; Baltimore Copper, 1@1.38; Santa Clara, 1@1.87; Atlantic Coal, 1@2.25.

☞ ELIZABETHTOWN AND PADUCAH RAILROAD.—The well known Bankers, Messrs. NORTON, SLAUGHTER & CO., of 41 Broad Street, Messrs. WM. ALEXANDER SMITH & CO., of 40 Wall Street, and Messrs. HALLGARTEN & CO., of No. 28 Broad Street, New York, recommend, after a thorough investigation into the affairs of the Company, THE EIGHT PER CENT. FIRST MORTGAGE BONDS OF THE ELIZABETHTOWN AND PADUCAH RAIL ROAD COMPANY of Kentucky, as a very safe and desirable investment. They are only authorized to offer a limited amount of these securities at 87½ and accrued interest. The Bonds offered are on the completed portion of the Road, which is now in successful operation.

A New Coal Route to Albany.

The Delaware and Hudson Canal Company are constructing a railroad from Nineveh to Lanesboro', in Susquehanna County, Penn., 22½ miles. It will cross the Susquehanna River near Harpersville by a bridge 450 feet long, in three spans of 150 feet each. A short distance above this point it will cross the Starucca Creek, directly under the Erie Railway, by a bridge 150 feet long, and 60 feet below the Erie Railway track. Two miles above the viaduct a junction will be made with the Jefferson Railroad, which runs from Carbondale, Penn., where the Delaware and Hudson Company own large mines. The object of this road, which is in reality a branch of the Albany and Susquehanna Railroad, is to shorten the route from the coal mines to the Albany market, which it does by 26 miles, and by a grade no heavier than 30 feet to the mile.

A saving of 40 cents, per ton in the transportation of coal from Carbondale to Nineveh, where the new route joins the main line of the Albany and Susquehanna Railroad, will also be effected. The contractor for the grading of the road is Gen. Diven of Elmira. Six hundred men are now at work, and nearly one-third of the grading has been accomplished. Steel rails, weighing 62 pounds to the yard are to be laid. The road is expected to be completed by the first of October next, and will be used for the coal trade only.

NEW LOAN OF THE UNITED STATES.

PROGRESS OF SUBSCRIPTIONS.

PRIVILEGE STILL OPEN FOR $200,000,000 FIVE PER CENTS.

The department has advised by telegraph that the subscriptions to the loan to Thursday, March 30, amount to $50,600,000. The Secretary has also authorized the notice that the unconditional privilege of subscribing to the first-class of bonds five per cents, to the extent of $200,000,000 remains open until further advice.

The proposed loan comprises three classes of bonds, namely:

First. Bonds to the amount of five hundred millions of dollars, payable in coin, at the pleasure of the United States, after ten years from the date of their issue, and bearing interest payable quarterly in coin, at the rate of five per cent. per annum.

Second. Bonds to the amount of three hundred millions of dollars, payable in coin, at the pleasure of the United States, after fifteen years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four and a half per ce nt. per annum.

Third. Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of their issue, and bearing interest, pay able quarterly in coin, at the rate of four per cent. per annum.

Subscriptions to the loan will have preference in the following order, namely:

First. Subscriptions that may be first made for five per cent. bonds to the amount of two hundred millions of dollars; of which there will be reserved, for twenty days one half for subscribers in this country and one half for subscribers in foreign countries.

Second. Subscriptions for equal amounts of each class of bonds.

Third. Subscriptions for equal amounts of bonds bearing interest at the rate of four and a half per cent., and of bonds bearing interest at the rate of five per cent.

Fourth. Subscriptions for any five per cent. bonds that may not be subscribed for in the preceding classes.

When a subscription is made, the subscriber will be required to deposit two per cent. of the amount thereof in coin or currency of the United States, or in bonds of the class to be exchanged, to be accounted for by the Government when the new bonds are delivered; and payments may be made either in coin or in bonds of the United States known as Five-Twenty bonds, at their par value.

The coin received in payment will be applied to the redemption of Five-Twenty bonds, and the debt of the United States will not be increased by this loan.

The bonds will be registered or issued with coupons, as may be desired by subscribers. Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000; and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depositary of the Government, quarterly, on the first days of February, May, August and November, in each year.

The bonds of the several classes aforesaid, and the interest thereon, are exempt from the payment of all taxes or dues of the United States, as well as from taxation in any form by or under State, municipal or local authority.

After maturity, the bonds last issued will be first redeemed, by classes and numbers, as may be designated by the Secretary of the Treasury.

The bonds will be issued at the United States Treasury, but the agents for the negotiation of the loan in Europe are authorized to make arrangements with subscribers for the transmission of the bonds to the agents through whom subscriptions may be received.

Subscribers in the United States will receive the new bonds of the agents with whom the subscriptions are made.

In the United States the National Banks are authorized to receive subscriptions, and subscriptions may also be made at the office of the Treasurer of the United States, or of any Assistant Treasurer, or the designated depositaries at Buffalo, N. Y.; Chicago, Ill.; Cincinnati, Ohio; Louisville, Ky.; Mobile, Ala., and Pittsburg, Pa.

☞ TEXAS PACIFIC RAILROAD COMPANY.—Notice is hereby given, that, pursuant to the Act of Congress, entitled "An Act to Incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for orther purposes," approved March 1, 1871, the persons named in the first section of said Act, who are by said Act constituted a Board of Commissioners, known as the Texas Pacific Railroad Commissioners, will meet at the Office of the Southern Transcontinental Railroad Company, on the north-east corner of Warren and West-sts., in the City of New York, on the 15th day of April, 1871, at 12 o'clock noon, of that day, for the purpose of opening Books of Subscription to the Capital Stock of the said Texas Pacific Railroad Company, of receiving Subscriptions to said Stock, and electing a Treasurer in pursuance of the said Act.—Dated New York, March 27, 1871. J. C. Fremont, Marshall O. Roberts, Henry D. Cooke, John W. Forney, E. L. Fancher, Luther R. Marsh, Richard C. Parsons.

Wilmington, Columbia and Augusta R. R.

The Augusta *Chronicle* learns from a gentleman who has lately witnessed the operations on the extension of the Wilmington, Columbia and Augusta Railroad, that the work is progressing finely. The entire route from Wateree river to Columbia has been graded, and the work of laying the track has been commenced. A temporary road has been built from Clarkson's turnout to the main road. It is thought that the work will be completed from the Wateree to Columbia in about two months. The most difficult undertaking, however, is the building of a trestle across the Wateree, the grounds in the vicinity of the river being so low and swampy that the trestle will have to be between three and four miles in length. To construct this, of course, will take considerable time.

☞ The Memphis and Little Rock Railroad has been completed, and will soon be open for business.

Locomotives for Narrow Gauge Railroads.

We have received from M. BAIRD & Co., Proprietors of Baldwin Locomotive Works, Philadelphia, a circular accompanied by photographs of several patterns of locomotives especially adapted to the working of narrow gauge railroads.

The designs shown can all be arranged for a gauge of 2 feet 6 inches, or upwards. For a gauge narrower than 2 feet 6 inches, special patterns or modifications of these plans would be required.

The following table gives the principal dimensions and weights of various patterns and sizes of narrow gauge locomotives, together with the loads which they will haul on a straight track in good condition:

Kind of Locomotives.	Cylinders. Diam.	Cylinders. Stroke.	Diameter of Drivers.	Weight in working order. Total.	Weight in working order. On drivers.	Weight in working order. On each pair of drivers.	Load in gross tons of cars & lading. On a level.	Load in gross tons of cars & lading. On a 40 feet grade.	Load in gross tons of cars & lading. On a 80 feet grade.	Load in gross tons of cars & lading. On a 100 feet grade.
Class 1. Four-wheels-connected tank locomotive.	9	12	30	18,000	18,000	9,000	390	120	70	55
Class 2. Four-wheels-connected with separate tender.	9	12	30	22,000	22,000	11,000	490	150	85	70
Class 3. Six-wheels-connected tank locomotive.	10	16	36	26,000	26,000	13,000	590	180	105	85
Class 4. Six-wheels-connected with separate tender.	11	16	36	30,000	30,000	10,000	730	215	120	95
Class 5. Four-wheels-connected and one pair of leading wheels.	10	16	36 to 40	35,000	35,000	11,666	850	255	140	115
Class 6. Six-wheels-connected and one pair of leading wheels.	11	16	36 to 40	38,000	38,000	12,666	860	265	150	125
Class 1. Four-wheels-connected tank locomotive.	9	12	30	18,000	18,000	9,000	390	120	70	55
Class 2. Four-wheels-connected with separate tender.	9	12	30	16,000	16,000	8,000	385	115	65	50
Class 3. Six-wheels-connected tank locomotive.	10	16	36 to 40	20,000	20,000	10,000	480	140	75	60
Class 4. Six-wheels-connected with separate tender.	10	16	36	24,000	24,000	12,000	580	170	95	75
Class 5. Four-wheels-connected and one pair of leading wheels.	10	16	36 to 40	28,000	28,000	9,333	615	185	105	85
Class 6. Six-wheels-connected and one pair of leading wheels.	11	16	30	33,000	33,000	11,000	740	225	130	105
Class 1. Four-wheels-connected tank locomotive.	9	12	30	18,000	18,000	9,000	390	120	70	55
Class 2. Four-wheels-connected with separate tender.	9	12	30	16,000	16,000	8,000	385	115	65	50
Class 3. Six-wheels-connected tank locomotive.	10	16	36 to 40	20,000	20,000	10,000	480	140	75	60
Class 4. Six-wheels-connected with separate tender.	10	16	36	24,000	24,000	12,000	580	170	95	75
Class 5. Four-wheels-connected and one pair of leading wheels.	10	16	36 to 40	30,000	25,000	12,500	605	175	95	75
Class 6. Six-wheels-connected and one pair of leading wheels.	10	16	36 to 40	35,000	30,000	10,000	730	220	120	100

The last two patterns can be built with tanks on the boilers to carry the feed water, and boxes for coal or wood on the foot-board, if it is desired to dispense with the separate tender. For runs of any considerable length, however, it is believed that the engine would be more satisfactory with separate tender, and the weight of such tender will be so small as to detract very little from the tractive efficiency of the machine.

SERVICE TO WHICH THE SEVERAL PATTERNS ARE ADAPTED.

Classes 1 and 2 would be suitable for hauling freight at low speeds. For a short run the tank engine (class 1) would answer; for a longer run, requiring more fuel and water to be carried, a tender would be necessary, and class 2 would be preferable.

All four wheeled engines, however, when run at any considerable speed, have a backward and forward rocking or plunging motion on the rails, which is objectionable as injurious both to track and to engine. The other classes (3, 4, 5 and 6) show designs which obviate this objection, and allow of higher speeds.

Classes 3 and 4, by coupling three pairs of drivers, give machines which, while they have no more weight on each wheel than the four wheeled engines of classes 1 and 2, have nevertheless fully 50 per cent. more tractive power. These two classes are adapted to an exclusively freight business.

In Class 5, in order to prevent the rocking motion peculiar to four wheeled engines, as stated above, a single pair of leading wheels is introduced in front of the cylinders. These wheels serve to guide and steady the engine, and prevent the excessive wear of the tires of the front driving wheels which would otherwise result. As they carry only a small portion of the weight of the machine, they do not materially detract from the weight available for adhesion.

It will be apparent that engines of this class are especially suited for passenger business. They can be run at high rates of speed, as will be shown in a subsequent paragraph, and it is believed will occupy the same relative position in the narrow gauge system which the ordinary eight wheeled locomotive with four drivers and truck fills to-day on the full gauge railway.

Class 6 shows an extension of the same principles in a six coupled engine for freight service.

ADAPTATION FOR PASSING SHORT CURVES.

All these machines are designed on such principles as will enable them to pass curves of short radius with ease. The engines of classes 5 and 6 have a single pair of leading wheels with swing bolster and radius bar. By this device these wheels adapt themselves readily to a curve, and the rigid wheel-base of the engines is reduced to the distance between centres of rear and front drivers. Any of the engines described may be run around curves of 100 feet radius or even shorter. Engines of classes 1 and 2 have been run around curves of 30 feet radius.

CHARACTER OF ROADS WORKED BY OUR SMALL LOCOMOTIVES.

We have built a number of engines of classes 1 and 2 for use on roads of 2 feet 6 inches, 2 feet 9 inches, 3 feet, and 3 feet 6 inches gauge, respectively, and are now building locomotives of the last two classes (5 and 6) as the equipment of an important 3 feet gauge line (the Denver and Rio Grande) which will be in operation for a part of its length during the present season.

The Uniao Valenciana Railroad of South America, is worked by engines of our manufacture of the kind designated by class 2, with 9x16 cylinders. The road is 15 miles long; 3 feet 6 inches gauge; has a maximum grade of 169 feet to the mile; and a maximum radius of curvature of 235 feet. It is laid with T rail, weighing 40 pounds to the yard.

Several narrow gauge roads connected with iron furnaces or mining enterprises in this and adjacent States are worked with small engines of classes 1 and 2. These roads, on which are in use engines weighing from 18,000 to 20,000 pounds, (being 9,000 to 10,000 pounds on each pair of wheels,) are laid with rails weighing from 30 to 40 pounds to the yard. Those using the 30 pound rail consider it heavy enough. The joints are made with chairs or fish plates. The chairs cost about 20 cents each. Fish plates 18 inches long with four bolts and nuts for a 30 pound rail can be made for about 45 cents per joint. The spikes are one half inch square, 5½ inches long, and weigh 40 pounds to the hundred. The cross ties are about 5 feet long for a 2½ feet gauge, and 5 to 6 inches face and depth, and are laid from 2 feet to 2 feet 6 inches from centre to centre.

SPEED ATTAINABLE WITH SMALL LOCOMOTIVES.

A narrow gauge locomotive with driving wheels 36 inches in diameter and cylinders with 16 inches stroke, at a speed of 36 miles per hour, develops the same speed of piston as a full gauge locomotive with 5 feet driving wheels, and cylinders with 24 inches stroke, at a speed of 40 miles per hour. With driving wheels 40 inches in diameter and 16 inches stroke of piston, the narrow gauge locomotive develops the same total travel of piston in going one mile as does the full gauge locomotive with driving wheels 60 inches in diameter and 24 inches stroke of piston. It is evident therefore, that equal speeds are attainable on the narrow as on the full gauge. The angle of stability of the narrow gauge locomotive with 3 feet driving wheel is somewhat greater than that of the 4 feet 8½ gauge locomotive with 5 feet driving wheel.

A UNIFORM NARROW GAUGE SYSTEM DESIRABLE.

For narrow gauge lines of any considerable length and intended for both freight and passenger traffic, a gauge of 3 feet seems to have been generally agreed upon. If a system of narrow gauge roads is to be constructed in this country, (and such now seems to be the tendency,) it is manifestly important that a uniformity of gauge should be established. The 3 feet gauge has the decided preference of practical railroad managers and engineers who have given this subject attention, and as this width has very important advantages in the designing of locomotives and other rolling stock, it is believed that its general adoption for the narrow gauge system would be advantageous. We may mention that the Denver and Rio Grande Railway, now in process of construction for 80 miles of its projected length, is to be of 3 feet gauge; and the Pennsylvania and Sodus Bay Railroad, another narrow gauge line 83 miles in length, has also adopted this gauge after careful investigation.

COMPARATIVE WEIGHTS OF NARROW AND FULL GAUGE CARS.

We subjoin as pertinent to this subject, the following table showing the comparative proportions of dead weight to paying load of full gauge and narrow gauge cars:

	Weight of car empty. Pounds.	Capacity. Pounds.	Weight of car loaded. Pounds.	Weight of wheels & axles. Pounds.	Weight on all the wheels. Pounds.	Weight on each wheel. Pounds.	Percentage of dead weight to load.
Full gauge eight wheeled box car.	20,000	20,000	40,000	5,400	34,600	4,325	100
Narrow gauge four wheeled box car.	4,500	8,000	12,500	1,200	11,300	2,825	56¼
Full gauge eight wheeled flat car.	16,000	24,000	40,000	5,400	34,600	4,325	66⅔
Narrow gauge four wheeled flat car.	8,500	9,000	12,500	1,200	11,300	2,825	38⅔
Full gauge four wheeled coal car.	6,000	11,000	17,000	2,300	15,300	3,825	60
Narrow gauge four wheeled coal car.	4,000	8,500	12,500	1,200	11,200	2,825	47

DESIGNS FOR NARROW GAUGE CARS.

Designs for narrow gauge freight cars by prominent manufacturers show four wheeled box, flat, and drop-bottom coal or ore cars. Their weights and capacity are indicated in the above table.

For passenger service, eight wheeled cars with bodies 26 feet long and 6 feet wide are proposed as follows:

Second class cars with longitudinal slatted seats in centre (passengers to sit back to back). Capacity 26 passengers.

First class passenger cars with seats and cushions like horse railway cars. Capacity 30 passengers.

First class passenger cars with two rows of turning chairs with aisle between, etc. Capacity 18 passengers.

First class passenger cars with revolving back seats (double seat on one side of car and single seat on the other, the plan being reversed in the two ends of the car). Capacity 28 passengers.

All these cars have wheels about 24 inches in diameter.

COMPARATIVE COST OF SUPERSTRUCTURE OF THE DIFFERENT SYSTEMS.

The following are comparative estimates of the cost of a mile of single track, properly proportioned for each gauge specified:

1st.—For 4 feet 8½ in. gauge. Rail 55 lbs. per yard.

87 tons of rails, @ $70 per ton	$6,090 00
400 rail splices, @ $1	400 00
5,500 lbs. spikes, @ 5 cts	275 00
2,640 cross ties, @ 80 cts.	2,112 00
2,000 cubic yards gravel ballasting, @ 50 cts	1,000 00
Laying 1 mile of track	500 00
Total	$10,377 00

2d.—For 3 feet 6 in. gauge. Rail 35 lbs. per yard.

55 tons of rails, @ $75 per ton	$4,125 00
340 rail splices, @ 60 cts	204 00
3,520 lbs. spikes, @ 6 cts	211 20
3,520 cross ties, 5 feet long, 5 x 6 in., @ 40 cts	1,408 00
1,200 cubic yards ballasting gravel, @ 50 cts	600 00
Laying 1 mile of single track	350 00
Total	$6,898 20

3d.—For 3 feet gauge. Rail 30 lbs. per yard.

47½ tons of rails, @ $75 per ton	$3,562 50
330 rail splices, @ 50 cts	165 00
3,520 lbs. spikes, @ 6 cts	211 20
3,520 cross ties, 5 feet long, 5 x 6 in., @ 30 cts	1,056 00
1,000 cubic yards ballasting, @ 50 cts	500 00
Laying 1 mile of single track	300 00
Total	$5,794 70

4th.—For 2 feet 6 in. gauge. Rail 25 lbs per yard.

40 tons of rails, @ $75 per ton	$3,000 00
330 rail splices, @ 50 cts	165 00
3,520 lbs. spikes, @ 6 cts	211 20
3,520 cross ties, @ 25 cts	880 00
1,000 cubic yards gravel ballasting, @ 50 cts	500 00
Laying 1 mile of single track	250 00
Total	$5,006 20

5th.—For 2 feet gauge. Rail 20 lbs per yard.

31½ tons of rails, @ $75 per ton	$2,362 50
330 rail splices, @ 45 cts	148 50
3,520 lbs. spikes, @ 6 cts	211 20
3,520 cross ties, @ 20 cts	704 00
750 cubic yards ballasting, @ 50 cts	375 00
Laying 1 mile of single track	250 00
Total	$4,051 20

Comparative cost per mile of each gauge.

4 feet 8½ in	$10,377 00	standard road used.	
3 " 6 in	6,898 20	reduction 33½	per ct.
3 "	5,794 70	" 44	"
2 " 6 in	5,006 20	" 52½	"
2 "	4,051 20	" 60	"

The above figures are submitted to meet the enquiries of many of our correspondents who are interested in the subject of narrow gauge railroads. We shall be pleased to furnish on application any further information in our power.

Respectfully,

M. BAIRD & Co., *Philadelphia.*

Illinois Central Railroad.

The statement of this Company for the month of March, 1871, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	5,465.27 for	$52,349 34
Acres Int. Fund Lands sold		
Acres Free Lands sold		
Total sales during month of March, 1871	5,465.27 for	$52,349 34
To which add Town Lot Sales		100 00
Total of all	4,465.27 for	$52,449 34
Cash collected in March, 1871		$148,263 53

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 402 Miles.	Total. 1109 Miles.
Freight	$282,476 00	$53,513 00	$335,989 00
Passengers	139,886 97	44,594 15	184,481 12
Mails	6,375 00	3,059 33	9,434 33
Other sources	74,000 00	2 940 67	76,940 67
Tot. Mar.,'71.	$502,737 97	$104,107 15	$606,845 12
Total actual earn'gs, Mar. 1870	$498,803 60	$102,523 30	$611,326 90

Cleveland, Columbus, Cincinnati and Indianapolis Railroad.

The following is a comparative statement of the earnings of this road for January, February and March, 1870 and 1871:

	1870.	1871.
JANUARY:		
From freight	$131,127 07	$205,325 21
From passengers	56,660 22	52,583 10
From mails, exp., etc.	15,281 87	14,917 74
Total	$203,069 16	$272,826 05
Increase for January, $69,756 89.		
FEBRUARY:		
From freight	$151,800 03	$202,444 90
From passengers	60,691 31	50,017 51
From mails, exp., etc.	14,406 22	14,327 30
Total	$226,897 59	$266,789 71
Increase for February, $39,892 15.		
MARCH:		
From freight	$155,069 88	$229,267 25
From passengers	71,245 64	66,393 97
From mails, exp., etc.	17,866 72	17,537 70
Total	$244,182 24	$313,198 92
Increase for March, $79,016 68.		
Tot. for three mos.	$674,148 96	$853,814 68
Total increase for three months, $179,665 72.		

☞ The Flint and Pere Marquette Railroad Company have contracted with the Wyandotte Rolling Mill for 6,500 tons of rails, all to be delivered between May and November, along the line of the Holly, Wayne and Monrose Road, which former corporation have undertaken to build from Holly to Monrose. The contracts for spikes and other material and rolling stock have also been made.

☞ UNION PACIFIC LAND GRANT BONDS

OFFICE OF MORTON, BLISS & Co., BANKERS,
NEW YORK, March 20, 1871.

The undersigned offer for sale the balance of the Land-Grant Bonds of the Union Pacific Railroad Company. The road has been in operation about twenty months. It is complete in all respects, and its earnings have averaged $8,000,000 per annum. These bonds bear seven per cent. interest, coupons payable April and October. The following summary of the financial condition of the Company is from the address of Col. Thomas A. Scott to the stockholders, upon his accepting the Presidency, at the annual meeting in Boston, March 8:

LAND DEPARTMENT.—Bonds, seven per cent. currency, $10,400,000.

Land Sales, 292,900 acres; proceeds, $1,306,566; average price per acre, $4 46.

On account of these sales the Company has received and redeemed land grant bonds to the extent of	$736,000
For the remainder the Company holds land notes maturing in one, two and three years, with accruing interest	576,650
Total	$1,312,650

The condition of the Land Department may, therefore, be stated thus:

Bonds	$10,400,000
Principal reduced by bonds redeemed	$736,000
Land notes on hand	576,650
Showing an absolute reduction of	$1,312,650
The Company is entitled, under the grants from Government, after deducting total lands pre-empted before passage of the act, to	12,080 000 acres.
From which deduct amount heretofore sold	292,883 acres.
Leaving on hand as an asset	11,787,117 acres.

—which, at an average value of two dollars per acre, being twenty per cent. below the minimum Government price for adjoining lands owned by it, should yield the gross sum of $23,574,234. So much thereof as may be required to be applied to the payment or redemption of the land grant bonds, and the balance to go into the Treasury. The average land sales amount to about $75,000 per month:

From present indications it would seem reasonable to estimate the gross receipts of the coming year at a minimum of	$9,000,000
With a cost of maintaining and operating the line on this increased earning of not exceeding, say	4,500,000
Leaving as net receipts to be applied to interest and dividend, exclusive of the operations of the Land Department of	$4,500,000

The operations of the line for the first twenty months of its existence as a completed road show net earnings sufficient to meet the interest upon its entire bonded debt.

This result cannot but be deemed, by all practically versed in the history of new railway lines, as indicating a successful future. The yearly increase of traffic, costing but little additional to transport and therefore yielding a large percentage of net revenue, must soon give a value to your property not readily appreciated at present,

MORTON, BLISS & CO., No. 30 Broad-st.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of March, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool	$2,370,754	$3,729,752
" cotton	2,210,847	3,134,697
" silk	2,813,824	4,634,971
" flax	1,276,861	1,356,144
Miscellaneous dry goods	1,090,240	1,545,511
Total entered for consump.	$9,762,526	$14,400,775

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$1,391,892	$1,541,998
" cotton	956,933	814,508
" silk	715,029	824,147
" flax	701,802	859,480
Miscellaneous dry goods	176,029	276,503
Total withdrawn from warehouse	$4,032,585	$4,316,636
Add entered for consump.	9,762,526	14,400,775
Tot. thrown on the market.	$13,795,111	$18,717,411

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool	$1,202,902	$1,331,042
" cotton	723,254	703,148
" silk	576,002	957,565
" flax	554,866	424,894
Miscellaneous dry goods	163,556	311,588
Total entered for wareh'g.	$3,220,580	$3,728,237
Total entered for consump.	9,762,526	14,400,775
Total entered at the port.	$12,983,106	$18,129,012

The imports of foreign dry goods at New York for three months from January 1, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool	$5,227,070	$8,308,666
" cotton	5,459,703	7,389,409
" silk	5,937,625	8,782,807
" flax	2,809,815	3,722,861
Miscellaneous dry goods	2,683,213	2,864,017
Total imports	$22,117,426	$31,067,760

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$3,095,025	$3,543,838
" cotton	2,104,613	2,045,873
" silk	1,704,562	2,663,392
" flax	2,012,781	2,038,483
Miscellaneous dry goods	413,726	536,184
Total withdrawn from warehouse	$9,330,707	$10,227,770
Add entered for consump.	22,117,426	31,067,760
Total thrown on the market	$31,448,133	$41,295,530

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool	$3,282,714	$3,742,590
" cotton	2,490,586	2,244,869
" silk	1,572,800	2,011,039
" flax	1,594,369	1,410,693
Miscellaneous dry goods	401,418	643,468
Total entered warehouse.	$9,291,837	$10,052,159
Add entered for consump.	22,117,426	31,067,760
Total entered at the port.	$31,409,263	$41,119,919

The imports of foreign dry goods at New York for nine months from July 1, were:

1861–'2	$28,379,687
1862–'3	51,065,196
1863–'4	67,131,882
1864–'5	36,628,697
1865–'6	115,644,914
1866–'7	88,451,059
1867–'8	62,420,141
1868–'9	73,199,277
1869–'70	76,651,848
1870–'1	99,446,751

Journal of Railroad Law.

RAILROAD COMPANIES—RISKS OF EMPLOYEE—WHEN COMPANY ABSOLVED FROM RESPONSIBILITY.

The facts in the recent case of Phelan and ano. *vs.* The Albany and Susquehanna Railroad Co., (1 Lansing, 258,) are fully and clearly stated in the following opinion by

PECKHAM, J.—The full statement of this case is its own argument. The plaintiffs, as assignees of a contract with defendant, agreed to do certain things, in a certain time, and to proceed with the work in a certain manner. If they failed so to proceed, the contract, after prescribed notice, might be declared void by the defendant. It was further provided, that if any money was due the plaintiffs, when the contract should be declared void, that no part thereof should be paid until the contract should be completed; and if, in completing the work, the cost thereof should be increased over the contract price, then the sum so due should be applied to the payment of such increase.

The plaintiffs did not perform this contract; confessedly failed. It was declared abandoned and void. This was acquiesced in by the plaintiffs. The contract was then completed by the defendant, at a cost beyond the contract price, largely exceeding the amount due the plaintiffs when the contract was declared void. Then, by the plain, clear terms of the contract, the plaintiffs had no right of action.

It is insisted that the report is right, because the sum reported due, appeared, by the defendant's books to be due to the plaintiffs.

That sum was due to them when the contract was declared void; that is, there was that balance in their favor at that time. But they were bound to fulfil, or when the time for fulfilment had expired, and there had been no extension and no completion there could be no recovery.

Further, in this case, it was expressly provided that this balance should be applied to the payment of any excess of cost in completing the contract over the contract price.

The amount of the balance was some $400, and the amount expended by the defendant to complete the contract, over and in excess of the contract price, was over $4,000.

It is also insisted that the defendant waived the forfeiture of the contract and the benefit of its provisions by paying money after the forfeiture had occurred. But the defendant paid no money on the contract after it was declared void, even if that would, under the circumstances of this case, revive its provisions. Had the defendant paid money on the contract after it was declared void, and the plaintiffs had then insisted upon going on with and completing the contract, it would have presented a very different case, but no such case is here.

The plaintiffs also urge that this contract is very severe and highly penal, and should be very liberally construed with a view to right and justice. To such a construction we agree. But we cannot adopt a construction that nullifies its provisions, as the plaintiff's counsel does not claim or pretend that the contract is void or invalid in any of its provisions.

If fairly made (and there is no pretense to the contrary), it must be fairly enforced. There is abundant authority for upholding such contracts, if any were needed. (Hennessey *vs.* Farrell, 4 Cush., 267. Faunce *vs.* Burke, 16 Penn. St. R., 478.)

As to the non-performance of the whole contract defeating a recovery, see Smith *vs.* Brady, (17 N. Y., 173.)

Judgment reversed and a new trial ordered.

☞ The Williamsport *Pilot* says that a very heavy force of hands is at work on the line of the Western Maryland Railroad between Mechanicstown and Smithburg, and that everything is being pushed with commendable zeal and alacrity. It is now thought that the road can be finished to Hagerstown by the first of July.

☞ The following gentlemen have been elected directors of the Columbia and Port Deposit Railroad Company: J. Edgar Thomson, President; Josiah Bacon, J. D. Cameron, Philip Gossler, Maris Hoopes, William J. Howard, C. S. Kauffman, H. J. Lombaert, Wistar Morris, Joseph B. Myers, Thos. A. Scott, Edmund Smith and Jacob Tome.

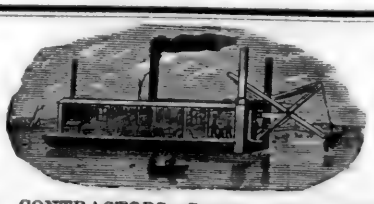
☞ The earnings of the Central Pacific Railroad Company for the month of March, 1871, were $580,340; for the month of March, 1870, $488,332; increase this year over 1870, $92,008; earnings first three months 1871, $1,602,328; earnings first three months 1870, $1,295,612; increase this year over 1870, $306,716.

☞ The New York and Harlem Railroad Company on the 11th inst. voted, 128,864 shares against 770, to increase its capital by $2,000,000 to meet the expense of the new depot and of the Madison Avenue Railroad. The whole number of shares s 160,000.

☞ The Putnam County *Courier* says Chief Engineer St. John, of the New York and Boston Railroad, is prospecting a route for another new road, which will be known as the Putnam and Dutchess Railroad. It is to commence at Carmel and run north through Ludington to Whaley Pond, where the new company propose using the Boston, Hartford and Erie road bed to Hopewell, thus forming a continuous line from New York to Albany.

☞ The Missouri, Kansas and Texas Railroad Company are laying their track in the Indian Territory at the rate of two miles a day. They will reach the Arkansas river in July, and by early fall will be near enough to the Texas line to control trade.

☞ The engineers on the Augusta and Hartwell railroad are endeavoring to modify and improve the line already run to Broad river. It is said that work on the road will be commenced very soon and pushed forward as fast as possible. A. Grant Childs is Chief Engineer.



TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

Notice to Contractors.

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

PROPOSALS will be received at the Engineer's Office, No. 119 Liberty street, New York, until noon of Thursday, the 20th day of April instant, for the graduation necessary for two additional tracks of rails, one upon each side or both upon one side of the present tracks, as may be directed by the Engineer, between Elizabeth and Bound Brook, except that between Scotch Plain grade and Plainfield the new route will be graded for a double track of rails only. Plans, profiles and specifications can be seen at this office on and after the 12th instant. The engineer reserves the right to reject all bids not deemed advantageous to the company.

JAMES MOORE, Consulting Engineer,
No. 119 Liberty street, New York.

NEW YORK, April 7, 1871.

Notice to Contractors.

PROPOSALS will be received from April 15th to May 1st, inclusive, at the Western Maryland Hotel, Emmittsburg, Md., for the graduation and masonry of seven (7) miles of the Emmittsburg Railroad, from Emmittsburg to the Western Maryland Railroad at Rocky Ridge. The work will be let in sections of one mile or the entire line. It is designed that the road shall be completed by the first day of November, 1871. The profile, plans and specifications can be seen at the hotel above named, at any time after the 8th day of April instant, and bidders will be furnished with blank proposals. The Company reserves the right to reject any bid or bids, and to let the work to one or more parties as they deem best, and will reserve twenty per cent. to secure the completion of the work.

By order of the Board.

JOSHUA MOTTER, President.

JOS. S. GITT, Chief Engineer.

To Contractors.

PROPOSALS will be received at the Engineer's Office, Keyport, N. J., until noon on MONDAY, April 17, 1871, for the building of the Monmouth County Agricultural Railroad, length about 14 miles.

Proposals will be received for the whole work of grading, masonry, bridging, docking, and furnishing and laying ties and rails, for the whole distance or for sections.

Proposals will also be received for grading, masonry, bridging, docking, and furnishing and laying ties and rails separately.

Plans and profiles can be seen at the Engineer's Office, Keyport, N. J., on and after March 27, 1871.

The right is reserved to reject all bids not deemed advantageous to the Company. Address all communications to

A. WALLING, Jr., Chief Engineer.

Keyport, N. J., March 16, 1871.

To Contractors.

PROPOSALS will be received at the Engineer's Office of the Delhi and Middletown Railroad Company, Delhi, N. Y., until April 25, 1871, for the grading and masonry of this Road. The Road consists of 31 one-mile sections, extending from Margaretville to Delhi, in Delaware, Co. Maps and profiles on exhibition at this Office. Estimates, specifications, and other information will be furnished on application to J. P. GOULD, Chief Engineer, Delhi, N. Y.

☞ RAILROAD BONDS—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.



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UTICA, NEW YORK.

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WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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☞ **BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.** ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
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NOTICE

To Contractors and Bridge Builders.

DEPARTMENT OF SURVEYS,
224 S. Fifth St., Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until 3 o'clock P. M. April 15, 1871, for the CONSTRUCTION OF A BRIDGE over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, and its approaches, to extend from Twenty fifth and Spring Garden streets, in the Fifteenth ward, to Thirty-second and Bridge streets, in the Twenty-fourth ward, a length of about 2,730 feet.

Proposals will be received for the Bridge superstructure over the river, including all materials, workmanship and erecting ready for use. It will be 340 feet span, of wrought iron, and also two trusses for Thirtieth street, 80 feet span, of wrought iron. Detail plans of these bridges, conforming to specifications, to accompany proposals.

Proposals for all the iron work on *approaches* will be accepted separately, to be erected complete for use, as per plans and specifications.

And separate proposals for the graduation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of contract. The city reserves the privilege of rejecting any and all bids that may not be satisfactory.

Payments will be made monthly in bonds of the city of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond, for the sum of five hundred ($500) dollars, has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise incident thereto shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

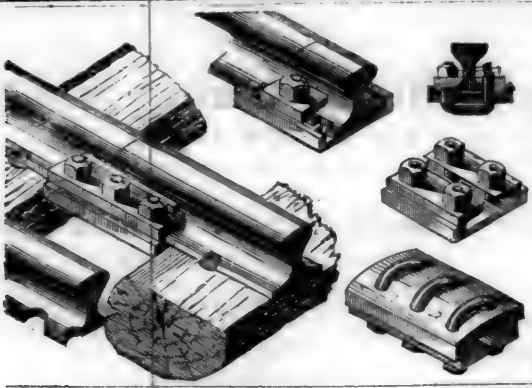
All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock. Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained on and after the 16th inst.

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Chief Engineer and Surveyor.

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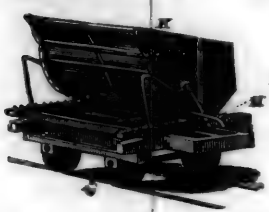
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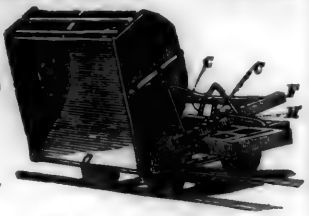


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

April 15, steamer OCEAN QUEEN, Capt. A. G. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, touching at Kingston, Jamaica, and connecting at Panama with steamer COLORADO, Capt. Parker, touching at Punta Arenas, San Jose, Guatemala, Acapulco, Manzanillo and San Diego, Cal., and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of 13th April.

Steamer AMERICA will leave San Francisco May 1, for Japan and China.

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F. R. BABY, Agent.

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OPPOSITE NEW YORK CITY.

The well-known North River or Durbin Rolling Mill, situated at Prospect and North 5th St., Jersey City, New Jersey. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, a Stable, &c.

The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It can be seen running, and has been successfully run from its establishment in 1856. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots and Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value the vast R. R. Interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

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Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of Wm. H. Wallace & Co., Corner of Liberty and Washington Streets, N. Y., City Agents; and R. R. Cherisman, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 16] SATURDAY, APRIL 22, 1871. [WHOLE No. 1,826, VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, April 22, 1871.

Canada Southern Railroad.

EDITOR AMERICAN RAILROAD JOURNAL:

An attempt is about being made to place upon the market a large issue of bonds for another railway in Canada.

Hitherto John Bull has been favored with being *allowed* to subscribe for all the good things in Canada, including the Grand Trunk and its little capital of $80,000,000, which does not return a dollar in the way of dividends. But it appears Wall-street is to be allowed a chance in this new scheme, which bears the name of the Canada Southern Railroad, and is intended to run between Fort Erie (opposite Buffalo) and Detroit, 229 miles, with a branch of 67 miles from St. Thomas to St. Clair.

Between Detroit and Buffalo there are already in operation through Canada two lines of railway, neither of which is worked up to its capacity, and only one of them pays any dividend, and that—the Great Western—only an average of four per cent. per annum.

But independent of this new project, the Great Western Company, some months ago, raised money to build and are busily constructing a road from Buffalo westward, which line will be just alongside of the proposed Canada Southern. In fact, the trains on the two lines would actually be in sight of each other all the way from Detroit to Buffalo.

It will therefore be understood that this proposed line will make a fourth parallel line across Canada, two of the lines belonging to the Great Western, and one to the Grand Trunk, which Company is now at work altering its grade from five feet six inches to conform to the American gauge of four feet eight and one-half inches. The Great Western lines are already four feet eight and one half inches.

On the main line of the 229 miles of the proposed Canada Southern there is only one town of 1,000 inhabitants, and that is St. Thomas, containing 1,800. On the branch line of sixty-seven miles, from St. Thomas to St. Clair, it does not pass through a village of 200 inhabitants.

From this any one will perceive there is a miserably small local business, and with the Great Western Company's Glencoe and Buffalo Air Line running within a stone's throw from the proposed Southern, even this small local business must be divided.

It is quite true that the Great Western now earns nearly half its entire receipts from local traffic, but this is accounted for by the fact that the main line of the Great Western and its branches runs through every large city and town in Upper Canada, viz.: St. Catherines, Hamilton, Toronto, Paris, Brantford, Woodstock, Ingersoll, London, Chatham, Sarnia, Galt and Guelph, where it connects with the great agricultural counties of Wellington, Grey and Bruce.

Now this proposed Canada Southern will not come near any of these places, and will simply have to depend upon the through traffic for existence.

How will it stand for this?

The Great Western, by its air line, will have a line exactly the same length, on exactly the same grade, being close alongside; therefore, as to cheapness, can do the traffic on exactly the same terms. But further than this what connections has this proposed line? We may positively say none, East or West, which we will explain.

The *Lake Shore and Michigan Southern* will never part with its through traffic at Detroit, Trenton or Adrian, while it can use its own line all the way between Chicago and Buffalo.

The *Detroit and Milwaukee* is owned by the Great Western, therefore it can make no through arrangements with that line.

The *Michigan Central* has recently made a binding alliance with the Great Western for a long period of years, under which the two companies are about jointly guaranteeing the necessary capital to construct the great tunnel under the Detroit River to connect their two lines, instead of using their car ferry boat.

So much for connections at Detroit. Now take the connection of the branch at the small hamlet of St. Clair. What connection can they have there? Nothing except the visionary Michigan Midland, of which not a yard is built but which has already been, we may say, amalgamated to death.

With no connection at the West, let us turn to the East:

The New York Central and the Erie connect with the Great Western at Suspension Bridge, and with the new air line of the Great Western and the Grand Trunk Railway at Buffalo.

Then the New York Central have their family connection, the Lake Shore. The Erie also have their Atlantic and Great Western at Salamanca.

Will either of these great lines run the risk of breaking up the harmonious relations existing to aid the new Canada Southern? Certainly not. For it is well known their present connections can give them all the business they can carry by the celebrated Blue, Milwaukee and Red Lines.

The Oswego Midland is not within 150 miles of Buffalo, therefore it cannot help the proposed new Canada line; for it would have to build its Buffalo branch, for 150 miles, alongside the New York Central, and who would lend them money for that?

Therefore, with a very small local business, for all of which it would have to compete with the Great Western, and a through business at the miserably low rates at which such business is now carried, (last year, we believe, less than a cent per ton a mile all round,) what chance could such a line have to earn dividends?

It would be a very nice thing to build a line and get the public to take it at double its cost, but Wall street knows better than to touch such a scheme in a foreign country, alongside three existing railways, owned entirely by the British, who would be very glad to see their money back again.

Moral—Do not bury your money in new railway bonds, in a foreign territory, just yet, but wait till the Britishers realize from their investments in their three roads, two of which are the same length as this proposed line, 229 miles, and run parallel, all the way, to this Canada Southern.

VINDEX.

☞ S. Marsh, Jr., President of the Staten Island Shore Railroad, surrendered the property of the company to C. C. Norvell, Esq., trustee for the bondholders, who has advertised the road for sale.

☞ E. S. Bowen, Esq., has been appointed General Superintendent of the Kansas Pacific Railroad.

Southern Pacific Railroad.

This company filed an amended certificate of incorporation at Sacramento on the 15th inst. The object is to purchase, construct and operate a continuous line of railroad from San Francisco through the counties of San Mateo, Santa Clara, Monterey, Fresno, Kern, Tulare, San Bernardino and San Diego to some point on the Colorado river, distant 720 miles, as near as may be, from a point beginning at the south branch of the road from Tehachepus Pass *via* Los Angelos, to the Texas Pacific Railroad, at or near the Colorado river, distant 324 miles; also, line from Gilroy, in Santa Clara county, passing through Santa Cruz and Monterey counties to Salinas City, or some point near it, for forty-five miles, and such other branches as the directors may hereafter deem advantageous to be established. The directors of the corporation are Lloyd Tevis, Leland Stanford, Charles Crocker, C. P. Huntington, Mark Hopkins, Charles Marsh and Peter Donohue. The capital is $75,000,000.

Camden and Atlantic Railroad.

The receipts from operations of this road for the year ending December 31, 1870, were:

From passengers		$222,069 04
" freight		92,094 38
" express		15,750 90
" U. S. mail		3,000 00
" miscellaneous		1,529 96
		$334,444 23

Working expenses, viz:

Running account	$51,258 36	
Workshop account	27,796 22	
Superintendence account	29,146 55	
Station account	13,238 66	
Construction account	3,608 68	
Repairs to real estate	352 34	
Repairs and renewals of roadway	46,610 69	
Station repairs	2,012 26	
Telegraph account	1,054 45	
		175,078 21
Balance		$159,366 02

In the report of the superintendent the receipts are stated at $334,444 23 for the year 1870, against $321,438 44, in the year 1869—an increase of $13,005 79; and the total expenses in 1870 at $175,215 23, against $221,276 04 in 1869—a decrease of $46,060 81. The per centage of receipts expended in operating in 1870 was 51.14, against 61 in 1869, a decrease of 9.86. The President in his report says:

This being the first report made by the Board of Directors, a slight sketch of the past history of the company would probably be not unacceptable to the stockholders.

The act of incorporation was approved March 15th, 1852, and on the twenty-fourth of June following the company was organized.

The survey was completed during the summer, and the work let and commenced the following fall.

It being supposed that there would be no difficulty in obtaining the necessary land at a reasonable price, the work was contracted for, to be finished by July 1, 1853. This anticipation was not realized, and, after much delay, it was found necessary to have recourse to the appointment of commissioners, under the provisions of the charter, and it was not until the fifteenth of April, 1854, that the last piece of land was obtained, and the road was not opened until July 4th of the same year. For loss and inconvenience caused by this delay, and for damages sustained by the washing away of the embankment across the salt meadows, by a severe storm, in the spring of 1854, the contractor claimed extra compensation, and was allowed the sum of $110,487 66.

The road for one-half to two-thirds of its length, passed through an almost uninhabited country. For this reason but few persons were to be found willing to invest their money in the enterprise. But the few having confidence in its ultimate success, resolved to carry it forward by their individual exertions, and the work was pushed forward as rapidly as the land could be procured.

In March, 1853, the board authorized the issue of seven per cent. first mortgage bonds to the amount of $50,000 00, payable in December, 1872.

In July, 1854, the issue of a like amount of seven per cent. second mortgage bonds, payable October, 1869, was authorized. These last named bonds have been extended to 1879.

The small amount of stock disposed of, and the stringency prevailing in the money market, during the years 1854 and 1855, by preventing the sale of bonds, brought the company into a state of great embarrassment.

In February, 1855, the amount of capital stock paid in was but $240,100 00, while the floating debt had reached the sum of $920,558 49.

To fund this debt, third mortgage bonds to the amount of $750,000 00, payable in 1880, were in January, 1855, directed to be issued in sums of $100 and $500. This attempt to effect a settlement failed; and but few of the third mortgage bonds were disposed of. All of these have since been redeemed and cancelled, with the exception of one bond for $100, which appears to have been lost by the holder.

In February, 1856, a supplement was obtained to the charter, allowing the issue of a preferred stock to the amount of $1,500,000, in payment of debts, and in 1860, an arrangement was made with the creditors, by which they received preferred stock for their claims.

The loss sustained by the company in the sale of its bonds, in procuring money to build and maintain the road, and in the settlement with its creditors amounted to $485,520 86.

The road being located for the greater portion of its length along the water-shed, dividing the waters of Great from those of Little Egg Harbor River, no stream nor swamp of any magnitude is crossed by it. The bridges are therefore small, not exceeding twenty-four feet span, with the exception of the bridge over the Thoroughfare separating Absecon Island from the salt meadows. This is a pile bridge, 531 feet in length, with two openings forty-two feet each, for the passage of vessels.

The country offering neither stone nor brick suitable for railroad structures, the bridges, culverts and drains, were constructed of wood. They have all, however, with the exception of Thoroughfare bridge, the abutments of three small bridges and two culverts, been replaced by stone.

The road-bed of sand and small gravel, is that best adapted to the preservation of ties, and the maintaining of a smooth and permanent track.

The curves are easy, and the gradients light; the former not exceeding 1° 20′, the latter 28.59 feet per mile.

From Winslow to Absecon, a distance of 25¼ miles, the road is straight.

The rail adopted was the ∩ or bridge pattern, weighing sixty-two pounds per yard, the joints laid opposite, and fastened by a five feet splice plate. The iron of this rail, manufactured by Messrs Reeves, Buck & Co., proved to be of very superior quality, none of it requiring renewal until the year 1866; since which time, 12¼ miles have been replaced by a fifty-eight pound rail, of the Erie pattern. This latter was chosen from its less cost, and the greater ease and certainty with which it can be procured. With this rail we now use Reeves' patent joint, which, after a trial of two years has proved the strongest, smoothest, and in every respect the best fastening which has come within the experience of any of our officers.

It was considered necessary to construct a bank across the salt meadows, protected by piles, and sufficiently to raise the track above the tides. But experience has shown that the cheapest, best and most effectual plan is to lay the track directly on the meadows, and allow the storm-tides to flow over it without obstruction.

Cost of Road and Equipment.

Graduation, including bridges, culverts, &c	$208,403 60
Extra compensation allowed contractor	110,487 66
Track laying	22,289 03
Engineering	28,000 00
Land damages and real estate	146,941 89
Iron rails	391,119 74
Switches	1,634 78
Water stations	2,894 19
Station houses	16,332 45
Machine shop	10,078 10
Wharf at Cooper's Point	23,013 73
Sills	84,456 51
Rivets	5 446 05
Spikes	11,761 72
Meadow piling	7,188 74
Turn-tables	2,214 84
Lumber, iron, &c., and expenses of material train	52,316 29
Telegraph	12,668 07
Engines	51,856 91
Passenger cars	27,544 61
Freight cars	57,381 23
Total	$1,274,030 14

Before the construction of the road, the entire business between Absecon and Camden was accommodated by a daily two-horse stage and few oyster wagons, and with the exception of the glass works at Waterford and Winslow, and a tavern, and a farm house near the last named place, not a house was to be seen from the line of the road, between Long-a-Coming, sixteen miles from Camden and the coast.

The task which the company then took upon itself was not merely to build up a business, but to bring together the materials out of which a business could be constructed, a result which time only could effect.

For many years the company was compelled to maintain itself on its July and August receipts; the rest of the year not affording sufficient to meet the current expenses, and for such business as did offer no remunerative compensation was received, owing to the policy adopted for encouraging settlement. But to this policy is due in a great measure the change which has already taken place, and the reasonable expectation which is now entertained of a prosperous future.

The older towns and villages on or near the line have been enlarged and improved, while new and flourishing towns have sprung up out of the wilderness, so that there is now scarcely a mile where improvement of some kind is not visible. Haddonfield and Long-a-Coming, (now Berlin,) have been enlarged, and the business from them more than doubled. Near White Horse, an extensive paint and color factory has been erected, marl pits have been opened, and the place has become a station of considerable importance.

The village of Atco, at the junction of the New Jersey Southern and the Camden and Atlantic roads, and within a mile and a half of Jackson Glass Works, and that of Ancora, within a short distance of Winslow, though commenced but a few years back, are rapidly growing in size and consequence. At Waterford Glass Works, a number of houses and several stores have been erected.

Some years after the opening of the road, the settlement of Hammonton, three miles below Winslow, was commenced, principally by families from New England, and grew with great rapidity; inhabitants, about 2,000, houses, 600. About the same time the Germans laid out and settled the town of Egg Harbor, ten miles from the coast. It now numbers over 2,000 inhabitants, 728 houses, and several manufactories. The citizens have graded a railroad through their town, six miles in length, connecting the Camden and Atlantic road with navigation on the Little Egg Harbor River.

Elwood, commenced about the same time with the last two named towns, and which, for several

years, made but little progress, has lately received an impulse through the erection of several paper mills and a shoe factory, and now bids fair to prosper. Many new houses have been erected, and improvements made in the vicinity of Absecon.

Da Costa and Pomona are stations where commencements towards improvement have been made, and whence some business is derived.

The land along the line of road has been found well fitted for farming, trucking and fruit raising. Great quantities of the latter article are annually shipped to the Philadelphia and New York markets. But the chief efforts of the company have been directed to the development of Absecon Island, which, in 1852, contained but four houses.

In the following year the upper portion was laid out as a town. Before the completion of the road, several hotels, boarding-houses and cottages were erected.

In 1854 the town was incorporated as Atlantic City; since which time it has continued steadily to increase in population and prosperity.

It now contains 1,025 permanent residents, forty-two hotels, fifty boarding-houses, 103 private cottages, 175 houses of other description, and has accommodation for 10,000 visitors. The streets are broad and well graveled; a ten feet wide plank walk, one and a half miles in length, extends the entire front of the city.

The bathing is safe and equal to any on the coast, and the atmosphere clearer, and much less moist than any known sea side resort.

An important branch of the passenger business, and one which this company may be said to have inaugurated, is its system of carrying excursions, in which the fare paid the company for each individual, decreases by a regular scale, as the number of excursionists on any particular excursion increases. This has been found highly remunerative, and has been adopted by other roads.

The number of persons annually availing themselves of the low rates thus offered is about 35,000; and for their especial accommodation, a large, handsome and convenient building, in which this company is interested to the amount of $30,000, has been erected.

By contracts, dated October 25th, 1861, and February 16th, 1862, entered into between this company and the Raritan and Delaware Bay Railroad Company, providing for a connection between the two roads, it was agreed that a branch road should be constructed under the charter of this company, from Atsion, a point on the Raritan and Delaware Bay Road, to within four miles of Waterford, on the Camden and Atlantic. The road was to be located and constructed under the direction of the Raritan and Delaware Bay Road, and by contractors named, and with money furnished by it, to be repaid by a certain per centage of the gross receipts from said branch.

The road was not constructed according to contract, and was never accepted by this company.

During its construction, a bill was filed in Chancery by the Camden and Amboy Railroad Company, praying for an injunction against its completion. The injunction was refused, and the road opened for business to Atco in September, 1862. In June, 1863, a Supplemental Bill was filed by the same complainants, praying that the Raritan and Delaware Bay Railroad Company, and the Camden and Atlantic Railroad Company should be restrained from transporting passengers and merchandise over their united roads, between New York and Philadelphia. The injunction was granted by a decree, in Chancery, dated November 16, 1865. This decree was appealed from, but was confirmed by the Court of Errors and Appeals, November 30, 1867; since which period, business over said branch has been suspended.

This business, though at one time offering fairly, was never remunerative to the Camden and Atlantic, and, having ceased, no notice of it is taken in the statement of earnings and expenses hereinafter given to show the gradual growth and development of the road.

In the meantime the contractors for the branch had filed a bill and brought a suit at law against this company, to recover the price claimed by them for its construction. These suits never came to trial; but were by agreement of February 22, 1870, discontinued, the branch itself having been conveyed to the plaintiffs. On the same day all proceedings in the suit by the Camden and Amboy were also by agreement stayed, and claims by the complaints abandoned, and the company is now free from this embarrassing entanglement.

The earnings and expenses of operating the road, excluding renewals—from the year 1856 to 1870, inclusive, together with the per centage of receipts thus expended, are given in the following table:

	Earnings.	Expenses.	Profit.	Per ct.
1856..	$117,889 05	$72,365 57	$45,523 48	61.38
1857..	122,923 84	71,425 11	51,498 73	58.11
1858..	133,222 18	75,257 38	57,964 80	56.49
1869..	152,155 22	85,701 62	66,453 60	56.32
1860..	160,042 87	105 181 44	54,861 43	65.72
1861..	99,432 61	69,356 70	30,075 91	69.75
1862..	114,386 23	79,258 79	35,127 44	54.89
1863..	165,554 26	118,282 15	47,272 11	71.44
1864..	220,337 78	152,650 48	67,687 30	69.28
1865..	266,848 32	178,850 01	88,498 31	66.83
1866..	288,649 95	149,394 54	139,255 51	51.75
1867..	306,972 03	149,926 73	157,045 30	48.84
1868..	325,040 84	174,945 74	150,095 10	53.82
1869..	320,677 65	174,620 02	146,057 63	54.45
1870..	333,514 87	167,083 29	166,431 57	50.09

It will be observed from the above table that the earnings after reaching the sum of $160,042 87, suddenly dropped to $99,432 61. This was in the first year of the war, and was produced by the stagnation in business, caused by that event. From that time there has been a gradual increase, and this increase has been quite as marked in the way as in the through business of July and August, as will be seen by a comparison of the monthly receipts for the years 1862, 1865 and 1869:

	1862.	1865.	1869.
January	$4,897	$8,919	$14,298
February	5,972	8,515	11,127
March	8,749	14,194	15,486
April	7,826	12,830	19,338
May	8,871	15,749	18,429
June	14,377	23,462	28,907
July	27,169	54 393	58,645
August	24,219	66,508	75,212
September	15,393	21,968	32,495
October	9,920	15,195	17,502
November	8,180	12,054	13 886
December	10,030	13,063	15,353

If not deceived by present appearances, the way business will increase more rapidly in the future than it has in the past, as there are evidences of a growing disposition to establish manufactories on the line of the road.

There have already been erected and put in successful operation, several paper mills, an extensive paint and color factory, shoe and carpet factories, several saw, planing, sash and door mills, brick and pottrey factories, &c. And it is now in contemplation to erect several of a similar character, as well as others, of kinds not named.

It will be remarked that in the table of earnings and expenses, no notice is taken of renewals.

Up to 1866, no renewals were required; from that time to the present, there has been expended on this account as follows:

Roadway	$75,615 96
Engines	10,140 39
Freight cars	7,766 50

The increase of the rolling stock since 1855, has been as follows:

Engines	$89,595 51
Passenger cars	75,378 95
Freight cars	16,153 33
Total	$181,127 79

The addition to the construction account, from 1855 to the present time, has been $140,071 73.

In the statement of the cost of road and equipment given in this report, the sum of $485,520 86 loss in sale of bonds and in procuring money, and which has heretofore been included under that head in our reports to the Legislature does not appear.

The receipts for the past year have exceeded those for 1869, by the sum of $12,837 22, while the working expenses were $7,536 73 less.

This growth in the business together with the continual economical working of the road, is a subject for congratulation to the stockholders, and justifies the belief that the company has passed through its days of darkness and depression, and is now rapidly approaching the period when it will take its place among the dividend paying roads of the country.

The company have 8 engines, 19 first-class and 15 second-class passenger, 4 baggage, 2 mail and 89 freight cars. Miles run by engines with passenger trains, 120,760; freight, 32,509, gravel, wood, construction and switching, 10,367—163,636, against 160,166 in 1869, an increase of 3,470.

BALANCE SHEET.

Capital stock—common	$377,100 00
" preferred	752,700 00
Fractional scrip	995 59
First mortgage bonds	490,000 00
Second "	500,000 00
Third "	100 00
Bonds and mortgages	75,079 60
Second mortgage coupon scrip	10,423 40
Bills payable	58,207 14
Due for materials, etc.	15,761 35
Wages due hands for December	3,927 59
Balance of income	159,366 02
	$2,443,660 69
Cost of road	$1,762,831 98
Equipment	328,543 14
Profit and loss	122,221 25
Interest on bonded debt	69,272 00
Coupons converted in scrip	10,496 50
Discount, interest and premium	14,765 62
Taxes, insurance, etc	18,059 95
Cash on hand	23,909 52
Due by agents	4,656 17
Notes and bills receivable	6,509 01
Materials on hand	21,637 87
Due by individuals	30,228 05
Sea View Hotel	30,529 68
	$2,443,660 69

President.—ROBERT FRAZER.

Directors.—Robert Frazer, Anthony J. Antelo, Andrew K. Hay, Samuel Richards, W. Dwight Bell, Enoch Doughty, Joseph W. Cooper, Samuel G. Wheeler, Jr., Samuel R. Colwell, John F. Starr, George M. Wheeler, James B. Dayton, Charles Camblos, Jr.

Secretary and Treasurer.—HORACE WHITEMAN.

Sup't.—E. COLLINGS.

Narrow Gauge Railroad in New Jersey.

The Narrow Gauge Railway Company, chartered by the last legislature of New Jersey, with the privilege of constructing narrow gauge railways in that state, was organized at Elizabeth on the 15th inst. The following were elected officers: William Bell, president; Alfred W. Jones, vice-president; Hugh L. Cole, treasurer; and George E. Brown, secretary. The directors are William Bell, A. W. Jones, W. G. Thomas, and Courtlandt Parker, of New Jersey; and P. E. Wight, H. L. Cole, and Nicholas Murray, of New York.

☞ The surveyors on the proposed line of the Northern Pacific Railroad report that the snow was seventeen and a-half feet deep at Snoqueline Pass on March 1st.

☞ One hundred miles of the California and Oregon Railroad from the Columbia river, southward, will be completed by the first of May.

South Carolina Railroad.

The earnings of this road for the years ending December 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers....	$325,180 85	$292 853 35
" freights.....	1,009,067 40	1,148 945 83
" mails.....	30,088 46	26,541 35
" incidentals....	17,830 29	3,680 06
	$1,382,167 00	$1,472,020 59

The expenses in 1870, were:

Conducting transport'n.	$316,528 06	
Motive power.....	216,838 71	
Maintenance of way....	271,150 18	
Maintenance of cars...	58,651 88	
General expenses.....	52,927 04	
		916,095 82
Leaving net earnings.....		$555,924 77

Compared with 1869, the earnings of 1870 show an increase of $89.853 59; with an increase in expenses of only $6,690 39—making the increase in net earnings, $83,163 20. The President in his report says:

The Annual Report of the Board of Directors is respectfully submitted, and with it the Report of the Vice President upon the operations of the Transportation Department, and condition of the property under his control—roadway, shops and equipments—and the Report of the Treasurer, exhibiting the financial situation of the Company, and the movements of the leading accounts during the year just closed.

The business of this year will be found to show, as was the case also last year, a marked increase, and to have attained its full average before the war. It is thus stated:

Gross earnings of road.....	$1,468,340 53
Receipts from other sources.....	16,798 01
Total.....	$1,485,138 54

And has been disposed of as follows:

Road expenses, including renewal of rails.....	$916,095 82
Interest—foreign bonds.....	74,272 35
Interest—first mort., domestic bonds	60,865 00
Interest—domestic 6 and 7 per cents bonds.....	142,621 50
Interest—general.....	45,003 66
Total.....	$1,238,858 83

Whilst it is quite true that these increased earnings appear to have been derived mainly from cotton, and whilst it is equally true that the additional quantity of cotton transported over the road this year is entirely owing to the increased production of our *proper* territory, yet no good reason exists for doubting the ability of the Company to maintain the present figures of their income.

Low prices, and a less liberal use of fertilizing material, may affect, and probably will, the production of another year, and from particular quarters a diminished business may be experienced; but the new sources of supply opened to them within a very recent date, and the very evident disposition in such quarters to establish close relations with us, cause the Board to be without apprehension of any important change.

Indeed, they would not regard it any indication of a supersanguine temper, if they entertained very decided expectations of increased business from the next year. Nor is it to be forgotten, that extraordinary causes have been in operation for the past six months to depress staple values and repress the activity of commercial interchange, to substitute extreme caution for vigorous enterprise, and doubt, and distrust, for that generous confidence which is the very essence of healthy commerce. But for this cause, it cannot be questioned that our income for the year would have reached $1,500,000.

Yet another cause has not been without important influence upon your interests. It has been particularly referred to in the Vice President's report—the extraordinary policy of some of our competing lines, of forcing freight rates down, and insisting upon keeping them down, below the requirements of legitimate business. If such a policy were the expression of a generous liberality—the concession of confident strength to helpless weakness—we could not, if we would, complain. But when we happen to know that these are exceptional cases—that elsewhere the full powers of unrestricted control are exercised, to the extent even of oppressive charges, the Board is compelled to regard the policy it is criticising as directed solely to the end of doing all possible injury to other interests, even at the expense of the lines which practice it. The proper scope of such a paper as this, does not permit us to pursue this subject further. It were otherwise easy to demonstrate that the permanent interests of a community are never so firmly established as when all parties who contribute to its development are fairly compensated for their labor, and never in greater danger than when a powerful combination enfolds it upon the pretence of protection.

The road expenses are stated in the Vice President's report at $916,095 82 or 62 39 per cent. of the gross earnings. This ratio will be found not to exceed that of roads operated under similar circumstances, and does not materially differ from the exhibits in this connection of previous years. It is proper to remark here, that for the purposes of a comparison between this and previous years, it must be borne in mind, that expenditures for "Rail Iron" and "Damages" have not until now been carried to "Current Expenses."

The aggregate, however, is large, and very sufficiently vindicates the Board's disposition to withhold nothing from the Executive Departments, necessary to insure the most perfect safety to persons and property in performing the business of transportation, or to establish and maintain in high condition the track and equipments; but they cannot be insensible to the obligations which they owe to the stockholders to scrutinize with the utmost care the expenses of the road to the end, not only that extravagance should be avoided, but that only fair and reasonable service should be performed. In this direction, doubtless, would be found no small portion of the increased cost of operating railroads in latter years. They have every confidence in the earnest purpose of the head of the operative department to co-operate heartily in every effort to promote these views. Very considerable changes have been made during the year in the accounting branch of the operative department, affecting however, more particularly detail, than principle. The system previously in operation has been greatly expanded, and elaborate details adjusted, looking to a fuller view of the movements of the business of the company the performances of the various agencies in its conduct, and increased accuracy and reliability in the reports and returns from all sources. Elsewhere, it is claimed, similar systems have further contributed to the economic working of railroads. In that expectation the Board yielded their assent to the recommendation of experts. Their experience for a fair period will determine the continuance of these changes, their modification, or a return to the practice of former years.

The net income of the year, after charging up the road expenses and foreign and domestic interest, is.....	$246,280 21
Against this have been charged	
Dividends.....	116,388 00
Leaving a balance of.....	$129,892 21

which has been carried to the "reduction of debt, purchase of locomotives, cars and real estate."

The report of the Treasurer embraces the balance sheet of the company's books, and the usual statements explanatory of the movement and condition of the leading accounts.

The domestic bond debt has been very largely increased by the transfer to that account from the foreign sterling debt, of that portion of the sterling debt which was owned in this country. The exchange was made under a provision of the mortgage deed, for seven per cent. currency bonds, payable here. It is needless to add that a corresponding reduction of the "Sterling Debt" account is consequent upon this increase. The "Domestic Bonds" debt account has also been increased by issues in redemption of the bills of the South Western Railroad Bank, settlement of past due bonds, and purchases of property; and in like manner has occurred the increase of bills payable.

In fact, during the past twelve months the burdens which the Board found themselves forced to assume, with the restricted means at hand, imposed upon them responsibilities equally arduous and perplexing. Some of them were not contemplated at all, and the magnitude of others not fully realized when the Board made their last report.

During the year the exchange of 1st mortgage bonds for the past due sterling and other securities of the company, having reached that point at which a compliance with the resolution adopted by the holders on the other side, could properly be considered as accomplished, to wit: "That the exchange in the United States must first be made, etc., etc." Complete and very full evidences of the fact of exchange here, and of cancellation also, were prepared and sent over to London, and as the company has done all that was required, and, perhaps, more, we are at liberty to anticipate that this protracted negotiation will meet with no further obstacle to its completion. The amount now remaining unexchanged is $1,492,015 64; the holders of which, to a greater amount than is needed to cover the requirements of the mortgage deed, as the stockholders have been already advised, have agreed to exchange, upon the terms and conditions just above referred to.

The connections of the road in all directions have been much improved. Our Sea Line has been strengthened by the addition of a third iron steamship of large capacity, to the New York and Charleston route, to the cost of which the Board has contributed a subscription of seventy-five thousand dollars. This addition renders our communication with New York superior to that of any competing city. The line to Baltimore continues to be maintained in its original efficiency; and that to Philadelphia, with superior ships and more thorough organization, gives promise of much usefulness. With a weekly line to Boston, of which there is much need, the sea connections of the company would be complete.

Westward, the enterprise of the Georgia Railroad has secured for us communication with Montgomery, and the country beyond, upon terms of perfect equality as to rates of freight, and thus furnished not only a field for profitable intercourse, but the means by which Charleston may reunite the bonds of communication long severed by artificial barriers.

The Macon and Augusta Railroad at last is finished. The track was opened to trains on 19th of December last, but the service yet performed is irregular and limited. Very soon, however, it is promised to be in proper shape for general business, and our long looked-for and anxiously-desired connection with the key to Southwestern Georgia satisfactorily established.

In our own State the most cordial relations exist between this company and the highly valuable connections at Columbia and Kingville.

In their last report, the Board advised the purchase of an eligible site for a location on the water. They have since added, by purchase of adjoining lots, to this property, so as now to command with a trifling exception the extensive area bounded—South by Charlotte street, North by the "North Eastern," and extending East from Washington street to the channel of Cooper River. These boundaries will give lines running North and South, 700 feet, and East and West, 1,150.

Beyond the indispensable measure of securing this property for the company, it has not been considered prudent to proceed; but plans for its use, combining in a high degree economy and

convenience, have been prepared, and it is proposed at an early day to arrange for work. This account now stands charged on the books, chiefly however in 7 per cent. bonds at par at $139,236 29.

THE SOUTH WESTERN RAILROAD BANK.

The attention of the stockholders is particularly invited to this institution. The large amount reported last year, as having been advanced in redemption of its bills, has been increased this year, and on the 31st December stood at $851,572 90.

The interest upon this large sum entails a heavy tax upon the earnings of the railroad company, which, if possible, should be diminished at the earliest day. Nor is it easy to see what interest is benefitted by a continuation of the present condition of things. The Board of Directors of the bank do not, it is believed, see any practicable means of resuming business. In such case, we are simply wasting in payments of annual interest, assets which might be reduced to money, and applied to the relief of the road.

The Board in the performance of their duty, feel it necessary to say so much. They withhold the expression of an opinion as to the remedy for this difficulty.

As indicated in the report of 1870, the Board commenced on the 1st of August last, the payment of small dividends out of the earnings of the six months, terminating on June 30th preceding; and they have since declared a further dividend, from the earnings of the last six months, payable on February 1st. It is proposed to continue these payments, and with the present figures of income, the Board regard the purpose quite practicable.

The organization heretofore existing, has, during the year been changed, as follows: the title of General Superintendent has been altered to that of Vice President, and the duties somewhat increased. A Treasurer has been appointed to discharge the duties heretofore devolving upon the Auditor, and the Auditor assigned to the peculiar duties of that office.

From the Report of the Treasurer we learn that the Domestic Bond Debt has been increased during the year by issues to the Southwestern Railroad Bank for the redemption of its notes; for the payment and exchange of past due sterling and domestic bonds, subscription to railroad company stock, and purchase of real estate. Thus:

To Southwestern Railroad Bank		$110,000 00
For supply of materials		22,500 00
In exchange for past due sterling & domestic bonds, coupons, interest, etc		1,106,500 00
Subscription to Macon and Augusta railroad company		40,000 00
Purchase of real estate and interest.		108,684 83
		$1,387,684 83
The amount outstanding 31st December, 1869, was		1,704,519 00
		$3,092,203 83
During the year there have been retired b'ds to the amount of	$139,500 00	
Interest paid—and credited to interest on "past due bonds"	10,470 50	
		149,970 50
Amount outstanding 31st December, 1870		$2,942,233 33
The sterling debt, 31st December, 1869, which stood at		$2,342,882 44
has been reduced during the year by the exchange of bonds		850,816 80
Leaving outstanding 31st December, 1870		$1,492,015 64

Of the past due domestic bonds, there remained unpaid, 31st December, 1870, $34,000.

Bills payable 31st December, 1869, stood at		$295,664 39
During the year 1870 there were issued notes for:		
Loans	$286,343 88	
Cost of locomotives	69,838 86	
Past due bonds, interest and coupons	102 942 75	
Sterling interest	33,400 00	
Rail iron	55,000 00	
Subscriptions to steamships	135,000 00	
Freight exchanges, supply of materials, etc.,	37,369 13	
		719,894 62
		$1,015,519 01
There were retired during the year.		699,218 62
Bills payable 31st December, 1870		$316,340 39

The increase in the indebtedness of the company is represented by an increase of property in lands, locomotives, steamship companies and railroad stock.

There remain in the possession of the company, first mortgage domestic 7 per cent. bonds, to the amount of $450,000, (coupons and principal payable in New York,) provided for under the mortgage deed, and not applicable to the exchange of past due bonds. Could these be disposed of at or near their value, the finances of the company would be relieved by the extinction of the floating debt.

The income of the company from all sources for the year ending December 31, 1870, was $1,485,138 54, and the expenditures, $1,238,858 33—making the net income $246,280 21. From which deduct dividends payable August and October, 1870, and February, 1871, $116,388—leaving a balance of $129,892 21, which has been carried to the reduction of debt, purchase of locomotives and real estate.

The company have 42 locomotives, 21 first class passenger cars, 25 second class passenger, mail and baggage cars, 350 box, 14 stock and 100 platform cars. Miles run by locomotives with passenger trains, 262,333; with freight trains, 457,472; distributing, 76,811; switching, 44,294—total, 840,910, against 801,171 in 1869—an increase of 39,739. The tonnage for the year has been: westward, 133,148 tons; eastward, 105,771 tons—total, 239,919 against 185,965 tons in 1869, an increase of 52,954. The number of passengers transported in 1870 was: first class, 92,520; second class, 94,360—total, 186,880, against 137,911 in 1869—an increase of 48,969.

The ratio of expenses to earnings in 1870 is 62.23 per cent.; in 1869 it was 65.79 per cent. The increase in freight earnings is 14 per cent., and in freight tonnage, 28½ per cent. The decrease in passenger earnings is 10 per cent., and the increase in the number of passengers carried, 35 per cent., while the mileage of engines has increased but 5 per cent.—showing an increased proportion of paying freight to each mile run by engines with trains, and a consequent decrease of empty car mileage.

The renewals of rails amount to 2,069 tons, equal to 24 lineal miles. There have also been used in repairs 6,930 lbs. spike, 7,330 chairs, 1,690 sets splices, 118,163 crosstie, 11 switches and 73 frogs.

The Vice President in his report states that the Steel Headed Rails laid last year on the bridge, and in the yard, have depreciated very fast, under constant use, and should be replaced with entire steel rails at an early day.

CONDENSED BALANCE SHEET, DECEMBER 31, 1870.

Roadway, track, depots, &c.		$8,061,858 53
Lands		544,412 07
Cars		359,420 08
Locomotives		468,802 78
Accounting Department for expenditures		66,194 85
		$9,500,688 26
Cash	$61,918 70	
Fourth National Bank, New York	9,279 51	
Accounting Department for earnings	40,223 49	
Post Office Department United States	6,631 25	
Bonds receivable	111,798 03	
Bills receivable	4,347 58	
		234,198 56
Stocks		590,336 24
Southwestern Railroad Bank		651,572 90
Transient debtors		81,766 83
		$11,058,562 79
Capital stock		$5,819,275 00
Sterling bonds	$1,492,015 64	
Domestic bonds	2,942,233 33	
		4,434,248 97
Certificates of indebtedness		11,242 50
Receivables		14,836 00
Change notes		1,360 50
Loan account		108,250 89
Bills payable		316,340 39
Coupons, sterling	$139,106 10	
" domestic	48,202 50	
		187,308 60
Dividend, No. 42, arrears	$11,354 25	
Dividend, No. 43	58,194 00	
		69,548 25
Interest on past due bonds		7,008 92
Transient creditors		89,143 26
		$11,058,562 79

President.—WM. J. MAGRATH.

Directors.—Wm. J. Magrath, George A. Trenholm, L. D. DeSaussure, John Hanckel, Andrew Simonds, George W. Williams, Henry Gourdin, Francis J. Pelzer, C. M. Furman, B. H. Rice, H. H. DeLeon, William A. Courtenay, James P. Boyce, Daniel Tyler, James S. Gibbes.

Vice President.—ALFRED L. TYLER.

Treasurer.—J. T. WELSMAN.

Auditor.—J. R. EMERY.

Eastern Ohio Railroad.

The certificate of incorporation of the above Company was filed with the Secretary of State of Ohio some time since. It was organized to construct a railroad from New Philadelphia to Pomeroy, passing through Tuscarawas, Harrison, Guernsey, Muskingum, Noble, Morgan, Perry, Athens and Meigs counties. The capital stock is $1,000,000, in twenty thousand shares. The corporators are J. W. Wood, C. L. Barker, C. L. Hall, George S. Corner, James A. McConnell, C. B. Bozman, Elias M. Stanbery, George Smith, Bennett Rosemond, Francis Rea, Arthur Pond, James M. Rogers, H. Dinsmore, John Ewing, W. Adams, P. Kennedy, Alexander Finley, James K. Jones and Wm. Sherwood.

☞ The officers of the Cincinnati and Rockport Railroad Company, recently elected, are: President, Josiah Kirby; Vice President, E. H. Sabin; Secretary and Treasurer, H. H. Tatem; Attorney, Judge H. E. Debraler.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	.....	.....
American Central..... 100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,845,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,860,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	Apl.'71 12
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany 100	19,150,800	M. & N.	May'71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,600	.....	.....
Do., do. pref..100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....100	2,215,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ...100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J A J.O	Apl.'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City..... 10	1,000,000	F.M.A.N	Feb. '71 3
Brooklyn City & Newt'n..100	299,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	960,000	M. & N.	Nov '70 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug. '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	877,100	.....	.....
" " pref. 50	755,69-	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	D., '70 $2½
Cape May and Millvi le* 50	447,000	J. & D.	Dec. '70 3
Catawissa, ... 50	1,159,800	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	689,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref..100	165,000	M. & N.	Nov '70 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio..... 100	2,425,000	J. & D.	Dec. '70 3
Do. pref.....100	495,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,005,975	J. & J.	Dec. '70 3
Chicago and Alton.....100	8,925 500	M. & S.	Mar. '71 5
" " pref...100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*.100	2,327,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	Dec.'70 5
" " pref.100	20,370,293	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,800,000	A. & O.	Apl. '71 4
Cincinnati City Passenger...	.....	J'n &J'l;	Jan.'68$2
" Street.....	.....	J. & J.	Jan.'6s$2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	Nov'70 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Feb.'71 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,756,300	M.J.S.D.	Dec. '70 2
Concord..... 100	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passum'k R. pref.'60	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... 100	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100	.....	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.).....100	494,500	J. & J.	Dec. '70 4
East Pennsylvania 50	1,309,200	.....	Jan. '71 3
East Tenn., Va. and Ga....100	1,959,324	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*. 50	550,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	Dec.'70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	2,145,445	.....	.....
Fitchburg 100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Av.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,766,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,258	J. & J.	Dec. '70 3
Girard College (Phila.) ... 50	100,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Mar.'71 4
Grand and Gostes St.(Ph.)	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Apl. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	820.000	.....	.....
" pref 100	1,180,000	J. & J	Feb. '71 8
Huntingdon & B'd Top .. 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn. '68 3½
Illinois Central.....100	25,280,240	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,186,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'71 11
Joliet & North. Indiana*..100	800 000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '71 4
" " guar.100	535,500	F. & A.	Feb. '71 4
Lackawanna & Bloomsb... 50	1 535,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 5
Lehigh and Susquehanna. 50	6,739,800	M. & N	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A J&O	Apl.'71 2½
Lehigh Luzerne..... 50	944,550	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J. S.D	Mar. '71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000.000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	200.000	A. & O.	Apl. '71 3
Lowell Horse 100	55,300	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	.....	Dec. '70 5
Memphis and Charleston..100	6,812,725	.....	June'69 3
Memphis and Ohio 100	579,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	13,225.848	J. & J.	Dec. '70 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '71 5
Millville and Glassboro' ...10	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,289,820	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex.*..... 50	11,900,950	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell.....100	720,000	M. & N	Nov.'70 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	600,000	J. & J.	July '70 4
New Haven & N. London..100	735,535	.....	.....
N Haven & Northampton.100	1,800,000	J & J.	Jan. '68 3
New Jersey.....100	7,297,200	F. & A.	Feb. '71 5
New London Northern....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,000,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar..100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,065,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n.100	3,051,800	J. & J.	Jan.'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Apl.'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	Dec. '70 5
Orange and Newark 100	250,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo.....100	245,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	33,850,000	M. & N.	Nov. '70 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,325,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan.'68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Mar. '71 3
Phila. and Trenton*..... 50	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft.W. & Chi. gtd.*100	19,655,000	J.A J&O	Jan.'71 1½
Pittsfield and N. Adams..100	489,000	J. @ J.	Jan. '71 5
Portland and Kennebec...100	616,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	272,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	Dec.'70 4
Rutland preferred..... 100	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute..100	2,300.000	.....	.....
" " " pref.100	2,040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,500	M. & N.	Nov.'70 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.)... 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'71 3
Shore Line..... 100	936,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 -
Somerville 100	75,000	M. & N.	Nov. '70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,555	.....	Jul. '68 3
South Western, Georgia.*100	3,939,900	F. & A.	Feb.'71 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	257,500	M. & N.	May'70 3
Steubenville and Indiana.100	1,985,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.)..... 100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (R. D.) pref.100	1,700,000	January,	1870,11.45
" " (W. D. pref..100	1,200,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Dec'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	1,686,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,250,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,405	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon..... 100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,547,650	.....	.....
Worcester and Nashua .. 75	1,400,555	J. & J.	Dec.'70$5

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,695	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '71 4
Delaware and Hudson.....100	15 000,000	F. & A.	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb.'71 5
Erie of Pennsylvania..... 50	84,000	.....	.....
Lehigh Coal and Navigat.. 50	6,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,925,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 176,000	F. & A.	Feb.'71 5
Pennsylvania 100	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,608,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,838,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 100	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Nov.'70 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Mar. '71 2
Am. Merchants Union Exp.100	12,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

Central Pacific (In gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,100	128,166	75,871	1,470,653
1866	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	282,770	294,422	280,562	342,743	2,300,797
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,389	467,659	5,670,882
1870	413,104	394.176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,589	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	299,249	329,851	371,544	321,597	287,209	322,638	360,221	325,000	271,247	3,696,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415.982	408,999	426,752	359.102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	480,196	503,746	409,569	361 701	4,506,643
1869	343,182	315,099	388,727	325,290	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281.100	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,836	565,145	480,710	519,306	669,605	729.759	716.378	563,400	6.114.586
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,280	895,712	893,858	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,749
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,457
1870	706,025	753,782	858,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,388	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242.206	236,160	242,509	236,435	193,959	203,606	218,347	271,425	287,451	293,296	262,708	230,061	2,918,362
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,357	341,783	320,025	293,615	271,555	242,621	3,095,955
1870	203,069	226,897	244,182	246,046	250,169	274,021	249,356	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	272,526	266,790	313,199	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	206,657	181,084	191,648	206,248	269 282	261,079	352 788	414.643	410,326	372,593	359,463	3.445,937
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437.679	424,531	4,571,029
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	665,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	789,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,294	506,485	411,605	569,250	587,679	480,626	578,253	571,348	661,971	558,219	504,666	6,646,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,350	823.901	727,810	613.329	7.160 902
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,525	889,967	931,536	685,401	681,041	7,817,339
1869	659,138	524,693	709,645	668,282	640,975	778,261	696,228	841,263	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	691,326	555,087	684,530	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,978,948
1871	639,541	565,416	606,845	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,358	103,373	95,043	106,921	104,866	113,504	112,902	123,802	1,201,200
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114.716	121,217	142,823	132,387	123,383	1,276,713
1868	92,433	81,599	86,482	108,461	95,416	95,924	108,413	126,566	121,519	125,065	119.169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 888	140.473	132,569	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,218	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,849
1871	130,883	126,224	140,740	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,639	174,002	172 189	216,624	295,956	322,369	307,474	255,634	2,650,702
1863	242,073	245,858	236,432	238,495	256,453	206,221	193,328	215.449	308,168	275,488	259,794	30 ,186	3.168,045
1864	252,435	278,843	348,802	338,276	271,553	265,780	263,244	346.781	408,445	410,802	406 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413.501	476,661	490,054	447,570	328,870	4,620,540
1866	282,439	266,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,840	414,004	308,060	4,260,115
1867	304,095	283,661	375,210	362,783	353,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 013
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	329,656	386,527	411,514	403,646	366,023	329,950	355 569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	384,431	412,030	404,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,968
1871	418,755	442,665	441,685	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	550,565	751,738	1,101,771	775,616	405,825	5,683,605
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,598	522,682	1,024,045	1,037,464	566,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	490,665	7,256 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,140	155,586	231,662	235,513	248,538	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,826	245,728	2,833,990
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	289,444	234,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,545	372,618	412,553	284,319	3,793,003
1866	267,541	246,109	326,236	277,424	253,130	245,925	247,262	305,454	278,701	310,762	302,426	281,613	3 336 533
1867	242,798	219,065	279,647	284,729	282,939	240,135	234,633	322,521	366,371	379,367	336,096	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	253,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,230	292,803	328,044	298,027	254,806	2,915,543
1870	196,787	218,234	253,065	270,934	245,266	249,987	211,219	300,971	318,957	356,187	316,054	250,471	3,188,137
1871	245,982	258,564	384,599	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1860	194,112	207,302	294,302	278,247	264,273	249,340	184,411	262,515	350,613	329,243	295,705	271,207	3,184,252
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,639	295,108	3,438,930
1871	212,006	217,947	319,765	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,922	505,517	464,809	451,884	574,466	714,362	816,902	746,956	526,009	6,324,068
1864	436,742	532,786	617,021	669,354	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,513
1865	653,053	608,305	116,215	923,283	416,341	866,979	967,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,004	1,109,267	1,140,301	906,541	1,252,386	850,742	887,793	874,974	456,990	10,637,124
1867	500,488	534,561	703,618	836,903	995,356	993,974	864,637	993,104	873.153	996,658	837,351	586,779	9,256,284
1868	427,487	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,169,726	1,113,398	840,924	8,735,082
1869	479,236	525,490	755,433	904,834	999,463	930,680	1,232,905	1,454,026	1,294,621	1,235,366	1,476,405	838,447	11,316,904
1870	479,872	574,706	679,382	514,493	893,966	617,068	569,597	1,129,489	1,241,903	1,199,094	1,143,509	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	198,699	162,532	166,015	222,552	198,554	244,834	212,227	177,364	2,250,143
1867	149,658	149,342	174,163	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,602
1868	127,593	133,392	149,164	155,388	130,545	140,406	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,760	189,361	160,085	2,008,268
1870	152,393	158,788	172,216	172,347	155,081	160,719	.....	167,306	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,989	123,948	1,372,226
1871	126,218	122,373	144,533	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,510	309,591	364,724	382,906	406,766	351,758	283,450	3,859,353
1868	278,712	265,187	287,800	286,825	280,529	293,344	283,833	454,209	450,203	429,808	399,429	323,270	4,013,200
1869	284,193	240,395	242,705	311,833	312,530	345,891	310,500	450,246	470,720	422,609	393,377	454,784	4,252,343
1870	312,133	293,645	296,278	318,699	340,892	348,032	322,750	466,431	505,042	451,293	425,687	386,254	4,469,766
1871	365,174	328,791	393,455	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	707,948	706,602	623,580	617,685	758,467	999,665	837,588	716,829	5,769,182
1870	458,529	491,138	569 253	706,008	802,586	746,450	643,056	664,081	728,521	719,698	570,168	505,053	7,654,094
1871	479,673	373,925	499,890	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities April 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,035,000	5	Jan. & July.	1874	105½
.. .. coupon	15,965,000	5	" "	1874	106½
Loan of February 8, 1861 ..... registered	13,533,000	6	Jan. & July.	1880	117
.. .. coupon	4,882,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861.....registered	123,015,900	6	Jan. & July	1881	117
.. .. coupon	66,302,200	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s).....registered	109,046,750	6	May & Nov.	1882	109½
.. .. .. (5-20s).....coupon	383,591,100	6	" "	1882	114
Loan of March 3, 1863..... registered	52,931,700	5	Jan. & July.	1881	117
.. .. coupon	22,068,300	6	" "	1881	117½
Loan of March 3, 1864 (5-20s).....registered	3,089,600	6	May & Nov.	1884	109½
Loan of June 30, 1864 (5-20s).....registered	54,615,500	6	May & Nov.	1884	109½
.. .. .. (5-20s).....coupon	46,481,500	6	" "	1884	113½
Loan of March 3, 1865 (5-20s).....registered	54,194,750	6	May & Nov.	1885	109
.. .. .. (5-20s).....coupon	126,316,350	6	" "	1885	113½
.. .. 2d series (5-20s).....registered	73,131,500	6	Jan. & July.	1885	112½
.. .. .. (5-20s).....coupon	188,941,100	6	" "	1885	112½
.. .. 3d series (5-20s).....registered	90,515,700	6	Jan. & July.	1887	112½
.. .. .. (5-20s).....coupon	247,558,250	6	" "	1887	113½
.. .. 4th series (5-20s).....registered	10,962,500	6	Jan. & July.	1888	111½
.. .. .. (5-20s).....coupon	28,701,250	6	" "	1888	112½
Loan of March 3, 1864, (10-40s).....registered	136,998,250	5	Mar. & Sept.	1904	109
.. .. .. (10-40s).....coupon	57,568,450	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71. registered	.....	5	F. M. A. & N.	1881	....
.. .. .. coupon	.....	5	" "	1881	....
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	38,815,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency.....	396,439,065	mtd.	.....	.....	....
State Securities. Latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	....
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")...	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'80-'88	102
Arkansas—State Bonds (refunded).....	4,430,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's).....	.....	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	110½
.. — .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "	1883	....
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101½
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	88½
.. — " " 1842 to 1848.....	273,000	7	Various.	'72-'74	90
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	7	Feb. & Aug.	'78-'86	....
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	91½
Illinois—Interest Bonds of 1847.....	980,694	6	" "	1877	....
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	7	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	....
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	200,500	5	Various.	1895	....
Louisiana—Charity Hospital.....	80,000	6	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'95-'06	68
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	74
.. — .. .. 1870.....	3,000,000	6	Mar. & Sept.	1875	....
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	....
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	....
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100½
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1899	100½
Maryland—Balt. & Ohio R. R. Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	6	" "	1890	....
.. — .. .. .. of 1834..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	260,000	3	" "	1890	....
.. — .. .. converted	429,000	6	" "	1890	96
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1589	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1565	....
.. — .. .. .. converted	215,022	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,051,398	6	" "	1883	104½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	....
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	93½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	77
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	91½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	107½
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	108
.. — .. Bonds.....	21,089,000	7	" "	1877	108½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	....
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	50
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,026,000	6	Jan. & July.	'92-'98	20
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	30
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	19½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (" ").....	1,600,000	6	" "	1875	....
.. — .. (" ").....	4,095,300	6	" "	1881	....
.. — .. (" ").....	2,400,000	6	" "	1890	....
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	105
.. —	90,400	5	" "	1877	....
.. —	7,890,550	6	" "	1877	107½
.. —	726,950	5	" "	1882	....
.. —	9,237,050	6	" "	1882	108
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	104½
.. —State Stocks (old).....	854,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100½
.. — .. of 1863.....	736,000	6	Jan. & July.	1883	....
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	503,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'76	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	59½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	66½
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	65½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101½
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July	long.	56½
.. — .. Bonds ..... coupon	11,106,000	6	" "	"	70
.. — .. .. stg.....	1,866,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	71½
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	72½
.. — .. .. (sterling).....	456,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July.	'77-'98	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850	579,500	6	" "	"	1880	94¼
Loan of 1853	1,710,500	6	April & Oct.	"	1885	90¼
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	256,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	651,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	56
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	6*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1854	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1665	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89¼
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1854	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	27
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1856	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	"	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	55
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	91
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £288,600	1,396,824	6*	Jan. & July.	London.	1850	....
" *Loan*, £360,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct	New York.	1870	90
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	95½
Loan for $2,500,000	800,000	6	June & Dec.	" "	1889	93½
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	90½
Camden and Atlantic:						
1st Mortgage	400,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350,000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1856	95
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	204,000	7	April & Oct.	New York.	1885	83½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,600,000	7	April & Oct.	New York.	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	90½
Central of New Jersey:						
2d Mortgage	894,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	101½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	99½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	102
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	81½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	91½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	112½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1880	....
Company bonds	400,000	7	March & Sept.	New York.	1850	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	90
Chicago and Milwaukee, (46 m'le):						
1st Mortgage (C. and N. W.)	307,000	7	May & Nov.	New York.	1874	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	98½
Funded Coupons	755,000	7	May & Nov.	" "	1863	93½
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	90½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	91
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	50
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	"	1899	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1894	101
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1890	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	78
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis June.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	....
2d Mortgage	800,000	7	March & Sept.	" "	1886	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	63½
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	90
3d Mortgage (or 2d Extension)	1,358,000	7	May & Nov.	" "	1875	97½
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	95
Consol. S. F. Mort.	5,000,000	7	May & Nov.	" "	1900	95

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1905	87½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	68
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1900	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	96
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	86
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1895	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1905	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6		" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	466,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	96
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,000	7	April & Oct.	Philadelphia.	1885	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,067,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	800,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	100
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1863	500,000	6	March & Sept.	"	1889	90½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	99½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83½
5th Mortgage	920,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,544,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-78	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,683	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	86½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	103½
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	100
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	97
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1895	....
Houston and Texas Central:						
1st Mortgage (I.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1901	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1865	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	93½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	83
Consol. Mortgage	887,045	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	104
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	82
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1885	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	105
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1896	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	300,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	84½
Scioto and Hocking Valley	300,000	7	" "	"	1900	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortg's, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	103
2d Mortgage	2,693,000	7	" "	" "	1877	100
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	90
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1898	95½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	86
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	98½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	99½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$1,417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	300,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	104
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	98
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,500,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1893	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'85–'91	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1862	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton: *						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,936,626	6	May & Nov.	New York.	1883	97½
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	....
Bonds for real estate	162,000	6	" "	" "	1883	92
Bonds and mortgages	22,800	7	various.	" "	var.	86
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	88
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	84
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	62
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	99½
Chattel Mortgage	300,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	May & Nov.	"	18—	96
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	92½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	90
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	55
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	97½
Orange, Alexandria & Manassas:						103
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	77
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	77½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1883	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	575,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	97½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,809,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1883	....
Pemberton and Hightstown:						....
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	355,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mort. } Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	100½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	95
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	95½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	82½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	89½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	....
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	97½
Bonds of 1857, convertible	143,500	6	" "	"	1886	97½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	98½
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	80½
Philadelphia and Trenton:						103
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1865	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						95½
1st Mortgage for $10,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1900	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	86½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1892	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1860	76½
2d Mortgage (R. & S.)	460,000	7	Jan. & July.	" "	'50–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	78
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,500	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,284,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1925	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	96½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	56
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	50
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	91½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	220,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1872	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1859	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	59½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	50½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,000,000	7	June & Dec.	New York.	1894	58½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	87½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	70
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T., W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	300,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	88½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	...
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	79½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	81
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1856	87
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	104½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91
Vermont Valley:						
1st Mortgage	356,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	25,500	6	" "	" "	1868	72½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1900	83½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1866	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1854	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1890	100
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'65–'71	....
Dollar Bonds	795,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92½
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	84½
New Preferred mortgage	600,000	6	.....	.....	....	91½
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	61½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1875	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1906	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1878	88
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	156,915	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,906,100	6	" "	"	1884	85½
3d Loan	2,000,000	6	" "	"	1897	92½
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Convertible Loan	1,496,800	6	" "	"	1877	91½
Monongahela Navigation						82
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	78
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,540	6*	March & Sept.	Philadelphia.	1872	77
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	77
Improvement Loan	1,601,670	6	May & Nov.	"	1876	80
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	52½
Preferred Interest Bonds	525,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	300,000	6	Jan. & July.	Philadelphia.	1878	4

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. R.	Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations. Carried one mile: Passengers.	Operations. Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*	—	—	4,183,000	915,000	1,205,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga..... Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*	—	—	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	80
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley..... Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	—	—	—	—	425,000	.....	.....	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	246,018	150,900	—	—	—	(Leased to Cheshire.)				7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,675	.....	.....	784,340	274,582	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶ .N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased & oper. by Grand Trunk of Canada.)					4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris ..N. Y.	217,345	—	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	126	5,163	Baltimore and Ohio ¶ ....Md. & W. Va	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,2[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	129½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	80.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31 1869	28.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	—	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders. —No returns.)					—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire..... Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	80½
Sept. 30, 1869	15.6	—	0.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)					7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	168	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,546,638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	161½
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg ..... Mass	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,942	64.2	186,039	9,486,108	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶ .M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396 556	11,603,003	5,936,796	470,732	110,948	—	100	14
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell..... Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693.212	11,555,111	934,754	172,693	8	100	141
Sept. 30, 1870	74.3	8.5	64.3	—	46	30	24	1,183	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	285,631	16,623	4,471,274	.....	.....	1,000,979	144.0	849,692	44,032,919	13,369,312	1,563,658	511,551	10	100	152½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	454,853	22 636,449	12,499,876	1,049,125	278,807	10	100	155½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)					—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	—	.....	.....	.....	.....	.....	.....	—	(Leased & oper. by GrandTrunk of Ca.)			96,338	—	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and operated by Erie.)					7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...r'enn. & N. Y.	526,127	—	.....	.....	428,472	.....	.....	.....	1.00	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No returns 100 miles recently completed.)					—	100	....
Apr 10, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	.....	.....	1.632,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	627,627	—	100	98
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	118½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	—	.....	.....	332,925	300,000	.....	.....	—	(Leased & oper. by Camd & Amboy.)			42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,169,260	212,924	92,010	5	100	69½
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380	—	.....	.....	447,000	200,000	202,205	.....	—	(Leased and oper.by West Jersey.)					6	100	83
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	428,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	40
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased and oper.by Illinois Central.)					—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	—	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			475,300	—	—	100	122
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	107
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515 195	970,890	49,521	3½	100	30
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	—	.....	.....	40,097,290	58,905,777	.....	.....	74 20	2,809,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	(No returns.)	.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie & N.Central.)			80,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No returns published.)					—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire..... New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	437,500	.....	—	(Leased to Phila. and Read.)			101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	—	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	118
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,582	147,409,207	6,021,773	2,604,594	10	100	160
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(No returns.)	.....	.....	—	100	....
May 31, 1870	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	—	.....	.....	3,916,000	810,000	.....	.....	—	(Leased and oper.by Chic. and N.W.)			557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3 478,419	9	100	91
Mar. 31, 1870	493.0	50.5	98 0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	113
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	489	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	—	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased and oper.by Kentucky Central.)					—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,082	—	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin.and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	25½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,069,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	340,181	46,046.-	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*				11,620,000	1,997,000				360.4	2,155,245	29,770,918	95,130,680	2,902,614	929 384	7	100	91½
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio	2,922,345	397,981				2,056,750	1,682,100					(Leased	to Atl. &	Gt. Weste	rn.)			8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....Ohio & Penn.	8,450,515	2,283,265				6,800,475	3,883,500		610,497		225.0	1,665,141			2,383,670	908,306	8	60	127½
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	33,569,369	*				13,000,000	18,814,000	1,725,369			588.0	3,655,909	35,605,620	41,064,199	3,529,411	262,452	—	100	24½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia.....Ohio.	2,034,200	—				1,786,200	248,000				—	(Leased	& operate	d by Little	Miami.)		6½	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord.....New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	—	75,000	155,639		119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	150
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont..New Hampshire.	698,258	*				595,587	374,500	300,000			27.0	39,460	556,055	361,137	75,430	27,338	—	100	
—	—	—	—	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	—				350,000	—	—			—	(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Connecticut and Passump. Riv..Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929		110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	91½
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut River .....Massachusetts.	2,100,420	*	164,864	180,425	1,700,000	250,000	70,000	216,110		53.4	262,936	7,954,321	6,466,931	591,972	197,174	10	100	147
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecting (Phila.).....Pennsylvania.	2,278,300	—	215,000	—	1,278,300	1,000,000	—	—		—	(Leased	to Phila.	& Trent.)	—	—	—	50	
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	—	—	—	200,000	80,000	—	—		14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	
Mar. 31, 1869	14.6	—	1.1	—	...	...	...	...	Dover and Winnipissogee....New Hamp.	480,000	—	—	—	480,000	—	—	—		—	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania..Maryland.	3,300,000	*	—	—	1,500,000	3,443,000	—	—		34.0	337,200	—	—	—	—	—	100	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....Penn. & Md.	1,492,204	*	110,000	—	1,316,900	352,300	—	—		74.0	226,576	—	—	523,993	143,479	8	50	110
Oct. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,788	11,200	26,391	400,000	300,000	—	6,454		28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana.....Penn.	313,910	15,600	300,000	—	413,150	510,000	—	—		—	(N	ot yet in o	peration.)	—	—	—	100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	—	—	—	3,000,000	2,000,000	—	—		—	(U	nder cons	truction.)	—	—	—	100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,857,058	667,268	—	261,099	2,393,140	4,278,300	112,579	—		141.4	—	—	—	1,061,856	421,277	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*	—	—	76,000	527,449	12,768	—		31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	870,000	—	—	—	309,276	715,000	—	—		—	(Less. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....Delaware.	1,826,018	—	—	—	891,206	892,750	—	—		—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....Penn.	11,250,000	3,250,000	—	—	14,100,600	3,308,000	2,190,000	—		253.4	1,820,253	—	—	2,417,324	637,845	10	50	108½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....Iowa.	8,182,500	*	—	—	3,872,500	4,310,000	—	—		184.0	—	—	—	830,241	365,392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....Michigan.	11,467,220	*	111,386	180,778	2,547,350	6,825,048	2,341,923	104,063		189.0	614,243	—	—	1,615,618	666,267	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000	—	—	—	480,000	—	—	—		—	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124		—	(Leased	& oper. by	Ill. Centr.)	1,290,589	—	7	100	85
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....Iowa.	1,550,000	*	—	—	1,000,000	550,000	—	—		79.0	—	—	—	188,832	—	—	100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	407,000	—	—	—	280,000	—	—	—		—	(I	n progres	s.)	—	—	—	100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	1,700,000	—	—	—	700,000	1,000,000	—	—		—	(Leased	to Boston,	Hart. & Fis	hkill.)	—	—	100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,800	—	2,500	—	89,800	175,000	2,000	—		—	(Leased	to Pennsy	lvania.)	—	—	—	50	
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542		114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	124½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	—	—	280,000	570,000	—	—		—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	—	—	392,550	—	—	—		—	(Leased	to Phila.	& Readin	g.)	—	6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,472,599	—	—	—	1,209,200	496,900	—	—		—	(Leased	to Phila.	& Readin	g.)	—	7	50	84
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶..Tenn & Ga	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	Tennesse	e, Virgi	nia and	Georgia.)	—	1,278,864	562,682	—	100	
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶.....Tenn.	—	—	—	—	(Consolid	ated in t	he East	(Oper. by	Evan	sville, H	enderson	& Nashv.)	—	—	—	—	
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶.....Tenn.	—	—	—	—	—	—	—	—		—	(Leased	to Northern	Central.)	25,000	25,000	5	100	
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	—	—	—	500,000	—	—	—		—	(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	56½
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—		—	(Leased	to Phila.	& Readin	g.)	—	—	—	21½
Sept. 30, 1869	459.0	886.7	431.2	—	404	267	71	7,447	Erie.....New Jersey, N. York & Pa.	57,164,421	7,440,575	—	—	78,536,910	23,398,800	—	—		845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....Pennsylvania.	2,634,232	1,045,893	545,000	—	999,600	2,577,580	—	57,809		101.2	484,530	—	—	824,611	383,028	—	50	
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶..Maine.	2,094,883	148,659	—	—	—	3,000,000	—	—		—	58,493	—	—	129,726	56,196	—	100	
Jun. 30, 1869	108.0	32.0	15.2	—	14	18	9	115	European and N. American ¶..N. Brunsw.	4,674,808	*	—	—	[Owned	by Domi	nion of	Canada.]		140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	33.5	—	....	5.45	...	...	...	...	Europ. & N. American W. Div..N.Brns.	1,743,037	*	—	—	803,750	1,853,907	18,001	—		—	(No	t in comp	lete opera	tion.)	—	—	—	100	
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377		132.0	306,838	—	—	516,804	166,699	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.	—	—	—	—	—	—	—	—		64.0	—	—	—	—	—	—	100	
Sept. 30, 1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,089	*	21,174	491	150,000	—	289,450	—		5.8	10,846	350,016	—	26,815	3,800	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	—	—	90,000	—	—	60		—	(Leased	to Pittsbu	rg and Co	nnellsville	e.)	7½	50	
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg .....Massachusetts.	3,640,000	*	300,579	200,661	3,640,000	—	—	501,231		93.7	538,086	20,328,234	13,563,559	1,085,937	252,285	8	100	137½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	—	—	—	150,000	100,000	100,000	—		—	(Oper. b	y Belvidc	re Delaw	are.)	—	—	—	100	
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....Michigan.	2,269,094	*	173,376	1,149,692	1,099,100	1,867,500	441,208	124,864		90.0	208,113	—	—	466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....Florida.	5 300,000	*	—	—	3,000,000	2,300,000	—	—		154.0	—	—	—	—	—	—	100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,300,000	*	—	—	800,000	1,500,000	—	—		—	(Not i	n complet	e operatio	n.)	—	—	—	100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural..N.J.	200,866	30,061	99,266	—	230,845	—	94,266	—		23.0	12,800	—	—	69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	5	2	91	Galveston, Houston & Henderson..Texas.	—	—	—	—	—	575,000	—	—		52.0	[Operat	ed by Rec	eiver.]	—	—	—	100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260		232.0	801,823	—	—	1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	....	....	....	....	*Grand Rapids and Indiana*.....Indiana.	—	—	—	—	—	—	—	—		40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.]	—	100	
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley.....Michigan.	3,000,000	—	—	—	1,000,000	1,000,000	—	—		—	(Owned	and oper. b	y Mich. Ce	n. since A	pl. 1870.]	—	100	
Jun. 30, 1869	854.0	197.0	106.7	—	328	219	85	4,061	Grand Trunk ¶.....Canada.	90,720,565	*	—	—	—	—	—	—		1,380.0	7,071,893	—	—	7,153,924	1,607,631	—	100	
July 31, 1869	229.0	105.5	132 0	—	99	140	45	1,829	Great Western ¶.....Canada.	25,027,287	*	1,968,348	877,019	18,202,128	8,656,415	733,218	280,895		334.5	2,676,393	—	—	3,934,114	1,780,516	4	100	
Sept. 30 1869	143.2	21.0	4.5	—	27	14	2	86	Greenville and Columbia ¶.....S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,902,157	—	—		164.2	125,000	—	—	365,528	146,211	—	100	
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶.....Missouri.	17,947,073	*	—	—	8,000,000	8,938,000	1,009,073	—		275 0	—	—	—	2,941,997	—	—	100	97½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	23,069		—	(Leased	to Pennsy	lvania.)	—	—	—	7	50	110
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven....Connecticut.	3,407,285	*	—	—	4,800,000	744,000	—	—		75.0	578,810	—	—	1,568,362	513,594	10	100	168
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.Cont. & R. I.	4,704,866	*	—	—	2,037,939	2,055,500	—	—		130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield.....W. Va. & Penn.	1,616,459	41,340	104,900	—	1,809,565	500,000	100,000	—		32.0	20,800	—	—	60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	12	14	6	246	Housatonic .....Connecticut.	2,105,558	*	151,843	310,024	2 000,000	291.000	123,768	153,257		119.8	—	—	—	743,808	166,231	—	100	
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶.....Texas.	5,000,000	*	—	—	3,000,000	2,600,000	—	—		125.0	—	—	—	1,040,400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	46.0	2	2	1	21	Houston Tap and Brazoria.....Texas.	—	—	—	—	—	—	—	—		50.0	[Is being	g continue	d to Whar	ton Color	do Riv.]	—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River .....New York.	19,919,537	*	—	—	16,020,000	4,309,220	—	—		150.0	1,978,880	106,998,816	114,943,123	6,484,967	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.....Penn.	2,202,174	*	—	—	706,580	1,927,614	—	—		58.8	191,777	—	—	291,564	5,882	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central* .....Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,508	—		970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	135
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis.....Indiana.	(Road in	progres	s is now o	perating	St. Louis,	Alton &	T. H. R.	R.)		194.0	—	—	—	1,774,567	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	13,720,057	*	—	—	5,685,497	7,358,931	675,628	—		289.0	1,205,686	—	—	1,921,274	707,492	—	100	7
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	—	—	—	—	—	—	—	—		75.0	—	—	—	—	—	—	100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	—	—	—	—	—	—	—	—		—	[Project	ed.]		—	—	—	100	
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron .....Ohio.	327,796	*	—	—	132,411	35,000	—	—		13.0	24,000	234,368	664,541	73,307	11,855	—	100	
Oct. 31, 1869	10.0	1.0	4.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	249,500	—	400,000	130,000	—	—		11.0	—	—	—	32,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	—	87,031	515,465	1,995,000	143,196	131,393		116.0	—	—	—	891,849	212,727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jamesto and Franklin.....Penn.	1,765,248	—	35,000	—	603,077	1,000,000	688,228	—		—	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	
Dec. 31, 1869	108.0	52.0	17.2	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	879,838	413,927	2,000,000	3,100,000	587,179	1,632,923		226.0	—	—	—	1,140,099	403,486	—	100	40
Dec. 31, 1869	37.6	—	8.9	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—		—	(Leased	and oper. b	y Chicago	& Alton.)	—	7	100	90
Dec 31, 1869	44.5	—	10.8	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—		—	(Leased	and oper. b	y Mich'gan	Central.)	—	8	100	
Oct. 31, 1869	4.0	—	5.3	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	893,324	—	—	—	180,250	800,000	—	—		4.6	16,472	1,040,198	5,589,807	107,612	49,533	—	100	
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,028	Kansas Pacific.....Kansas & Col.	—	—	—	—	5,072,500	—	—	—		439.0	963,612	—	—	2,225,850	839,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	10	300	Kentucky Central.....Kentucky.	—	—	—	—	—	1,209,000	(St k sw	amped.]		112.0	—	[Operated	by bondh	olders.]	—	—	—	100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶...Tennessee.	—	—	—	—	—	—	—	—		16.0	[No	returns.]		—	—	—	100	
Dec. 31, 1869	31.0	—	1.3	54.0	2	2	1	20	Knoxville and Kentucky ¶....Tennessee.	—	—	—	—	—	—	—	—		31.0	[No	returns.]		—	—	—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	F. M. R.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Total Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,820,000	550,000	.....	.....	1,385,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	510,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,891	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	.....	.....	.....	.....	.....
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	12,945,598	5,034,071	8	100	108½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,750,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,936	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	1,945,598	748,960	—	50	122
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	.....	6.6	25,980	.....	.....	4,936,591	1,819,315	10	50	
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	880,705	33,823	42,109	4,277	—	100	....
Jun. 30, 1869	84.2	—	47.9	—					Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	(Leased	Dec. 1 1	869 to Pb	g Cin. & S	t. L. 1(4	80,000 p.a.	) 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	.....	....
Oct. 31, 1869	28.3	3.0	24.7	—					Little Schuylkill .....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	90
Dec. 31, 1869	9.0	—	.....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	224	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	57
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,555 951	1,176,690	8,680,912	8,478,000	805,465	74 8.977	381.6	1,500,947	27,330,015	67,885,740	2,954,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	—	—	10,000	—	—	—	—	—	—	—	—	—
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869, n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	10	50	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—					McMinnville and Manchester.¶..Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	.....	(Oper. by	State rec	eiver.)	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—					Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila. &	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942.664	132,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1.6	—					Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	28	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	100	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1870	272.0	10.0	24.7	—	43	35	11	536	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,000	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Op	er.	by L. &	Nashv.)	.....	1,582,000	99,842	—	82.6	299 091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	.....	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Under co	nstruction.)	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	100	97	23	1,897		Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	122
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.6	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	—	—	100,100	215,800	80.966	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	.....	—	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	(Operat	ed by New	Jersey.)	14,631	4,850	6	100	....
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,956,450	—	.....	.....	—	.....	.....	.....	7,250,668	3,020,786	14	50	62½
Dec. 31, 1869	33.0	10.0	8.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	(Leased	to Phila. &	Reading.)	305,282	305,282	8	50	107
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	.....	.....	124,638	.....	—	50	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	329,444	825,407	2,145,000	347,649	572,682	99.2	204,266	.....	(Southern	R.R. Asso	ciation L	escess.)	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	160,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,869	10,083,643	760,359	5,277,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept. 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 0 0	—	—	—	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	166	Montgomery and West Point ..Alabama.	2,444,767	350,667	268,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.)	.....	7	100	92½
Sept. 30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	—	—	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,868	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,' 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	107,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	New Bedford and Taunton.....Mass.	500,000	*	193,154	.....	500,000	172,500	—	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Brune.	2,500,000	(In han	ds of bon	dholder	s.)	972,000	.....	.....	119.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—					Newcastle and Beaver Valley.....Penn.	424,468	—	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P. Ft. W. &	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—					Newcastle and Frenchtown....Delaware.	150,000	—	.....	.....	150,000	—	—	—	—	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	—	(In	cluded in	United Co	mpanies)	.....	10	100	118
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	2^6,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,561,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	662,383	—	100	51
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶.La.	2,050,000	—	—	—	[Owned	and oper	ated by	Charles	Morgan	n of New	York City.]	.....	.....	.....	—	—	—
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,851	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	....
Sept. 30, 1869	5.0	—	....	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,962	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	21	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	746,708	27,953,142	17,178,695	2,776,890	959,743	8	100	99½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	123
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	—	(In cour	se of cons	truction)	.....	.....	—	100	145½
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,185	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—					Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60.000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	188,580	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4.000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,181	*	26,175	23,701	1,063,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180.000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700.000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	—	—	—	—	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	.....	634	267,300	—	—	634	—	.....	.....	.....	8,591	7,956	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(In pro	gress to be	completed	June 187	0.)	—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	256,139	200,000	.....	.....	12.0	40,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	61.0	—	10.6	—	12	16	8	274	Syracuse, Binghamton and N. York .N.Y.	3,560,900	*	.....	.....	1,470.130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	79,887	18,001	8	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley .New York.	.....	.....	(Will form a part of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,224	400 000	—	23,557	45,841	11.1	65,246	1,933,322	849,113	102,173	22,935	8	100	103
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	—	—	3,274,000	.....	654,000	2,620.000	.....	.....	—	—	—	—	—	—	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	781	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843.402	330,543	.....	.....	580.900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	15	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western, O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	62¾
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2.296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	49¼
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Lea	sed to Vt	& Mass.	.....	.....	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	—	.....	.....	swamped	.....	.....	.....	—	(Leased	to Penney	lvania.)	R. R.)	32,000	—	100	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106.845,978	*	5,591,000	654,530	38,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4.200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	8,407,553	4,203,926	—	100	32
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	1,582,650	—	.....	.....	—	54,450	2,244,178	734,763	166,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	—	.....	.....	—	(Leased	by Vermo	nt Centra	l.)	—	8	100	100¼
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,306	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,216	1,949 430	543,331	—	var	....
May 31, 1869	69.3	10.8	9.0	—	15	7	10	2.8	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,352,278	456,651	.....	—	100	74
Feb. 28, 1869	23.7	—	....	—	4	—	—	—	*Vicksburg and Meridian* .....Mississippi.	140.00	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	—	100	74
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	Virginia and Tennessee ¶.....Virginia.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	2	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶.....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,555	929.186	318,668	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	—	.....	.....	1,647,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'n.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Eric	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	....	Washington, Alex. & George t.D. C. & Va.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	....	Washington County.....Maryland.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	—	—	....	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	525,578	.....	626,700	612,300	6,024	.....	—	[in	progress.]	.....	330,571	63,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	(Built by State of	Georgia.)	1,942,000	—	—	—	138.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	—	36,000	.....	46.0	.....	.....	.....	42,834	6,820	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	.....	1,022,450	1 800,000	304,413	.....	—	138,802	44,719	—	100	10			
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Penney	lvania.)	.....	.....	—	50	81
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[No	w forming a divis	ion of the	Milwau	kee and	St. Paul	—	No retu	rns for ye	ar.]	—	—	—	—	100	....
Aug. 31, 1869	94.0	—	....	86.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶....New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operat	ed during	construct'	n by M. &	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.8	—	28.0	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	(No return.)	.....	.....	.....	.....	.....	20.0	13,430	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	200,000	—	—	—	—	(Leased	to Boston,	Con.and M	ontreal.)	12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3.600,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	W & M.	RR. sold	Jan. 5, '70	$525,000.	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8.286	.....	5,000.000	—	—	—	—	[no	returns.]	.....	139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶....N. Carolina.	3,076,908	*	11,662	184,120	734.812	789,300	.....	.....	193	1,857	(Leased t	o Northern	Central.)	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	*	.....	.....	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶....Tennessee.	950,000	*	.....	.....	213,000	.....	.....	.....	—	(Recen'l	y opened.)	1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	270	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	140
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	393,536	—	.....	.....	317,050	.....	76,845	.....	—	(Le ased	to N	orthern C	entral.)	—	—	—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308.019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	542,527	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231.194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3.169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	117½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	.....	.....	4,990,000	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,852	10	100	....
Dec. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	.....	.....	64,000	899,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	—	—	48.0	—	—	—	405,174	213,374	—	50	70½
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,240,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n preferre	d stock.)	431.246	184,848	—	100	50
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	.....	4,300,000	1,961,000	—	—	354.0	—	—	—	735.303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10.587.126	2,279,185	238,996	.....	4,797,185	7,165.256	588,689	—	109.2	—	—	—	1,159,085	598,519	—	50	18
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4.741,263	—	.....	.....	2,002,746	2.632,310	195.232	—	45.0	—	—	—	167,435	81,714	—	50	10
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20.000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1.100.000	708,000	86,000	—	—	—	—	—	—	—	—	—	50	13
Oct. 31, 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	800,000	.....	.....	—	(Leased	to Penney	lvania.)	.....	.....	—	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,009	78,317	21,467	—	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Sept. 30,'69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Oct. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	21
Dec. 31,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Sept. 30,'69	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury. Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City .....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	590,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	5	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,662	50,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	5.0	100	100	100½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	35½	50	50	19½
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,564	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.70	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	R.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	41
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30½
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	—	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	80	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,950	7.0	50	15	48
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	3½	50	7	21
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	10½	....
Sept. 30,'69	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	45	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	60
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Sept. 30,'70	33.85	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	74
Sept. 30,'70	7.29	247	40	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	75
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City).N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark ...A....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	45	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	50
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	5.	50	25	27
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	12
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	634	98	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	22	58½
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	42	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	62½
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	25½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	yTroy&	Lansb.	—	100	100	....
Oct. 31,'69	26.25	545	56	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	95	25	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec. 31,'68	5.50	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,752	93,936	10	50	50	72
Oct. 31,'69	4.36	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Sept. 30,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3,600	3,010	4	100	100	18
Sept. 30,'70	3.55	40	16	Worcester .....Mass.	46,205	40,000	20,000	8,036	17,487	Loss	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1551	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1852	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	46,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	100,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	95½
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1880	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1870	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	500,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	25,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	16,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.). 1st Mortgage.....1,	915,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	82,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	600,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	151,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	96
Worcester: 1st Mortgage.....	20,000	6	A.&O	1878	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	....	....
Catawissa,* pref. and guar.	2,200,000	7	7	92
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	250,000	8	6	....
Cheshire, preferred	2,017,815	7	3	87½
Chicago and Alton, pref.	2,425,400	7	10	120½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	100
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	81
Erie, preferred	8,536,910	7	7	46
Evansville and Crawfordsville pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.	5,078,224	....	....	105½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	20
" " 2d pref.	4,051,744	6	....	10
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	....	82½
Mine Hill and Schuylkill Haven,* guarnteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105½
Ohio and Mississippi, pref.	3,500,000	7	7	77
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	....
St. Louis, Alton and T. H., pref.	2,040,000	7	7	85½
Sandusky and Cincinnati, pref.	445,596	6	6	56½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	81
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	112½
Schuylkill Navigation, pref.	2,838,997	6	6	37½
Union, preferred	....	....	....	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	....
Mariposa Mining, pref.	5,774 400	7	7	11½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 —	@ 36 —
Pig, American, No. 1		34 —	@ 36 —
Pig, American, No. 2		32 —	@ 34 —
Pig, American, Forge		31 —	@ 32 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold).	85 —	@100 —
	—Store Prices.—		
Bar, Swedes, ordinary sizes		110 —	@115 —
Bar, Refined		77 50	@ — —
Bar, Common		85 —	@ — —
Scroll		100 —	@120 —
Ovals and Half-round		95 —	@105 —
Band		92 50	@ 95 —
Horse Shoe		95 —	@ — —
Rods, ⅜@3-16 inch		82 50	@120 —
Hoop		100 —	@140 —
Nail Rod	per lb.	— —	@ — 6½
Sheet, Russia, as to No.'s	(gold)	10½	@ — 11
Sheet, Single D. and T. Common		— 4½	@ — 6
Rails, English	(gold) per ton.	55 —	@ 57 —
Rails, American, at Works in Penna.	c'y.	70 —	@ 72 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— 16	@ — 17
American, Spring, do.		— 9	@ — 11
American Machinery do.		— —	@ — 12
American German do.		— 9	@ — 12

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @60d	per 100 lb	4 65	@ — —
Cut Spikes, all sizes		4 90	@ — —
Clinch		5 15	@ 6 40
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19	@ — 31
Copper		— 36	@ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 38½
Straits	(gold).	— 32½	@ — 33
English	(gold).	— —	@ — 33½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box.	8 37½@ 8 75	9 62½@ 10 —
I. C. Coke	7 25 @ 7 75	8 25 @ 8 75
Coke Terne	6 12½@ 7 12½	7 — @ 8 25
Charcoal Terne	7 50 @ 8 12½	8 62½@ 9 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).	per gall.	— 13½	@ — 13½
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 17½
Refined, Standard White (in ship'g order)		— —	@ — 23½
Refined, prime White (in shipping order)		— 23½	@ — —
Refined, S. W. (in jobbing lots)		— —	@ — 26
Refined, S. W. (in tin)		— —	@ — 28½
Naptha, Refined, (65 @ 73 gravity)		— —	@ — 8½
Residuum	per bbl.	4 —	@ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 16 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes. (Single Thick.)	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the abo ve rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
Canton Co.	83	....	82½	....	83	83
Central Pacific 6s.	97	97½	97½	98	98	99
Central of N. Jersey.	106½	107	107½	106½	108	107
Chicago & Alton.	118½	118½	119	....	118½	118
" pref.	....	....	120	....	....	120
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	113½	....	....	112½	....	....
Chic. & Northwestern	....	90	89½	88½	89½	89½
" pref.	97½	97½	....	97½	97½	98
" 1st M.	95½	....	95½	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	91	91	....	....	....
Chic., Rock Isl. & Pac.	111½	112	111½	112½	112½	112½
Chi., R. I. & Pa. 7s, 1896.	100	101	....	....	....	101
Clev., Col., C. and Ind.	90½	90½	90½	90½	90½	90½
Clev. and Pittsburg.	117½	117½	117½	121½	126½	126½
" 2 M.	....	....	....	....	....	....
" 3 M.	97½	....	....	....	....	....
" 4 M.	....	....	....	85	....	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	102
Col., Chi., & Ind. C.	23½	23½	23	23½	24	24½
" 1 M.	85	85½	86½	87	88½	....
" 2 M.	....	....	....	....	69	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal.	117½	....	....	....	117½	117½
Del. Lack. & Western.	108½	109½	109½	108½	109	108½
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s.	....	....	....	94½	....	....
Dubuque & Sioux City	84	....	....	....	85	....
Erie Railway.	20½	20½	20½	20½	20½	21½
" pref.	....	....	....	....	45	46
" 1 M. 7s, 1897.	....	....	....	....	....	99½
" 2 M. 7s, 1879.	....	....	92	....	....	....
" 3 M. 7s, 1883.	....	....	....	88½	88½	....
" 4 M. 7s, 1880.	....	83½	....	83½	....	83½
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	....	....	87	....	86½	86½
Hannibal & St. Joseph.	....	89	89	90	89½	92
" pref.	97½	98	98	99	100	100
" 8s, conv.	103	103	....	103	....	....
Hudson River.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central	136	135½	....	135	135	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	103½	104½	106½	105½	105½	107½
Lake Shore Div. bonds.	....	....	....	....	....	93½
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	122	....	122	122½	....	....
" S.F. 8s, 1882.	....	118	....	....	....	....
M. S and N. I, 1 M. S. F.	102½	....	103	....	....	....
" 2 M.	....	....	....	....	....	100
Mariposa Mining Co.	7½	....	....	6½	....	7
" pref.	12½	12½	12½	11½	11	11½
" Tr. 10s ctfs.	30	....	....	....	....	....
Milw. and St. Paul.	61½	61½	61½	62½	62½	61½
" pref.	80½	80½	81	81½	81½	81½
" 1st mort.	....	95	94½	95	95	95½
" 2d mort.	....	85½	....	....	....	....
" 8s.	107	....	....	107	....	....
" 7 3-10s con.	96½	....	....	97½	....	....
Missouri 6s.	92½	92½	93½	93½	93½	93½
" H. & St. J. iss.	91½	....	....	....	....	....
Morris and Essex	92	92	92½	92½	92½	92½
" 1st mort.	104	....	....	....	....	....
" 2d mort.	96	....	....	....	....	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 6s, S.F. 1883.	....	....	....	....	....	....
" 6s. S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	97½	97½	99½	99	98½
" certificates.	94	93½	94½	96½	95½	95½
N. York and Harlem.	128½	....	128	127½	127½	128
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	....	....	....
N. Carolina 6s, old.	49½	48½	47½	48	48½	....
" new	26	....	26	....	....	....
Ohio and Miss.	52½	52½	51½	53½	54½	53½
" pref.	76	77	....	....	....	77
" 1st M.	....	....	....	....	....	99½
Pacific Mail S. S. Co.	43½	45	44½	44½	46½	45½
Panama	65	64	60	55	55	54½
Phila. and Reading.	108½	109½	108½	108½	109½	108½
Pitts., Ft. W. & Chi. gtd.	99	98½	99½	98½	98	97½
" 1 M.	....	....	....	103	104	....
" 2 M.	....	....	....	99½	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	12½	....	....	11½	12½	12
St. L., Alton & T. H.	32½	31½	....	....	....	....
" pref.	....	....	....	....	56	....
" 1 M.	....	....	....	....	....	96½
" 2 M. pref.	85½	....	....	....	86	86
" Income bds.	79	....	79½	....	....	80
Tennessee 6s, old.	66½	66½	66½	66½	66½	66½
" new.	66½	....	66½	....	....	66
Tol., Wab. & Western.	62½	62½	62½	62	62	61½
" pref.	81	81	....	....	....	81
" 1 M.	93½	93½	....	....	....	....
" 2 M.	92	92½	....	....	....	....
" Equipment.	....	....	....	....	....	....
" St. Lou. Div.	86	....	....	....	....	....
Union Pacific.	31½	30½	31	30½	31½	31½
" 1st mort.	86½	86	85½	86	87	87
" L. Gt. 7s.	77½	77½	77½	77½	79	79½
" Inc. 10s.	75½	76	77	80½	82½	81
Virginia 6s, old.	....	72	....	71½	71½	71½
" new.	73	73½	....	....	72½	72½

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108¾	108¾	109	109¼	109¼	109¼
U. S. 5s, 10-40s, reg	....	....	109½	108¾	109	....
U. S. 6s, 1881, reg	....	....	116¼	116½	....	.... 116½
U. S. 6s, 1881, coup	....	116¼	116½	117¼	117	117
U. S. 6s, '81, O. W. I.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	109¼	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	112¾	113¼	....	113¾	113¾
U. S. 6s, 5-20s, reg. '64	....	109¾	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	113	....	113¾	....	113¾
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	113¾	113¾	113¾	113¾
U. S. 6s, 5-20s, r. n. '65	....	....	....	112¾	112¼	....
U. S. 6s, 5-20s, c. n. '65	....	112	112¾	112¼	112¼	....
U. S. 6s, 5-20s, reg. '67	....	111¾	....	112¾	112¾	112¼
U. S. 6s, 5-20s, c. 1867	....	111¾	111¾	112¼	112¼	112¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	112	112¾	....	112¾	....
U. S. 6s, Pac. R. R. Issue	....	....	115¼	115¾	115¼	115¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Catawissa	....	....	....	....	....	....
" preferred	45	44¼	45¾	46	46	46
Camden and Amboy	118¾	118¾	118¼	119	119	119
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	93¼
" 6s, 1889	....	93¼	....	....	....	....
" mort. 6s, '89	90¼	....	90¼	90¼	90¼	....
Elmira & Williamsport	....	....	....	....	40½	....
" pref.	....	....	....	....	....	....
" 7s	....	94	....	....	....	....
Lehigh Navigation	....	35¾	35¾	36	35¾	35¾
" 6s, 1884	....	84¼	....	85	85	....
" Gold L.	....	89¾	90¼	91	91¾	91¾
" R. R. L.	....	....	....	....	....	....
" Conv. L.	....	....	....	82	....	....
Lehigh Valley R. R.	....	59¾	60	60¼	61¼	61¼
" 6s new coup	....	95	....	....	....	....
" 6s new reg.	....	....	....	....	96½	....
Little Schuylkill R.R.	45	45	45	45	45	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	53¼	53¼
Morris Canal	....	....	....	....	....	....
" pref.	....	....	112¼	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	46	....	....	....	....	....
" 6s, 1880	....	99¼	99¼	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	39½	41¼	42	41¾	42¾
Oil Creek & Alleg. Riv.	....	....	50¼	50¼	50½	50½
" 7s	....	....	87¾	88	88	88¼
Pennsylvania R. R.	....	63¾	64¼	65	64¾	64¾
" 1st M.	....	....	....	103¼	104	....
" 2d M.	100¾	....	....	....	....	....
" Gen. mort.	95	....	....	....	....	....
" " reg.	92¾	....	....	....	....	....
Penn. State, 6s. 1st series	....	....	....	....	104¼	105
" 6s, 2d series	106¼	....	....	....	107¾	107¾
" 6s, 3d series	....	....	....	108	....	....
" 6s, W I.	....	....	....	....	....	....
Philadelphia City, 6s	....	....	101¾	101¾	....	....
" new	101¼	101¾	101¼	101¾	102	102
Philad., Germ. & Nor.	....	....	....	....	....	85½
Phila. & Reading	54¼	54¼	54¼	54¼	54¼	54¾
Philadelphia and Erie	27¼	28¾	29¼	29¾	....	....
" 6s	92¼	....	....	....	....	....
" 7s	88	89¾	90¼	90¾	....	90
Schuylkill Navigation	....	....	....	9	9¼	9
" pref.	17¾	17¾	18¼	18¾	18¼	18¾
" 6s, 1882	....	76¼	77	77	77	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	77
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	19¾	20	21	22¼	22¼	21¾
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	58¼	58¼	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	25¼	....	25	....	25¼

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Baltimore City 6s, 1875	....	94¼	95	....	....	....
" 1886	....	96¼	....	....	....	96¼
" 1890	....	96	96	95¼	95¾	96
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	95¾	....
Balt and Ohio	139	139	139¾	....	....	....
" bonds, 1875	....	95	....	....	....	....
" " 1880	....	....	94¼	....	....	....
" " 1885	....	93¼	....	....	....	....
Marietta & Cin. 1st M.	....	92¼	92¼	....	....	93
" 2d M.	....	....	85	....	84¾	....
Northern Central	39¼	40	42	....	42¼	42¼
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	21	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 19.

	Th.13.	F.14	Sat.15.	M.17.	Tu.18.	W.19
Boston and Albany	160¼	161	161	161¼	161¼	
Boston and Lowell	....	141	....	....	....	....
Boston and Maine	153	....	152¼	....	153	152¾
Boston and Providence	....	....	....	....	155	165¼
Boston, Hartford & Erie	....	....	1¼	....	....	....
" 7s, new	27	....	....	....	27	....
Cheshire, pref.	....	....	....	....	87¼	87¾
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	124	....	124¼	124¼	124¼	124½
Fitchburg	136¼	137¼	137¾	137¼	....	137¼
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	121¾	122¼	....	....	....	122¾
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ.	....	....	88¼	89	88¾	88¾
" pref.	....	....	105½	105¼	....	....
Old Colony & Newport	100	99¾	100	....	100	....
Ph., Wil. & Baltimore	54¼	....	54	54½	....	54¾
Portl'd, Saco & Porta	135½	....	....	....	....	135¼
Union Pacific	30¾	....	30¼	30¾	....	30¾
" 6s	84¾	84¼	84	....	85¼	84¾
" Land Grant 7s	77	77	....	....	79¼	78¼
" Income 10s	74¼	74½	75	76¾	81	80
Vermont & Canada	....	....	....	106¾	106	106¼
Vermont & Mass.	....	....	75	74	74¼	74
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	100	....	100¾
Metropolitan	73¼	....	....	....	....	74
Middlesex	....	....	....	75	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	10¾	10¼	10⅝	....	....	....
Franklin	....	3¼	....	3¼	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	2¾	2¾	....	....	2¾	2¾
Pittsburg	....	....	....	....	....	....
Quincy	....	25¼	....	25¼	....	....

London Stock Exchange.

	Closing Prices. April 6.	Closing Prices. March 31.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	80 — 85	78 — 82
Do. do., 2d mort., 1881	70 — 75	70 — 75
Do. Penn., 1st mort., 1877	80 — 85	78 — 82
Do. do., 2d mort., 1882	70 — 75	70 — 75
Do. Consol. 7 per cent. mort. 1890	41¼ — 42¼	43¼ — 44¼
Detroit and Milwaukee 1st mort. 7s	68 — 70	68 — 70
Do. 2d mort. 8 p. c.	69 — 71	69 — 71
Erie shares 100 dol. all paid	— —	— —
Do. sterlg. 6 p. c. convertible bonds	62 — 64	62 — 64
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	99 —101	101 —103
Do. 100 dol. shares, all paid	110 —111	110¼—111¼
Panama General mort. 7s, 1897	94 — 96	94 — 96
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 99	99 —101
Do. General mort. 6 p. c. 1910	92¾ — 93¼	92¾ — 93¼
Do. $50 shares	50 — 51	50 — 52
Philadelphia and Erie 1st mort. 1881	94 — 96	96 — 98
Do. with option to be paid in Phila.	94 — 96	96 — 98

American Railroad Journal

Saturday, April 22, 1871.

Stock Exchange and Money Market.

The promise of renewed ease in Money indicated in our last has been pretty fully realized during the week. The offerings to responsible borrowers have been quite liberal within the range of from 5@7 per cent. on call, and 6½@8 per cent. per annum in the discount line. The demand for accommodation has been less urgent, and has been mainly for speculative use at the Gold and Stock Exchanges. The city banks, in their last weekly returns, reported an increase of $1,588,146 in the legal tender reserve, and $200,768 in their specie hoard, with a reduction of $1,067,819 in their deposit line. They diminished their loan and discount averages, $4,527,304, and contracted their circulation, $22,774. The city bank exchanges, last week, averaged $106,176,977; and thus far, this week, $141,000,000, daily. The banks now hold $6,669,106 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking act. The U. S. Sub-Treasury at this port, last week, increased its currency reserve, $838,462, and its coin balance $182,224. The receipts of the office were $4,717,830 in coin, and $5,900,474 in currency; payments $4,535,606 in coin, and $5,062,011 in currency. The office received $3,020,318 in coin or its equivalent, from customs; and disbursed $233,008 of coin interest. The latest movement in the Money line on Wednesday indicated some revival of activity in the call for aid.

Under the revised April programme of the Treasury Department, Government will buy in, during the month, Five-Twenties, as follows: April 26, Wednesday, $2 000,000. And will sell Gold, as follows: April 27, Thursday, $2,000,000.

The subscriptions to the new refunding Five per cent. Loan now amount to about 61½ millions.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $8,111,163 in currency, and $69,556,161 in coin, against a balance a week previous of $8,222,120 currency, and $68,953,090 coin.

The U. S. Sub-Treasurer retired, last week, $2,667,318 of coin certificates, received for customs.

Government revenues have been up to a fair average, since our last. The excises yielded about 2½ millions. The customs at the port of New York, last week were $3,020,318; and at the outports, equal to about a million more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been $116,657,881.

There has been a more active business in Gold, since our last, and the speculative dealings have carried the price up to 111½ as against 110⅜ on Wednesday of last week. The export drain is increasing, tending to strengthen the upward movement. Last week's shipments were about 1⅝ millions. On Tuesday of the current week, the outflow was $121,000; and on Wednesday, $1,632,423. The customs inquiry was also quite brisk, exceeding a daily average of half a million. The Gold Exchange Bank clearances have been augmented largely, having been up to 64⅜ millions on Wednesday of this week, against 11 millions on Wednesday of the preceding week. The closing quotation of Gold on Wednesday was 111⅜.

The customs at this port on Wednesday were $550,000.

The export drain was $1,690,422 last week, against $421,139, same week preceding year. The shipments since July 1, 1870, have been $58,060,722, against $23,746,722 same time in 1869–'70.

The customs demand for Gold last week, averaged $503,000 a day; thus far, this week, it has averaged $754,336 a day, or equal to a weekly aggregate of $4,424,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $120,627, and since Jan. 1, 1871, $2,907,667, against $6,102,639 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $117,895,068, against $106,312,085 same time in 1869–'70.

The Gold Exchange Bank clearances on Thursday of last week were $13,810,000; and on Tuesday of this week $55,075,000. On Wednesday of this week they amounted to only about 64⅜ millions.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $67,124,578 against $67,265,677 same time in 1869–'70.

Foreign Exchange has been strong and buoy-

ant in price, on a good demand for prime bills, which have been offered less freely. Bankers' sixty day bills on London closed on Wednesday at 109⅞@110; sight bills on London, 110⅛@110⅝.

The produce exports from this port, week ending with April 18th, were to the currency value of $3,810,849.

Government securities have been more active and much firmer. The inquiry has been mainly for investment purposes. The offerings of bonds of all the older issues have been less extensive. The market closed strong at the highest figures of the week.

On Wednesday, Government bought in three millions of Five-Twenties at 110 47@110 59/32, ex-interest. The amount of bonds offered was $6,891,000.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117@117¼; U. S. Five-Twenties of 1862, 113⅞@114; U. S. Five-Twenties of 1864 at 113¾@113⅞; U. S. Five-Twenties of 1865, 113¾@113⅞; U. S. Five-twenties of 1865 consolidated, 112⅝@112¾; U. S. Five Twenties of 1867, 112⅝@112¾; U. S. Five-twenties of 1868, 112⅞@111; U. S. Ten-forties at 109⅓@109⅝; U. S. Six per cent. currency bonds, 115⅛@115⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 5.	April 12.	April 19.
Consols	92 15/16	92⅞	93¼
U.S. 5-20's of 1862	92 11/16	92⅞	*90⅛
U. S. 5-20s, 1865	92⅜	92⅜	*89⅞
" 1867	91¾	91⅞	92⅛
" 10-40s	89¼	89¼	89½
Erie	18⅞	....	....
Ill. Central	....	....	....
At. and Gt. West	....	....	....

* Ex-May coupon.

State bonds have been in quite active at generally stronger prices.

Railway bonds have been in brisk demand chiefly on investment account, and the more substantial of the old loans have been quoted decidedly firmer in price. Central Pacific Sixes have advanced sharply, closing at 99@99¼. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been readily taken at 90 per cent. and accrued interest. Union Pacific Sixes closed at 87@87¼.

Railway and miscellaneous share property has been actively sought after, through the week, and though values have been more or less variable, the general tendency has been upward. The later dealings showed considerable irregularity in prices, though the temper of the market was firm, as a whole.

The transactions in Domestic Produce have been on a moderate scale, since our last, and prices have been fairly supported, in most instances, though Pork, and Lard were lower. Middling upland cotton closed on Wednesday at 14¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,450,351 bales, against 2,448,621 bales same time last year; exports 2,452,886 bales, against 1,687,345 bales same time last year; stock at the ports at latest dates, 557,221 bales, against 355,092 bales same date 1870.

Foreign goods have been rather more sought after at generally firm prices. The week's imports having been up to $5,813,857, including $2,380,178 of Dry Goods and $4,433,679 of general merchandise.

At the Live Stock markets, Beeves have been in quite moderate demand at 10@14½c.; Veal Calves at 5@12¼c; Sheep, at 6@8c., and Swine, at 6½@6¾c. per lb., all live weight. Milch cows, quiet at $40@$100, each. The week's receipts were 5,788 Beeves, 79 Cows, 2,979 Veal Calves, 14,267 Sheep and Lambs, and 9,326 Hogs.

Ocean freights have been moderately active, and quoted firmer. For Liverpool, cotton at ¼@5/16 by sail and 5/16@⅜d. by steam, per lb.; flour at 2s. 3d. by sail, and 2s. 6d.@2s. 9d. by steam, per bbl.; grain at 7½d. by sail, and 8@8¼d. by steam. per bushel; and heavy goods at 16s. 6d.@27s. 6d. by sail, and 25s.@40s. by steam per ton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 90; do., 7s, gold, 91½; South Carolina 6s, new Jan. and July, 59⅞; Michigan 6s, 100; North Carolina 6s Special Tax, 19¼; do., Fund Act, 1866, 30; do. 1868, 31; California 7s, 110½; Arkansas 6s, Fund Act, 54; N. Y. State 7s, Bounty Loan reg., 108¼; Brooklyn 6s, W. L., 94¾; Detroit, Monroe and Toledo bonds, 96; Ohio and Mississippi consol. bonds, 90; N. Y. Central 6s, Sub-bonds, 92; Pacific 7s, guar. by Mo., 97½; Central of New Jersey new bonds, 101⅝; do., Land scrip, 71; Cleveland and Pittsburg consol. bonds, 94¾; Mil. and St. Paul 1st mort., Iowa Div., 89¾; Toledo, Peoria and Warsaw 1st mort, W. D., 87¾; do., E.D., 88¾; N. Missouri 1st mort., 84; do., 2d mort., 62; St. Louis and Iron Mt. R. R., 59¼; do. 1st mort., 91¼; Morris and Essex const. bonds, 87¾; Gt. Western 1st mort., 1858, 90; Quincy and Toledo 1st mort., 85½; Cedar Falls and Minn. 1st mort., 83½; Buffalo, N. Y. and Erie 1st mort., 89; N. Y. and Harlem consol. bonds, 89; N. Y. and N. H. R. R. scrip, 135; Hartford and New Haven R. R., 168; Albany and Susq. R. R., 89; do., 2d mort., 92; Rome, Watertown and Ogdensburg R. R, 125; Sixth Avenue R. R., 125; Maryland Coal, 84; American Coal, 51; Consol. Coal of Md., 38⅛; Pennsylvania Coal, 223; Western Union Telegraph, 58⅛; Brunswick City Land, 9⅛; Quicksilver pref., 19; Am. Dock and Imp. 7s, 96¼; Adams Exp., Co., 80⅛; Am. Mer. Union Exp., 51⅛; Wells-Fargo Exp., 43½; U. S. Exp., 47½; Consol. Gregory gold, 0.45; Quartz Hill gold, 0.18; La Crosse gold, 0.15; Central gold, 0.10; Am. Flag gold, 0.15.

Philadelphia.—Wilmington and Reading 7s, 92½; Junction R. R. 2d mort., 90; Philadelphia and Reading 6s, 1844-'80, 97¾; Chesapeake and Delaware Canal 6s, 97½; Pennsylvania and New York Canal 7s, 95¾; Huntingdon and Broad Top Mt. 2d mort., 83; Lake Superior and Mississippi 7s, 86⅞; West Jersey R.R. 7s, 100; do., 6s, 92¾; Warren and Franklin 1st mort., 90; Connecting R. R. bonds, 86; Camden and Burlington County 6s, 87; Harrisburg and Lancaster R. R., 55; New Jersey State 6s, free, 107½; Allegheny Co., 5s, 77¼; Pennsylvania State coupon 5s, 104; do., 6s, Incline Plane Loan, 107. The latest quotations are: City 6s, 101¾@102; do. free of tax, 101½@101⅝; State 5s, coupon, 102@102; do. 6s, W. L., 104@105; do. 1st series, 104½@104⅞; do. 2d series, 107½@108; do. 3d series, 103¼@108½; Reading, 54½@54⅝; do. 7s, 1893, 104@106; do. mort. 6s, 1880, 97½@98; Camden and Amboy, 119@119¼; do. mort. 6s, 1889, 96@96½; do. 1883, 93@93; do. 1889, 93@93½; Pennsylvania R. R., 65⅛@65¼; do. 1st mort., 103@103⅛; do. 2d mort., 100½@101; do. Gen'l mort. coupon, 94¼@—; do. reg., 93@93½; Little Schuylkill R. R., 44¾@45; Morris Canal, 49@50; do. pref., 110@114; do. 6s, 87@89; do. scrip 7s, 77@—; Susquehanna Canal, 6@6; do.,6s, 52@55; Schuylkill Nav., 9@9¼; do. pref., 18⅜@18½; do. 6s, 1882, 76@77; Elmira and Williamsport pref., 40@42; do. 7s, 1878, 93@95; do. 5s, 59@61; Lehigh Coal and Navigation, 35⅜@35½; do. 6s, 1884, 85@85½; do. R. R. Loan, 91½@92½; do. Gold Loan, 91@92; North Pennsylvania, 46@47; do. 6s, 99¼@99½; do., 7s, 97@97; do. Chattle 10s, 110@114; Philadelphia and Erie, 28⅜@28⅝; do., 8s, 92½@94; Minehill, 53⅜@53½; Catawissa, 20@—; do. pref., 45¾@46; Lehigh Valley, 61⅛@61¼; do. 6s, 96¼@96¼; do. 7s, reg., 100@100; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 58@58; Thirteenth and Fifteenth, 25@26; Spruce and Pine, 27½@30; Green and Coates, 43@46; Chestnut and Walnut, 48@50½; Hestonville, 21¼@21½; Union, 53@—; Germantown, 31@31.

Boston.—Central Pacific R. R. 7s, gold, 1883, 102; do. 1884, 104¾; Detroit, Hillsdale and Indiana R. R. 8s, 1890, 90; Stanstead, Shefford and Chambly 7s, 83; Grand River Valley R. R. 8s, 1879, 103½; Michigan Central R. R. 8s, 1890, 109⅛; Hannibal and St. Joseph 8s, 1885, 101⅞; Dixon, Peoria and Hannibal R. R. 8s, 1889, 97½; Carthage and Burlington 8s, 1879, 97; Ogdensburg and Lake Champlain Equipment 8s, 102; Vermont Central 1st mort., 87; do. 2d mort., 44½ Eastern R. R. 6s, 1874, gold, 100; Indianapolis, Bloomington and Western 7s, 1909, 82; Ottawa, Oswego and Fox River Valley R. R. 8s, 1900, 85¾; Phila., Wil. and Balt. 6s, 94; Vermont Central and Vermont and Canada 8s, 1885, 104½; Burlington and Missouri 8s, in Nebraska, 96⅝; Indianapolis and Cincinnati R. R., 7; Rutland R. R., 42; do. pref., 83¼; do. 8s, 1880, 100½; do. 7s, 86⅞; Norwich and Worcester R. R., 112½; Cincinnati, Sandusky and Cleveland R. R., 25¼; do. 7s, 1890, 83¾; Portsmouth, Gt. Falls and Conway R. R., 111¼; Eastern (N.H.) R. R., 115; Boston Water Power Co., 35¾; Cary Imp., 13⅜; Essex Co., 137¼; Vermont 6s, 1871, 100¼; New Hampshire 6s, 1871, 100½; Massachusetts 5s, 1894, gold, 98; do. 1880, gold, 97⅝; do. 6s, 5-20s, currency, reg., 100¼; Bath 6s, 1891, 90¼; Albany 6s, 1896, 92; do. 1879, 94¼; Cincinnati 7-30s, 1886, 105½; St. Louis 6s, 1887, 90½; do. 1887, gold, 95¾; do. 1886, 88⅝; do. 1879, 93½; do. 1881, 91; Chicago 7s, 1879, 92; do. Water Loan, 100; St. Louis County 7s, 1885, 98⅝; Boston 5s, 1873, gold, ind., 96; do. 1878, 96; do. 1886, 97½; Charlestown 5s, 1883, 90; Allouez Mining Co., 1⅞; Hecla, 165; Superior, 25c., Hancock, 2; Hanover, 65c.; Fulton, 20c.; Dana, 50c.

Baltimore.—Virginia 6s, old, reg., 56½; do. 1866, 74; do. 1867, 67½; do. new, coupon, 72½; Maryland 6s, 1870, 97; do. Defense bonds, 104⅜; Western Maryland 3d mort. guar., 91¾; do. guar. by Wash. Co., 84¾; Pittsburgh and Connellsville bonds, 93½; Northern Central 6s, 1900, gold 92½; Orange and Alexandria 4th mort. 8s, 77⅜ Virginia and Tennessee 3d mort. 8s, 83½

Baltimore Copper, 1. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93@93; Baltimore and Ohio, 134@140; do. 6s, 1875, 95@95¼; do. 1880, 95@95; do. 1885, 93⅛@97; Northern Central, 42⅜@42½; do. 6s, 1885, 94@95; do. 1900, 87@87½; do. 6s, 1900, gold, 92½@95; N. W. Va. 1st mort., 96½@97½; do. 2d mort., 96½@96½; do. 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 93@94¼; do. 2d mort., 84¾@85; Central Ohio, 29½@30; do. 1st mort., 84½@85; Western Md. 1st mort. 6s, 1890, 76@80; do. guar. by Baltimore City, 92@95; do. 2d mort. guar., 92@93; do. 2d mort pref., 58@60; do. 6s, guar. by Washington Co., 83@86; Richmond and Danville bonds, 77@78¼; Orange and Alexandria 1st mort. 6s, 88@90; do. 2d mort. 6s, 75½@79½; do. 3d mort. 8s, 87¼@89; do. 4th mort. 8s, 77@78; Orange, Alex. and Manassas 7s, 78@79; Virginia and Tennessee 8s, 83½@84; do. 6s 1st mort., 82@—; do. 6s, 2d mort., 73@75; Baltimore 6s, 1875, 95@96; do. 1884, 95@95⅛; do. 1890, 95¾@96; do. 1893, 97@98; do., 1900, 95¼@96¼; do. 5s, 1838–'70, 80@81; Memphis City 6s, 55½@55½; Maryland Defense Loan, 1883, 103¾@104¼; City Passenger R. R., 20¾@21¼; George's Creek Coal, 67@70; Baltimore Copper, 1@1.75; Santa Clara, 1@1.87; Atlantic Coal, 1@2.25.

Louisville.—Jefferson, Madison and Indianapolis R. R., 45@47; do., 1st mort., 7s, 80@82; do., 2d mort., 7s, 73@75; Louisville, Cincinnati and Lexington R. R., 45@—; do., pref., —@91; do., 1st mort., 7s, 84@85; do., 2d mort., 8s, —@85; Louisville and Nashville R. R., 79@79½; do., 7s, old, 95@98; do., 7s, new, 88@89½; Elizabethtown and Paducah R. R. 1st mort., 8s, 85@87½; Louisville City 6s, for improvements, 75@77; do., for Bounty, 77@79; do., for Schools, 78@79; do., for Wharf, old, 78@79; do., for Wharf, new, 76½@77½; do., for Water Works, old, 80@81; do., for Water Works, new, 76@77; do., for L. & N. R. R., M. S., 78@79; do., L. E., 78@80; do., for E. & P. R. R. 7s, 89@90; do., for old liabilities, 10 years 7s, 89@90; do., 5 years 7s, 94@95; do., for Schools, 7s, 94½@94¼; Water Works 6s, 82@83; Canal 6s, second issue, 90@91; do., third issue, 81@82; do., fourth issue, 78@79; Kentucky State 6s, old, 99@100; do., new, 90@92; Grayson Co., 7s, 77@78; Muhlenburg Co., 7s, 75@76; Lyon Co., 7s, 72½@74; Caldwell Co., 7s, 75@76; McCracken Co., 7s, 71½@73; Shelby Co., 8s, 90@90½; Carroll Co., 8s, —@90; New Albany City 7s, —@85.

☞ ELIZABETHTOWN AND PADUCAH RAILROAD.—The well known Bankers, Messrs. NORTON, SLAUGHTER & CO., of 41 Broad Street, Messrs. WM. ALEXANDER SMITH & CO., of 40 Wall Street, and Messrs. HALLGARTEN & CO., of No. 28 Broad Street, New York, recommend, after a thorough investigation into the affairs of the Company, THE EIGHT PER CENT. FIRST MORTGAGE BONDS OF THE ELIZABETHTOWN AND PADUCAH RAILROAD COMPANY of Kentucky, as a very safe and desirable investment. They are only authorized to offer a limited amount of these securities at 87½ and accrued interest. The Bonds offered are on the completed portion of the Road, which is now in successful operation.

NEW LOAN OF THE UNITED STATES.

PROGRESS OF SUBSCRIPTIONS.

PRIVILEGE STILL OPEN FOR $200,000,000 FIVE PER CENTS.

The department has advised by telegraph that the subscriptions to the loan to Thursday, March 30, amount to $50,600,000. The Secretary has also authorized the notice that the unconditional privilege of subscribing to the first class of bonds, five per cents, to the extent of $200,000 000 remains open until further advice.

The proposed loan comprises three classes of bonds, namely:

First. Bonds to the amount of five hundred millions of dollars, payable in coin, at the pleasure of the United States, after ten years from the date of their issue, and bearing interest payable quarterly in coin, at the rate of five per cent. per annum.

Second. Bonds to the amount of three hundred millions of dollars, payable in coin, at the pleasure of the United States, after fifteen years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four and a half per ce nt. per annum.

Third. Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four per cent. per annum.

Subscriptions to the loan will have preference in the following order, namely:

First. Subscriptions that may be first made for five per cent. bonds to the amount of two hundred millions of dollars; of which there will be reserved, for twenty days one half for subscribers in this country and one half for subscribers in foreign countries.

Second. Subscriptions for equal amounts of each class of bonds.

Third. Subscriptions for equal amounts of bonds bearing interest at the rate of four and a half per cent., and of bonds bearing interest at the rate of five per cent.

Fourth. Subscriptions for any five per cent. bonds that may not be subscribed for in the preceding classes.

When a subscription is made, the subscriber will be required to deposit two per cent. of the amount thereof in coin or currency of the United States, or in bonds of the class to be exchanged, to be accounted for by the Government when the new bonds are delivered; and payments may be made either in coin or in bonds of the United States known as Five-Twenty bonds, at their par value.

The coin received in payment will be applied to the redemption of Five-Twenty bonds, and the debt of the United States will not be increased by this loan.

The bonds will be registered or issued with coupons, as may be desired by subscribers. Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000; and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depositary of the Government, quarterly, on the first days of February, May, August and November, in each year.

The bonds of the several classes aforesaid, and the interest thereon, are exempt from the payment of all taxes or dues of the United States, as well as from taxation in any form by or under State, municipal or local authority.

After maturity, the bonds last issued will be first redeemed, by classes and numbers, as may be designated by the Secretary of the Treasury.

The bonds will be issued at the United States Treasury, but the agents for the negotiation of the loan in Europe are authorized to make arrangements with subscribers for the transmission of the bonds to the agents through whom subscriptions may be received.

Subscribers in the United States will receive the new bonds of the agents with whom the subscriptions are made.

In the United States the National Banks are authorized to receive subscriptions, and subscriptions may also be made at the office of the Treasurer of the United States, or of any Assistant Treasurer, or the designated depositaries at Buffalo, N. Y.; Chicago, Ill.; Cincinnati, Ohio; Louisville, Ky.; Mobile, Ala., and Pittsburg, Pa.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH, BANKERS
No. 5 NASSAU STREET,
NEW YORK, April 20, 1871.

THE FIRST MORTGAGE SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY—of which about $7,000,000, or nearly one-half the entire loan have already been marketed—are secured upon an East and West Trunk Line of Road, 427 miles in length, the greater part of which (227 miles) is in profitable operation, and the remainder rapidly building. When completed it will establish a short, economical and favorite route between tide water navigation and the chief railroad and river cities of the West.

Besides the immense volume of through traffic between the East and West which this Road can command by its superior advantages in distance, grades, fuel and unfailing navigable connections, this road must convey enormous quantities of the superior smelting, cannel and bituminous coals of the Kanawha Valley, and the iron ores of Virginia and West Virginia, which are in demand at both ends of the line.

The value of the property, the certainty of a large and profitable business, the established reputation and credit of the Company, and its able and honorable management, give to these securities an assurance of superior value and safety, and enable us to recommend them with the greatest confidence to parties making investments or desiring to fund their Five-Twenties.

They may be had in *Coupon* or *Registered* form, and in denominations of

$1,000, $500, and $100.

Price, 90 and accrued interest from Nov. 1, at which rate they yield 7 per cent. gold, interest on their cost.

We have prepared pamphlets showing the agricultural, mineral and manufacturing advantages of the adjacent territory, and the traffic facilities and financial prospects of the Road, which will be furnished on application.

FISK & HATCH, Financial Agents.

Journal of Railroad Law.

RAILROAD COMPANIES—DEGREE OF CARE REQUIRED IN CITIES AND ALONG PUBLIC THOROUGHFARES—WHEN LIABLE FOR ACTS OF EMPLOYEE—NOT RELEASED, BECAUSE WRONGFUL ACTS ARE AGAINST INSTRUCTIONS.

The late case of The Toledo, Wabash and Western Railway Company, *vs.* Harmon (47 Ill., 298,) was an action to recover for injuries received by Harmon, by the running away of his team, caused by an engineer of the road letting off steam from his engine with a loud noise, just as Harmon was crossing the track.

The jury rendered a verdict for plaintiff, and assessed his damages at $500.

The following is the able opinion of the court delivered by

WALKER, J.—The evidence in this record is conflicting, and was properly left to the consideration of the jury. In such cases this court will not disturb the verdict, unless we can see that it is manifestly against its weight. An attentive examination of the testimony fails to satisfy us that the finding is unwarranted. On the contrary, we think it preponderates in favor of the finding of the jury. If the agents and employees of a railroad company, while in the discharge of their duty, act with such negligence as to occasion injury to others who are not in fault, the company must be held liable in damages for the wrong. The well being of society requires these bodies to employ careful and skillful agents, and that they in the performance of their duties shall have due regard to the safety and rights of other persons. They are held to a high degree of caution and skill while exercising and enjoying their franchises. Negligence, or want of skill by their agents, producing injury, will create liability. And when they locate their stations and depots in populous cities and on thoroughfares, they must, for the protection of the community be held to a degree of care commensurate with the greater danger such a situation involves. When located at such place, they know the hazard that must ensue and must be held to an increased decree of care and diligence equal to the great hazard. The life and property of individuals cannot be lightly or wantonly placed in jeopardy. If that might be done these great instruments of prosperity, and agents in the development of the resources of the country and promoters of its commerce, instead of a blessing, would become a nuisance if not a curse to our citizens. If the lives of men or their property are endangered in the pursuit of their ordinary legitimate business while lawfully passing over our public highways, and no person can be held responsible, then it would be an injury instead of a blessing to the community that they were constructed.

The great object of government is to afford protection to the life, liberty and property of the citizen, and in the pursuit of that object all interests should be protected, and no one branch of business or interest be permitted to injure or destroy others. Although not equally beneficial to the community, the least productive interest or pursuit is nevertheless important, as contributing to the prosperity of the community. And to the person engaged in such a pursuit, it is as important as the vast enterprises of the more favored of his fellow citizens are to them, and he is, under the law, entitled to an equal degree of protection in its pursuit and enjoyment. And the purpose of creating government would be perverted if the great and profitable pursuits were permitted to disregard and trample upon the more humble and less lucrative occupation and callings. And however important and even essential, these great creations of modern civilization and enterprise may be to society, they must be required to regard the rights of others, to the same extent that individuals are held to avoid injury and wrong to them and to each other.

Appellee had the undoubted legal right to travel this public highway in the pursuit of his business, pleasure, or even from caprice. Appellants had no right by their agents, to unnecessarily hinder, obstruct, or endanger him or his property while thus exercising his right to pass and repass over the road, in the modes adapted to their construction; and each is under equal and reciprocal obligation to observe the rights of the other; and never can willfully, wantonly or negligently, endanger, obstruct, or delay the other in the enjoyment of his rights without incurring liability for the injury; and each party in the exercise of his right, must observe the highest degree of prudence, circumspection and skill, to avoid the infliction of injury to others. In this case, there is nothing disclosed by the evidence from which it can be inferred that appellee did not take every precaution which prudence could dictate, to avoid injury. He checked up his team before reaching the road crossing, and avoided not only the passage of the engine, but until it came to rest before he attempted to cross. He says, that while thus waiting, the engine driver looked at him as he passed. And this he must have done, if he was not reckless of his duty; and if he did see that he was waiting to cross the track, he was bound to afford all reasonable facilities for the purpose. And having the control of his locomotive and the steam by which it was propelled, he was required to so use and control them, as to avoid injury to others, acting with prudence and caution. He had no right after he saw appellee start to cross the track, to then put his engine in motion and run it against appellee's wagon and team, nor had he the right to so use the steam from his engine as to frighten appellee's horses. He saw that they were restive and afraid of his locomotive and must have known that the escape of steam would, most probable, produce the result that ensued; and it was his duty to have prevented its escape, and avoid the disastrous result that followed from the noise of the escaping steam, which is highly calculated, as all observation teaches, to alarm cattle and horses. Knowing this, he should have been on his guard and used all necessary precaution to prevent injury. It can make no difference in its result to appellee, whether the escape of steam was the effect of negligence or from wanton and willful purpose. The engine driver does not pretend that there was any necessity nor can we imagine any, for the escape of steam at that time. He had stopped his locomotive and there could be no necessity to start it until appellee had crossed the track, which could have required at most not more than a very few seconds. There could have been no danger of any explosion, nor is it pretended there was. Then why the necessity for the escape of steam, either through the whistle or escape pipes? It must have been the result of gross negligence under the circumstances, or of wanton and willful purpose, in total disregard of the security of the life and property of appellee.

It is, however, contended that if the engine driver did the act wantonly or willfully, it was outside of his authority, and hence the company are not liable for the damages resulting from the misconduct of the engineer. He was their servant, was engaged in the performance of the duty assigned to him, and if, while so engaged, he used the engine put into his possession and under his control, to accomplish the wanton or willful act complained of, why should not the company be held liable? It is said he was not employed for the purpose, nor directed to perform the act; and it is equally true that they do not employ engineers to inflict injuries through negligence or incompetency, and yet these bodies are held liable for such acts of their servants.

In the case of the Chicago, Burlington and Quincy R. R. Co. *vs.* Parks 18 Ill. 460, it was urged that the conductor, in ejecting Parks from the train, did not only an unlawful, but an unauthorized act, and the company were not liable for damages. The law prohibited him from removing or forcibly ejecting a passenger for refusing to pay his fare, except at a usual stopping place, while he put him off by force at a different place. In that case, the agent of the road, did an act prohibited by the statute and outside of his authority, and yet the company were held liable. In the case of the Illinois Central R. R. Co. *vs.* Reedy, 17 Ill. 582, it was said that while trespass might be maintained against the agents of the company for their immediate acts, yet the corporation who employed them would be liable in case for the damage inflicted by their servants, and if authority by the company to perform the act were to be made the test of liability, they would always escape, as they would never authorize their agents to do an unlawful act, or to omit any duty, or to carelessly or negligently perform others, whereby injury would result to individuals.

This court held, in the case of the St. Louis, Alton and Chicago R. R. Co. *vs.* Dally, 19 Ill. 353, that a railroad corporation is liable, in an action of trespass, for an assault and battery committed by an employee of the company on a passenger on the train; and this rule was fully approved in the case of the Illinois Central R. R. Co. *vs.* Read, 37 Ill. 484. It was there said, in answer to the objection to the want of authority in the agent to commit the act, that the company had no power to order a lawful act to be done in an improper mode, or so that it will violate the rights of others, and therefore, such act must be regarded as that of the agent, and not of the company; that such a rule would release railway companies from liability from all affirmative acts violating the rights of others; that in all such cases the ready answer would be, that because such act was wrongful, therefore it was unlawful, and not authorized by its charter, but the individual act of their agents, who exercise its functions. That the result of the position would be, that the company could not be liable for a trespass, because no corporation can be empowered to commit a wrongful act.

There can be no pretense, that where an agent commits an act willfully, or otherwise, while he was not engaged in they performance of his duty to the company, the would be liable for the wrong; or even while so engaged, if he were to personally perform an act not connected with the business of the corporation, they would be liable. But when employed in the discharge of his duty, or while engaged in operating their engines and machinery on the road, if he uses such agencies in an unskillful manner, or so negligently as to occasion injury to another, or even if, while so engaged, he willfully perverts such agencies to the purpose of wanton mischief and injury, the company should respond in damages. They should not be permitted to say, it is true he was an agent, was authorized by us to have the possession of our engines, was engaged in carrying on our business, and while so engaged, he willfully perverted the instrument which we placed in his hands to something more than we designed or authorized, and, therefore, we should not be liable for the injury thus inflicted.

In this case, so far as the record discloses, the engineer was properly engaged in the use of the machinery of the company, and it can make no difference whether the escape of the steam was negligently permitted, or willfully done by the engineer, any more than if he had willfully run his engine against appellee's wagon and team, and thus produced the injury. The question, whether it was negligently or intentionally done, can, we think, make no difference in results. It then follows that the instructions were not improper, and no error was committed by telling the jury that the company were liable if the act was intentional on the part of the engineer. The judgment of the court below is affirmed.

Judgment affirmed.

Union Pacific Railroad.

The following is a copy of an Act passed by Congress, entitled "An Act to authorize the Union Pacific Railroad Company to issue its bonds to construct a bridge across the Missouri river at Omaha, Nebraska, and Council Bluffs, Iowa:"

Be it enacted, etc., That for the more perfect connection of any railroads that are or shall be constructed to the Missouri river, at or near Council Bluffs, Iowa, and Omaha, Nebraska, the Union Pacific Railroad Company be, and it is hereby, authorized, to issue such bonds, and secure the same by mortgage on the bridge and approaches and appurtenances, as it may deem needful to construct and maintain its bridge over said river, and the tracks and depots required to perfect the same, as now authorized by law of Congress; and said bridge may be so constructed as to provide for the passage of ordinary vehicles and travel, and said company may levy and collect tolls and charges for the use of the same; and for the use and protection of said bridge and property, the Union Pacific Railroad Company shall be empowered, governed and limited by the provisions of the act entitled "An Act to authorize the construction of certain bridges, and to establish them as post roads," approved July twenty-five, eighteen hundred and sixty-six, so far as the same is applicable thereto: *And provided*, That nothing in this act shall be so construed as to change the eastern terminus of the Union Pacific railroad from the place where it is now fixed under existing laws, nor to release said Union Pacific Railroad Company, or its successors, from its obligation as established by existing laws; *Provided also*, That Congress shall at all times have power to regulate said bridge, and the rates for the transportation of freight and passengers over the same, and the local travel hereinbefore provided for. And the amount of bonds herein authorized shall not exceed two and a half millions of dollars: *Provided*, That if said bridge shall be constructed as a draw bridge, the same shall be constructed with spans of not less than two hundred feet in length in the clear on each side of the central or pivot pier of the draw.

Approved February 24, 1871.

Texas Pacific Railroad.

Under the act of Congress organizing the Texas Pacific railroad, the corporators met on Saturday, April 15, 1871, in pursuance of notice given in the newspapers of New Orleans, Washington and New York. There was 123 corporators, representing most of the States and Territories of the Union. Of this number over seventy were in attendance. The men of the Pacific slope and of the South were particularly active and energetic, and in addition to these a large number of gentlemen not included in the list gathered to encourage the final organization. Among these men were General Nye, of Nevada, and Mr. Pomeroy, of Kansas, Senators in Congress; General Banks, of Massachusetts; Judge Edwards Pierrepont, of New York; Hon. J. S. Black, ex Attorney General of the United States; General Jefferson C. Davis, of the United States Army; Hon. E. B. Hart and H. G. Stebbins, of New York, and many influential members of the press.

At the hour of twelve, the rooms being crowded, General Fremont, the first named of the corporators in the Texas Pacific bill, assumed the chair and nominated Marshall O. Roberts as the chairman of the meeting. That motion was unanimously agreed to.

Mr. Roberts accepted the honor in the following characteristic remarks:

GENTLEMEN—My object is to build this road across the State of Texas to the Pacific Ocean, and so to condduct the enterprise that no man shall have just cause of complaint, and so that every promise may be faithfully kept. This I cannot do unless you give me the power to do it. I am never able to work out great results unless I can work in my own peculiar way. If I am to be embarrassed at every step I can be of no use to myself or to my friends, and the undertaking will be one of failure and disgrace, instead of honor and success. I know that the difficulties will be great, and that many will arise which cannot be foreseen; and it is now impossible to tell what will be necessary to do in emergencies. I shall not disappoint you in the result if you give me your confidence and the power to gain the ends which we all desire.

The people of Texas have confided in me in a manner which I deeply appreciate. My interests in that State—connected with the Southern Pacific road, the Transcontinental and the El Paso roads, and in other ways—are so great that if I should imperil them by adding the Texas Pacific road, over which I could have no control, the anxiety and the burden would be more than I could bear.

To be of any use in the great enterprise I need associated with me men upon whom I can rely in the trying times which are sure to come; men whom I personally know. To build this road and carry it through with prompt success would be an honor to which I might aspire, but to fail would be a disgrace which I cannot risk.

If you will permit me to subscribe for myself and associates eleven thousand shares of the capital stock, being a controlling interest in the company, I will enter upon the work with my whole heart and endeavor so to manage it as to disappoint no reasonable man; but if that is not desired I wish you all success; but I will be unwilling to assume a burden which I could not otherwise sustain.

In conclusion I beg also to say that I am ready and perfectly willing to advance the ten per cent. required for 2,500 shares of stock for General John C. Fremont.

At the close of the chairman's address, which was received with marked attention, a motion was made to increase the 2,500 shares of stock allotted to General John C. Fremont to 5,000, which was unanimously adopted.

General W. S. Rosecrans, of Ohio, then rose and moved that Samuel Sloan, of New York, be elected treasurer of the company, which was carried unanimously.

Colonel Thomas A. Scott then moved, and the corporation unanimously ratified the proposition, that Mr. Roberts be allowed to subscribe 11,000 shares of the capital stock of the company, being a controlling interest.

A committee of five was then appointed by the Chair, on the motion of Mr. James L. Hodges, to apportion the 4,000 shares of stock pro rata among the corporators present and those who have sent their proxies. This committee consisted of Mr. Hodges, Thomas A. Scott, General W. L. Rosecrans, Samuel Sloan and J. W. Forney.

The stock above referred to was promptly taken by the corporators present during the thirty minutes recess allowed by the Chair. On reassembling the report of the committee was made by Mr. Hodges to the Chair, when the Chairman, Mr. Roberts, announced that the entire two millions having been subscribed and the ten per cent. duly paid in, the stockholders would meet at the rooms on Monday, the 17th inst., to elect the board of directors of the Texas Pacific Railroad.

So the board of corporators was adjourned *sine die*.

European and North American Railway.

The work on this road is being rapidly pushed forward to completion. It is now finished and running to Winn, a distance of fifty-six miles from Bangor. The point to be reached is Vanceboro', on the boundary line, a distance of fifty-eight miles from Winn. The road bed, culverts, &c., on this part of the line are nearly completed, and next September it is expected that passenger traffic will begin, connecting at Vanceboro' with trains for St. John, and Halifax, Nova Scotia. The provincial portion of the road is completed, and trains are running regularly. When the road is fully completed there will be a through, continuous line of railroad from Halifax to Boston and New York. From Halifax by rail to Bangor it will be 458 miles; to Boston 706 miles, and to New York 940 miles. European ocean passengers by landing at Halifax and taking the cars for New York will avoid 700 miles by water, and 70 hours in time. The time occupied in making the trip by rail will be thirty hours, thus making a saving of forty hours. Besides passengers, the European mails for Boston, New York and San Francisco will be conveyed through this new avenue of communication. In Bangor the European and North American Railway connects with the Maine Central Railroad and a union depot is proposed to be constructed for the roads in that city.

Texas Pacific Railroad.

We give elsewhere a report of the proceedings of the Texas Pacific Railroad Commissioners, at their meeting held, according to announcement, on the 15th inst. In accordance with a resolution passed at that meeting, the stockholders assembled at the same place, at noon, on the 17th inst. Marshall O. Roberts, was elected chairman, and J. M. Tebbetts was made secretary.

H. P. Morgan said he understood that the object of the meeting was the election of permanent officers of the company. It was very important that the board of directors should be composed of proper persons, and he did not think it possible that the stockholders could have already carefully decided whom to select. In view of these facts he moved that the election of officers be postponed until such time as the chairman sees fit to call a meeting for that purpose, giving ten days previous notice in the newspapers of this city, Washington and New Orleans.

Colonel Scott seconded the motion, remarking that in order to ensure the success of the railroad it would be necessary to consolidated several other corporations; that this work would require some time, and the chairman, who would be their permanent President, could meanwhile survey the field and decide upon the persons best fitted to assist him in the management of the road.

Upon motion of James L. Hodges, the resolution was amended so as to require the chairman to give notice fifteen days before the meeting, and in the newspapers of Philadelphia and Memphis, as well as in those named by Mr. Morgan. An amendment was also adopted, upon motion of General Negley, requiring the Secretary to likewise notify the stockholders by sending them printed notices. The resolution was then unanimously adopted. The meeting then adjourned.

Mansfield, Cold Water and Lake Michigan Railway.

At a meeting of the stockholders of the Mansfield, Cold Water and Lake Michigan Railway Co., at the office of the company in Mansfield, Ohio, on the 13th inst., it was voted unanimously to accept the articles of consolidation previously agreed upon by and between the directors of that company and the directors of the Ohio and Michigan Railroad Co. After the reading of the articles of association and consolidation by the Secretary, the President of the company, W. S. Hickox, Esq., stated that full and satisfactory arrangements had been made with the Pennsylvania Railroad Company for iron, rolling stock and equipments for the whole line, and that good and bona fide subscriptions of stock had been secured on the line sufficient to grade, tie and bridge the road bed ready for the iron; that two corps of engineers are now at work in Ohio, and that all work will be put under contract as soon as estimates and grades can be completed. The contractors in Michigan, F. S. Rose & Co., have nearly four thousand men at work, and have their grading all done but about fifty-eight miles. They have notified him that in twenty days they will have from eight hundred to one thousand Swedes who can be spared from this end of the line. He has strong hopes of completing the road within the year. He congratulated the stockholders on the progress that had been made in their enterprise, the organization having no less than eight months' existence. He also informed them that arrangements had been agreed upon by which a line running from Tiffin to Toledo would be built in connection with their line, ample means having been secured to complete the same. There was a full representation of the whole line present. Perfect harmony of feeling prevailed. After fixing on the 10th day of May next as the time, and Coldwater, Mich., as the place for holding the first election for Directors of the new company, the meeting adjourned.

Commerce and Navigation.

The following is an abstract of the Report of the Bureau of Statistics, showing the foreign trade of the United States for the calendar year ending December 31, 1870, compared with the corresponding period of 1869:

	1869.	1870.
Imports	$463,424,421	$486,780,018
Domestic exp'ts, specie value	365,458,770	453,905,409
Foreign exports	29,273,229	30,660,116

The proportion of the foregoing shipped in American and foreign vessels respectively during the calendar years 1869 and 1870, was as follows:

1869.	Imports.	Domestic Exports.	Foreign Exports.
American	$146,343,209	$160,910,815	$15,848,408
Foreign	317,081,212	303,963,461	13,424,821
1870.	**Imports.**	**Domestic Exports.**	**Foreign Exports.**
American	$154,912,888	$187,206,426	$14,459,983
Foreign	331,867,130	319,742,088	16,200,133

The proportion of the foreign trade in 1869 and 1870, which consisted of merchandise and specie and bullion, respectively, are shown in the following table:

1869.	Imports.	Domestic Exports.	Foreign Exports.
Mdze	$438,535,994	$324,991,353	$12,954,655
Specie and bullion	24,888,427	40,467,417	16,378,574
1870.	**Imports.**	**Domestic Exports.**	**Foreign Exports.**
Mdze	$461,115,087	$387,812,678	$15,805,708
Specie and bullion	25,664,931	66,096,317	14,854,408

The value of foreign commodities remaining in warehouse December 31, 1870, was $55,620,635, as compared with $51,763,413 in 1869.

It will be noticed that there is a marked improvement in the disproportion between imports and exports in the last as compared with the previous calendar year; the excess of imports in 1869 being $68,692,422, and in 1870 only $2,214,493. An examination of the above tables also shows that over 73 per cent. of our entire foreign trade in 1869, and over 79 per cent. in 1870, were carried in foreign vessels and vehicles.

The entrances and clearances of vessels in the foreign trade during the calendar years 1869 and 1870, were as follows:

	Entered.		Cleared.	
1869.	No.	Tons.	No.	Tons.
American	10,333	3,442,461	10,119	3,471,724
Foreign	19,711	5,704,326	19,472	5,693,056
Total	30,044	9,148,787	29,591	9,164,780
	Entered.		Cleared.	
1870.	No.	Tons.	No.	Tons.
American	10,506	3,578,235	10,335	3,618,572
Foreign	18,701	5,621,161	18,646	5,552,525
Total	29,207	9,199,396	28,981	9,171,097

☞ Engineer Philbrick of the Troy and Greenfield railroad says the two miles of the road from the portal of the tunnel to the town cannot be built in less than two years. Estimated cost, exclusive of land damages, $125,000.

Railroads in Virginia.

The Fredericksburg *Herald* says that the Richmond, Fredericksburg and Potomac road has bought what is known as the Ficklin charter, which was granted by the Virginia Legislature in 1867, and empowers certain parties to construct a road from Alexandria to a point at or near Fredericksburg. With this, and arrangements with another organization, the present Richmond, Fredericksburg and Potomac railroad have a clear title to a track from Georgetown to Richmond, and are not dependent upon any fresh legislation for such right. The indications are that they mean to avail themselves of these privileges, as we observe a meeting is advertised for the stockholders of the "Potomac Railroad Company," to be held in Alexandria at an early day; and besides, notice is given that an application will be made at the May term of the County Court of Prince William for the appointment of disinterested freeholders to ascertain the just compensation to the land owners upon the line of the Potomac railroad within the county of Prince William.

☞ The earnings of the Union Pacific Railroad in March, 1871, were $499,899 12; and the expenses, $275,483 43—making the net income $224,415 69. In March, 1870, the earnings were $539,238 09, the expenses $442,900 61, and the net income $96,377 48.

☞ The earnings of the Cleveland and Pittsburg railroad in March, 1871, were $238,093 29, against $190,581 23 in March, 1870, an increase of $47,512 06.

☞ The earnings of the European and North American Railway in March, 1871, were $20,408 25, against $15,148 66 in March, 1870, and $12,408 79 in March, 1869.

☞ The railroad and wagon bridge crossing the Mississippi river at Keokuk, Iowa, was completed on the 11th inst. Its cost is about one million dollars. The bridge has eleven piers, two abutments, and the longest draw span in the world, being 384 feet in length. In the centre are two spans 250 feet wide, for the passage of rafts.

☞ The Board of Directors of the Emmittsburg Railroad, in addition to the proposals heretofore invited, have concluded to receive proposal, until May 1st, 1871, for the construction and completion of the entire road. Specifications can be seen at the Engineer's Office, in Emmittsburg, Md.

☞ The Boston and Albany Railroad Company have declared a dividend of five dollars per share, payable on Monday, May 15, to stockholders of record at the close of business on Saturday, April 22.

☞ The Connecticut Western Railroad Company has purchased its rails, and will begin to lay them at once.

☞ The lease of the Morris Canal to the Lehigh Valley Railroad Company, was signed on the 17th inst.

☞ The Tomah, Wis., *Journal* says that on and after the first of May next, the West Wisconsin Railroad will be managed as an independent line.

Railroads in Iowa.

From a circular recently issued by the Treasurer of Iowa we learn that there were in operation in that State, at the close of 1870, 2,683 miles of railroad, of which 692 miles were laid within the year. The length of the twenty roads in the State is thus given:

	Miles.
Burlington and Missouri	349.60
Cedar Rapids and Missouri River	274.21
Chicago, Iowa and Nebraska	81.84
Dubuque Southwestern	54.76
Dubuque and Sioux City	142.88
Chicago, Rock Island and Pacific	369.85
Des Moines Valley	248.49
Keokuk and St. Paul	42.03
Milwaukee and St. Paul	250.00
Cedar Falls and Minnesota	75.57
Sioux City and Pacific	80.00
Council Bluffs and St. Joseph	54.88
Burlington, Cedar Rapids and Minnesota	144.00
St. Louis and Cedar Rapids	41.37
Central Railroad of Iowa	151.00
Iowa Falls and Sioux City	183.69
Chicago and Sioux City	45.84
Davenport and St. Paul	43.00
Sabula, Ackley and Dakota	20.05
Iowa Midland Railway	30.00
Total number of miles completed	2,683.09

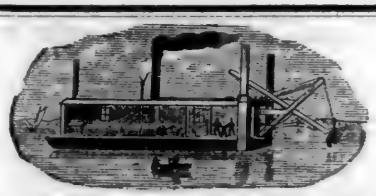
Steel Rails.

George Lowe Reid, Esq., Chief Engineer of the Great Western Railway Company of Canada, in his recent Report to the Directors, remarks that the improvement effected in the re-rolling of iron rails by means of the addition of 25 per cent. of the best brands of American iron in the "top slab" of the rail file is already very decided, and that the new system promises to realize the high expectations formed of it:

"With regard to the steel rails, the experience already obtained on the leading railways of this continent has fully established the great durability and the trustworthy character of Bessemer rails, even in the coldest weather; so that if we only succeed in getting the best quality of steel rails from the English makers, there can be no doubt respecting the vast benefits which much follow from their use. So far as they have yet been tested with us I see no reason to doubt that our steel track will possess great durability, and add materially both to the efficiency and economy of maintenance of our permanent way."

☞ The Pittsburg *Chronicle* says that the short link, only six miles long, connecting the Connellsville with the Allegheny Valley Railroad, will be constructed during the present summer. The road as now located, will leave the main line of the Connellsville road at Nine-mile run, and join the Valley road *via* Negley's run.

☞ Track laying was to have been commenced on the Framingham and Lowell (Mass.) Railroad this week.



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N. B.—Interest allowed on deposits.

Notice to Contractors.

PROPOSALS will be received from April 15th to May 1st, inclusive, at the Western Maryland Hotel, Emmittsburg, Md., for the graduation and masonry of seven (7) miles of the Emmittsburg Railroad, from Emmittsburg to the Western Maryland Railroad at Rocky Ridge. The work will be let in sections of one mile or the entire line. It is designed that the road shall be completed by the first day of November, 1871. The profile, plans and specifications can be seen at the hotel above named, at any time after the 8th day of April instant, and bidders will be furnished with blank proposals. The Company reserves the right to reject any bid or bids, and to let the work to one or more parties as they deem best, and will reserve twenty per cent. to secure the completion of the work.

By order of the Board.

JOSHUA MOTTER, President.
JOS. S. GITT, Chief Engineer.

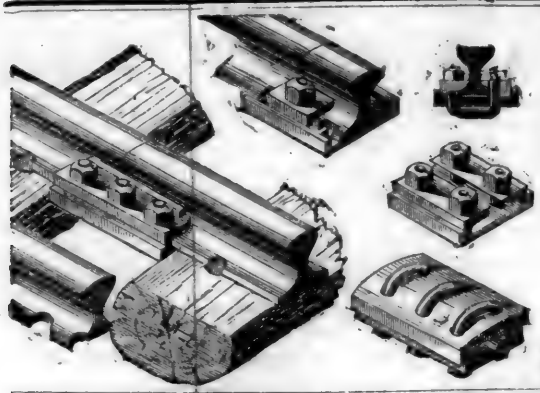
To Contractors.

PROPOSALS will be received at the Engineer's Office of the Delhi and Middletown Railroad Company, Delhi, N. Y., until April 25, 1871, for the grading and masonry of this Road. The Road consists of 31 one-mile sections, extending from Margaretville to Delhi, in Delaware, Co. Maps and profiles on exhibition at this Office. Estimates, specifications, and other information will be furnished on application to J. P. GOULD, Chief Engineer, Delhi, N. Y.

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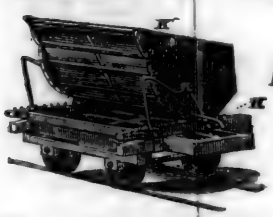
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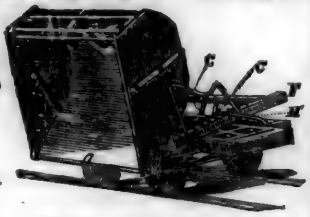


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

April 29, steamer RISING STAR, Capt H. P. Conner, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, and connecting at Panama with steamer COLORADO, Capt. Farnsworth, touching at Manzanillo and San Diego, Cal., and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of 27th April.

Steamer AMERICA will leave San Francisco May 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It can be seen running, and has been successfully run from its establishment in 1855. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots and Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value the vast R. R. Interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

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Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of Wm. H. Wallace & Co., Corner of Liberty and Washington Streets, N. Y., City Agents; and R. E. Chrisman, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, April 29, 1871.

The Northern Pacific Railroad.

The route of the Northern Pacific Railroad is as follows: (See map) Starting from Duluth, Minnesota, at the head of Lake Superior, and from St. Paul and Minneapolis on the Mississippi river, the two eastern arms unite in central Minnesota; from the point of junction the trunk line extends westward through central Dakota and central Montana. At a convenient point in Montana the road will again branch, (see map) one arm passing through central Washington to the main Ocean Terminus on Puget Sound—the other following down the valley of the Columbia through Southern Washington and Northern Oregon to Portland, at tide water on the Columbia river. A short line—now building—will unite the two western termini. Still another branch will leave the main line in Western Minnesota, and extend north through the Red river valley to Pembina on the border of British America. Nature has leveled a pathway for the Northern Pacific Railroad from the Lakes to the Ocean. All through the Rocky Mountain region the elevation is some 3,300 feet less on the Northern line than on the Central route. The Cascade or Sierra range which, on the Central, is scaled at a height of 7,042 feet, is crossed by the Northern Pacific nearly at the sea level—through the channel cut by the Columbia river. On the Northern Pacific line no tunnels will be needed, and probably no grade to exceed 50 feet to the mile. It is claimed that the construction of the Northern Pacific Road shortens the distance by rail between the Lakes and the Pacific Ocean nearly 600 miles, and that it shortens the distance by water and rail between New York (or Liverpool) and the ports of Asia some 1,400.

Connections.—At Saint Paul and Minneapolis the Northern Pacific Railroad system connects with the navigation of the Mississippi river, and the various lines of Railroad extending through Chicago to the Atlantic coast; at Duluth with the commerce of the Great Lakes and the St. Lawrence; at Pembina with a thousand miles of river and Lake navigation in British America; at Puget Sound, when completed, with the commerce of the Pacific Ocean and the trade of Asia; at Portland, Oregon, with the coast lines of road, the traffic of the Columbia, and the coastwise trade of the Sea.

At short intervals across the continent the road intersects many navigable streams, such as the Mississippi, the Red, the Missouri, the Yellowstone, the Clark, the Snake, the Columbia, and the Cowlitz—all of which will serve as feeders, or branch lines for the road, bringing to it the trade of a vast and fertile country on both sides of the line.

Rapid Progress of Construction.—Ground was broken in July, 1870. Several thousand men have since been constantly employed on the line. At this time (April, 1871,) the grading is nearly finished for 266 miles from Lake Superior to the eastern border of Dakota, trains are running over 125 miles of completed track; the Mississippi river is bridged at Brainerd and once more joined to the Lakes by rail, and track-laying is rapidly progressing westward. By September next, trains will run to the Red river, and the grading will probably be far advanced toward the Great Bend of the Missouri river in Central Dakota.

In the meantime work has been commenced the present season on the Pacific coast; a force of men is already employed in the valley of the Columbia river, and hereafter the work of construction will be pushed both eastward and westward toward the centre with such rapidity as the best interests of the road may justify.

Including its purchase of the St. Paul and Pacific Road, the Northern Pacific Railroad Company has 413 miles of road now in operation, and before the close of the present season the length of finished track will be at least 500 miles.

THE NEW NORTHWEST.

The Northern Pacific Railroad will centrally traverse and draw its traffic from a fertile belt of country 1,800 miles long and at least 700 in width—stretching from the Great Lakes on the east, to the Pacific Ocean on the west. Taken as a whole, the region thus to be developed by this great highway is not surpassed by any area of like extent on the continent for abundance and diversity of natural resources, and capacity for sustaining a dense population. Besides its wealth of minerals and of timber, it admirably combines the three essentials of a good farming and grazing country, namely: A mild climate, a naturally rich soil, and a fair supply of moisture. The climate of the New Northwest, heretofore much misapprehended, can be best understood by comparing it with that of other better known localities thus: The climate of Minnesota (one of the chief attractions of this great and prosperous State) is like that of New York, without its dampness and chill. From Minnesota westward the seasons grow steadily milder, molified by the warm winds from the Pacific and other influences, so that Dakota has the climate of Iowa, with a drier and more invigorating air; Montana that of Ohio without its winter discomfort and changeableness; Washington and Oregon on the Pacific coast have the climate of Southern Virginia, with more rain and cooler summer nights. At the western terminus of the Northern Pacific Railroad, flowers have bloomed in the open air every month of the past winter, and along most of the fertile belt traversed by the road, cattle readily subsist the year round on the nutritious grass of the plains and valleys. Gov. Potts of Montana, writing to a friend in Ohio, says: "The valleys of Montana are scarcely ever covered with snow. The cattle run at large during the entire year, no grain or hay is fed them, yet they come out in the spring as fat as the best stall-fed cattle in Ohio." The snow fall is much less, and the rain fall much greater along the Northern Pacific route than along the corresponding belt 400 miles further south; and neither will be obstructed by snow. The capacious and land-locked harbors of Puget Sound, the giant timber of Washington territory, the gold and silver mines of the Rocky Mountain region, the mineral wealth and fertile lands of Montana, the wheat and grazing lands of Dakota and the tributary British Provinces, and the farm and timber lands of Minnesota—added to a climate singularly healthful and pleasant—are some of the attractions of this new region that is now fixing the attention of the country.

BUSINESS OF THE ROAD.

The Northern Pacific Railroad will have no rival for the carrying trade of the New Northwest. Other roads across the continent will have an ample field for a prosperous business of their own—the Northern Pacific has a field still more ample. The country tributary to the Northern Pacific



Road would make ten States as large as Pennsylvania, and is wholly unsupplied with railroads. The immense and profitable traffic enjoyed by the Central and Union Pacific line, even during its first full year of operation, is some intimation of what will be the business of the Northern Pacific Road, located as it is on a shorter line with easier grades, under a milder climate, through a country much more productive, and already containing a greater population than that which awaited the building of the Central line.* Some of the sources of the traffic that now awaits the completion of the Northern Pacific Railroad are these:

1. The local carrying trade of the present population of the States and Territories traversed. (The Montana Miners alone paid four million dollars for freighting in 1870.) 2. The transportation of mails, troops, and military supplies—a service which now costs the Government over six million dollars annually. 3. The trade of the important British settlements occupying the fertile valleys of the Red and Assiniboine rivers, the Winnipeg Basin and British Columbia. 4. The immense freighting business of the Hudson's Bay Company, the whole of which will accrue to the Northern Pacific Road. 5. That portion of the large through traffic between the Atlantic and the Pacific Oceans, and between Asia and Europe, which must pass over this line owing to its advantage in directness, shortness, and ease of grades. 6. The bulk of the business now done by the steamers plying on the many navigable rivers tributary to the road. 7. The transportation and distribution of the thousands of settlers already moving to the fertile country through which the Road passes, the carrying of whose supplies and products will furnish a constantly increasing business. 8. The transportation to market of the grain crop of the New Northwest. This region is the home of winter wheat. Minnesota alone exported twenty million bushels in 1870, or enough to load 2,500 railroad trains. 9. The lumber trade of Minnesota and Washington Territory. Last year Puget Sound shipped two hundred million feet by sea, equal to 1,000 train loads. 10. The transportation of ores of the precious metals from the mines along the Road to the smelting works at either extremity. Already 4,000 tons of ores pass over the Union and Central Pacific line monthly; and with improved facilities an increase to 1,000 tons per day is expected. The mines adjacent to the Northern Pacific Road will furnish at least an equal business 11. The shipment of cattle from the natural pastures of the fertile belt to the eastern market. This traffic will at once and permanently contribute a large revenue to the Road.

THE LAND GRANT.

The Land Grant of the Northern Pacific Railroad consists of 12,800 acres to each mile of track through Minnesota, and 25,600 acres per mile through Dakota, Montana, Idaho, Washington and Oregon—the branch to Puget Sound having the same grant as the main line. The average for the whole length of the Road and branch is over 23,000 acres per mile, and the total exceeds fifty million acres. Of the quality of these lands it is enough to say that they lie in the richest portion of that fertile New Northwest above referred to. Of the Company's ten million acres in Montana, Gen. Potts, present Governor of that Territory, says: "The Northern Pacific Railroad will open up the richest country in agricultural and mineral resources on the American Continent. Gov. Stevens, who repeatedly passed over the route, estimates that fully four fifths of the Northern Pacific Railroad grant is good for cultivation or grazing, while much of the remainder is in the mountain belt, and is covered with valuable timber or filled with the precious metals. With the Road built through the midst of these lands, what is their money value? The lands of the Union Pacific thus far sold have averaged $4 46 per acre; the school lands of Minnesota $6 80 per acre; the lands of the Illinois Central Railroad grant, $11 per acre. At even the average of $4 per acre the lands of the Northern Pacific Railroad will pay for its construction and equipment and leave the Road free from debt, and one half the lands unincumbered in the Company's possession. At only $2 50 per acre, Government price, these lands will build and equip the Road, leave it free of debt, and place a surplus of twenty-five million dollars in the Company's treasury.

We are informed that as fast as the Road progresses the Company's lands will be opened to sale and settlement at moderate prices, and on easy terms of payment. The rapidity with which settlers are already moving to the line of the Road, the numerous colonies now forming in various parts of the country with the same object, and the comprehensive plans of the Railroad Company for fostering immigration and hastening the settlement of the country tributary to their Road, gives assurance that the lands of the grant will be absorbed quite as fast as desired.

---

* In six years (including only one of through business,) the Central Pacific has earned ten million dollars net over operating expenses, and nearly six millions over running expenses and interest on its bonds, and sixty-five per cent. of earnings came from local traffic.

☞ A dispatch, dated Toronto, April 25th, says: "An agreement has been concluded between the Great Western Railway of Canada and Michigan Central Railroad Companies for the period of twenty years, under which the entire through earnings are put into a joint purse and then divided. Both companies also bind them-

selves, not to interchange traffic with any new lines across Canada or Michigan. This virtually consolidates the lines and makes them one for through traffic between Chicago and Buffalo and Suspension Bridge. The tunnel to connect the two lines under Detroit River is to be commenced forthwith."

Estimated Cost of Constructing Narrow Gauge Railroads.

The Railroad Committee of the Massachusetts Legislature, of which George A. Parker, Esq., C. E., is chairman, has prepared a Report on the subject of Narrow Gauge Railroads. The following is the Committee's estimate of the cost of constructing and equipping one mile of road with a gauge of two feet nine inches, and that of a road of four feet eight and a-half inch gauge, with similar grades and alignment:

Let us estimate the cost of building and equipping one mile of a cheap railway 25 miles long, of 2 feet 9 in. gauge, where the average depth of cuttings and embankments may be reckoned at four feet. The sectional dimensions, and the bridging, masonry and sidings being deduced and averaged from a surveyed line, and the equipment conformed as nearly as practicable to the recommendation of the India committee, and of practical builders in this country, the prices being actually guaranteed by the latter, viz:

Rails	$4,248
Sleepers	352
Spikes	175
Joint fastenings	400
Laying track	250
Embankment, 6,062 cubic yards	1,513
Cuttings, 5,629 cubic yards	1,480
Rock cutting, 1,611 cubic yards	1,611
Ballast	1,000
Sidings	200
Masonry and bridges	1,140

Rolling stock for the whole road, say:

Engines, 3	$18,000
Passenger cars, 5	5,500
Mail and baggage cars, 2	1,200
Merchandise cars, 35	6,125
Merchandise cars, 25	4,000
	$34,825÷25=1,393
	$13,757

And the estimate of cost of same road with similar grades and alignment, with a gauge of four feet eight and one-half inches, with the usual provision for rolling stock, viz:

Rail	$6,600
Sleepers	924
Spikes	264
Joint fastenings	700
Laying track	325
Embankment, 8,624 cubic yards	2,151
Cutting, 11,703 cubic yards	1,927
Rock cutting, 2,085 cubic yards	2,085
Ballast	2,000
Sidings	334
Masonry and bridges	2,000

Rolling stock for the whole road, say:

Engines, 3	$48,000
Passenger cars, 5	20,000
Mail and baggage cars, 2	2,600
Merchandise cars, 30	30,000
Merchandise cars, 20	16,000
	$116,600÷25=4,664
	$23,974

The difference is that of nearly one to two, and shows that where cheap roads are practicable, the use of the narrow gauge may reduce the cost about one-half, without reducing necessary efficiency.

Lake Ontario Shore Railroad.

At a meeting of the stockholders of this company recently at Oswego, the following gentlemen were elected directors for the ensuing year: F. T. Carrington, Gilbert Mollison, Luther Wright, J. G. Kellogg, A. S. Page, Oswego; George I. Post, Fair Haven; Wm. O. Wood, Red Creek; James Brackett, David F. Worcester, Rochester; Burt Van Horn, Niagara County; Reuben F. Wilson, Wilson, Joseph L. Fowler, Porter; Orlando P. Scoville, Lewiston. At a subsequent meeting of the directors, the following officers were chosen: President, Gilbert Mollison, Oswego; Vice-President, O. P. Scoville, Lewiston; Treasurer, Luther Wright, Oswego; Secretary, Henry L. Davis, Oswego. The object of this company is to build a road from Oswego to the Niagara River at Lewiston, a distance of 143 miles, with a branch to Rochester of 6 miles. The line follows the shore the entire distance, and is favorable both as regards grades and alignment. Between Oswego and the Genesee River 56 of the 69 miles are straight, and 17 are level, while the maximum grade is only 35 feet. From the Genesee to the Niagara, 73 of the 76 miles are straight, with a maximum grade of 26 feet. The estimated cost is $5,000,000, or about $33,000 per mile. At the Directors' meeting it was

Resolved, That it is the sense of this Board that we proceed to put this road under contract to or about the West line of Wayne Co., a distance of about 50 miles from Oswego.

The resolution of the Board to put fifty miles of the road under contract this spring is said to have given universal satisfaction. All the towns between Oswego and the Genesee river have given consents enough to secure their bonding, and as concerns most of them the papers are filed, and they are ready to issue the bonds when called upon. West of the Genesee river but three towns remain to be bonded—Parma, Monroe County, and Carlton and Kendall, Orleans Co. In these towns the most thorough efforts will now be made, and the chances of success are represented to be encouraging.

Fort Scott and Memphis Railroad.

The President of this company, Hon. T. L. Wilson, of Ft. Scott, Kansas, and Col. J. A. J. Chapman, Chief Engineer, recently passed over the proposed route of this road, and pronounce it a most excellent and feasible one. We are informed that this company represents large eastern capitalists, and proposes to put the road under contract as soon as suitable arrangements can be made for a continuous line from Memphis to Kansas City. They expressed themselves highly pleased with the country, and say that their people are very anxious for railroad communication with the southeast.—*Ark. Statesman.*

☞ The Little Rock (Ark.) *Republican* says that A. S. Livermore, Esq., late general superintendent of the Mississippi and Tennessee railroad, has been appointed to that position on the Memphis and Little Rock railroad and will assume the duties of his new position at once. Colonel B. D. Williams, late general superintendent, takes charge of the land department.

☞ The Pennsylvania Railroad Company are pushing forward to rapid completion a third track between Pittsburg and Altoona. For the greater portion of the distance west of Blairsville the road bed has been made and is ready for the rails.

Lynchburg and Danville Railroad.

The directors of this company, after much deliberation, have awarded the following contracts to the parties named: Adams, Hamner & Co., from Lynchburg to Staunton river; Braxton, Mason & Co., of Fredericksburg, from Staunton river twenty miles south; John Lyons & Co., Baltimore, from Danville twenty miles north. From Lynchburg seven miles out the route is not yet determined, and no work will be done on that part of the line until this question is settled. The two last named contracts include that portion of the line between Staunton river and Danville. Messrs. Adams, Hamner & Co., the contractors for building the road from Lynchburg to Staunton river, will, we learn, commence work on Monday next near Vermillions, seven miles from Lynchburg. The contractors for the remainder of the line from Staunton river to Danville will commence operations about the middle of May.

Veneers.

The attention of Railroad Companies and Car Builders is called to the adveptisement of Messrs. A. Parker & Co., Dealers in Veneers, on last page of our paper. Their stock comprises choice French and American Walnut, and Ash Burls, Hungarian and Corrugated Ash, Amboine Thuya, Tulip, and Ebony Veneers, Rosewood, Satinwood, Mahogany and White Holly in Planks. Boards and Veneers, Red Cedar Boards, Birds Eye and Curled Maple Veneers, of fine figure and white. Blister, Mottle, Striped and Plain Black Walnut, Mahogany, and Walnut Crotches, &c. With their experience they can please their patrons, as regards quality and prices, and extend an invitation to purchasers to call and examine their stock. They give special attention to prompt and accurate filling of orders by mail for samples or stock.

☞ The stockholders of the Harlem River, and Portchester Railroad Company have elected the following directors: N. A. Baldwin, of Milford, Conn. (President of the Board); Wilson G. Hunt of New York, E. H. Trowbridge of New Haven, Francis Morris of Westchester, Wm. E. Barnett of New Rochelle, Wm. D. Bishop of Bridgeport, F. G. Clark of Greenwich, George N. Miller of New York, John Schuyler of Pelham, John T. Shelton of Bridgeport, Joseph Park, Jr., of Rye, Abraham R. Van Nest of New York, and John Hunter of Westchester.

☞ A change of gauge on the Cincinnati, Louisville and Lexington Railroad, will be made immediately from four and a half to five feet, to correspond with the gauge of its Northern connections. This makes the Northern and Southern lines terminal at Louisville instead of Cincinnati. When the Newport bridge is completed through cars will run from Louisville, via the short line, to New York and all points east.

☞ The President of the Cincinnati and Springfield Railroad advertises, in Cincinnati, for proposals for the grading, masonry, bridging and cross-ties for the road between Cincinnati and Dayton, the road-bed to be ready for the superstructure by December next.

☞ The Portland and Ogdensburg Railroad will be completed to Fryeburg by June and Conway by August.

Iowa Narrow Gauge Railroad.

A company called the "Iowa Narrow Gauge Railroad Company" was recently organized in Marshalltown, Iowa, for the purpose of constructing cheap railroads from that place into the surrounding country, if, after examination, such roads are found desirable and advisable. The officers, we understand, are expected to first visit and study the narrow gauge roads already in operation in America. The directors are H. E. J. Boardman, F. D. Hager, A. T. Price, R. G. Sleight, W. S. Rice, A. C. Abbott, John Turner, E. C. Rice, W. H. Weatherly, B. F. Frederick, E. Willigrod, Marshalltown; C. B. Rhodes and Geo. Curry, Edenville; D. M. Moninger, Marietta; W. J. Wilbur, Vienna. The officers are John Turner, President; A. T. Price, Vice-President; F. D. Hager, Treasurer, and M. H. Haviland, Secretary.

Louisiana and Missouri River Railroad Bridges.

The following is a copy of an act passed by Congsres, entitled "An Act to authorize the construction of a bridge over the Mississippi river at Louisiana, Missouri, and also a bridge over the Missouri river at Glasgow, in that State:"

Be it enacted, etc., That the Louisiana and Missouri River Railroad Company, a corporation existing under the laws of the State of Missouri, be and is hereby authorized to construct and maintain a bridge over the Mississippi river at the city of Louisiana, in said State of Missouri.

Section 2. That said bridge shall be a lawful structure, and shall be recognized and known as a post route, upon which also no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for the transportation over the railroad or public highways leading to the said bridge; and it shall enjoy the rights and privileges of other post roads in the United States.

Section 3. That if the said bridge shall be made with unbroken and continuous spans, it shall not be of less elevation in any case than fifty feet above high water mark, as understood at the point of location, to the bottom chord of the bridge, nor shall the spans of said bridge over the main channel of said river be less than three hundred and fifty feet in length, and the piers of said bridge shall be parallel with the current of said river: *And provided also*, That if the same shall be constructed as a draw-bridge, the draw or pivot shall be over the main channel of the river at an accessible navigable point, and the spans not less than two hundred feet in length in the clear; and the piers of said bridge shall be parallel with the current of the river, and the spans shall not be less than ten feet above high-water mark, to the bottom chord of said bridge; *Provided also*, That said draw shall be opened promptly, upon reasonable signal, for the passing of boats.

Section 4. That the right to alter or amend this act, so as to prevent or remove all material obstructions to the navigation of said Mississippi river by the construction of bridges, is hereby expressly reserved.

Section 5. That all railway companies desiring to use the said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all approaches thereto, under and upon such terms and conditions as shall be prescribed by the District Court of the United States for the District in which said bridge is situated upon hearing the allegations and proofs of the parties in case they shall not agree.

Section 6. That a bridge may be constructed over the Missouri at or within nine miles of the town of Glasgow, in Howard county, Missouri, by the said Louisiana and Missouri River Railroad Company: *Provided*, That the said bridge shall be made with unbroken and continuous spans and shall not be of less elevation in any case than fifty feet above high water mark, as understood at the point of location, to the bottom chord of the bridge; nor shall the spans of said bridge over the main channel of said river be less than three hundred and fifty feet in length, and the piers of said bridge shall be parallel with the current of the river; and shall be subject to the same terms and restrictions as contained in this act for the construction of the bridge at Louisiana, Missouri.

Approved March 3, 1871.

Marietta and Cincinnati Railroad.

The earnings of this road for the years ending December 31, 1869 and 1870, were as follows:

	1869.	1870.
Through passengers...	$43,041 11	$74,072 38
Local passengers.....	340,274 92	346,706 95
Through freight.....	247,402 74	284,583 79
Local freight.....	692 199 52	647,693 83
Mail	23,737 44	23,787 44
Express	38,454 09	37,359 91
Telegraph	6,235 83	6,191 25
	$1,391,345 65	$1,420,345 55
Expenses, viz:		
Road department.....	$394,019 62	$431,787 69
Bridge "	97,057 57	94,994 72
Machinery "	380,302 60	439,765 93
Transport'n "	240,403 08	238,357 37
Mileage of cars.....	31,758 41	40,398 90
Telegraph	13,971 29	18,763 17
General expenses.....	86,151 76	78,088 49
	$1,248,664 33	$1,342,156 27
Net earnings.....	$147,681 32	$78,189 28

Compared with the previous year the gross earnings show an increase of $28,999 90, with an increase in expenses of $98,491 94, making a decrease in the net earnings of $69,492 04. The ratio of working expenses is 94½ per cent., an increase, compared with the previous year, of 5½ per cent. The President in his report says:

The greatly improved condition of the track and road bed justified a reduction of time on the fast passenger trains between Cincinnati and Belpre to 7¼ hours, reducing the schedule between Baltimore and Cincinnati to 22½ hours, being one hour less than the shortest time heretofore made.

In September, two Pullman Palace cars were placed upon the line, and subsequently all through passenger trains were so equipped.

The increase of $31,031 27 in excess of 1869 on through passengers, being seventy-three per cent., is the result of these improved arrangements, and it is believed the increase in 1871 will be much more decided. It will be observed that the local passenger business increased $6,432 03.

The increase in through freight traffic of $37,-181 05, being fifteen per cent., is very gratifying.

The stockholders of the Ohio and Mississippi company, at the annual meeting in October, authorized the Board of Directors to change the gauge of the road to 4 feet 9 inches, which will conform to the Marietta and Cincinnati track. It is believed that the consummation of this plan, by which cars can be transported between St. Louis and Louisville and the Seaboard *via* Parkersburg without change will result in a very great increase of through business.

The distance from Cincinnati to Baltimore is 589 miles, or 240 miles less than the average distance from Cincinnati to New York, by the New York Central, Erie and Pennsylvania roads. From St. Louis to Baltimore *via* Cincinnati and Parkersburg the distance is 929 miles, or 210 miles less than the average distance from St. Louis by the same roads to New York. These advantages, affording by the same parallel, the shortest and cheapest as well as the most direct route to the seaboard, will certainly develop an immense traffic between those Western regions and Baltimore, which will prove a source of great profit to the Baltimore and Ohio, and the Ohio and Mississippi as well as the Marietta and Cincinnati Company.

An improvement in the freight business to and from the Indianapolis, Cincinnati and Lafayette road is noted.

The Columbus and Hocking Valley road was completed to Athens in July. A considerable traffic, principally in iron from the Marietta and Cincinnati road, and coal from Nelsonville on the Hocking road has been established. A through passenger car runs daily between Portsmouth and Columbus, furnishing facilities, long needed, for easy communication between Southern Ohio and the capital of the State.

The increase in equipment, made in the autumn, enabled the company to earn during the last quarter of the year larger receipts than for any similar period.

The general depression in the iron trade, affected seriously the prosperity of the furnaces in Southern Ohio; and to this cause the decrease of $36,688, in the transportation of iron, and of $30,-446, in iron ore, is to be attributed.

An increase is shown in the transportation of wheat, corn, lumber, cattle, coal and general merchandise. In the article of petroleum an increase of nearly 100 per cent., as compared with the previous year is exhibited.

In the expenses are included many items properly belonging to "Extraordinary Renewals" or "Construction," which, on account of the difficulty of accurate adjustment in the incomplete condition of the road, have been charged to "repairs."

The policy which had governed the Board for two years previously, of placing the road in superior order as rapidly as the company's resources would permit, was continued in 1870.

The following statements will indicate the large amount expended in improving the condition of the road and adding to its equipment and facilities.

Four thousand six hundred and two tons, or nearly fifty miles of new rails were laid.

One hundred and twenty-six thousand seven hundred and eighty-two cross-ties were used.

Fifty-one miles of road, never ballasted hitherto, were ballasted, and eighteen miles re-ballasted. Five construction trains were run, and a great improvement effected in the surface of the road bed, while a large amount of ditching was also accomplished.

As indicating the large amount of construction and ballasting done during the year, the mileage reports show, that engines on construction and ballast trains were run nearly one half as many miles as the freight trains, which earned $932,-000.

In the statements of receipts, nothing is included for the service of the engines and cars used for construction purposes or for ballasting.

In order to secure a good quality of material, much of this ballast was hauled fifty miles, and it was for this reason and the great expense involved in the work that it was postponed heretofore; but the Board concluded that, with the view of perfecting the line, it was necessary to incur this outlay. Only twelve miles of the main line now remain to be ballasted.

Many of the cuts east of Hamden were widened and new embankments made.

Fifty-five thousand three hundred and one dollars and forty-eight cents were expended in repairing and renewing bridges.

A new iron bridge one hundred and sixty feet in length, was built over the canal at Chillicothe. A superior iron bridge of two spans, each one hundred and twenty six feet in length, at Lee's Creek, and one at Sycamore Creek of one hundred and twenty-two feet, with substantial masonry at both points, were nearly completed at the close of the year, and will be ready for use in January, 1871. The amount expended on these valuable, permanent improvements was $64,934 54.

New water stations were erected at Loveland,

Clinton Valley, Hamden, Russells, Bee Run, and Pioneer, and others received thorough repairs.

Ten locomotives, costing $116,682 54, were purchased and paid for.

106 box, 50 coal, 25 flat and 25 stock cars, costing $135,167 82, were in part built at the company's shops at Zaleski, and in part purchased.

Three passenger cars and three baggage cars were built at an aggregate cost of $23,073 68.

About one and one-fourth miles of sidings were added.

A new station house was commenced at Chillicothe, and $11,934 69 expended on this account. A new station at Loveland was commenced. These buildings will be completed in March next.

A new machine shop was built at Chillicothe at a cost of $16,313 63, and $18,152 86 expended for new and improved machinery.

About 12¼ miles of new fencing were added.

The Ferris' Branch was completed at a cost of $18,863 67.

$160,840 73 was advanced in cash to the Cincinnati and Baltimore road.

FINANCES.

The stockholders having approved the recommendation of the board in regard to a third mortgage for three millions of dollars, the bonds bearing eight per cent. interest were placed upon the market on July 1st, and two millions sold at seventy per cent. net, realizing a much higher rate than the average obtained for the second mortgage bonds.

Upon the commencement of the war in Europe, the bond market at home and abroad became greatly depressed, and it was found to be impossible to dispose of the million remaining without sacrifice. The Board, therefore, continued to carry a considerable floating debt, which, by the assistance of the Baltimore and Ohio Company, it was able to do upon fair terms.

It is hoped that, by the sale of these bonds at improved rates, and of the real estate belonging to the company not required for Railroad purposes, the floating debt can be kept within reasonable limits.

By the former reports of this company, the amount of outstanding or issued capital stock and scrip of all classes appeared to be $14,620,865 92. Of this, 7,000 shares, equal to $350,000, were held in trust for the company to meet certain contingencies which have not arisen; and the occasion for the use of said stock having passed, the Board of Directors have ordered the certificates for said stock to be canceled and a corresponding reduction in the amount of capital stock to be made.

It also appeared, on examination of the books, that $306,887 41 of the common or deferred stock of this company had not, in fact, been issued to parties entitled thereto, but remained with the company, to be issued when called for. The Board, therefore, ordered the correction of the capital stock account so as to show the true amount of outstanding stock, which is $13,963,978 51, and it so appears in the General Balance Sheet published herewith.

BRIDGE AT PARKERSBURG.

It is with great gratification the Board announces the completion by the Baltimore and Ohio Company, at the close of the year, of the great iron bridge at Parkersburg. This splendid structure, one mile and 1,762 feet in length, including the approaches, was erected at a cost of over one million of dollars. It is difficult to estimate the great value of this magnificent work to the permanent interests of the Marietta and Cincinnati Company. The tedious delay, which heretofore attended the transfer of passengers and freight interchanged between the two companies, will be obviated, and the route established as first class in speed, comfort, and safety between Cincinnati and Baltimore.

CINCINNATI AND BALTIMORE RAILWAY.

The litigation in reference to crossing Spring Grove Avenue and Colerain Turnpike, having been decided in favor of the company in June, 1870, the work was renewed with vigor, and the line is nearly completed as far as Harrison Turnpike. It will be finished throughout at the close of 1871.

The company was obliged to pay very high prices for right of way, but has secured all required for the line. The cost of the work will, it is now estimated, reach nearly one million of dollars for a single track road. Negotiations are in progress for the use of the Cincinnati and Baltimore road by the Cincinnati and Springfield road, which, it is expected, will be consummated at an early day. The Marietta and Cincinnati Company has subscribed and paid for $200,000 of the stock of the Cincinnati and Baltimore road, and, to secure rapid progress, has advanced $133,769 73 in cash, additionally.

$124,000 of the bonds, and $258,550 of the stock have been sold, and it is expected that the remainder of the securities will be placed during 1871.

BALTIMORE SHORT LINE RAILWAY.

The improper location of the road between Warrens and Belpre has, since the opening of the road, always been a source of great expense in maintenance and loss in revenue of the company.

It is difficult, at this day, to understand the motives which governed the managers of the road, in its early history, in locating it over ravines, requiring very long and high trestles, and across a most rugged country, while the natural and more economical route, both as to original cost and subsequent maintenance, through the valley of the Hocking, by a line about ten miles shorter than the existing, could have been secured. With the view of remedying this grave error in location, the Baltimore Short Line Railway Company has, during the past year, been incorporated under the laws of Ohio, and proposes, with the assistance of the Marietta and Cincinnati Railroad Company, to construct a road in as direct a line as practicable from Warrens to Belpre. Its completion is regarded as essential to the establishment of a perfect line between Cincinnati and Baltimore.

GENERAL REMARKS.

During the last three years large sums have been expended in extraordinary improvements of the Marietta and Cincinnati road, and in adding largely to its facilities for general business.

The Baltimore and Ohio Company has also expended a heavy amount in arching tunnels, improving the Parkersburg Branch, and in building the great bridge over the Ohio river at Parkersburg. Both companies have been impressed with the belief that this vast outlay was necessary in order to secure a full share of the large and valuable traffic between the West and Southwest and the Atlantic seaboard, and in order to attain that position which their geographical advantages should command. The wisdom of this policy is now apparent. The line is attracting attention as a favorite route for passengers, and the indications are very decided that the receipts of the Marietta and Cincinnati road for the year 1871, will far exceed those of any previous year, while the expenses for extraordinary repairs may now be diminished.

The company have 62 locomotive engines, viz: 19 passenger and 43 freight; of these, 38 are first class, 17 second class, and 7 third class. The engines are all burning coal, and their condition has been fully maintained. The mileage of the engines during the year was as follows: passenger, 617,300; freight, 652,800; construction, 163,100; ballast, 196,400—total, 1,629,600. The average cost was: for repairs, $7.02; for engineers, firemen and wipers, $7.27; for oil and waste, 87 cents—total, $15.16.

The number of through passengers transported during the the year was 15,407; do. local do., 340,184—total, 355,591. Number of tons of through freight, 120,024; do. local do., 272,421—total, 392,445.

This shows an increase in mileage of engines of 221,600; in number of passengers carried, 27,092; and in tons of freight transported, 4,378.

PROFIT AND LOSS ACCOUNT, DEC. 31, 1870.

Balance from 1869	$1,890,027 47
Coupons on bonds	438,812 86
Interest and discounts	160,326 08
Taxes, State and Federal	61,809 97
Rent of tracks C. H. D. and I. C. L.	30 000 00
Rents of real estate, depot, &c.	31,023 18
Rent of Cincinnati and Baltimore Railway	6,209 92
Personal injuries	5,270 92
Mortgage scrip, interest and discount	132 74
New York Transfer Office expenses	1,000 00
Adjustment of old accounts	10,750 29
Total	$2,135,363 88
Net earnings	$78,189 28
Rents from real estate	10,705 56
Balance	2,046,468 54
Total, as above	$2,135,363 38

GENERAL BALANCE SHEET, DEC. 31, 1870.

Railway and equipment		$10,929,008 78
Hillsboro' Branch purchase		1,895,856 93
Union Branch purchase		178,756 60
Portsmouth Branch purchase		800,000 00
		$2,874,613 43
Construction account		6,508,558 71
Real estate	$163,441 60	
Columbus and Hocking Valley R. R. subscription	50,000 00	
Cincinnati & Baltimore railway subscription	200,000 00	
Baltimore Short Line railway subscription	5,000 00	
Bonds and stocks	53,405 92	
Cincinnati & Baltimore railway (cash advanced)	133,769 73	
Materials on hand, including fuel	189,422 67	
		1,095,039 92
Suspense account		155,000 00
Profit and loss account		2,046,468 54
		$23,608,689 38
First preference stock and scrip		$8,180 719 44
Second preference stock and scrip		4,460,368 23
Common or deferred stock & scrip		1,372,890 84
		$13,963,978 51
First mortgage [£] bonds		1,050.000 00
" " [$] "		2,450,000 00
" " " scrip		4,528 33
Second " " bonds		2,500,000 00
Third " " "		2,000.000 00
S. & H. V. R. R. mortgage bonds		300,000 00
City of Baltimore loan to Union railroad		20,000 00
Pay roll	$118,102 83	
Bills payable and special loans	1,148,761 51	
		1,266,864 34
Current accounts		53,318 20
		$23,608,689 38

President.—JOHN KING, JR.

Directors.—John King, Jr., Johns Hopkins, Thos. Whitridge, Allan A. Chapman, John Donnell Smith, Baltimore, Md.; Nathaniel Wright, R. M. Bishop, W. W. Scarborough, James D. Lehmer, Cincinnati, Ohio; William T. McClintick, John Madeira, Chillicothe; Wylie H. Oldham, Marietta, Ohio; J. N. Camden, Parkersburg, W. Va.

Treasurer.—WYLIE H. OLDHAM.

Secretary and Auditor.—CHARLES F. LOW.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna..*	100	$3,355 000		
American Central	100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point	100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina	100	5,545,225		
Atlantic & Gt. Western	50	25,879,923		
" " " pref.	50	1,919,000		
Atlantic & St. Lawrence*	100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah	100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio	100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.	100	2,000,000	A. & O	Apl. '71 5
Baltimore City Passenger		670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq.	100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware	100	995,800		
Berkshire*	100	600,000	J. A J&O	Apl.'71 1½
Blossburg & Corning.*	50	250,000	J. & D.	Dec.'70 2½
Boston and Albany	100	19,150,800	M. & N.	May '71 5
Boston and Chelsea	100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont.	100	459,000		
Do., do. pref.	100	1,340,400	M. & N	Nov.'70 3
Boston and Lowell	100	2,215,000	J. & J.	Dec. '70 4
Boston and Maine	100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence	100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston)	50	400,000	J A. J.O.	Apl.'71 2½
Broadw'y & 7th Av.(N.Y.)	100	2,100,000	J. & D.	June'70 3
Brooklyn City	10	1,000,000	F.M.A.N	Feb. '71 3
Brooklyn City & Newt'n.	100	399,800		July'70 3½
Buffalo, Bradford & Pitts.	100	1,100,000		
Buff., New York & Erie*	100	980,000	M. & N.	Nov '70 3½
Buffalo and Erie	100	5,000,000	F. & A.	Aug. '70 4
Burlington and Mo. Riv.	100	1,237,000	March.	Mar'71 10s
" " pref.	100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)	100	727,800	A. & O.	Apl. '71 4½
Camden and Amboy	100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic	50	377,100		
" " pref.	50	753,69?		
Camden & Burlington Co.	100	331,000		July '69 3
Cape Cod	50	915,577	J. & J.	D., '70 2½
Cape May and Millvi le*	50	447,000	J. & D.	Dec. '70 3
Catawissa		1,159,800		
Catawissa, pref.	50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna*	50	589,110	J. & J.	Jan.'71 4½
Cedar Rapids & Mo. pref.	100	755,000	M. & N.	Nov'70 3½
Central of Georgia	100	4,666,800	J. & J	July'70 5
Central of New Jersey	100	15,000,000	J. & J.	Dec. '70 4
Central Ohio	100	2,425,000	J. & D.	Dec. '70 3
Do. pref.	100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River	100	970,000		Oct. 61 2½
Chemung*	100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred	100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton	100	8,925 500	M. & S.	Mar. '71 5
" " pref.	100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy	50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*	100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*	100	2,227,000		
Chicago & N. Western	100	14,676,629	J. & D.	Dec.'70 5
" " pref.	100	20,370,293	J. & D.	Dec. '?C 5
Chicago, R. I. & Pacific	100	17,000,000	A. & O.	Apl. '71 4
Cin , Ham. & Dayton	100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger			J'n &J'ly	Jan.'68$2
" Street			J. & J.	Jan.'6$2
Cin., Sand. & Clev. pref.	50	423,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.)	50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind.	100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*	50	2,056,750	M. & N	Nov'70 3½
Cleveland and Pittsburg	50	7,494,588	F.M.A.N	Feb.'71 2½
Cleveland and Toledo*	50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*	50	1,786,800	M.J.S.D.	Dec. '70 2
Concord	50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar.	100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn	100	500,000		
Conn. & Passum'k, R. pref.	90	2,084,200	F. & A.	Dec. '70 3
Connecticut River		1,700,000	J. & J.	Dec. '70 5
Cumberland Valley		1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk		400,000	quarterly	Dec. '70 3
Dayton and Michigan	100	2,400,000		
Delaware*		1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western	50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley	100	1,320,200		
Detroit & Milwaukee	100	452,350		
" " pref.	100	2,095,000		Dec. '69 7
D. Dock, E. B'dw. & Bat.	100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*	100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.	100		J. & J.	Dec. '70 3½
East Mahanoy	50	392,550	J. & J.	July '70 3
Eastern (Mass.)	100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.)	100	492,600	J. & J.	Dec. '70 4
East Pennsylvania	50	1,309,200		Jan. '71 3
East Tenn., Va. and Ga.	100	1,969,524		
Eighth Avenue (N. Y.)	100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*	100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*	50	500,000	M. & N.	Nov'70 3½
Do. do. pref.	50	500,000	J. & J.	Dec.'70 3½
Erie Railway	100	75,000,000	F. & A.	Feb.'66 4
Do. pref.	100	8,539,910	Annual	Dec'69 7s
Erie & Pittsburg	50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.	100	2,143,445		
Fitchburg	100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester	100	248,000	J. & J.	Jan. '69 3
Flint and Holly	100	600,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.	100	750,000	M. & N.	May '70 5
Frankf. and Southw. (Ph.)	50	491,220	J. @ J.	Jan. '71 3
Georgia	100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)	50	112,248	J. & J.	Dec. '70 3
Girard College (Phila.)	50	150,000	J. & J.	Jul. '67 2
Granite	100		M. & S.	Mar.'71 4
Green and Coates St. (Ph.)		150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.	100	4,796,925	J.A.J&O	Apl. '71 3
Hannibal and St. Joseph.	100	4,151,700		Aug'70 3½
Do. do pref.	100	5,078,224		Aug. '70 7
Hanover Branch, Pa	50	116,850	M. & N.	Nov.'70 5
Housatonic	100	820,000		
" pref	100	1,180,000	J. & J.	Feb. '71 8
Huntingdon & B'd Top	50	615,950		
" " pref.	50	212,350	J. & J.	Jan. '68 3½
Illinois Central	100	25,280,240	J. & J.	Jan. '71 3
Indianapolis, Cin. & Lafay.	50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind	100	2,000,000	J. & J.	Jan. '66 6
Joliet and Chicago*	100	1,500,000	J. A.J&O	Apl.'71 1½
Joliet & North. Indiana*	100	800 000	J. & J.	Jan. '71 4
Lake Shore & Mich. So.	100	35,000,000	F. & A.	Feb. '71 4
" " guar.	100	533,500	F. & A.	Feb. '71 4
Lackawanna & Bloomsb.	50	1 335,000		
Leeds and Farmington*			J. & J.	Jan.'70 2½
Lehigh and Mahanoy	50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna	50	8,739,800	M. & N	M'y.'67 5
Lehigh Valley	50	17,716,400	J.A.J&O	Apl.'71 2½
Lehigh Luzerne	50	344,650	J. & J.	Jan.'69 4
Little Miami.*	50	3,572,400	M.J.S.D.	Mar. '71 2
Little Schuylkill*	50	2,646,100	J. & J.	Jan.'71 3½
Lomb. and South St (Ph.)	25	90,000		
Long Island	50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.	50	1,623,482	J. & J.	Jul. '69 3
" " pref.	100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville	100	8,680,912	F. & A.	Feb. '71 4
Louisv., N. Alb. & Chicago	100	2,800,000		Dec. '70 3
Lowell and Lawrence	100	200 000	A. & O.	Apl. '71 5
Lowell Horse	100	55,830	J. & J.	Jan. '70 3
Macon and Western	100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mountn*	50	1,676,915		
Maine Central	100	3,400,500		
Manchester & Lawrence	100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati	50	2,029,778		
" " 1st pref.	50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref.	50	4,460,368	M. & S.	Sep. '66 3
Massawippi	100	400,000		Dec. '70 3
Memphis and Charleston	100	5,312,725		June'69 3
Memphis and Ohio	100	570,000		
Metropolitan (Boston)	100	1,250,000	J. & J.	Dec '70 5
Michigan Central	100	13,225 848	J. & J.	Dec.'70 5
Middleboro' and Taunton	100	149,029	J. & D.	Dec '70 2
Middlesex (Boston)	100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*	50	323,375	J. & J.	Jan. '71 5
Millville and Glassboro'	100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul	100	11,422,864		Dec.'70 7s
" " pref.	100	10,424,903		Dec. '70 7
M. Hill & Schuylk. Haven	50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio	100	4,269,820		
Montgomery & W. Point	100	1.644,104	J. & D.	Dec '67 4
Morris and Essex*	50	11,900,950		Dec.'70 3½
Mt. Carbon & Pt. Carbon*	50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell	100	720,000	M. & N	Nov. '70 5
Nashville & Chattanooga	100	2,056,544		
Naugatuck	100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton	100	500,000	A. & O.	Apl. '71 4
New Haven & N. London	100	738,538		
N Haven & Northampton	100	1,860,000	J. & J.	Jan. '68 3
New Jersey	100	7,297,200	F. & A.	Feb. '71 5
New London Northern	100	1,003,500		Dec. '70 4
N.Y. Central & Hudson R.	100	45,000,000	A. & O	Apl. '71 4
" Certificates	100	44,428 320	A. & O.	Apl. '71 4
New York and Harlem	50	8,500,000	J. & J.	Dec. '70 4
" " pref.	50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven	100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston	100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*	100	1,000,000	J. & J	Jan. '71 3
Norfolk & Peterab'g guar.	100	137,500	J. & J.	July '70 3
North Carolina	100	4,000,000	A. & J.	July '70 3
Northern Central	50	5,000,000	M. & N.	Nov. '70 3
North Eastern (S. C.) pref.	100	155,000		May '67 4
Northern of N. Hampsh.	100	5,068,400	J. & D.	Dec. '70 4
North Pennsylvania	50	3,160,150		Feb.'71 5s
Norwich & Worcester	100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n.	100	3,051,800	J. & J.	Jan.'71 3½
" pref.	100	2,000,000	J. & J.	Apl. '71 4
Ohio and Mississippi	100	19,995,847	A. & O.	Apl. '71 4
" " pref.	100	4,024,474	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R.	50	4,259,450	J. A.J&O	Apl.'71 2½
Old Colony & Newport	100	4,959,020	J. & J.	Dec. '70 3
Orange and Newark	100	750,550		
Oswego and Syracuse	50	432,400	F. & A.	Feb.'71 4
Pacific of Missouri	100	3,711,196		
Panama	100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo	100	248,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv	100	650 000	J. & J.	Dec. '70 4
Pennsylvania	50	33,850,000	M. & N.	Nov. '70 5
Peoria & Bureau Valley*	100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal		600,000	J. & J.	Jul. '69 8
Peteraburg	100	1,328,200	J. & J.	Jan. '71 3
Philadelphia and Erie*	50	6,004,200	J. & J.	Jan. '68 3
" " pref.		2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading	50	28 849,800	J. & J.	Dec. '70 5
Do. Do. preferred	50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown*	50	1,597,250	M. J.S.D.	Mar. '71 3
Phila. and Trenton*	100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt.	50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City	50	100,000	J. & J.	Jan. '70 3
Philadelphia and Darby	20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry	25	217,097	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. gtd.	100	19,665,000	J.A.J&O	Jan.'71 1½
Pittsfield and N. Adams	100	469,000	J. @ J.	Jan. '71 3
Portland and Kennebec	100	616,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock	100	207,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th	100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester	100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston				Jul. '69 3
Rensselaer and Saratoga	100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville	100	4,000,000		
Richmond and Peterab g.	100	847,100		
Rich., Fred. and Potomac	100	1,041,800		
Rockport	100	88,450		Nov.'67 2
Rome, Watert. and Og'nb.	100	2,998,900	J. & J.	Dec.'70 4
Rutland preferred	100	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute.	100	2,300 000		
" " " pref.	100	2.040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.	100	2,478,750		
Sandusky and Cincinnati	100	2,089,000		
" " pref.	100	445,596	M. & N.	Nov.'70 3
Sand. Manaf. and Newark	100	995,200		
Savannah and Charleston	100	1,000,000		
Schuylkill and Susqueh'a.	50	1,269,150		
Second and Third St. (Ph.)	50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley*	50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke	100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)	100	670,000		July'70 2
17th & 19th streets (Ph.)	50	130,000		Dec.'70 2
Shamokin V. and Pottav.*	50	869,450	F. & A.	Feb'71 3
Shore Line	100	656,300	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.)	100	760,000		May'70 -
Somerville	100	75,000	M. & N.	Nov.'70 3
South Carolina	100	5,819,275		
South Shore	100	259,685		Jul. '68 3
South Western, Georgia.*	100	3,929,900	F. & A.	Feb.'71 4
Staten Island	100	660,000	J. & J.	Jul. '67 4
Stony Brook	100	267,300	M. & N.	May'70 3
Steubenville and Indiana	100	1,983,141		
Stockbridge & Pittsfield*	100	448,700		
Summit Branch	50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.	100	1,314,130		
Taunton Branch	100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama	100	595,922		
Terre Haute and Indiana	50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.)	100	1,750,000		May '70 -
Thirteenth and Fif. (Ph.)	50		J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw	100	2,700 000		
" " (E. D.) pref.	100	1,700,000	January,	1870,11.4
" " (W. D. pref.	100	1,300,000		
Tol., Wabash and West	100	14,700,000		
" " pref	100	1,000,000	M. & N.	May'70 3½
Troy and Boston	100	607,111		
Troy and Greenbush*	100	274,400	J. & D.	Dec'70 3½
Union Transport'n (Bos.)	100	200,000	M. & N.	Nov.'70 4
Union (Phila.)	50	291,475	J. @ J.	Jan. '71 4
Utica and Black River	100	1,666,000	J. & J.	July '70 3
Vermont and Canada*	100	2,500,000	J. & D.	Dec. '70 4
Vermont Central	100	5,000,000		
Vermont and Massachu'ts	100	2,860,000	J. & J.	July'70 0
Vicksburg and Meridian	100	357,408		
Virginia Central	100	3,353,679		
Virginia and Tennessee	100	3,506,300		
Western Union	100	2,707,693		
West Jersey	50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia	50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon	100	1,463,775		
Winchester and Potomac			J. & J.	Jan. '71 3
Warren	100	1,547,650		
Worcester and Nashua	75	1,400,555	J. & J.	Dec.'70 3

CANALS.

Chesapeake and Delaware	50	1,983,563	J. & D.	Dec. '70 3
Chesapeake and Ohio	25	5,518,695		
Delaware Division	50	1,633,350	F. & A.	Feb. '71 4
Delaware and Hudson	100	15 000,000	F. & A.	Feb. '71 5
Delaware and Raritan	100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania	50	64,000		
Lehigh Coal and Navigat.	50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation	50	728 100	J. & J.	July'70 3
Morris (consolidated)	10	1,025,000	F. & A.	Feb'67 5
" (preferred)	100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania	50	4,300,000		
Schuyl. Navigation (cons.)	50	1,908,207	F. & A.	Feb.'67 6
" " (pref.)	50	2,885,977	F. & A.	Feb.'67 6
Susq. and Tide Water	50	2,002,740		
Union	50	2,907,850		
" preferred	50			
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamship	100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph.	100	41,063,000	J. & J.	Jan.'70 2
American Coal	25	1,500,000	M. & S.	M. '70 3
Ashburton	50	2,500,000	J. & D.	Dec.'66 4
Butler Coal	25	800,000	J. & D.	Dec.'70 2
Central Coal	100	2,000,000	J. & J.	July'66 5
Fulton Coal			J. & J.	Jan.'71 4
Lackawanna Coal		200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal	50	200,000		Dec'68 2½
Pennsylvania Coal	50	3,200,000	FMA&N	Nov.'70 5
Roaring Brook Coal		200,000		Dec'68 2½
Short Mt. Coal	50	800,000		Jan. '70 5
Spring Mountain Coal	50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal	10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal	100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '66
Adams Express	100	10,000,000		Mar. '71 2
Am. Merchants Union Exp.	100	18,000,000		July'70 3
United States Express	100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp.	100	5,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	93,528	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	296,502	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1860	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,766
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,260	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,160	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	400,169	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	505,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,888	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	600,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,598	946,707	932,683	754,671	547,842	7,976,490
1866	522,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	606,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	220,061	2,918,342
1869	304,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,021	3,095,965
1870	203,060	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	274,826	266,790	313,199	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437.679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510.100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	497,071	440,271	477,027	516,493	525,242	709,327	738,530	823,991	727,810	613,329	7,160,982
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,780	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	606,845	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113.504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,287	123,383	1,278,713
1868	92,433	81,590	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,212	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,860
1871	130,883	126,224	140,740	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,494	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30.,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344 228	337.241	401,456	365,663	329,105	413,501	476,661	490,694	447,770	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	308,600	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,053
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390.671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,104
1870	337,992	329,128	384,431	412,030	408,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	360,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	495 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	64	7,250 069
1870	398,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1860	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248.838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	284,690	235,240	286,836	255,726	2,833,399
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,005	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284 310	3 793,005
1866	267,541	246,109	326,256	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	219,987	211,219	300,971	318,957	356,187	316,054	250,471	3,188,137
1871	245,982	258,564	334,599	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1860	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	285,221	263,328	260,449	343,195	358,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	319,765	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	265,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	336,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,306	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,282	1,196,955	702 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	450,900	10.637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9.256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,396	589,924	8,735,051
1869	479,236	525,490	755,433	904,834	499,463	630,080	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,532	514,493	593,966	617,058	669,697	1,159,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,099	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,259,142
1867	149,658	149,342	174,153	183,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,215	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,074	200,703	270,630	317,052	329,078	304,810	309,501	364,724	382,906	406,766	351,780	333,480	3,800,353
1868	278,712	265,137	257,800	286,825	269,529	295,544	283,833	484,209	450,203	429,898	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	460,246	450,720	422,369	323,577	434,284	4.252,343
1870	312,133	290,645	295,278	318,099	340,892	348,632	322,756	466,431	508,042	451,293	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	755,467	996,055	837,358	716,829	5,709,183
1870	528,520	500,180	539 238	706,603	802,586	746,450	643,058	664,051	728,521	719,695	570,168	595,053	7,654,094
1871	479,573	373,925	499,899	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities April 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,035,000	5	Jan. & July.	1874	105½
.. .. coupon	13,965,000	5	" "	1874	106½
Loan of February 8, 1861 ..... registered	13,533,000	6	Jan. & July.	1880	117
.. .. coupon	4,582,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861 ..... registered	123,015,900	6	Jan. & July	1881	117
.. .. coupon	66,302,200	6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) ..... registered	109,046,750	6	May & Nov.	1882	109½
.. .. .. (5-20s) ..... coupon	383,591,100	6	" "	1882	114
Loan of March 3, 1863 ..... registered	52,931,700	6	Jan. & July.	1881	117
.. .. coupon	22,068,300	6	" "	1881	117½
Loan of March 3, 1864 (5-20s) ..... registered	3,089,600	6	May & Nov.	1884	109½
Loan of June 30, 1864 (5-20s) ..... registered	54,615,500	6	May & Nov.	1884	109½
.. .. .. (5-20s) ..... coupon	46,481,500	6	" "	1884	113½
Loan of March 3, 1865 (5-20s) ..... registered	54,194,750	6	May & Nov.	1885	109
.. .. .. (5-20s) ..... coupon	126,316,350	6	" "	1885	113½
.. .. 2d series (5-20s) ..... registered	73,131,500	6	Jan. & July.	1885	112½
.. .. .. (5-20s) ..... coupon	188,941,100	6	" "	1885	112½
.. .. 3d series (5-20s) ..... registered	90,515,700	6	Jan. & July.	1887	112½
.. .. .. (5-20s) ..... coupon	247,558,250	6	" "	1887	112½
.. .. 4th series (5-20s) ..... registered	10,962,500	6	Jan. & July.	1888	111½
.. .. .. (5-20s) ..... coupon	28,701,250	6	" "	1888	112½
Loan of March 3, 1864 (10-40s) ..... registered	136,998,250	5	Mar. & Sept.	1904	109
.. .. .. (10-40s) ..... coupon	57,568,450	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71. registered	.....	5	F. M. A. & N.	1881	....
.. .. coupon	.....	5	" "	1881	....
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1891	....
.. .. coupon	.....	4½	" "	1891	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	38,815,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	578,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,618,832	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency	396,439,065	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	....
.. — .. .. (extended)	2,414,800	5	" "	'53-'56	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	5	" "	'86-'88	102
Arkansas—State Bonds (refunded)	4,430,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's)	.....	7	April & Oct.	1900	55
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	111
.. — .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	995 000	7	" "	18-4	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s) ..		6	" "	1883	....
.. — .. of 1864, (10-20s) ..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. .. .. 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	88½
.. — " " 1842 to 1848	273,000	7	Various.	'72-'74	89½
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'86	....
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	91½
Illinois—Interest Bonds of 1847	980,098	6	" "	1877	100
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1566	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	'71-'72	....
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'96	67
.. —Levee Bonds 1865	1,000,000	8	Various.	1566	....
.. — 1867	4,000,000	6	May & Nov.	1907	74
.. — 1870	3,000,000	8	Mar. & Sept.	1875	....
.. —Funded coupons 1866	997,300	6	Jan. & July.	'96-'98	....
.. —Funded Floating Debt	3,000,000	6	May & Nov.	1910	....
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1909	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	....
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834 ..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	299,000	5	" "	1890	....
.. —	429,000	6	" "	1890	96
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1890	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,022	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	104½
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1868	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	....
.. — .. of 1864	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.)	4,000,744	6	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	....
.. —Southern Vermont R. R.	200,000	5	" "	1880	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	93½
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	91½
Nebraska—(No Debt)	.....	...	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	107½
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	108
.. — .. Bonds	21,089,000	7	" "	1877	108½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	....
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	'71-'91	40
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	2½
.. — .. .. (new) ..	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	20
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds	11,407,000	6	" "	1899	19½
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	....
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,096,309	6	" "	1881	....
.. — .. (")	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	105
.. —	90,400	5	" "	1877	....
.. —	7,890,550	6	" "	1877	107½
.. —	726,950	5	" "	1882	....
.. —	9,237,050	6	" "	1882	108
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	104½
.. —State Stocks (old)	554,000	5	Jan. & July.	1882	....
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old)	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863	736,000	6	Jan. & July.	1893	....
.. — .. of 1864	339,000	6	April & Oct.	1883	....
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	81
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	67
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	67½
Texas—No legal debt	.....	...	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101½
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July	long.	58½
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	71
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	71½
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	72½
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt	of Virginia.	...	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July.	'77-'98	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sks fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850	579,500	6	" "	"	1880	94¾
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93¼
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	651,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86¼
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	6*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94¾
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99¼
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89¼
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1890	27
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96¼
Wharf purchase bonds	200,000	6	" "	"	1879	98¼
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1856	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	94¾
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sks fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	....
Loan, £368,200 & £154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct	New York.	1870	90
Loan for $675,000	675,000	6	" "	" "	1875	96
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93¼
Loan for $2,500,000	866,600	6	June & Dec.	" "	1889	93¼
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	90½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	13
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Wayer. 14 m.)	294,000	7	April & Oct.	New York.	1865	87½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,000,000	7	April & Oct.	New York.	1919	85½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	95½
Central of New Jersey:						
2d Mortgage	394,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	101½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	100½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	103
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	103
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	91½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	112½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	90
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (103 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	98½
Funded Coupons	755,000	7	May & Nov.	" "	1883	93¾
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	96
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	95
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	"	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1896	101½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgge (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	78
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1869	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	83½
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,350,000	7	May & Nov.	" "	1875	97½
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	95
Consol. S. F. Mort. $5,000,000	528,000	7	May & Nov.	" "	1900	94½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage sink fund	15,000,000	7	April & Oct.	New York.	1908	87½
Consol. 2d Mortgage sink fund	5,000,000	7	Feb. & Aug.	" "	1909	68½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,408,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	80
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000.	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000.	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,000,000.	1,633,000	7	March & Sept.	" "	1881	94½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	95
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	65–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	100
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	95
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1865	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92
3d Mortgage	6,000,000	7	" "	" "	1883	88
4th Mortgage	4,441,000	7	April & Oct.	" "	1890	82½
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1891	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,980	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,880	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'78	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	86½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Right per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	105½
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	100
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	97½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	97½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	83
Consol. Mortgage	887,045	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	104
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1900	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1900	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1858	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1861	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000		Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1888	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	...
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	98
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	..
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	94½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	...
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	85
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,309,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	103½
2d Mortgage	2,693,000	7	" "	" "	1877	100
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	96
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	95½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	87½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	99
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	99½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1880	....
Mobile and Girard:						
1st Mortgage Bonds	$417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'85–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'85	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	90
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	220,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,936,626	6	May & Nov	New York.	1883	94
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	92
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1863	2,000,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	89
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1909	....
2d Mortgage for $300,000	145,000	7	" "	"	1906	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	84½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	64½
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	99½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	May & Nov.	"	18—	96
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Guard.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	84
Consol. Mort. for $6,000,000	2,919,800	6*	Jan. & July.	"	1900	80½
Northern New Hampshire:						92½
Company Bonds of 1854	120,800	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1878	96½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$330,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'75	101
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	100
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,852,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	91⅞
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	88½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	97½
Orange, Alexandria & Manassas:						103½
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	83
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	77
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	88½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78
Va. State Loan	249,962	6	" "	"	1887	78½
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						....
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1886	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	
St. Louis Loan	700,000	6	" "	" "	'71–'73	97½
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						....
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	255,000	7*	May & Nov.	N. Y. & Lond.	1900	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	
2d Mort. } Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	103
2d M. stg. }	2,283,840	6	" "	London.	1875	100½
General Mortgage	15, 84,500	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	94½
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						...
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	90
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	160,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (General)	5,000,000	6	" "	"	1881	100½
2d Mortgage	4,000,000	6	" "	"	1901	92½
3d Mortgage for $8,000,000	600 000	7	Jan. & July.	"	1885	82½
Philadelphia, Germant. & Norist'n						90
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1870	2,025,000	7	Jan. & July.	Philadelphia.	1590	
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	....
Bonds of 1857, convertible	143,500	6	" "	"	1886	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	98½
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	82½
Philadelphia and Trenton:						103
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1860	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						94
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						....
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1900	
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						94½
1st Mortgage for $10000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1900	
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	85½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1900	76½
2d Mortgage (R. & S.)	460,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	78
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	100
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	96
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	55
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	91½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1854	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1890	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000		7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1890	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1880	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	87½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	70
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82½
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	88½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	81½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	81½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	295,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7			1890	....
" " 2d class	850,000	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1888	73½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1885	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	83½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	100½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	84
New Preferred mortgage	600,000	6	.....	.....	....	91½
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1888	81½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	86
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1888	....
Interest Bonds	161,980	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	86
3d Loan	2,000,000	6	" "	"	1897	92½
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	91½
Convertible Loan	1,496,879	6	" "	"	1877	81
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85½
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	90
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	77
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	78
Improvement Loan	1,601,670	6	May & Nov.	"	1876	81
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1895	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	60
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*			4,183,000	915,000	1,205,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga..... Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna § ...New York.	7,185,162	*			2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	89
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley..... Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	116	Androscoggin ..... Maine.	800.000	.....	.....	.....	.....	425,000	.....	.....	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	to Cheshir	e.)	—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,100	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf § ..... Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,675	.....	.....	784,340	274,532	—	100	70½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina § .N. Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased	& oper. by	Grand Tr	unk of Canada.)		4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris .. N. Y.	217,345	.....	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	156	5,153	Baltimore and Ohio § ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	120½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch § .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31 1869	28.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bou	dholders.	—No ret	urns.)	—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire..... Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	....
Sept. 30, 1869	15.6	—	0.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)		7	100	80½
Sept. 30, 1870	200.4	49.6	288.5	—	103	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,346,638	751 902	19,154,800	1,764,520	2,488,021	2,390,506	268.6	2,877,640	78,808,929	148,891,491	5,758,987	1,830 314	10	100	157½
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg ..... Mass.	1,601,018	*	100,000	68,700	872,600	800,500	.....	30,342	64.2	186,039	9,486,106	4,854,360	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie § .M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	1½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell..... Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	554,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	141
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	285,631	16,026	4,471,274	.....	.....	1,000,979	144.0	849,492	44,032,919	13,399,312	1,563,658	511,551	10	100	153½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,807	10	100	157
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	83	Buff., Corry and Pittsb..... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,027	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	GrandTru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Er	ie.)		7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	.....	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No ret	rns 100 m	iles recent	ly comple	ted.)	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	93
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	123½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	712,362	.....	.....	.....	332,925	300,000	.....	.....	—	(Leased	& oper. by	Camd. &	Amboy.)	42,447	3	100	70½
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	62,010	5	100	88
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. b	y West J	ersey.)		6	100	
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	51
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	. and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)		—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	108½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515'195	970,890	49,521	3½	100	25½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	74 20	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	(N	o returns.)		—	100	....
Dec. 31, 1869	194.6	—	18.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,782	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	.....	.....	(No retur	ns publish	ed.)	.....	.....	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire..... New Hampshire.	2,689,307	*	313,666	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,000	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,607	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	119
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy.. Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	158
Dec 31, 1869	78.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(N	o returns.)		—	100	....
May 31, 1870	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. b	y Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	95
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	112½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	18	483	Cincinnati, Hamilton and Dayton... Ohio.	3,974,405	995,751	500,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,101,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,994,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. b	y Kentuc	ky Centra	l.)	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction.. O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cl	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland.. Ohio.	5,700,00	*	107,865	107,865	3,146,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	24½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,638,146	*				11,620,000	1,997,000				390.4	2,155,245	29,770,918	35,130,680	2,562,614	929,384	8	100	50½
Jan. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981				2,056,760	1,862,100				(Leased	to Atl. &	Gt. Weste	rn.)			8	100	127
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283,265				6,300,475	3,883,500		610,497	225.0	1,665,141			2,388,670	908,306	8	50	127
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,539,369	*				13,000,000	18,814,000	1,725,369		588.0	3,655,909	35,606,620	41,064,199	3,529,411	262,462	—	100	23½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200	—				1,786,200	248,000				(Leased	& operate	d by Little	Miami.)			6½	100	—
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*	138,029	92,610		1,500,000	75,000	155,639		119.5	544,126	9,898,097	14,984,458	806,180	153,165	10	50	159
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*				595,687	374,500	300,000		27.0	39,460	556,055	361,137	75,430	27,338	—	100	—
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	1,108,859	—				350,000	—				(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	11,573	153,938		2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	91½
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River	Massachusetts.	2,100,430	*	164,854	180,425		1,700,000	250,000	70,000	216,110	53.4	262,936	7,954,321	6,466,931	591,972	197,174	10	100	146½
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	215,000	—		1,278,300	1,000,000	—	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	—
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—		200,000	30,000	—	—	14.6	(Oper.	by Northe	rn N. H.)	—	38,458	15,931	—	100	—
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—		1,500,000	3,443,000	—	—	34.0	337,200	—	—	—	791,053	75,118	—	50	—
Dec. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	—		1,316,900	352,300	—	—	74.0	226,576	—	—	—	523,993	143,479	8	50	110
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	681,079	87,783	11,200	26,391		400,000	300,000	—	6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	313,910	15,600	300,000	—		413,150	510,000	—	—	—	(N	ot yet in o	peration.)	—	—	—	—	100	—
Apr. 30, 1869	—	—	117.5	—	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—		3,000,000	2,000,000	—	—	—	(U	nder cons	truction.)	—	—	—	—	100	—
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268	—	261,099		2,393,140	4,278,300	112,579	—	141.4	—	—	—	—	1,061,856	421,277	—	100	—
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—		76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	—
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	—	—	—		309,276	715,000	—	—	—	(Leas. &	oper. by L	ittleMiami.)	—	loss.	42,652	—	100	—
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	—	—	—		891,206	892,750	—	—	—	[Leased	and oper.	by Phila.,	Wilm. and	Balt.]	6	100	—
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	—	—		14,100,600	3,398,000	2,190,000	—	253.4	1,820,253	—	—	—	2,417,324	637,845	10	50	110
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*	—	—		3,872,500	4,310,000	—	—	184.0	—	—	—	—	830,241	365,392	—	100	—
Dec. 31, 1869	189.0	—	19.0	—	54	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*	111,386	186,778		2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	—	—	—	1,615,618	666,267	—	100	—
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	—	—	—		480,000	—	—	—	—	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	—
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767		3,662,123	960,000	653,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,290,589	—	7	100	85
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*	—	—		1,000,000	550,000	—	—	79.0	—	—	—	188,832	—	—	100	—
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	—	—	—		280,000	—	—	—	—	(I	n progres	s.)	—	—	—	—	100	—
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—	—	—		700,000	1,000,000	—	—	—	(Leased	to Boston,	Hart.&Fis	hkill.)	—	—	—	100	—
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	2,500	—		89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	—	50	—
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶	Massachusetts.	6,783,262	*	900,578	171,922		4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	124½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—		280,000	570,000	—	—	—	(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	—	100	—
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—		392,550	—	—	—	—	(Leased	to Phila.	& Reading	g.)	—	6	50	—
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—	—	—		1,509,200	495,900	—	—	—	(Leased	to Phila.	& Reading	g.)	—	7	50	76
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶	Tenn & Ga	9,164,694	*	125,522	486,828		1,969,524	4,019,056	1,235,506	1,552,958	270.0	—	—	—	—	1,278,864	562,682	—	100	—
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶	Tennessee.	—	—	—	—		(Consolid	ated in t	he East	Tennessee,	Virginia and	Georgia.)	—	—	—	—	—	—	—	—
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.	—	—	—	—		—	—	—	(Oper. by	Evan	sville, H	enderson	& Nashv.)	—	—	—	—	—	—
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—		1,000,000	—	—	—	—	(Leased	to Northe	rn Central.)	25,000	25,000	5	100	—
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—		1,600,000	1,620,000	—	—	—	(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	56½
Sept. 30, 1869	459.0	356.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	—	—		78,536,910	23,398,800	—	—	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	21
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	—		999,600	2,677,590	—	57,809	101.2	484,530	—	—	824,611	383,028	—	50	—
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶	Maine.	2,094,883	148,659	—	—		—	3,000,000	—	—	—	58,493	—	—	129,726	56,195	—	100	—
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*	—	—		(Owned	by Domi	nion of	Canada.)	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	—
Jun. 30, 1869	33.5	—	....	5.45	....	....	....	....	Europ. & N. American W. Div.	N.Bruns.	1,743,037	*	—	—		803,750	1,853,907	18,001	—	—	(No	t in comp	lete opera	tion.)	—	—	—	100	—
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600		1,144,053	1,185,000	36,564	522,377	132.0	306,838	—	—	—	516,804	166,699	—	100	—
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—	—	—		—	—	—	—	64.0	—	—	—	—	—	—	—	100	—
Sept. 30, 1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*	21,174	491		150,000	....	269,450	—	5.8	10,846	350,016	—	26,815	3,800	—	100	—
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—		90,000	—	—	60	—	(Leased	to Pittsbu	rg and Co	nnellsville	e.)	7¼	50	—
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg	Massachusetts.	3,640,000	*	300,579	200,661		3,640,000	—	—	501,231	93.7	538,088	20,328,234	13,563,559	1,085,937	252,285	8	100	138
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—		150,000	100,000	100,000	—	—	(Oper. b	y Belvide	re Delaw	are.)	—	—	—	100	—
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,269,094	*	173,376	1,149,692		1,099,100	1,867,500	441,208	124,864	90.0	208,113	—	—	—	466,737	232,707	—	100	—
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*	—	—		3,000,000	2,300,000	—	—	154.0	—	—	—	—	—	—	—	100	—
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*	—	—		800,000	1,500,000	—	—	—	(Not i	n complet	e operatio	n.)	—	—	—	100	—
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,266	—		230,845	—	99,266	—	23.0	12,800	—	—	69,807	2,038	3	100	—
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—		—	575,000	—	—	52.0	[Operat	ed by Rec	eiver.]	—	—	—	—	100	—
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*	1,283,369	595,509		4,156,000	615,500	388,618	886,260	232.0	801,823	—	—	1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.	—	—	—	—		—	—	—	—	40.0	(In prog	ress and n	o part in c	omple'te o	pera'n.)	—	100	—
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	—	—	—		1,000,000	1,000,000	—	—	—	(Owned	and oper.	by Mich.Ce	n.since A	pl.1870.)	—	100	—
Jun. 30, 1869	564.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶	Canada.	90,720,565	—	—	—		—	—	—	—	1,380.0	7,071,893	—	—	7,153,924	1,607,631	—	100	—
July 31, 1869	229.0	105.0	132.0	—	99	146	45	1,829	Great Western ¶	Canada.	26,027,287	*	1,968,348	877,019		18,202,126	8,656,415	733,218	280,895	334.5	2,676,393	—	—	3,934,114	1,780,516	4	100	—
Sept. 30 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	—		1,510,374	1,902,157	—	—	164.2	125,000	—	—	365,528	146,211	—	100	—
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,073	*	—	—		8,000,000	8,938,000	1,009,073	—	275 0	—	—	—	2,941,997	—	—	100	104
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	—		1,182,550	700,000	—	23,069	—	(Leased	to Pennsy	lvania.)	—	—	—	7	50	110
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut.	3,407,286	*	—	—		4,800,000	744,000	—	—	75.0	578,810	—	—	—	1,568,362	513,594	10	100	168
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill	Conn. & R. I.	4,704,866	*	—	—		2,037,939	2,055,500	—	—	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	—
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900	—		1,809,565	500,000	100,000	—	32.0	20,800	—	—	60,495	3,008	—	100	—
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624		2 000,000	291,000	123,768	153,257	119.8	—	—	—	743,808	166,231	—	100	—
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶	Texas.	5,600,000	*	—	—		3,000,000	2,600,000	—	—	125.0	—	—	—	1,040,400	601,933	—	100	—
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	—	—	—	—		—	—	—	—	50.0	[Is being	g continue	d to Whar	ton Color	do Riv.]	—	100	—
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,587	*	—	—		16,020,000	4,309,220	—	—	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	—
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt	Penn.	2,202,174	*	—	—		706,580	1,927,614	—	—	58.8	191,777	—	—	—	291,564	5,882	—	50	—
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280		25,278,710	8,018,170	10,901,500	—	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	135½
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progres	s is now o	perating		St. Louis,	Alton &	T. H. R.	R.)	194.0	—	—	—	1,774,867	Loss.	—	100	—
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*	—	—		5,685,497	7,358,931	675,628	—	289.0	1,205,686	—	—	1,921,274	707,492	—	100	7½
Dec. 31, 1869	75.0	—	8.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—		—	—	—	—	75.0	—	—	—	—	—	—	—	100	—
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—		—	—	—	—	—	[Project	ed.]	—	—	—	—	—	100	—
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*	—	—		132,411	35,000	—	—	13.0	24,000	234,368	664,541	78,307	11,855	—	100	—
Oct. 31, 1869	10.0	1.0	4.0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	—		400,000	130,000	—	—	11.0	—	—	—	32,361	22,727	—	50	—
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	—	87,081		515,465	1,895,000	143,196	131,393	116.0	—	—	—	391,849	212,727	—	100	—
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jamestown and Franklin	Penn.	1,765,248	—	35,000	—		603,077	1,000,000	688,228	—	—	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	—
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,833	413,927		2,000,000	3,100,000	587,179	1,632,923	225.0	—	—	—	1,140,099	403,486	—	100	40
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—		1,500,000	500,000	—	—	—	(Leased	and oper. b	y Chicago	& Alton.)	—	7	100	2
Dec 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—		300,000	800,000	—	—	—	(Leased	and oper. b	y Mich'gan	Central.)	—	8	100	—
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	—	—		180,250	800,000	—	—	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	—
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.	—	—	—	—		5,072,500	—	—	—	439.0	963,512	—	—	2,225,850	839,670	—	100	—
Dec. 31, 1869	99.6	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	—	—	—	—		—	—	1,209,000	(St k sw	amped.]	112.0	—	[Operated	by bondh	olders.]	—	—	—	100	—
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—	—	—		—	—	—	—	16.0	[No	returns.]	—	—	—	—	—	100	—
Dec. 31, 1869	31.0	—	1.8	34.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee	—	—	—	—		—	—	—	—	31.0	[No	returns.]	—	—	—	—	—	100	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57.875	17,670	—	100	....
Oct. 31, 1869	640.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12.945,598	5,034,071	8	100	110½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	58	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,673,500	1,943,189	.....	209.6	2,226,474	.....	.....	4,936,591	1,819,315	10	50	123
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1 1	869 to Pb	g Cin'&S	t. Lat$4	80,000p.a.	] 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6¼	.....	.....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	91
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	57
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,886,740	2,954,659	1,142.113	7	100	76¼
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence... Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	.....	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	*	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	....
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	30
Mar. 31, 1869	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	.....	100	137
Dec. 31, 1869	190.8	86.0	36.9	—	52	28	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	15.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	.....	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	.....	130.6	457,576	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	.....	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	122½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	.....	100	....
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	100,100	215,800	50,966	.....	.....	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	—	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,631	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	63¼
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	107
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missies. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	eassees.)	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,233	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	181,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	99	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	15,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	—	—	—	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	38.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela.,L	acka. and	West'n.)	.....	7	100	32
Sept. 30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	—	—	126,747	43.0	224,938	7,499,849	5,191,427	411,980	83,473	10	100	93
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶...Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,'55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	—	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	.....	100	....
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11¼	100	....
Oct. 31, 1869	6.0	....	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	—	—	.....	.....	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	83.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	118
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	296,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	82	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	56
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶.La.	2,050,000	*	.....	.....	[Owned	and oper	ated by	Charles	Morgan	n of Ne	w York C	ity.]	.....	.....	—	100	....
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603.697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	318,183,904	589,362,876	22,071,553	9,244,621	8	100	101½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	55,952	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	134
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,7:2	114,677	6,000,000	1,061,500	300,246	883,528	7 6 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	147
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	.....	(In cour	se of cons	truction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	699,188	235,458	7	100	92
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,530	1,336,359	6,842,337	al.)	60.000	6	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	287	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,528	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	304,527	121,170	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,083,950	845,000	276,937	23,120	102.0	.....	.....	.....	658,117	257,006	—	100	....
																						264,164	108,726	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.														M.	M.	Number.	Tons.			pc.		p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union †.South Carolina.	1,340,882	*			751,296	547,380	125,000		68.0				61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*			1,600,000	1,500,000			78.0				180,000		—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)		700,000	200,000			13.0	52,797	2,919,240		282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468				800,000	350,000			7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100			448,700				—					31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300			634	267,300			634	—						7	100	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*			1,000,000	1,000,000			—				8,591	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*			258,139	200,000			(In pro	gress to be	completed	June 187	0.)		—	50	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York .N.Y.	3,550,900	*			1,470,130	1,707,050			12.0	40,000			79,887	18,001	3	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.									81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	(Will for	m a part	of the	Rondout	and Os	wego Li	ne.)						—	100	....
Jun. 30, 1869	—	—	—	167.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.			24,194	52,224	400.000	—	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	106
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	3,274,000		654,000	2,620.000									—	50	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	1,167,178	186,284	1,988,150	346,000	163,918	1,049,365	84.0	503,198					—	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	18	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*			580,900	246,000			34.6	176,432			1,279,043	671,445	12	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*			5,700,000	5,106,000			228.0	1,072,715			395,440	82,005	—	50	100
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0				1,072,995		—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908				607,111	1,677,000			55.0	179,592	4,939,322	4,950,807	4,252,343	1,200,938	—	100	65½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.					274,400				—	(Leased	to Hudso	n River.)	529,680	236,987	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069								—	(Leas	ed to Vt.	& Mass.			7	100	49½
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,530	swamped				—	(Leased	to Pennsy	lvania.)	R. R.)	32,000	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*			33,762,300	107,907,300			1,038.0						—	50	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*			1,000,000	3,200,000			100.0	[no	returns.]		8,407,653	4,203,926	—	100	33½
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*			1,660,000	150,000		49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000				1,582,650				—	54,450	2,244,178	734,753	166,494	76,892	6	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*			2,500,000				—	(Leased	by Vermo	nt Central.)			8	100	107
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*			5,000,000	5,500,000			185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
May 31, 1869	28.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*			2,860,000	750,000	199,627		109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	74
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*			516,164	793,200				(Leased	to Rutlan	d.)			2	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee †.....Virginia.	8,012,873	*			357,408	3,200,000	98,417		140.0						—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*			3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161				1,547,650	511,400			18.3	(Leased	by Del. La	c. & W'n.)	454,758	164,618	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.					225,000	85,000			10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.									7.0						—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	(In ha	nds of r	eceiver.)				—						5	100	....
Sept. 30, 1868	—	—	—	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446								23 0	(Opened	Nov. 20, 1	867.)			—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000		525,578		526,700	612,300	6,024		35.5	201,230			380,571	63,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016		(Built by	State of	Georgia.)				—	[In	progress.]				—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,550,000	*			1,942,000				138.0				943,607	266,320	—	—	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.		*			750,000	1,800,000			43.0				42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	*			6,500,000		36,000		46.0				138,802	44,719	—	100	10
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.			78,814		1,022,450	1,800,000	304,413		—						—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	—	(Leased	to Pennsy	lvania.)			—	100	....
Aug. 31, 1869	94.0	—	....	86.0	....	....	....	....	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	—	No retu	rns for ye	ar.]			—	50	81
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg †...New York.					1,500,000	2,000,000			126.1	288,365			652,184	256,308	10	50	125
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000		(No	return.)					—	(Operat	ed during	construct'	n by M. &	St. Pa'l.)	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*			200,000			•	20.0	13,480	90,746	159,099	14,663	7,147	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*			160,000	200,000	10,000		—	(Leased	to Boston,	Con. and M	ontreal.)	12,000	6	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR. sold	Jan. 5, '70	$525,000.	1,200,000	2,000,000	400,000		23.0	(no	returns.)				—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286		5,000,000				148.0				139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon †...N. Carolina.	3,076,968	*	11,662	184,126	734,812	789,300			19.3	[no	returns.]				—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000				1,468,775	1,484,665	272,624		181.0	1,857	(Leased t	o Northern	Central.)		—	100	....
Dec. 31, 1868	38.1	—	....	—	....	....	....	....	Winchester and Alabama †...Tennessee.	950,000	*			213,000				—				550,935	80,873	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	18	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555		3,801	170,079	45.7	(Recen't	y opened.)		1,254	14,000	7	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	393,535				317,050		76,845		—	260,726	4,701,816	7,193,226	452,547	156,860	10	100	140
																		—	(Le	ased to N	orthern C	entral.)		—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,582	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	118½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	899,750	662,246	—	161.0	—	—	—	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	—	—	48.0	—	—	—	405,174	213,374	—	50	71
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	65,226	102.0	(5 p. c. o	n preferre	d stock.)	431,246	184,848	—	100	50
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	—	—	354.0	—	—	—	735,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689		109.2	—	—	—	1,159,085	598,519	—	50	18
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	—	.....	2,002,746	2,632,310	195.232		45.0	—	—	—	167,435	81,714	—	50	10
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000		87.6	—	—	—	43,587	loss.	—	50	11½
Oct. 31 1868	64 0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000		—	(Leased	to Pennsy	lvania.)	—	—	—	50	13
									Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	1,800,000	1800,000	—	—	—	—	—	—	124,885	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	21
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,682	29,881	8.0	100	100	....
Sept. 30,'69	16.00	776	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,163	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.31	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	.....	.....	9.0	100	100	100½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,150	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia .....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	41
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	860	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	42
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	21½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,530	—	—	26,181	2,421	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	75½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	75½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	49
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	25,385	8.	50	25	27
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	49,053	5½	50	55	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,099	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	12
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	58½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	18	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	62½
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000	—	—	8,798	2,522	5.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,829	249,225	12	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	54,350	2	50	50	24½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	y Troy&	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	465,568	112,426	20	50	20	43
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	5½	100	100	....
Sept. 30,'70	2.61	8	3	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28,824	11	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct. 31, '69	13.50	382	60	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	95,856	10	50	50	72
Oct. 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.46	13	4	Williamsport .....Pa.	32,692	16,600	5,000	15,966	.....	.....	—	50	50	18
Sept. 30,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	5,600	3,019	4	25	25	....
Sept. 30,'70	3.15	40	16	Worcester .....Mass.	46,205	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1883	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	278,000	7	M.& N	1874	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	100,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	83
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,000	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M.& N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	1,015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	181,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1876	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	90
Worcester: 1st Mortgage	20,000	6	A.&O	1879	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	90½
Cayuga and Susquehanna,* guar....	589,110	...	5	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	87½
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	96½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cocheco, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	90
Erie, preferred	8,536,910	7	7	46
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	105½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington* guar.	...	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	50
" " 2d pref....	4,051,744	6	...	10
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	82½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105½
Ohio and Mississippi, pref.	3,500,000	7	7	78
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	...	7	7	83½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60
Sandusky and Cincinnati, pref.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,650	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,330,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	81
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	115
Schuylkill Navigation, pref.	2,888,997	6	6	36½
Union, preferred	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,714 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 per ton	33 — @ 36 —
Pig, American, No. 1	34 — @ 36 —
Pig, American, No. 2	32 — @ 34 —
Pig, American, Forge	31 — @ 32 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes (gold)	85 — @100 —
Bar, Swedes, ordinary sizes	110 — @115 —
Bar, Refined	77 50 @ — —
Bar, Common	85 — @ — —
Scroll	100 — @120 —
Ovals and Half-round	95 — @105 —
Band	92 50 @ 95 —
Horse Shoe	95 — @ — —
Rods, ⅜@3-16 inch	82 50 @120 —
Hoop	100 — @140 —
Nail Rod per lb.	— — @ — 6½
Sheet, Russia, as to No.'s (gold)	— 10½@ — 11
Sheet, Single D. and T. Common	— 4½@ — 6
Rails, English (gold) per ton.	55 — @ 57 —
Rails, American, at Works in Penns..c'y.	70 — @ 72 —
Anvils, (Eagle) per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cen's per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 13 @ — 15
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 16 @ — 17
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d. per 100 lb	4 65 @ — —
Cut Spikes, all sizes	4 90 @ — —
Clinch	6 15 @ 6 40
Horse Shoe, Forged (No. 10 to 5). per lb.	— 19 @ — 31
Copper	— 36 @ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 38 @ — 38½	
Straits (gold).	— 32½@ — 33	
English (gold).	— 32½@ — 33	
Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box.	8 50 @ 8 75	9 62½@ 10 —
I. C. Coke	7 25 @ 7 75	8 25 @ 8 75
Coke Terne	6 12½@ 7 12½	7 — @ 8 25
Charcoal Terne	7 75 @ 8 25	8 75 @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk). per gall.	— — @ — 13½
Crude, 40 @ 47 gravity (in shipping order)	— 17½@ — 17½
Refined, Standard White (in ship'g order)	— — @ — 22½
Refined, prime White (in shipping order)	— 23½@ — —
Refined, S. W. (in jobbing lots)	— — @ — 26
Refined, S. W. (in tin)	— 27 @ — 29
Naptha, Refined, (65 @ 73 gravity)	— @ — 8½
Residuum per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 9 by 10 (4 qlts.) per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15 (4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18 (4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24 (4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30 (4 qlts.)	15 — @10 50
20 by 28 to 24 by 30 (4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36 (4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40 (3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44 (3 qlts.)	22 — @16 50
28 by 46 to 30 by 48 (3 qlts.)	23 — @17 —
30 by 50 to 32 by 52 (3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56 (3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60 (3 qlts.)	30 — @22 —
36 by 60 to 40 by 60 (3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 28.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26.
Canton Co.	85	84½	84	84	83½	84½
Central Pacific 6s.	99½	100½	101½	100½	100½	100½
Central of N. Jersey.	107	107½	108½	108	108½	....
Chicago & Alton.		119½	119	120	120	119
" pref.		120	....	120	121	121
" 1 M.		....	....	....	....	....
" S. F.		....	....	....	103	103
" Inc. bds.	91½	....	....	....	....	....
Chicago, Burl. & Q.		....	....	112	....	....
" 8s, 1883		....	....	....	....	....
Chic. & Northwestern.	91½	91	91½	89½	85	85½
" pref.	100½	99½	99½	99½	96½	97½
" 1st M.	95½	....	98	....	99½	....
" S. F.	98½	....	....	....	....	....
" Consol.		....	....	93	....	....
Chic., Rock Isl. & Pac.	113	114½	113½	114	111½	112½
Chi., R. I. & Pa. 7s, 1896		....	....	102	....	....
Clev., Col., C. and Ind.	91½	90	90½	90½	89½	90½
Clev. and Pittsburg.	127½	127	127½	127½	125½	127
" 2 M.		....	....	....	....	....
" 3 M.		....	....	....	....	....
" 4 M.		....	....	....	....	....
Clev. and Toledo.		....	....	....	....	....
" S. F. 7s.		....	....	....	....	....
Col., Chi., & Ind. C.	24½	24½	24½	24½	23½	23½
" 1 M.	87½	87½	87½	87½	87	87½
" 2 M.	68½	....	68½	....	....	....
Cumberland Coal pref.		....	....	....	....	....
Del. & Hudson Canal.	117½	118½	....	....	....	....
Del. Lack. & Western.	108½	109½	110½	110	109½	110
" 1 M. 7s.		....	99	....	....	99½
" 2 M 7s.		....	....	94½	....	....
Dubuque & Sioux City		....	85	....	....	....
Erie Railway.	21½	21½	21½	21	20½	....
" pref.		....	....	48	46	....
" 1 M. 7s, 1897.		....	100	....	....	....
" 2 M. 7s, 1879.		....	....	....	....	....
" 3 M. 7s, 1883	88	....	88	88	88	....
" 4 M. 7s, 1880.		....	82½	....	....	82½
" 5 M. 7s, 1888.		....	....	....	....	....
Great Western 2d mort.		86	....	....	....	86½
Hannibal & St. Joseph.	97	95	96	96½	100	106
" pref.	105½	102½	102½	102½	105½	107½
" 8s, conv.	103½	104	....	104	104	105½
Hudson River.		....	....	....	....	....
" 2 M. S. F.		....	....	....	....	....
" 3 M 7s, 1875.		....	....	....	....	....
Illinois Central		....	136	135½	....	....
" bonds		....	....	....	....	....
Lake Shore & Mich. S'th.	109½	110½	112½	111½	109½	110½
Lake Shore Div. bonds		....	....	95½	93	....
Marietta & Cin. 1st pref.		....	....	....	....	....
" 2d pref.		....	....	....	....	....
Michigan Central.	123	....	123	123½	....	....
" S.F. 8s, 1882		....	....	....	....	....
M. S and N. I. 1 M. S. F.		....	....	....	....	....
" 2 M.		....	....	....	....	....
Mariposa Mining Co.	7½	....	....	....	6½	....
" pref.	11½	11½	11½	10½	10½	10½
" Tr. 10s ctfs.		....	25	....	....	....
Milw. and St. Paul.	62½	62½	64½	64½	62½	63½
" pref.	82	82½	83½	84½	81½	82½
" 1st mort.	95½	....	95½	95½	95½	....
" 2d mort.	86	....	....	....	....	....
" 8s.	107	....	....	106	....	....
" 7 3-10s con.	98½	98½	98½	99	....	....
Missouri 6s.	93½	93½	93½	93½	93½	93½
" H. & St. J. iss.	91½	....	91½	....	....	....
Morris and Essex.	92½	92½	92½	93	93	93½
" 1st mort.	104	....	103½	104	....	103½
" 2d mort.		....	....	....	....	97
New York Central.		....	....	....	....	....
" 7s, S.F. 1876.		....	....	....	....	102
" 6s, S.F. 1883.		....	....	....	....	93½
" 6s, S.F. 1887.		....	....	....	....	....
N. Y. Cen. & Hud. Riv.	99½	100½	103½	103½	100½	101½
" certificates.	95½	96½	97½	97½	96½	96½
N. York and Harlem.	128	128	131	125	133	133½
" pref.		....	....	....	....	....
" 1 M. 7s, 1873.		....	....	....	....	....
N. Carolina 6s, old.	49	49	48½	49	....	....
" new		25½	....	....	....	....
Ohio and Miss.	53½	53½	53½	55	52½	53½
" pref.	77	76½	....	77	77	78
" 1st M.		....	100	....	....	....
Pacific Mail S. S. Co.	45½	45½	47	48½	47	47½
Panama	54½	54	57	57	57	58½
Phila. and Reading.	108½	110½	110½	110½	110	110½
Pitts., Ft. W. & Chi. gtd.	98½	99	100	100	99½	100
" 1 M.		....	....	104½	....	....
" 2 M.		....	....	100	....	....
" 3 M.		....	....	94½	....	....
Quicksilver Mining Co.	12½	14	....	12½	13½	....
St. L., Alton & T. H.		32½	32	32½	....	....
" pref.	56½	....	58½	60	60	....
" 1 M.		....	....	....	90	....
" 2 M. pref.		....	....	....	....	....
" Income bds.		80	80	....	....	80
Tennessee 6s, old.	66½	66½	67½	67½	....	....
" new	66½	67	67½	....	....	67½
Tol., Wab. & Western.	63½	64½	65½	65½	63½	65
" pref.		....	....	....	....	....
" 1 M.		....	94	94	93½	....
" 2 M.		....	92½	....	....	....
" Equipment.		....	....	....	....	82½
" St. Lou. Div.	86	86	86	....	....	86
Union Pacific.	32	32	35½	34½	32½	34½
" 1st mort.	89	90	90½	90	88½	89
" L. Gt. 7s.	79½	80½	82	81½	80½	81½
" Inc. 10s.		82½	82½	82	81	....
Virginia 6s, old.		....	....	....	71	....
" new		....	....	....	71½	....

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109½	....	....	109¾	109¾	....
U. S. 5s, 10-40s, reg	109	....	....	108¾	....	....
U. S. 6s, 1881, reg	117	....	....	116¾	....	116¾
U. S. 6s, 1881, coup	117¼	116¾	....	....	....	116¾
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	110¼	....	....	110⅜
U. S. 6s, 5-20s, c. 1862	114	113¾	....	....	....	113⅜
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	113⅞
U. S. 6s, 5-20s, c. 1864	....	....	113¾	....	....	113⅞
U. S. 6s, 5-20s, reg. '65	....	110¾	....	....	....	110⅜
U. S. 6s, 5-20s, c. 1865	113¾	....	....	113¾	113¾	113⅜
U. S. 6s, 5-20s, r. n. '65	....	112¾	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	112¾	112¾	112¼	112¾	112¾	112¼
U. S. 6s, 5-20s, reg. '67	....	....	112¾	....	....	112¾
U. S. 6s, 5-20s, c. 1867	112¾	112¾	112¾	112¾	112¾	112¾
U. S. 6s, 5-20s, reg. '68	113	....	....	112¾	....	....
U. S. 6s, 5-20s, c. '68	....	112¾	113	....	....	....
U. S. 6s, Pac.R.R.issue	115¼	....	....	115¾	115¾	115¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Catawissa	20	24	25	25½	....	....
" preferred	....	46¼	48½	48¼	47¾	47¾
Camden and Amboy	119	119	119	120	125	124
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	93½
" mort. 6s, '89	96½	96¼	96½	....	96	96¼
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	42¼	43
" 7s	....	....	....	....	....	....
Lehigh Navigation	35¾	35¾	35¾	35¾	35¼	35¾
" 6s, 1884	85¼	85¼	85¼	85¾	....	86
" Gold L.	91¼	91¼	91¼	91	91¼	91¼
" R. R. L.	92¼	....	....	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	61¼	61¾	61	61¾	61¼	61¼
" 6s new coup	95	95¼	....	....	....	....
" 6s new reg.	....	....	....	....	98¼	98¼
Little Schuylkill R.R.	....	45	45¼	45¼	....	....
" 7s	....	....	....	....	....	....
Minehill	53¼	....	....	53¾	....	53¼
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	114	114	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	47	....	47
" 6s, 1880	99½	....	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	42¾	42¾	42¾	42¾	43¼	43
Oil Creek & Alleg. Riv.	50½	50¼	50¼	51¼	50¼	51¼
" 7s	88	....	88	....	88	....
Pennsylvania R. R.	65	65¾	66	66¼	66	65¼
" 1st M.	103	....	....	....	....	....
" 2d M.	100¾	....	....	....	....	100¼
" Gen. mort.	....	94¼	....	94¼	....	....
" " reg.	93¼	....	....	93¾	94	....
Penn. State, 6s. 1st series	....	....	....	....	....	....
" 6s. 2d series	107¾	....	108	....	....	....
" 6s. 3d series	....	....	....	....	....	....
" 6s. W L.	....	....	....	....	....	....
Philadelphia City, 6s	101¾	....	....	....	....	102
" new	102	102	102	102	102	102½
Philad., Germ. & Nor.	85	....	....	....	....	....
Phila. & Reading	54¼	54¼	55¼	55¾	55¼	55
Philadelphia and Erie	28¼	28½	28¾	29	28¾	....
" 6s	....	....	....	....	90	90
" 7s	88¾	89½	89½	....	....	9
Schuylkill Navigation	....	....	....	....	9¾	9
" pref.	18¾	18¼	18¾	18¾	18¼	18¾
" 6s, 1882	77	77	77	78¼	78	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	55	60	....	60	....	....
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	21	21¾	22½	22¾	22	....
Chestnut & Wal.	....	....	49	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	25½	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Baltimore City 6s, 1875	95½	....	....	....	....	....
" 1886	....	....	97	....	....	....
" 1890	95½	....	96	....	95½	96
" 1884	95½	....	....	....	....	95½
" 1900	....	....	95½	....	....	95½
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	94¾	....	....	....	....	....
" " 1885	....	....	93¼	....	....	....
Marietta & Cin. 1st M.	93¼	93	....	....	93¾	93¾
" 2d M.	85	....	85	....	85	85
Northern Central	42½	42¾	....	....	....	....
" bonds, 1885	....	....	....	....	....	94
" 1900	....	....	....	....	86¾	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
City Passenger R. R.	21	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
Boston and Albany	161¼	....	....	161	157⅜	157½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	153	....	153¼	153½	...	....
Boston and Providence	....	....	157	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	27¼	27½	27¼	....	....	27
Cheshire, pref.	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	147	....	....	146½
Eastern	....	....	124½	124¼	124¼	124½
Fitchburg	....	....	138	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	122¾	....	....	123	123¼	123½
Northern, N. H.	....	....	....	....	....	116
Ogdens. & Lake Champ	88¾	88¼	....	88¼	....	88¾
" pref.	....	106	....	105¾	....	....
Old Colony & Newport	....	....	100¾	100¼	....	100¾
Ph., Wil. & Baltimore	54¼	....	....	....	54¾	54½
Portl'd, Saco & Ports	....	....	134½	....	....	132¾
Union Pacific	32	....	34½	35¼	33¾	....
" 6s	85¾	87¼	88	88	....	87
" Land Grant 7s	79	....	80	....	80¾	80½
" Income 10s	80	81	80¾	81	....	79¾
Vermont & Canada	....	....	....	....	....	107
Vermont & Mass.	74	....	74¼	74	74	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	101	....	....	....	....	....
Metropolitan	....	....	....	....	....	75¾
Middlesex	....	....	....	....	....	75¼
Central Mining Co	....	....	....	....	18	....
Copper Falls	10¼	....	....	....	10¼	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	....	25¼	....	....

London Stock Exchange.

	—Closing Prices.— April 6.	April 14.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	80 — 85	80 — 85
Do. do., 2d mort., 1881	70 — 75	70 — 75
Do. Penn., 1st mort., 1877	80 — 85	80 — 85
Do. do., 2d mort., 1882	70 — 75	70 — 75
Do. Consol. 7 per cent. mort. 1890	41¼— 42¼	41¼— 42¼
Detroit and Millwaukee 1st mort. 7s	68 — 70	65¼— 67¼
Do. 2d mort. 8 p. c.	69 — 71	66 — 68
Erie shares 100 dol. all paid	— —	— —
Do. sterig. 6 p. c. convertible bonds	62 — 64	62 — 64
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 100 dol. shares, all paid	110 —111	110 —111
Panama General mort. 7s, 1897	94 — 96	91 — 93
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 99	96 — 98
Do. General mort. 6 p. c. 1910	92¼— 93½	92¼— 93½
Do. $50 shares	50 — 51	51½— 52½
Philadelphia and Erie 1st mort. 1881	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, April 29, 1871.

Stock Exchange and Money Market.

The Money market has been working more comfortably for the borrowing interests since our last. The available supply of funds has been more liberal both from bank and through private channels. The city banks have been large gainers in their legal tender and deposit lines, having added over four millions to their reserve of greenbacks, and nearly two and a half millions to their deposits. They lost about 1¾ millions of specie, and reduced their loan and discount averages $372,770, and their circulation $57,723. The United States Sub Treasury reported a loss of $2,245,496 of coin, partly through the increased sales of the week, with a gain of $856,044 in the currency balance. The city bank exchanges, last week, averaged $133,443,778; and thus far, this week, $143,000,000, daily. The banks now hold $8,340,366 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking act. The U. S. Sub-Treasury receipts last week were $4,228,292 in coin, and $6,172,685 in currency; payments $6,473,788 in coin, and $5,316,641 in currency. The office received $3,509,864 in coin or its equivalent, from customs; and disbursed $242,487 of coin interest. The rates on call loans on Monday have been from 5@7, and on discounts, 6@8 per cent. per annum. Government having ordered the prepayment of the May coin-interest on the Public Debt, the disbursements were commenced at the Sub Treasury in this city on Monday. At the close, the tendency was to increased ease.

The payments of interest on the bonds of the new loan will be made by checks of the Treasurer of the United States, sent directly to the holders of bonds, and payable to their order.

The subscriptions to the new refunding Five per cent. Loan now amount to about 62 millions.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $10,242,217 in currency, and $67,206,608 in coin against a balance a week previous of $8,111,168 currency, and $69,556,161 coin.

The U. S. Sub-Treasurer retired, last week, $3,138,863 of coin certificates, received for customs.

Government revenues have been quite liberal in the customs form, since our last, though moderate from excises. The excises yielded about two millions. The customs at the port of New York, last week were $3,509,864; and at the outports, equal to about 1½ millions more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been $118,568,845.

Gold has been fairly active since our last, within a range of from 110⅜@111¾, leaving off on Wednesday at 110⅝@110¾, as against 111⅜ @ 111½ the preceding Wednesday. The speculation opened confidently, in view of the larger shipments of specie to Europe, and the free customs drain; but it closed tamely, and with less firmness, influenced, in part, by the increased offerings of Gold, and the Treasury disbursements on account of the May coin interest on the funded debt. The exports of specie last week, were $3,332,799; on Tuesday of this week, $500,000; and on Wednesday, $606,488. The customs drain last week was up to about $600,000 a day; and thus far this week, it has been equal to a daily average of nearly half a million. The May interest payments, by the Sub Treasury, on Monday, were $1,600,000, on Tuesday, $1,000,000; and on Wednesday $630,000.

The customs at this port on Wednesday were $444,000.

The export drain was $3,332,799 last week, against $237,983, same week preceding year. The shipments since July 1, 1870, have been $61,393,521, against $23,984,497 same time in 1869–'70.

The customs demand for Gold last week, averaged $601,167 a day; thus far, this week, it has averaged $403,974 a day, or equal to a weekly aggregate of $2,423,844. The arrivals of specie from Europe, Havana and other foreign ports last week were $11,794, and since Jan. 1, 1871, $2,919,461, against $6,121,827 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $121,597,010, against $109,519,658 same time in 1869–'70.

The Gold Exchange Bank clearances on Friday of last week were $68,735,000; and on Monday of this week $32,275,000, the extremes of the week. On Wednesday of this week they amounted to 25¾ millions.

Government has disbursed through the U. S

Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $67,307,065 against $67,507,239 same time in 1869–'70.

The offerings of prime foreign exchange drafts has been rather more liberal since our last, at the ruling figures, with a fair demand noted. Bankers' sixty day bills on London closed on Wednesday at 109¾@110; sight bills on London, 110⅜@110⅝.

The produce exports from this port, week ending with April 25th, were to the currency value of $5,168,728.

Government securities have been offered very reservedly, and have been strong and buoyant in price, most of the week.

On Wednesday, Government paid as high as 110 79 net for Five Twenty bonds, when Gold was selling at 110 76. Thus, the Five Twenties were at a shade above par in Gold, which was deemed quite a notable feature of the market.

On Wednesday, Government bought in two millions of Five-Twenties at 110 63@110 79, ex-interest. The amount of bonds offered was $7,450,000.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116¾@116⅞; U. S. Five-Twenties of 1862, 113¾@113⅞; U. S. Five-Twenties of 1864 at 113¾@113⅞; U. S. Five-Twenties of 1865, 113¾@113⅞; U. S. Five-twenties of 1865 consolidated, 112⅝@112¾; U. S. Five Twenties of 1867, 112⅝@112¾; U. S. Five-twenties of 1868, 112¾@113; U. S. Ten-forties at 109¼@109⅜; U. S. Six per cent. currency bonds, 115½@115⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 12.	April 19.	April 26.
Consols	92⅞	93¼	93¼
U. S. 5-20's of 1862	92⅞	*90⅛	90⅛
U. S. 5-20s, 1865	92⅜	*89⅞	90
" 1867	91⅞	92⅛	92¼
" 10-40s	89¼	89½	89¼
Erie	....	....	18½@18¾
Ill. Central	....	....	....
At. and Gt. West	....	....	....

* Ex-May coupon.

State bonds have been in more general demand at stronger though variable prices.

Railway bonds have been in active demand for investment purposes, and generally quoted firmer. Central Pacific Sixes closed at 100⅛@100¼. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been selling at 90 per cent. and accrued interest. Union Pacific Sixes closed at 88⅞@89.

The market for Railway and miscellaneous share property has been quite brisk and excited, through the week, fluctuating widely toward the close, but leaving off strong and buoyant as a whole, though somewhat feverishly.

General business has been less active, in most lines, and values have been irregular. Breadstuffs and Provisions have been depressed. Cotton has been stronger under speculative purchases, to provide for April contracts. Middling upland cotton closed on Wednesday at 15¼@15⅜ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,513,244 bales, against 2,488,650 bales same time last year; exports 2,581,698 bales, against 1,743,991 bales same time last year; stock at the ports at latest dates, 527,742 bales, against 328,547 bales same date 1870.

Foreign goods have been held with firmness, as a rule, though the dealings have not been extensive. The week's imports having been up to $7,359,839, including $2,605,632 of Dry Goods and $4,754,207 of general merchandise.

At the Live Stock markets, Beeves have been in pretty fair demand at 10½@15c.; Veal Calves at 5@10½c; Sheep, at 5@9c., and Swine, at 6¾@7¼c. per lb., all live weight. Milch cows, quiet at $40@$100, each. The week's receipts were 6,437 Beeves, 79 Cows, 4,337 Veal Calves, 20,770 Sheep and Lambs, and 11,137 Hogs.

Ocean freights have been less active, and quoted irregular. For Liverpool, cotton at ¼@$\frac{5}{16}$ by sail and $\frac{5}{16}$@⅜d. by steam, per lb.; flour at 2s. 3d. by sail, and 2s. 6d.@2s. 9d. by steam, per bbl.; grain at 7d. by sail, and 7½d. by steam. per bushel; and heavy goods at 17s. 6d.@27s. 6d. by sail, and 25s.@40s. by steam per ton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois Canal bonds, 1870, 109¾; do. coupon bonds, 1877, 100; South Carolina 6s, new Jan. and July, 61; do. April and Oct., 60; Georgia 7s, 89½; do., 7s, gold, 91⅝; North Carolina Fund Act, 1868, 30; do. 1866, 39; Louisiana 6s, old, 67; California 7s, 111; Arkansas 7s, issued to L. R. and Ft. S. R. R., 55; Cedar Falls and Minn. 1st mort., 83¾; Quincy and Toledo 1st mort., 85½; Long Dock bonds, 85½; Am. Dock and Imp. 7s, 96½; North Missouri 1st mort, 84¾; do. 2d mort., 64¼; Central of New Jersey new bonds, 101⅝; Toledo, Wabash and Western consol. bonds, 87; Buffalo, N. Y. and Erie 1st mort., 89; Toledo, Peoria and Warsaw 1st mort., E. D., 89¼; Ohio and Mississippi consol. bonds, 91⅞; Cleveland and Pittsburg consol. bonds, 94¾; Morris and Essex const. bonds, 91½; Gt. Western 1st mort., 1888, 90; N. Y. and New Haven R. R., 147; do. scrip, 135; St. Louis and Iron Mt. R. R., 62; do. 1st mort., 92; Joliet and Chicago R. R., 92; Hartford and New Haven R.R., 168; Albany and Susq. R. R., 89; Rome, Watertown and Ogdensburg 126; Adams Exp., Co., 82⅜; Am. Mer. Union Exp., 57⅛; Wells-Fargo Exp., 44; U. S. Exp., 51¾; Brunswick City Land, 9; Western Union Telegraph, 60⅛; Quicksilver Mining pref., 19; American Coal, 50; Consol. Coal of Md., 39; Pennsylvania Coal, 222½; Maryland Coal, 34; Brooklyn 6s, Park Loan, 92; Bates and Baxter gold, 0.25; Smith and Parmalee gold, 0.46; Central gold, 0.13.

Philadelphia.—Phila. and Reading 6s, 1848–'80, 97; do. 1848–'80, 97¾; do. deben. bonds, 82½; Pennsylvania and New York Canal 7s, 96; Harrisburg and Lancaster R. R. bonds, 97¾; Wilmington and Reading 7s, 92½; Warren and Franklin 7s, 90½; Huntingdon and Broad Top Mt. 1st mort., 97¼; West Jersey 7s, 100¼; Schuylkill Nav. 6s, 1895, 79; do. Imp. Loan, 81; Cattawissa R. R. 7s, 93; West Chester 7s, 98; Belvidere Delaware 3d mort., 86¼; Perkiomen R. R. bonds, 80; Penna. Canal 6s, 95; Lehigh Valley pref., 70; East Pennsylvania R. R., 38; Delaware Division Canal, 46; Fulton Coal, 5¼; St. Nicholas Coal, 2⅝; Pennsylvania War Loan, 104¼. The latest quotations are: City 6s, 102@102; do. free of tax, 102@102⅛; State 5s, coupon, 104@——; do. 6s, W. L., 104@104½; do. 1st series, 104@104½; do. 2d series, 107½@107⅝; do. 3d series, 103@108½; Reading, 54⅜@54⅝; do. 7s, 1893, 104@105½; do. mort. 6s, 1880, 97@97½; Camden and Amboy, 125¾@126; do. mort. 6s, 1889, 96@96½; do. 1888, 93@93½; do. 1889, 93@94; Pennsylvania R. R., 66@66⅜; do. 1st mort., 102@104; do. 2d mort., 100@100½; do. Gen'l mort. coupon, 94@94¼; do. reg., 94@94½; Little Schuylkill R. R., 45⅛@45½; Morris Canal, 49@50; do. pref., 114@114; do. 6s, 87@89; do. scrip 7s, 77@—; Susquehanna Canal, 9@10; do.,6s, 59@60; Schuylkill Nav., 9@9⅛; do. pref., 18⅜@18½; do. 6s 1882, 77¾@78; Elmira and Williamsport pref., 44@—; do. 7s, 1873, 93@95; do. 5s, 59@60; Lehigh Coal and Navigation, 85⅝@85⅞; do. 6s, 1884, 86@86¼; do. R. R. Loan, 90½@91; do. Gold Loan, 91@91½; North Pennsylvania, 47@47½; do. 6s, 99@99¾; do., 7s, 97@97; do. Chattle 10s, 110@114; Philadelphia and Erie, 28½@29; do., 6s, 92@93; Minehill, 53½@53⅝; Catawissa, 25@25½; do. pref., 48¼@48½; Lehigh Valley, 61⅜@61½; do. 6s, 98@98½; do. 7s, reg., 100@100; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 58¼@58½; Thirteenth and Fifteenth, 24¾@25; Spruce and Pine, 28½@30; Green and Coates, 43@46; Chestnut and Walnut, 49@50; Hestonville, 21½@21¾; Union, 58@60; Germantown, 33@—.

Boston.—Michigan Central R.R. 8s, 1890, 108½; Vermont Central 1st mort., 86¼; do. 2d mort., 44; Cincinnati, Sandusky and Cleveland, 24¾; do. 7s, 1890, 83¼; Conn. and Pass. Rivers pref., 90¼; do., 6s, 1876, 94¾; do., 7s, 1876, 100½; Central Pacific 7s, 1883, gold, 103; Missouri River, Fort Scott and Gulf 10s, 101¾; Hannibal and St. Joseph 1st mort., 8s, 1888, 102⅝; Grand River Valley 2d mort., 8s, 1878, 102; Burlington and Missouri River 7s, Land Grant, 94¾; Vermont Central and Vermont and Canada 8s, 1877, 103; Eastern 6s, 1874, 100; Old Colony and Newport 7s, 103½; Atchison, Topeka and Santa Fe 7s, 1899, 82¾; Ogdensburg and Lake Champlain 8s, 1880, 101; Stanstead, Shefford and Chambly 7s, 88; Indianapolis and Cincinnati, 7⅛; Rutland pref., 84; do. 8s, 1880, 101; do. 7s, 1878, 88; Taunton Branch, 106; Portsmouth, Gt. Falls and Conway R. R., 111½; Norwich and Worcester 112½; Cape Cod, 70¾; Joliet and Northern Indiana R. R., 90½; Boston and Chelsea Horse pref., 46¾; Boston Water Power Co., 37¾; Cary Imp., 13¼; Maine 6s, 100; Connecticut 6s, 100; Massachusetts 6s, 5-20s, currency, 100½; do., 6s, 1876, gold, 108¼; do., 1872, gold, 109; do., 5s, 1891, gold, 97¼; Rhode Island 6s, 1882, 100; New Hampshire 6s, 1884, 100¼; Cook Co., Ills. 7s, 99½; Brooklyn 6s, 1881, ind., 92; Albany 6s, 1896, 92; Cincinnati 7-30s, 1886, 105½; Chicago 7s, 1894@1899, 99¾; St. Louis 6s, 1877, 93; do. 1902, 87¼; do. 1879, 91¾; do. 1881, 90½; Portland 6s, 96; do., 1887, 92; Boston 6s, 1874@1880, currency, 100⅞@101⅝; St. Paul 6s, 1898, 71½; Hartford 6s, 1893, 98; do., 1882, 98½; Worcester 6s, 1880, 100; Hanover Mining Co., 1⅜; Fulton, 25c.; Canada, 35c.

Baltimore.—Pittsburgh and Connellsville bonds, 94⅞; Orange and Alexandria 4th mort. 8s, 78; Virginia and Tennessee 2d mort. 6s, 73¾; Orange, Alexandria and Manassas bonds, 78½; Northern Central 6s, gold, 92⅜; Central Ohio R. R., 25½; Virginia 6s, old, reg., 56½; do. 6s, 1876, 72; do., coupon 6s, old, 71; George's Creek Coal, 70; Baltimore City 5s, 80. The latest quotations

are: Pittsburg and Connellsville 7s, 1898, 94⅞@95; Baltimore and Ohio, 135@140; do. 6s, 1875, 95@96; do. 1880, 94@95½; do. 1885, 93@93½; Northern Central, 42¾@42⅞; do. 6s, 1885, 94¼@95; do. 1900, 86½@86½; do. 6s, 1900, gold, 93@94; N. W. Va. 1st mort., 96½@97½; do. 2d mort., 96½@97½; do. 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 94@94¼; do. 2d mort., 84⅞@85; Central Ohio, 29@30; do. 1st mort., 84½@86; Western Md. 1st mort. 6s, 1890, 76@80; do. guar. by Baltimore City, —@96; do. 2d mort. guar., 91@91¾; do. 2d mort pref., 58@60; do. 6s, guar. by Washington Co., 83@86; Richmond and Danville bonds, 77¼@78; Orange and Alexandria 1st mort. 6s, 88@90; do. 2d mort. 6s, 76½@80; do. 3d mort. 8s, 87¾@89; do. 4th mort. 8s, 77⅝@78; Orange, Alex. and Manassas 7s, 78@78½; Virginia and Tennessee 8s, 83@85; do. 6s 1st mort., 82@—; do. 6s, 2d mort., 73⅝@74; Baltimore 6s, 1875, 95¼@96; do. 1884, 95¼@95½; do. 1890, 96@96½; do. 1893, 97@98; do., 1900, 95½@96; do. 5s, 1838–'70, 80@81; Memphis City 6s, 55@57; Maryland Defense Loan, 1883, 104@104¼; City Passenger R. R., 20¾@21¼; George's Creek Coal, 70@72; Baltimore Copper, 1@1.75; Santa Clara, 1@1.87; Atlantic Coal, 1@2.25.

Railway Iron and Supplies.

The famous New York Banking House of Messrs. HENRY CLEWS & Co. opened, as is well known, somewhat over a year ago an office in London under the firm name of CLEWS, HABICHT & Co., for the transaction of a mercantile and banking business.

We are pleased to see by their recent announcement, that they have extended their mercantile branch to the purchase of Railway Iron and Supplies. It is eminently fitting that every great American Banking House in London should recognize, as Messrs. CLEWS, HABICHT & Co. have done, the magnitude of the Railway interest of America, and the field afforded for mercantile enterprise in connection with Railway development. Messrs. CLEWS & Co. bring to this new field facilities which are unsurpassed by any of their competitors. MR. HABICHT is well remembered in our community as prominent among the Iron merchants of this city, and his mercantile knowledge joined to the capital and reputation of the parent house will enable the firm to enter the Iron trade in London on most advantageous footing. The parent house is well known as among the largest bankers of this city, and their business has embraced an extensive negotiation of Railway securities and other transactions appertaining to internal improvements. In the other departments of their banking and commercial business the house is too well known to need particularizing. In every branch of their business they stand pre-eminent.

We are confident that buyers of Railway Iron would do well to call either upon Messrs. CLEWS & Co. here, or upon their London house before making contracts for the purchase of their supplies.

☞ We invite attention to the advertisement of Messrs. BILLMEYER & SMALLS, in another column. This firm has given considerable time and attention to the subject of Narrow Gauge Road and Cars, and consider themselves pioneers in the matter of building Narrow Gauge Freight Cars.

NEW LOAN OF THE UNITED STATES.

PROGRESS OF SUBSCRIPTIONS.

PRIVILEGE STILL OPEN FOR $200,000,000 FIVE PER CENTS.

The department has advised by telegraph that the subscriptions to the loan to Wednesday, April 26, amount to $62,000,000. The Secretary has also authorized the notice that the unconditional privilege of subscribing to the first-class of bonds, five per cents, to the extent of $200,000,000 remains open until further advice.

The proposed loan comprises three classes of bonds, namely:

First. Bonds to the amount of five hundred millions of dollars, payable in coin, at the pleasure of the United States, after ten years from the date of their issue, and bearing interest payable quarterly in coin, at the rate of five per cent. per annum.

Second. Bonds to the amount of three hundred millions of dollars, payable in coin, at the pleasure of the United States, after fifteen years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four and a half per cent. per annum.

Third. Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four per cent. per annum.

Subscriptions to the loan will have preference in the following order, namely:

First. Subscriptions that may be first made for five per cent. bonds to the amount of two hundred millions of dollars; of which there will be reserved, for twenty days one half for subscribers in this country and one half for subscribers in foreign countries.

Second. Subscriptions for equal amounts of each class of bonds.

Third. Subscriptions for equal amounts of bonds bearing interest at the rate of four and a half per cent., and of bonds bearing interest at the rate of five per cent.

Fourth. Subscriptions for any five per cent. bonds that may not be subscribed for in the preceding classes.

When a subscription is made, the subscriber will be required to deposit two per cent. of the amount thereof in coin or currency of the United States, or in bonds of the class to be exchanged, to be accounted for by the Government when the new bonds are delivered; and payments may be made either in coin or in bonds of the United States known as Five-Twenty bonds, at their par value.

The coin received in payment will be applied to the redemption of Five-Twenty bonds, and the debt of the United States will not be increased by this loan.

The bonds will be registered or issued with coupons, as may be desired by subscribers. Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000; and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depositary of the Government, quarterly, on the first days of February, May, August and November, in each year.

The bonds of the several classes aforesaid, and the interest thereon, are exempt from the payment of all taxes or dues of the United States, as well as from taxation in any form by or under State, municipal or local authority.

After maturity, the bonds last issued will be first redeemed, by classes and numbers, as may be designated by the Secretary of the Treasury.

The bonds will be issued at the United States Treasury, but the agents for the negotiation of the loan in Europe are authorized to make arrangements with subscribers for the transmission of the bonds to the agents through whom subscriptions may be received.

Subscribers in the United States will receive the new bonds of the agents with whom the subscriptions are made.

In the United States the National Banks are authorized to receive subscriptions, and subscriptions may also be made at the office of the Treasurer of the United States, or of any Assistant Treasurer, or the designated depositaries at Buffalo, N. Y.; Chicago, Ill.; Cincinnati, Ohio; Louisville, Ky.; Mobile, Ala., and Pittsburg, Pa.

HARVEY FISK. A. S. HATCH.

FISK & HATCH,

Bankers and Dealers in Government Securities,
No. 5 Nassau-st., New York, April 26, 1871.

The recent advance in the SIX PER CENT. GOLD BONDS OF THE CENTRAL PACIFIC RAILROAD CO. to a premium above par, affords an illustration of the popular demand both in this country and Europe for reliable six per cent. securities having a long and fixed time to run and paying a fair rate of interest on their cost; and it further shows that the first mortgage bonds of honorably managed railroads, when known and appreciated, will command public confidence, and must to a large extent take the place of the Government Five-Twenties (as the latter are purchased or called in by the Government), and thus command higher prices than heretofore.

THE CHESAPEAKE AND OHIO RAILROAD, under substantially the same Financial and Executive management as that which has rendered the Central Pacific so great a success, is being rapidly extended to the Ohio River in response to the demands of commerce for enlarged transportation facilities between the Great West and New York, and other important points on the Atlantic seaboard.

The present successful operation of the 227 miles of completed road, the value of the property upon which they are secured, the certainty of a very large and remunerative traffic for the road, and the very high character of the Company and of its Officers and Directors, commend the SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD CO. to public confidence as a superior, safe, and reliable security.

Price 90 and accrued interest. Interest payable May 1 and Nov. 1. Bonds of $1,000, $500, and $100 each.

We personally recommend them to our friends and customers desiring to make new investments, or to fund their Five-Twenties.

A difference of about 20 PER CENT. may now be realized with entire safety by exchanging Five-Twenties for these Bonds.

FISK & HATCH.

Illinois Railroad and Warehouse Commissioners' Bill.

A bill has recently been passed by the Legislature of Illinois, and approved by the Governor, entitled "A Bill for an Act to Establish a Board of Railroad and Warehouse Commissioners and Prescribe their Powers and Duties." Sections 1 to 5 provide for the appointment of Commissioners, their term of service, compensation, qualification, etc. They shall be three in number, shall be appointed by the Governor within twenty days after the act shall take effect; shall hold office until the meeting of the next Legislature, when their successors shall be appointed, etc., etc., biennially; their term of service to commence with January in the year of their appointment; they shall not be connected with, or directly or indirectly interested in, the stock, bonds or property of any railroad or warehouse, or be in the employ of either; they shall subscribe to the usual oath; shall receive as compensation a sum not exceeding $5,000 per annum; and shall be supplied by the State with an office and its appointments to be kept at the Capital, and a secretary of their own selection, who shall receive not more than $2,000 per annum. They shall also, have the freedom of the railroads when in the performance of their duties. Section 6 reads as follows:

Every railroad company incorporated or doing business in this State, or which shall hereafter be incorporated or do business under any general or special law of this State, shall, on or before the first day of September, A. D. 1871, and on or before the same day each year thereafter, make and transfer to the commissioners appointed by virtue of this act, in Springfield a full and true statement, under oath, of the proper officers of said corporation, of the affairs of their said corporations, as the same existed on the 1st day of the preceding July, specifying:

1. The amount of the capital stock subscribed, and by whom.
2. The names of the owners of its stock, and the amount owned by them respectively, and the residence of each stockholder, as far as known.
3. The amount of stock paid in, and by whom.
4. The amount of its assets and liabilities.
5. The names and places of residence of its officers.
6. The amount of cash paid to the company on account of the original capital stock.
7. The amount of funded debt.
8. The amount of floating debt.
9. The estimated value of the road-bed, including iron and bridges.
10. The estimated value of rolling stock.
11. The estimated value of stations, buildings and fixtures.
12. The estimated value of other property.
13. The length of single main track.
14. The length of double main track.
15. The length of branches, stating whether they have single or double track.
16. The aggregate length of siding and other tracks not above enumerated.
17. The number of miles run by passenger trains during the year preceding the making the report.
18. The number of miles run by freight trains during the same period.
19. The number of tons of through freight carried during the same time.
20. The number of tons of local freight carried during the same time.
21. Its monthly earnings for the transportation of passengers during the same time.
22. Its monthly earnings for the transportation of freight during the same time.
23. Its monthly earnings from all other sources respectively.
24. The amount of expense incurred in the running and management of passenger trains during the same time.
25. The amount of expense incurred in the running and management of freight trains during the same time, and also the amount of expense incurred in the management of mixed trains during the same time.
26. All other expenses incurred in the running and management of the road during the same time, including the salaries of officers, which shall be reported separately.
27. The amount expended for repairs of road and maintenance of way, including repairs and renewal of bridges, and renewal of iron.
28. The amount expended for improvements, and whether the same are estimated as a part of the expenses of operating or repairing the road, and, if either, which.
29. The amount expended for motive power and cars.
30. The amount expended for station-houses, buildings and fixtures.
31. All other expenses for maintenance of way.
32. All other expenditures, either for the management of road, maintenance of way, motive power and cars, or for other purposes.
33. The rate of fare for passengers for each month during the same time—through and way passengers separately.
34. The tariff of freights, showing the change of tariff during the same time.
35. A copy of each published rate of fare for passengers, and tariff of freight, issued for the government of its agents during the same time.
36. Whether the rate of fare and tariff of freights in such published lists are the same as those actually received by the company during the same time. If not, what were received.
37. What express companies run on its road, and on what terms, and on what conditions; the kind of business done by them, and whether they take their freights at the depots, or at the office of such express companies.
38. What freight and transportation companies run on its road, and on what terms.
39. Whether such freight and transportation companies use the cars of the railroads, or the cars furnished by themselves.
40. Whether the freight or cars of such companies are given any preference in speed or order of transportation, and, if so, in what particular.
41. What running arrangements it has with other railroad companies, setting forth the contracts for the same.

Sections 7 and 8 confer upon the Commissioners power to make and propound to the president, directors and officers of every railroad company now existing, and which shall be incorporated or organized in the State, and to every lessee, manager, and operator of any railroad with the State, any additional interrogatories, which shall be answered in the same manner as those specified in the foregoing section.

Section 9 requires every warehouseman to supply at all times such information concerning the condition and management of his business as may be desired by the Commissioners.

Section 10 makes it the duty of the Commissioners, on or before the 1st of December in each year, and oftener if required, to make report to the Governor of their doings for the preceding year, containing such facts, statements and explanations as will disclose the actual workings of the system of railroad transportation and warehouse business, in their bearings upon the business and prosperity of the people of this State, and such suggestions in relation thereto as to them may seem appropriate, and particularly, first, whether, in their judgment, the railroads can be classified in regard to the rate of fare and freight to be charged upon them, and, if so, in what manner; second, whether a classification of freight can also be made, and, if so, in what manner. They shall also, at such time as the Governor shall direct, examine any particular subject connected with the condition and management of such railroads and warehouses, and report him in writing their opinion thereon, together with the reasons therefor.

The remaining sections, 11 to 19, chiefly relate to the penalties prescribed for non-compliance of the companies with the requirements of this act, and the laws of the State now in force, or which shall hereafter be in force concerning them.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JANUARY 31, 1871.

The receipts on capital account during the half-year to 31st January, 1871, amounted to £549,333, as follows:—On account of third instalment of 5 per cent. preference stock, £197,054; remaining instalments on preference stock, in advance, £2,033; amount received on account of issue of £750,000 6 per cent. bonds, £492,450; total, £691,537. Deduct 4 per cent. bonds, due 1st Jan. 1871, paid off, £142,204; leaving the balance of receipts on capital account, £549,333. The total receipts on capital account amounted on the 31st January, to £6,138,736. The outlay on capital account during the half-year amounts to £71,588, of which £45,124 has been expended on account of the Glencoe and Buffalo line. The remaining expenditure includes cost of 44 miles of additional sidings at various parts of the line—increased cost of 3,000 tons of steel rails, as compared with iron rails—additions to station buildings—44 new gravel cars, and 2 baggage cars, being additions to stock—balance of expenditure on 5 new locomotives, &c., the details of which are shown in the engineer's and mechanical superintendent's reports. The total expenditure to 31st January amounted to £5,579,544, leaving a balance of £559,193 at the credit of capital account. The receipts and expenditure on revenue account for the half-year have been as follows:

Gross receipts		£444,349
Working expenses, including renewals and all charges		267,481
		£176,867
From which is deducted—		
Interest on bonds (less interest received)	£42,401	
Discount and charges on conversion of American funds	17,361	
Loss on working Erie and Niagara railway	523	
Amount set aside for renewal of ferry steamers	3,000	
		63,285
		£113,583
Add profit on working Galt and Guelph railway	£1,221	
Amount accruing to this company under agreement with the Michigan Central and Detroit and Milwaukee railroads for division of through earnings during the year ending 31st December, 1870	3,196	
Balance from last half-year	3,303	
		7,720
Available for dividend		£121,302

The dividend for the half-year on the 5 per cent. preference stock amounts to £13,150, leaving a balance of £108,153. From this balance the Directors recommend the payment of a dividend for the half-year on the ordinary shares at the rate of 6 per cent. per annum, payable in London on 26th April, which will absorb £104,372, and leave

a balance of £3,781 to be carried forward to the next half-year. The renewal fund for the ferry steamers amounts to £21,728. The discount and charges on the conversion of American currency for the half-year amounted to £17,361, as compared with £37,156 in the corresponding half-year. The average rate of conversion has been at the rate of 113¼. The average price of gold having been in the same period 116. The amount of assets in American funds at 31st January was $322,584 69, as compared with $220,120 56 at the commencement of the half-year. The following table exhibits the receipts and expenses for seven corresponding half-years :—

RECEIPTS.

Half-year ending	Passengers, mails, and sundries. £	Freight and live stock. £	Rents. £	Total. £
Jan., 1865	154,125	157,874	730	312,730
Jan., 1866	205,131	181,071	837	387,039
Jan., 1867	168,986	161,254	1,273	331,513
Jan., 1868	186,537	213,476	800	400,813
Jan., 1869	183,708	238,764	846	423,312
Jan., 1870	183,741	239,535	907	424,183
Jan., 1871	173,170	270,464	716	444,349

EXPENSES.

Half-year ending	Including renewals. £	Per cent. of gross receipts.
Jan. 31, 1865	168,577	53.91
Jan. 31, 1866	170,003	43.93
Jan. 31, 1867	166,632	50.26
Jan. 31, 1868	193,667	48.31
Jan. 31, 1869	209,752	49.55
Jan. 31, 1870	243,380	57.37
Jan. 31, 1871	267,481	60.19

The aggregate traffic receipts, compared with the corresponding half-year, exhibit a gross increase of £20,357, as follows :

Increase in way passenger traffic	£6,388
" way freight and live stock	5,562
" mails and express	57
" through freight and live stock,	25,366
	37,373
Decrease in through passenger traffic and emigrants	17,016
	£20,357

The following is a summary of the revenue results of the past half-year, as compared with those of the corresponding period of 1870 :

	1871. Cents.	1870. Cents.
Passenger earnings per mile :		
Receipts per way passenger	2,707	2,642
" through passenger	2,304	2,491
Freight earnings per mile :		
Receipts per ton way freight	3,340	3,319
" through freight	1,369	1,471
Average receipts per train mile	$1.90	$2.10
Ordinary working expenses	$1.11	$1.16

The cost of ordinary working expenses per train mile for seven corresponding half-years, is as follows :

	Sterling. s.	d.
January 31, 1865	5	1½
" 1866	4	6¾
" 1867	4	7¼
" 1868	4	5¾
" 1869	4	3¾
" 1870	4	9½
" 1871	4	6½

Following the policy indicated last half-year to maintain the permanent way in a thoroughly efficient condition, the amount expended upon the reconstruction of the track has been £14,141 in excess of the outlay for the corresponding half-year, and for the twelve months £44,077 in excess of that for the corresponding twelve months. All this extra expenditure has been borne by revenue. 3,000 tons of Bessemer steel rails, and 3,325 tons of re-rolled iron rails, of a superior quality, have been put into the road during the half-year. The attention of the Proprietors is called to the fact mentioned in the engineer's report, that during the past 15 months 111 miles of the main line have been relaid with steel rails, or with an excellent quality of iron rails, the cost of which has been charged to revenue, with the exception of the difference in value of the above 3,000 tons of steel rails over iron rails. The engineer also reports that this increased expenditure will be materially reduced during the current half-year ending July 31, 1871. During the past winter a very large traffic has been worked over the line with great regularity and almost entire freedom from casualties. Since the last report was issued, the important policy of changing the gauge from 5 ft. 6 in. to that of 4 ft. 8½ in. has been proceeded with. During the past half-year the third or outside rail has been removed, leaving a single narrow gauge track between Windsor and Komoka, 99¼ miles; Hamilton and Suspension Bridge 43¼ miles. The gauge of the line between Hamilton and Toronto has been narrowed from 5 ft. 6 in. to 4 ft. 8½ in. in 37¼ miles, and the gauge of the Sarnia, Petrolia, and Guelph Branches, 83¼ miles, will be changed as soon as possible, so as to enable the alteration of all the car stock to the narrow gauge. The triple line of rails will for the present remain down between Komoka and Hamilton, 86¼ miles, where the remaining broad gauge engines will be kept employed until they are replaced by narrow gauge. It will be observed that steps are being taken to dispose of or convert the broad gauge rolling stock, and it is proposed that the balance of the cost of altering the gauge, and providing the necessary narrow gauge rolling stock in substitution of the broad gauge, shall be charged to revenue, commencing next half-year and extending over a period of not exceeding five years; meantime the cost will be carried to "alteration of gauge suspense account." The condition of the gauge at present stands thus:—Main line, Windsor to Komoka, 99¼ miles, 4 ft. 8½ in. only; main line, Komoka to Hamilton, 86¼ miles, 4 ft. 8½ in. and 5 ft. 6 in.—by triple line of rails; main line, Hamilton to Suspension Bridge, 43¼ miles, 4 ft. 8½ in. only. Hamilton and Toronto Branch—Hamilton to Toronto, 37¼ miles, 4 ft. 8½ in. only. Galt and Guelph, and Wellington, Grey and Bruce—Harrisburg to Alma, 50¼ miles, 5 ft. 6 in. only; Sarnia Branch, Komoka to Sarnia, and Petrolia Branch, 55¼ miles, 5 ft. 6 in. only. The tripartite agreement between the Great Western, Michigan Central, and Detroit and Milwaukee Railways arranged by the last deputation to Canada, by which all the through traffic of the three companies is divided in certain proportions on the one-purse system, has worked satisfactorily. The Port Huron and Lake Michigan railway is in course of construction by an American Company from Port Huron opposite Sarnia, to Owosso, where it connects with the Detroit and Milwaukee Railroad. It will be 90 miles in length, and will run through one of the best settled portions of the State of Michigan. When completed, this line, in connection with the Great Western, will afford a shorter communication between the west and the east by forty miles. An agreement has been entered into by which the through traffic of this new line is secured to the Great Western. A certain portion of the additional traffic earnings which it will bring over the main line will, under this agreement, be applied to the acquisition of the first mortgage bonds of the new road, similar in every respect to the arrangement sanctioned with the Detroit and Hillsdale and Indiana railroad as mentioned in the report for the half-year to Jan. 31, 1870. On Jan. 21 last a branch line was opened from Suspension Bridge to the City of Buffalo, constructed by the Erie Railway Company, affording a connection eastward by that line, in addition to our present connection by the New York Central railway, which has already produced a very satisfactory addition to the weekly traffic. It has been deemed desirable to revive the project of making a short branch from Harrisburgh station, on the main line, to the town of Brantford, for which enabling powers were granted by the Legislature so far back as 1855. The length of this branch is 7¼ miles, and the cost will be within $150,000, towards which the town of Brantford contributes, as a free gift or bonus, the sum of $75,000. The line will terminate at the canal basin of the Grand River navigation, where the bulk of the grain business of the town is concentrated. Contracts have been let for the works of the Glencoe and Buffalo line for 103 miles of this railway. These contracts have been taken at prices within the engineer's estimates. The arrangements are not quite completed for the additional 46 miles between Canfield and the International Bridge into Buffalo. The result of the account kept of the traffic exchanged between the Great Western railway and the Wellington, Grey and Bruce railway for the last six months, shows that a sum of $7,609 16 can be applied to the acquisition of the bonds of that company, and in like manner a sum of $522 73 for the acquisition of the bonds of the Detroit, Hillsdale and Indiana railway. The receipts and expenditure of the Detroit and Milwaukee railroad for the year ending December 31, 1870, were as follows :

Gross earnings		£292,012
Working expenses, taxes, &c.	£188,609	
Interest on bonds, &c	81,033	
		269,643
		£22,368

The construction of new lines across the Detroit and Milwaukee railroad at several points has caused a large falling off in its local earnings, and the net revenue, after providing for interest on the first and second mortgage bonds of the company, has been expended on capital account, and therefore will not permit of the payment of any dividend on the preference shares held by this company. The freight traffic (both through and local) shows a satisfactory increase since the beginning of the present year. The directors are gratified that the favorable anticipations expressed in the last report are in course of realisation; the most beneficial results are expected when the alteration of the gauge and rolling stock now in progress is fully carried out.

On behalf of the board of directors.

THOMAS DAKIN, *President.*

New York, West Shore and Chicago R. W.

A movement toward the building of a new railroad has been made in this State by the filing of deeds of trust in the Clerk's office of the several counties through which the road will pass, for the New York, West Shore and Chicago Railway Company. The route of the road through the State of New York starts at a point on the west shore of the Hudson river, near the Jersey line, and runs through Rockland, Orange, Ulster, Greene and Albany counties. Leaving Albany, it runs northwesterly to Schenectady, along the south shore of the Mohawk river to Utica, then west to Syracuse. Thence it leads to Buffalo, and has its terminus in this State at a point on the Niagara river, in Erie county, running through the counties of Madison, Onondaga, Cayuga, Seneca, Ontario, Livingston, Monroe, Wyoming, Genesee and Erie, after leaving the Hudson. A route has been selected west from this State, with Chicago as the objective point.

☞ There is a corporation in this State known as the New York, Utica and Ogdensburgh Railway Company, which is authorized to construct an air line route from Ogdensburgh, in St. Lawrence county, to New York city, a distance of 300 miles. The necessary arrangements having been made with other roads already constructed or constructing, among them the Cooperstown Railroad and Black River Railroad. The enterprise is to be advanced at once. This road will connect the great railway system of Canada with New York city.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY OF A RAILROAD COMPANY FOR INJURIES RECEIVED BY AN EMPLOYEE, THROUGH THE CARELESSNESS OR NEGLIGENCE OF A CO-EMPLOYEE.

The facts in the recent case of The Chicago and Alton Railroad Company *vs.* Keefe, (47 Ill., 108,) are fully and clearly stated in the following opinion by.

LAWRENCE, J.—In Homer *vs.* Ill. Cent. R. R. Co., 15 Ill., 550; Ill. Cent. R. R. Co. *vs.* Cox, 21 ib., 20, and Moss *vs.* Johnson, 22 ib., 633, this Court, upon a full examination of the subject, and in conformity with the great current of authorities, held that one servant cannot recover against the common master for injuries resulting from the carelessness of a fellow servant, if the master had used due diligence in their selection. This question can no longer be considered an open one in this Court, and we do not propose to discuss it anew.

The second instruction given for the plaintiff in this case disregards this principle. That instruction tells the jury, if the carelessness of the engineer, in the management of the locomotive, caused the injury to the plaintiff, and if the plaintiff was engaged in an independent branch of the defendant's service, he should recover damages. That the duties of an employee of a railway company may be so entirely distinct from all occupation upon its trains, as to leave him at liberty to pursue the same legal remedies for injuries received while a passenger, may very probably be true. If for example a book keeper in a railway office should be injured, when travelling as a passenger, through the carelessness of the engineer, the reasons upon which the rule above referred to are founded, might be well held to have no application. But the employment of the person injured cannot be considered distinct in any sense, leading to this result, if of a character to make him a part of the force employed upon the train. If his duties attach him to the train, as a part of its personal equipment, then this branch of service is not dependent, in any such sense, as to exempt him from the general rule in regard to co-employees, in case he should be injured through the carelessness of the engineer. This was settled in the cases in 21st and 22d Ill., in the former of which the connection of the plaintiff with the train was the same as in the present case, to wit: that of a laborer, loading and unloading the cars, and the Court held the rule to apply. In the latter case, there was still less connection between the engineer or conductor. In the case before us, the plaintiff was a part of the working force of a construction train, and had been for some weeks, passing with it to and fro, and although his duties were distinct from those of the engineer, yet they were fellow servants of the company, and both engaged in the same general duty, to wit: the operating a construction train, though each worked in his own department. To hold that the rule did not apply in cases of this sort, would be practically to nullify it, as every employee upon a train might claim to have a distinct sphere of duty from that of his fellows. The reasons upon which the rule rests, whether sound or not, apply as fully to the present plaintiff as they would to the brakeman or baggage master of a passenger train when injured by the carelessness of the engineer. The second instruction for the plaintiff should not have been given.

It is urged, however, that the rule does not apply when the injured employee is acting in subordination to the co-employee, through whose negligence the injury has occurred. We do not propose to decide this question, as it is not presented by the record. There is no controversy about the facts in this case. It appears by the record, that while the plaintiff was engaged in unloading railroad iron from a platform car the conductor of the train went up the embankment to watch for an approaching passenger train, and signaled to the engineer to back the construction train in order to run on to a switch. The engineer backed without giving the preliminary whistle, as required by the rules, and the plaintiff was thrown from the platform car where he was at work. The record shows that the train, and all the persons upon it, were under the control of the conductor, and not of the engineer, and that this accident, so far as it is chargeable to the carelessness of any one, was due to that of the engineer who started the train without giving the signal required by the rules. There is no pretense for charging the conductor with negligence, and he was the only person on the train to whom the plaintiff was in subordination. It follows that the first instruction given for the plaintiff submitted an issue to the jury which the evidence did not present, and it should not have been given because calculated to mislead. In place of this the Court should have given the 18th, 14th and 15th instructions asked by the defendant, which are in conformity with this opinion.

The Judgment must be reversed, and the cause remanded.

Judgment reversed.

Testing of Rails.

The paper read at the Institution of Civil Engineers, London, on the 4th instant, was "On the Testing of Rails, with a description of a machine for the purpose," by Mr. James Price, M. Inst. C. E.

The author remarked on the importance of determining beforehand the fitness of rails for their work, so as to avoid the necessity for constant replacements, which were attended with danger, inconvenience to the traffic, and unnecessary expenditure. There were certain causes of increased wear in rails which could be avoided; first, the difference in the forms of rail tops on lines worked as one system, the tyres which ran on one portion not fitting the form of rail-top on other parts; and, secondly, the super-elevation of the outer rail on curves not being properly attended to. To facilitate calculation in the latter case, the author had invented a rule which left out the term radius,—a chord being found, the versed sine of which was the correct super-elevation for any curve. This chord, for a speed of 40 miles per hour, was 64ft. for the English gauge, and 67ft. for the Irish gauge, a chain length (66ft.) being sufficiently near for either. For any speed and any gauge the rule was—

Length of chord whose versed sine equalled super-elevation = ½ velocity in feet per second $\times \sqrt{}$ gauge.

The qualities sought in a rail were fourfold:—1 deg. Strength, as girder, to sustain a moving load; 2 deg. Toughness, to resist sudden strain or impact; 3 deg. Solidity, to resist separation under pressure; and 4 deg. Hardness, to resist wear of the surface.

Strength depended on the form of the rail and on the quality of the iron. The flange or Vignoles rails stood first, as to form, for strength, and the double-headed came next; while the bridge-rail was a bad girder-form, and 30 per cent. of such rails broke before they were worn out. The proper interval for the sleepers was determined by the stiffness of the rail used. It was argued that the deflection of the rail, under its heaviest load, when in the centre between two sleepers, should equal the difference of the depression of each sleeper when the load was in that position, and born equally by two sleepers, and when it was directly over one sleeper. The author, having measured these deflections and depressions, found some rails too stiff for sleepers 3ft. apart from centre to centre, and some too flexible; and he adopted intervals of 3ft. 6in. for a deep-flange rail weighing 76 lb. to the yard. Rails should be tested for strength at a double interval—namely, such as would occur were every alternate sleeper left out.

Toughness might be measured by the amount of extension obtained in tearing asunder strips cut from the rail. The author had obtained from 8 to 9 per cent. of extension when the samples broke with a strain of 21 tons per square inch. Toughness, together with a hard head, could be obtained in a flange rail, but it was doubtful whether both qualities could coexist in a double headed rail. By solidity was meant freedom from particles of foreign matter and perfect welding. Hardness was of most consequence on inclines and at stations.

Existing modes of testing rails might be divided into—[1] Dead weight test, which was valueless as not being analogous to actual work; [2] Falling weight test, which was unfair, serviceable rails being rejected by it, as it went as far beyond the requirements of practice as the other fell short of it. Thus a rail might be bent, over a decayed or badly packed sleeper, by a train moving at the rate of 40 miles per hour,—a velocity only 1-26th part as great as that with which it was struck by a weight falling only 4ft; [3] the examination of fracture to ascertain structure was a matter of too great nicety for general use.

The machine employed by the author for testing rails subjected them to wear analogous to actual use. It consisted of a pair of metal rollers, 5ft. in diameter, 16in. wide, and weighing 2½ tons each, supporting a circular frame or beam weighing 6½ tons, this frame being connected by radii with a centre boss, through which passed a vertical axle. The circle traversed was 40ft. in diameter. One roller bore with 6 tons and the other with 5 tons pressure. Motion was communicated either by shafting and gearing underneath, or by the direct action of a steam engine. The speed at which the machine could be worked was about 20 miles per hour, but it was generally run at a speed of 13 or 14 miles per hour. The rollers were caused to revolve over a ring or polygon of the rails to be tested until the rails were broken or worn out, and they bore with a weight equal to that of the driving wheel of a locomotive. The rule of "speed tons," demonstrated by Mr. Price Williams, M. I. C. E., was adopted as a basis; but it was found that the number of "speed-tons" required to wear out rails was greatly diminished by the weights being concentrated on fewer points. A comparison with a standard was however obtained. The bending of the rail to form a circle, if done at a dull red heat, did not injure the texture of the iron, but a polygonal arrangement was preferred, to equalise the wear on the rollers. In testing iron rails for strength, some gaps were left in the circle, and the rails laid across unsupported for an interval of 6 feet. It was then found that flange rails weighing 76lb. to the yard did not take any set until the flanges were drilled in the centre with two ¾in. holes, and the material cut away from those holes to the edges; and that they did not break until the flanges were cut away so that only ¼in. of iron was left in the centre, showing a good margin of strength. The results of testing the wearing properties of eight samples of rails were given in a table, and six pieces of worn out rails were exhibited.

Out of 427 Bessemer steel rails, of flange pattern, tested for strength, with an interval of 6ft. between the supports, four only broke. The author recommended all steel rails to be tested for strength, as a few brittle ones brought discredit on all, by causing accidents. They could be tested, without stopping the machine, at the rate of from 4 to 5 tons of rails per hour at a single opening, of which their might be three or four in the circle.

A machine of full power, with four rollers pressing with 7 tons each upon the rails, would, if working at a speed of 40 miles per hour, give, per day of twenty-two hours, an effect of 41,395,200 speed tons. A few days of such work would determine the qualities of even very good rails.

☞ The Chesapeake and Ohio Railroad Company announce that the registered and coupon interest on their first mortgage bonds will be paid, free of Government tax, May 1, at the banking house of Messrs. Fisk & Hatch, New York. The transfer books for registered bonds will be closed from the 28th inst. to the 2d proximo.

☞ Stephen L. Stephenson has received the appointment of engineer on the extension of the Great Falls and Conway road, through Ossipee to Conway, N. H. It is understood that the road will be located to Conway, and completed at an early day.

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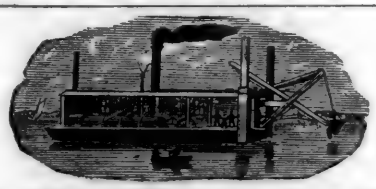
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Notice to Contractors.

PROPOSALS will be received from April 15th to May 1st, inclusive, at the Western Maryland Hotel, Emmittsburg, Md., for the graduation and masonry of seven (7) miles of the Emmittsburg Railroad, from Emmittsburg to the Western Maryland Railroad at Rocky Ridge. The work will be let in sections of one mile or the entire line. It is designed that the road shall be completed by the first day of November, 1871. The profile, plans and specifications can be seen at the hotel above named, at any time after the 8th day of April instant, and bidders will be furnished with blank proposals. The Company reserves the right to reject any bid or bids, and to let the work to one or more parties as they deem best, and will reserve twenty per cent. to secure the completion of the work.

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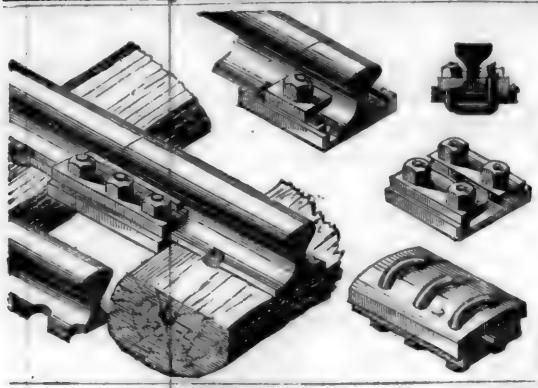
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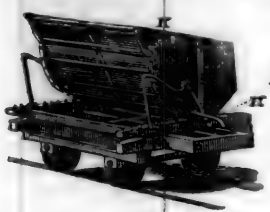
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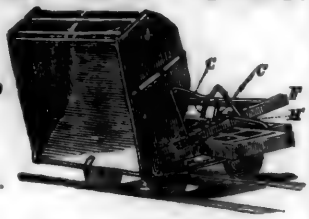


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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The Real Estate is rapidly increasing in value the vast R. R. Interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

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Map can be seen and General Information may be obtained also of Wm. H. Wallace & Co., Corner of Liberty and Washington Streets, N. Y., City Agents; and R. R. Chrisman, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal,

New York Saturday, May 6, 1871.

Regulations for the Transportation of Bonded Merchandise.

The law authorizing the transportation of imported goods without appraisement, passed July 14, 1870, restricted the Secretary of the Treasury to bonding only such routes as could transport goods direct from the point of landing to the place of delivery; consequently the Erie and the Baltimore and Ohio Railroad Companies were excluded from compteing with other lines in forwarding goods under the provisions of that act. To remedy this inequality in the law Congress at its last session amended the original act so as to provide that, in case of difference in width of gauge of connecting railroads, goods might be transferred to the cars of another route, under such regulations as should be prescribed by the Secretary of the Treasury. In accordance with this authority the following was issued by Acting Secretary Richardson, and will go into effect immediately:

TREASURY DEPARTMENT, April 26, 1871.

An act entitled "An act to reduce internal taxes, and for other purposes," approved July 14, 1870, having been amended by an act approved April 20, 1871, by adding to the last clause of the thirty-second section of said act of July 14, 1870, as follows:—"Provided, that in case of difference in width of gauges of connecting railroads the goods may be immediately transferred from one car to another, under the personal supervision of an inspector and such rules and regulations as the Secretary of the Treasury may prescribe." In order to carry out the provision of this amendment to said act the following regulations are hereby prescribed as additional to the requirements for the regulation of the transportation of merchandise without appraisement, of October 1, 1870, under the act of July 14, 1870:

If the merchandise is to be transported by a route which requires a transhipment on account or by reason of break or difference in width of gauge of railways, the manifest required by article eleven of the regulations of October 1, 1870, will be prepared in quadruplicate. The fourth copy will be sent to the inspector at the place of transhipment, who will, on the arrival of the car, personally superintendent the transfer of the goods from one car to another, checking them off by the manifest received and accompanying the goods. He will then certify on both manifests the fact of the transfer and the number and description of the car or cars in which the goods are placed, and adding that the cars into which the goods are so transferred are securely fastened, duly locked and sealed by him, stating all such particulars in respect thereto as are required of ports of first arrival of such goods, which certificates are to be signed by the inspector. The triplicate copies of the manifest provided for by article eleven of the regulations of October 1, 1870, are for the use directed by articles of those regulations. The certificates of the transfer of the goods from one car to another and the particulars in relation to the fastenings, locks and seals will be endorsed on the conductor's copy of the manifest, in addition to the original certificates, and delivered to the conductor of the car into which the goods have been transferred, to be reported and delivered to the collector or other proper officer of the customs at the port of destination, in the manner required by article thirteen of the regulations of October 1, 1870. The additional copy of manifest required by these regulations will be certified by the inspector and enclosed in a sealed envelope and sent by him to the inspector stationed at the place at which the transfer of the goods is authorized to be made, who will, in like manner, endorse his action thereon and keep the same in his possession as a record of the transaction until otherwise directed. The transfer of goods from one car to another, under the provisions of the act of April 20, 1871, will be made only at such points or places and to and from such cars as may be specially authorized by the Secretary of the Treasury, in due and proper written application made to him for that purpose. Under no circumstances must the locks and seals be removed from a car, or access be had to the contents in any manner, except of a duly authorized inspector, to whom alone the custody of the locks, keys and seals to be used at such places of transfer will be entrusted. The owners and proprietors of bonded lines upon which such transfer may be authorized will be required to pay monthly to such collector of the customs as may be designated the compensation of all inspectors stationed or employed for the purpose of making such transfer of goods.

WILLIAM A. RICHARDSON,
Acting Secretary of the Treasury.

The above regulations are regarded as removing the last objection to carrying into effect a measure that has long been contended for by Western merchants, and it is understood that both the Erie and Baltimore and Ohio Railroad companies will without further delay commence forwarding goods without appraisement to Western cities.

Clark, Walcott & Co.

We call attention to the advertisement of the new Banking House of CLARK, WALCOTT & Co., which appears on another page. Mr. CLARK is an old merchant of Boston, and well known in this city. Mr. WALCOTT is a member of the New York Stock Exchange, and Mr. SICKELS was formerly the financial agent of the State of Arkansas and connected with several prominent financial institutions in this city.

Memphis and St. Louis Railroad.

The Western Construction Company, an organization of capitalists and contractors, have filed articles of association in St. Louis Circuit Court and will meet soon for the purpose of taking steps for the immediate construction of the Memphis and St. Louis Railroad. This railroad commences at Helena, Arkansas, and will run up the bank of the Mississippi to the Missouri State line, where a branch is contemplated to connect either with the Iron Mountain railroad or the Illinois roads running north via Commerce, Scott county. The road will be in Arkansas 145 miles in length; the road bed being built first as a levee, to protect the overflowed lands, and 85 miles in Missouri, with a probability of one hundred and forty in Illinois to make the desired connections. The following amounts have been subscribed for the road: Arkansas $3,000,000 and about 1,000,000 acres of swamp and overflowed lands. In Missouri, subscriptions in bond and land amounting

to $500,000. In Ill., county and township bonds amounting to $1,250,000.—*St. Louis Republican.*

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey present to the stockholders the following report, for the year ending December 31st, 1870. For convenience of comparison, many of the statements are made to cover the year 1869 as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1870.	1869.
Miles run by passenger trains..	875,049	827,582
" " merchandise " .	574,208	586,858
" " coal trains.....	828,971	702,592
Total by transpt'n trains.	2,278,228	2,117,032
Miles run by wood, gravel and construction trains...	66,817	98,066
Total miles run by trains....	2,345,045	2,215,098

During the year the ferry boats have made 36,336 trips between New York and Jersey City, against 36,309 trips last year. The ferry to Elizabeth has also been regularly kept up.

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1870 with the year 1869 gives the following results:

	1870.	1869.
Number of passengers....	3,291,034	2,296,861
Miles travelled by pass....	40,499,888	32,177,945
Equal to through pass....	539,999	429,039

A comparison of the merchandise business of the two years, gives the following results:

	1870.	1869.
Number of tons carried...	702,529	705,611
Tons carried one mile.....	42,792,171	43,257,860
Equal to through tonnage.	570,562	577,239

A comparison of the coal business of the two years, gives the following results—the through tonnage being calculated from Easton to Port Johnston—

	1870.	1869.
Number of tons carried..	2,052,184	1,506 052
Tons carried one mile....	115,304,381	86,509,284
Equal to through tonnage	1,695,653	1,272,195

There was an increase in Lehigh coal of 264,019 tons, and in Lackawanna coal of 232,113 tons.

EQUIPMENT.

The company now own 117 locomotives, of which 106 burn anthracite coal, and 11 wood or soft coal. The condition of engines is reported as follows: 75 in first class condition, 9 in good order; 10 require general and 6 slight repairs; and 17 now in shop under repairs. Two new shifting engines have been added. The car equipment is reported as follows:

84 first class passenger cars; 18 second class passenger; 11 first class combination smoking; 15 baggage and mail; 3 express; 140 eight-wheel box; 16 four-wheel box; 20 eight wheel stock; 146 eight-wheel platform; 108 six-wheel iron and lime; 45 eight-wheel gondola; 697 eight-wheel coal; 924 four-wheel coal; 122 four wheel gravel; 2 eight-wheel caboose; 47 four-wheel caboose; 5 derrick and tool; 1 six-wheel wood rack; 5 four-wheel wood rack cars.

During the year 4 new first class passenger cars, 2 new baggage and mail, and 5 eight-wheel platform cars, were purchased; 2 first class passenger cars converted to combination cars, and one baggage and mail car converted to full baggage car; 15 eight-wheel box, 26 eight-wheel gondola, 10 four-wheel caboose, 25 four-wheel and 12 eight wheel coal cars were rebuilt by contract.

The coal tonnage over the road since the transportation of coal was commenced, has been as follows:

	Lehigh. Tons.	Lackawanna. Tons.	Total. Tons.
1856.....	33,325	98,670	131,995
1857.....	84,841	209,950	294,791
1858.....	122,923	417,726	540,649
1859.....	183 277	455,681	638,958
1860.....	263,906	590,863	854,769
1861.....	254,345	568,869	823,214
1862.....	314,195	502,375	816,570
1863.....	435,927	613,954	1,049,881
1864.....	474,221	675,743	1,149,964
1865.....	509,819	494,687	1,004,506
1866.....	511,076	778,173	1.289.249
1867.....	513,425	855,620	1,369,045
1868.....	765,657	853,188	1,618,845
1869.....	733,485	822,567	1,556,052
1870.....	997,504	1,054,680	2 052,184
Total....	6,197,926	8,992,746	15,190,672

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1870, compared with 1869.

Receipts:	1870.	1869.
Passengers.....	$1 118,147 20	$957,657 91
Merchandise.....	1,172,870 63	1,180,598 73
Coal.....	1,954,550 56	1,737,991 66
Mail.....	15,772 40	15,772 40
Express.....	23,786 10	50,279 60
Rents.....	80,900 36	41,377 91
Miscellaneous.....	22,486 87	26,343 52
Total receipts....	$4,393,514 12	$4,010,121 73
Expenses:		
Running expenses....	$799,906 85	$742,458 61
Wood consumed.....	47,961 66	75,848 64
Coal consumed.....	240,117 13	289,240 79
Repairs of road.....	405,522 17	453,900 45
Repairs of engines....	216,211 73	260,706 21
Repairs passenger cars	39,657 03	63,452 53
Repairs freight cars..	23.150 99	40,692 01
Repairs coal cars....	40,705 50	76,191 05
Repairs docks, Elizabethport.....	20,262 13	22,046 11
Repairs buildings, bridges, etc.....	175,486 25	146,693 58
Repairs tools and machinery.....	18,875 89	22,023 73
Expense account	103,811 10	99,430 88
Miscellaneous exp...	105,341 58	70,382 95
Ferry running exp...	106,556 33	115,905 47
Ferry boat repairs....	41,995 62	32 207 11
Ferry miscel. expenses	....	483 00
Car service.....	126,654 68	130,500 25
Total expenses...	$2,512,216 64	$2,612,163 37
Balance net earn.	$1,881,297 48	$1,367,958 36

An increase of receipts is here shown of $383,392 39, or 9¼ per cent. The increase in passenger receipts was $160,389 29, or 17 per cent.; and in coal receipts, $216,558 90, or 12½ per cent. There was a decrease in merchandise receipts of $7,728 10, or 1 per cent.

The expenses show a decrease of $129,946 73, or 5 per cent. There has been an increase in running expenses of $55,448 24; in repairs of buildings, machinery, &c., of $23,860 85; and, in general expenses, of $39,338 85. There has been a decrease in repairs of road of $48,378 28; in fuel consumed of $77,010 64; in car service of $3,845 57; in repairs of equipment of $121,316 55, and in ferry expenses of $43 63.

The gross receipts per mile run have been as follows: from passenger trains, $1 28 against $1 16 in 1869; from merchandise trains, $2 04 against $1 90; from coal trains, $2 36 against $2 27. The average receipts per mile run from all trains have been $1 87 against $1 81 the previous year.

The gross expenses per mile run have been $1 07 againts $1 19 the previous year.

The following table shows the receipts, expenses and net earnings, from the beginning of the annual reports to the Legislature, to the present time:

	Receipts.	Expenses.	Net Earnings.
1853.	$349,018	$197,629	$151,389 or 43 p.c.
1854.	378,145	197,349	180,796 or 48 "
1855.	393,729	208,856	184,873 or 48 "
1856.	553,479	258,308	295,171 or 53 "
1857.	682,314	340 502	341,812 or 51 "
1858.	836,934	345,614	491,320 or 58 "
1859.	971 702	385,716	585,986 or 61 "
1860.	1,185,848	475.457	710,391 or 60 "
1861.	1,201,895	522,452	679,443 or 57 "
1862.	1,397,586	623,245	774,341 or 56 "
1863.	1,941,976	814,732	1,127 244 or 58 "
1864.	2,587,185	1 281,554	1,305,631 or 51 "
1865.	3,036,390	1,748,434	1,287,956 or 51 "
1866.	3,581,244	1,963,976	1,617,268 or 45 "
1867.	3,350,398	1,878,022	1 472,376 or 44 "
1868.	3,729,412	2 379,192	1,350,220 or 36 "
1869.	4,010,121	2,642 163	1,367,958 or 34 "
1870.	4,393,514	2,512,217	1,881,297 or 43 "
Tot.	$34,530,890	$18,725,418	$15,805,472 or 46 p.c.

FINANCIAL CONDITION.

The following is a statement of the financial operations during the year:

Credits:	
Balance cash, Dec. 31, 1869.....	$47,773 19
Gross earnings, as per statement...	4,393,514 12
Mortgage bonds of 1890.....	937,000 00
Lands, materials, etc., decrease.....	1,895,125 32
Total.....	$7,273,412 63
Debits:	
Ordinary expenses, as per statement.	$2,512,216 64
First mortgage bonds paid.....	760,000 00
Second mortgage bonds paid.....	346,000 00
Grading.....	18,818 94
Masonry.....	4,236 04
Railway superstructure.....	35,570 59
Bridge superstructure.....	2,623 50
Land damage.....	32,713 43
Engineering.....	10,573 66
Station houses.....	34.369 10
Engines.....	193,000 00
Passenger cars.....	162,090 00
Freight cars.....	51,000 00
Coal cars.....	93,000 05
Interest account for year, balance..	223,387 64
State taxes for year.....	61,660 61
United States taxes.....	37,147 83
Dividends for year, 8 per cent.....	1,200,000 00
Land scrip dividend among stockholders.....	900,000 00
Accounts receivable, increase.....	589,554 63
Balance cash, Dec. 31, 1870..	5,540 02
Total.....	$7,273,412 63

The profit and loss account has been credited:

Gross earnings for the year.....	$4,393,514 12
Undivided earnings.....	550,836 25
	$4,944,350 37

It has been debited as follows:

Ordinary expenses....	$2,512,216 64	
Interest account.....	223,387 64	
Taxes to State.....	61,660 61	
United States Taxes..	37,147 83	
Dividend account.....	1,200,000 00	
Land scrip divided among stockholders	900,000 00	
		4,934,412 72
Balance.....		$9,937 65

The cost of the railroad, double-tracked, with its coal wharves, station houses, shops, and other appendages, stands at $10,630,122 60, and that of the equipment at $2,674,000.

BUSINESS OF THE YEAR.

A very large addition to the coal traffic is the principal feature of the year's business, being an increase of nearly one-third. Part of this increase has been owing to the long continued strike in the Schuylkill region, which left the entire demand for hard coal to be supplied from the Lehigh and Lackawanna regions; but the whole business is rapidly growing, and the increase promises to

hold good. Large additions to the shipping facilities will be required at Port Johnston, and coal wharves and coal yards will also have to be provided at Jersey City. Another extensive and now universal strike makes a bad beginning to the new year, but the large business, at high prices, that will immediately follow the close of the strike will, it is hoped, make up the loss before the end of the year. If it should result in such a settlement as will be just to all concerned, and give a proper basis for all subsequent adjustments of prices, as well as provide for the settlement of disputes by arbitration instead of strikes or lockouts, it will be well worth all the losses, privations, and public inconvenience that it has occasioned.

STEEL RAILS.

The requisite time of experiment having passed, the company have decided to begin at once relaying the main tracks with steel rails, with the intention of continuing the work till such rails have entirely taken the place of iron in all tracks exposed to heavy wear and traffic. As the business of the road has increased, the iron rails, though selected with the utmost care and from the best manufacturers, have been found to fail with still greater rapidity, till the addition made thereby to the expense of keeping the roadway in repair has become a very serious matter. The Board have ordered 5,000 tons for use the present year, partly American and partly foreign, mostly entirely steel, but part steel capped; and hope, within a few years, to see large reductions in the expenses resulting from the substitution.

NEWARK AND NEW YORK RAILROAD.

The heavy cost of this branch, from near Jersey City to Broad Street, in Newark, will make it a tax on the resources of the parent company for some time to come; but it is well built and cheaply run, and the business is constantly increasing, so that a steady improvement in results is to be expected. As is known to most of the stockholders, the road is carried by embankments and iron bridges, over the streets to the heart of Newark. The temporary grade through Bergen Hill is being reduced from 90 feet to 40 feet. The road approaches very nearly to a tangent line throughout its entire length, and is two miles shorter than any existing route.

BRANCH FROM CENTRAL TO NEWARK ROAD.

An accident to the draw of the Newark Bay bridge in October, 1869, and the recurrence of another in December last, each acting as a serious interruption to the business of the road and consequently as a great inconvenience to the public, have demonstrated the necessity of providing some safeguard against the possibility of such interruptions in the future. It has, therefore, been decided to build, forthwith, a branch across the meadows east of Elizabeth, with a view of connecting the main line near Elizabethport with the Newark branch at the earliest practicable time this year. The line is a level tangent, the right of way and the work inexpensive, and the whole can be very speedily completed. When ready, it will give a perfect security to passengers and freighters against detentions, as in case of accident, all the trains can be sent across the meadows by a route but two miles longer than the direct road. The Newark freight and coal business will also be done over this branch, and Newark through passenger cars can be put on to revive a business, once large, which has almost perished under the difficulties it has had to contend with.

DELAWARE, LACKAWANNA AND WESTERN R. R. CO.

Many inquiries have been made about the present position of matters between the Delaware, Lackawanna and Western Railroad Co. and the Central. The contract between the companies is a perpetual one, and binds the bulk of their business of all kinds to this avenue. The lease of the Morris and Essex Railroad by the former has resulted in the diversion of most of the passenger and freight traffic of the Scranton road to that route. As yet the coal business is mainly carried over our road to the wharves at Elizabethport, owned by the D., L. and W. As this transfer is clearly in violation of the contract under which the broad gauge was laid on the Central road exclusively for this business, suit was commenced at the close of the year for damages up to that time, and a fresh suit will have to be brought each year, for ever increasing damages, unless an amicable adjustment is proposed and carried out.

CENTRAL NEW JERSEY LAND IMPROVEMENT CO.

The extensive and valuable lands along the line of the Central road and of the Newark branch, so far as the same were no longer necessary or desirable for the purposes of the railroad, have been transferred, from time to time, to the Central New Jersey Land Improvement Co., under a charter, secured some years ago, for the very purpose of receiving these lands when the time should come for parting with them. All the stock of the Land Company was held by or for this company; and, as it was no longer necessary or desirable to control it, the stock was allotted, at the close of the year, among the stockholders of the Central road, *pro rata*, with $30, or thirty per cent., credited on each share, as a representative of the profits of the year over eight per cent. and of the previous profits of which no division had been made. The remaining instalments, as called by the Land Company, will be paid over to the railroad company, in liquidation of the balance due by the former to the latter on the purchases, and the money will be applied to the purchase of equipment, &c., for which purpose large sums would otherwise have to be raised. The value of these lands is large and rapidly increasing, and will, it is believed, return a good profit to the stockholders.

The lands and water front of the American Dock and Improvement Company are not affected in any way by this transfer, nor does it affect lands used at present, or required prospectively for railroad purposes.

DIVIDENDS.

Two semi-annual dividends, of four per cent. each, have been made during the year; as also the allotment of land scrip, above stated.

BONDS.

The remaining $900,000 of the first mortgage bonds became due on the 1st of August last, and $760,000 have been paid off. Of the $600,000 outstanding of the second mortgage, $346,000 have been anticipated; making a total of $1,106,000 bonds redeemed. Of the mortgage bonds of 1890, $937,000 have been issued at par and interest. The bonded debt therefore is now $3,231,000, or $169,000 less than at the beginning of the fiscal year.

LEHIGH AND SUSQUEHANNA RAILROAD.

Since the close of the year 1870, a most important negotiation has been commenced and perfected for the lease of the Lehigh and Susquehanna railroad and branches. This road extends from the terminus of the Central at Phillipsburg, up the Lehigh Valley, and across the mountain range into the Wyoming Valley; the main road being 105 miles in length, while the branches, sidings and double track, bring the length of track up to 252½ miles. The contract is perpetual, and practically carries the terminus of the road into the heart of the finest Lehigh and Lackawanna coal regions, with a certain command of a steady supply of coal from the extensive coal lands owned or controlled by the Lehigh Company. Printed copies of the lease will be sent to the stockholders. Attention is drawn to the fact that as the Lehigh Coal and Navigation Company receive as rent one-third of the gross receipts, this Company incur no liability except for business actually done. The risk of freshets also is taken by the lessors, and not by this Company. The entire equipment of the road, consisting of 72 engines, 15 passenger cars, 10 baggage cars, 554 freight cars, 19,442 coal cars and 268 other cars is also purchased at valuations amounting to $8,632,750. All this equipment is new or nearly so, uniform in style and make, and corresponds with the Central cars and engines, so that much expense in maintaining will be avoided. Payment for this equipment is made by the assumption of $2,310,000 of the Lehigh six per cent. loan, due in 1897, and of the outstanding balances of the two Lehigh Car Trusts; so that the purchase requires no immediate payment of heavy sums, but can be made to suit the convenience of the treasury.

The road is in excellent order, especially the part from Phillipsburg to Mauch Chunk, which is laid entirely with steel rails, while the masonry and other work are of the first character. Most of the curves on the upper road are also laid with steel rails. The planes at Wilkesbarre for raising the coal from the Wyoming Valley to the top of the mountains are entirely new, a complete success, and greatly reduce the cost of transporting coal from that region. In fact, no expense has been spared by the Lehigh Coal and Navigation Company to make their road as perfect as possible. It is believed to be a contract fair and advantageous to both parties, and likely to work well. It goes into operation on the 1st of April, and this report has been somewhat delayed so as to announce the fact of the lease to the stockholders.

It is proper to add that every care has been taken to avoid injury to the interests of the Lehigh Valley Railroad Company, from this acquisition. It is proposed that each road should take the business legitimately belonging to it; that equitable divisions should be made of business common to both, and that injurious competition (sure to end in combination) should be avoided. In this way it is hoped that the business of the region will be done more regularly and profitably to all concerned, the public included, than has been the case in the few past years.

BALANCE SHEET, JANUARY 1, 1870.

Railroad		$7,764,112 25
Jersey City station		964,448 10
Port Johnston coal station		695,076 01
Elizabethport station		300,146 10
Station houses, shops and water stations		546,035 39
Ferry interest and boats		574,046 10
Engines		1,193,000 00
Passenger and baggage cars		507,000 00
Freight cars		316,000 00
Coal cars		658,000 00
Land, docks, machinery, miscellaneous property, etc.		1,609,807 84
American Dock and Improvement Co. stock		1,500,000 00
Newark and New York R. R. Co.		705,217 17
Chairs, spikes, iron rails and ties, on hand		78,025 61
Materials and fuel on hand		178,072 25
Cash and accounts receivable including balance due by Land Co.		2,210,056 53
		$19,799,043 35
Capital stock		$15,000,000 00
First mort. bonds, due 1870	$140,000 00	
Second mort. bonds, due 1875	254,000 00	
Mort. bonds of 1890.	2,837,000 00	
		$3,231,000 00
Interest on bonds, accrued, not yet due		90,500 00
Accounts payable		1,467,605 70
Renewal fund		9,937 65
		$19,799,043 35

President.—JOHN TAYLOR JOHNSTON.

Board of Directors.—John Taylor Johnston, John C. Green, Adam Norrie, Sidney Dillon, James Boorman Johnston, New York; Benjamin Williamson, Elizabeth; F. T. Frelinghuysen, Newark; Henry D. Maxwell, Easton, Pa.; Asa Packer, Mauch Chunck, Pa.

Secretary and Treasurer.—SAMUEL KNOX.

Superintendent and Engineer.—R. E. RICKER.

Consulting Engineer.—JAMES MOORE.

Testing Bridge Iron and Car Axles.

The Pencoyd Iron Works, located near Philadelphia, are justly celebrated for the superior quality of their Rolled and Hammered Car Axles, and also Bridge Iron. They have lately furnished a lot of iron for Bridge Bolts on the Extension of the Catawissa Railroad, and send us the tests made on same by A. Whitney & Sons, from which it will be observed the iron stood a tensile strain per square inch of cross section from 64,000 to 68,000 pounds.

They have also erected a drop on plans furnished by the Pennsylvania Railroad Company, for testing Car Axles, and propose to make weekly tests of Axles, both Hammered and Rolled, at their works. They send us a few of those made April 24th.

Philadelphia, December 5, 1870.

Messrs. A. & P. Roberts & Co., 414 Walnut St.

Gentlemen—We report thus on the 3 bars of iron (wrought) sent us with yours of 2d inst:

Bar 1⅝ inch diameter broke at 66,208 pounds per square inch.
" 1¼ " " " 68,481 " "
" 1⅛ " " " 64,940 " "

Record No. 1219.

Yours truly,
A. Whitney & Sons.

Philadelphia, December 20, 1870.

Theodore Thomas, Esq., care of A. & P. Roberts & Co.

Dear Sir—The sample of wrought iron left with us broke at 68,481 pounds per square inch stretching 0.13 in.

Record No. 1227.

Yours truly,
A. Whitney & Sons.

This iron was made for Bridges on Catawissa Extension. A. & P. R. & Co.

Tests of transverse strength of Rolled and Hammered Axles made at Pencoyd Iron Works, April 24, 1871.

Date of Trial.	No. of Blow.	Weight of Ram.	Height of Fall.	Dis't bet. Bearings.	Deflection. Before blow	Deflection. After blow.	Effect of blow.
Rolled Scrap Axle 4⅛ in. diameter.							
April, 24th	1	1640 lbs.	10 ft.	3 ft.	0 in.	3½ in.	3½ in.
"	2	"	"	"	3½ "	0 "	3½ "
"	3	"	"	"	0 "	3½ "	3½ "
"	4	"	"	"	3½ "	0 "	3½ "
"	5	"	"	"	0 "	3½ "	3½ "
"	6	"	"	"	3½ "	0 "	3½ "
"	7	"	"	"	0 "	3¾ "	3¾ "
"	8	"	"	"	3¾ "	⅛ "	3½ "
"	9	"	"	"	⅛ "	3¾ "	3½ "
"	10	"	"	"	3¾ "	1 "	2¾ "
"	11	"	"	"	1 "	3½ "	2½ "
"	12	"	"	"	3½ "	1 "	2½ "
"	13	"	"	"	1 "	3½ "	2½ "
"	14	"	"	"	3½ "	0 "	3½ "
"	15	"	"	"	0 "	Broke	44½ "
Rolled Scrap Axle 4⅛ in. diameter.							
"	1	1640 lbs.	10 ft.	3 ft.	0 in.	3½ in.	3½ in.
"	2	"	"	"	3½ "	0 "	3½ "
"	3	"	"	"	0 "	3½ "	3½ "
"	4	"	"	"	3½ "	0 "	3½ "
"	5	"	"	"	0 "	3½ "	3½ "
"	6	"	"	"	3½ "	0 "	3½ "
"	7	"	"	"	0 "	3½ "	3½ "
"	8	"	"	"	3½ "	Broke	24 "
Hammered Scrap Axle 4 in. diameter.							
"	1	1640 lbs.	10 ft.	3 ft.	0 in.	4½ in.	4½ in.
"	2	"	"	"	4½ "	0 "	4½ "
"	3	"	"	"	0 "	3¾ "	3¾ "
"	4	"	"	"	3¾ "	0 "	3¾ "
"	5	"	"	"	0 "	3¾ "	3¾ "
"	6	"	"	"	3¾ "	Broke	19¾ "
Hammered Charcoal Bloom, 3⅞ in. diameter.							
April 25th	1	1640 lbs.	10 ft.	3 ft.	0 in.	4¼ in.	4¼ "
"	2	"	"	"	4¼ "	0 "	4¼ "
"	3	"	"	"	0 "	4¼ "	4¼ "
"	4	"	"	"	4¼ "	0 "	4¼ "
"	5	"	"	"	0 "	4¼ "	4¼ "
"	6	"	"	"	4¼ "	0 "	4¼ "
"	7	"	"	"	0 "	4¼ "	4¼ "
"	8	"	"	"	4¼ "	0 "	4¼ "
"	9	"	"	"	0 "	4¼ "	4¼ "
"	10	"	"	"	4¼ "	1¼ "	3¼ "
"	11	"	"	"	1¼ "	4½ "	3¼ "
"	12	"	"	"	4½ "	1¼ "	3¼ "
"	13	"	"	"	1¼ "	4¾ "	3½ "
"	14	"	"	"	4¼ "	Broke	52¼ "

Memphis and Little Rock R. R.

Supt's Office, M. & L. R. R. R.,
Memphis, Tenn., Feb. 15, 1871.

R. C. Brinkley, Esq., President:

Sir: I have the honor to submit the following report of the operations of the road in this Department, for the year 1870.

The receipts from both Divisions of your road have been as follows:

From passengers		$100,733 19
From freight		61,179 09
From other sources		7,913 47
Total cash receipts		$169,825 75
For mail service credited on purchase of property from the United States		10,651 76
Total		$180,477 51
The expenditures have been—		
Conducting transp	$55,768 19	
Motive power	52,130 10	
Maintenance of way	81,731 18	
Maintenance of cars	14,578 08	
		204,207 55
Excess of expenses over receipts		$23,730 04

By an examination of the table hereto attached you will find that the losses occurred in the first five months of the year, and while the road was only partially operated. The receipts for the months of January, February, March, April and May, on the Eastern Division, only amounted to $9,537 58; expenditures for same time, $39,224-35. Expenditures over receipts, $29,686 77. Of this amount there was an expenditure of over $20,000 for maintenance of way alone.

I anticipated the completion of the road in July, as per contract with Gentry, Campbell and Co. I therefore increased the forces in the shops and on the track, and purchased a sufficient number of cross-ties to make the road safe. I have put in the track during the year, on the Western Division, 18,620 cross-ties at a cost of $7,278. This has enabled trains to run regularly and with safety from Huntersville to De Vall's Bluff in two hours and thirty minutes.

It has been my earnest desire to be ready to run a through train each way daily for passengers, and one for freight, upon the completion of the road. This I am now ready to do, and can run a passenger train from each end of the road, consisting of two coaches, with new baggage, mail, and express car attached; and also one freight train daily each way.

I have no hesitancy in stating that when the road is completed the daily receipts will be over $2,000.

Much has been said about the overflow on the Eastern Division. No one need apprehend any difficulty from that cause, as it is simply necessary to raise the track in a few places which overflow in extreme high water. I guarantee that with three hundred hands put to work the track can be placed above overflow in five months, and no interruption to the running of trains. The company would have done this long since, except for the importance of first completing the Middle Division.

The receipts on the Eastern Division for seven months, June, July, August, September, October, November and December amounted to $61,195 95; expenditures for same time, $60,502 64; earnings, $593 31. Add for carrying U. S. Mail, $5,851 76; net earnings, $6,544 07.

The repairs of the rolling stock have been very expensive. The handling of freights has cost much more than on any other road running into the city, from the fact that it had to be hauled up from the wharf-boat at Hopefield to the cars on a car drawn up by means of a stationary engine with rope attached to the car.

The road being under contract and in course of construction, at least one third of the whole amount of freight handled by us and carried over the road has been for contractors. Besides,

a vast number of hands have been daily passing to and from the work. All these have been transported without charge and at heavy expense. All the iron and material to lay the road have been delivered at the western terminus of the track without charge by this department.

I can now report that the Eastern Division of your road is in better oreer than ever before; and all the bridges and trestles east of Madison have been thoroughly repaired or made new. From Madison to Brinkley the road is in fine order, and I can say, without fear of contradiction, that no road running into Memphis is superior to it, although it is not ballasted. I am not operating the road west of Brinkley, although there are several miles completed.

Ten engines, four passenger cars, four baggage cars, four stock cars, fifty-six box cars, thirty-five platform cars, seventeen hand cars, nine truck cars, one pile driver car; making a total of one hundred and thirty cars, constitute the rolling stock of the road.

We have no doubt but that the road will be completed and cars run through by the 1st of April. When that time arrives it will cause an entire revolution in the travel to and from Arkansas and the great southwest. Then persons can go to Little Rock in eight hours, whereas it now and has for years taken not less than three days. The country west and south will be attracted to Little Rock as the nearest point from which to make sure and certain connections east. With a good connecting stage line running out into Texas a very large travel can be induced to take this route.

Upon the completion of the road the company will necessarily provide for its river connections. The first of these is the connection at Hopefield. So far as passengers are concerned they can remain over night at Memphis, and crossing the river take the train in good time; but the most important is the freight question. More than half the freight that goes into Arkansas now passes Memphis by water or is re-shipped here. This can be changed by making favorable rates with steamers plying between St. Louis, New Orleans and Louisville, whereby they will receive freights from and land them at Hopefield instead of on this side of the river. This can be easily done and the different packet companies will be glad to make such an arrangement.

To do this will require the building of a large warehouse at Hopefield, and a wharf-boat with sufficient elevation to convey the freights up to the track to be loaded into the cars.

The next important connection will be with White river at DeVall's Bluff. This I regard the most important, and will become the largest shipping point on the road—in fact, but little inferior to Little Rock. Not less than 40,000 bales of cotton are annually shipped out of that stream—three-fourths of which are from DeVall's Bluff and above that place. A like amount of freight is shipped above the same point to supply the wants of the people.

To secure this trade will be the first great object of the company, and my experience justifies me in stating that there is no way to secure it unless arrangements are made with a line of boats that will run daily from DeVall's Bluff above, on the arrival of the trains from Little Rock and Memphis. Some have suggested that a line of boats running from the month of White river to Jacksonport in connection with a line of steamers to Memphis would be the best and surest way to secure this trade. In my opinion that arrangement would be as detrimental to this road as the connections at Grand Junction and Corinth are to Memphis.

Would it not be reasonable to suppose a boat loaded with cotton would take it as cheaply to the month of White river as it would to DeVall's Bluff when that was its destination? But a line of boats running above and connecting at DeVall's Bluff with the railroad would look to the road alone for its business, and would be able to bring cotton from upper White and Black rivers to Memphis on through bills of lading cheaper than they are now bringing through by boat. The same principle would apply to freights going up White and Black rivers. One great advantage to the people on White river will be that their freights will go to them regularly and without detention. So long as the road controls the steamboat connections on White river, both north and south, just so long will it control freights and travel, and no longer.

Little Rock is destined to be the grand distributing point for the road. It connects on the north side of the river with the Cairo and Fulton, and Little Rock and Fort Smith railroads, which will increase both freights and travel.

These roads are being rapidly built, and will be great feeders to our line. South from Little Rock, the Cairo and Fulton road will be rapidly extended to the Texas line, passing near the great hot springs, where large numbers of people are gathered annually in pursuit of health or pleasure. Hot Springs will in a few years become the Baden-Baden of America.

At Little Rock a regular line of steamers should connect with this road to carry freights and passengers to Fort Smith and to the river towns; persons on the south side of the river who cannot reach the Fort Smith railroad will be accomodated in this way. This line of steamers should be swift and light of draught; they will be able to bring down cotton, coal, hides and other freights seeking a market.

The steamboat lines to Little Rock are natural rivals of our road, made so by the nature of things; but very easily overcome if the proper means are used. One of the means should be low rates for freights and passage, and prompt delivery of each at the place of destination.

There is no reason why a railroad cannot take freights one hundred and thirty-one miles much cheaper than a steamboat can take it three hundred and eighty miles—in fact, they can take it much cheaper, and will do so. The railroad can take cotton, when it is worth one dollar per bale from Little Rock to Hopefield, for the insurance charges which are now paid on boats from that place to Memphis, and make money.

When the road is finished the company may look for large business and remunerative returns for their outlay.

LAND DEPARTMENT.

This department has also been under my management. During the last year an increased demand has taken place for lands, and more lands have been sold during the past year than during all the preceding years since the war, and at better prices.

The sales of lands have amounted to 4,506.46 acres, at an average per acre of $4 52; making total sales for the year, $19,299 80; town lots sold at Brinkley, $5,665 00; total lands and lots sold, $24,964 80. Fully one-half has been received in cash and the remainder on one and two years time, with eight per cent. interest.

Much inquiry has been made for lands along the line of the road, and I anticipate a large increase in sales the present year.

Emigration to Arkansas is gradually increasing, and those who are now coming into the State seem to be hardy and thrifty people. They settle in small colonies, and make good improvements, others follow, and in a short time large settlements are formed.

The decline in cotton during the present year has kept many from buying lands; but a general growth of the country is plainly perceptible, and a steady advance in the price of all lands will surely follow.

Handsome towns are growing upon the line of the road, and many thousand bales of cotton are now being shipped from places that at the writing of our last annual report had no existence.

By the act of Congress, of July 28, 1867, this company was entitled to additional lands, and during the past year I have selected all the lands to which the land agent considers that we have a clear title—amounting to 23,274.10 of acres; there are yet some 13,000 acres which I am satisfied should be awarded to the company; the list I am having prepared, and will contest the same at the General Land Office in Washington.

The pine region around Brinkley, 68 miles from the Mississippi river, is attracting the attention of lumber dealers, and already one fine saw mill is in full operation; this place is destined to be the principal lumber depot on the road, besides one of the largest cotton shipping points. The lands are very cheap, but are rapidly advancing in price, and those who wish to get good bargains had better see to it at once.

Madison, Forrest City, Brinkley, DeVall's Bluff, Lonoke, and Huntersville, are the principal towns on the line of the road.

Respectfully, your obedient servant,
B. D. WILLIAMS, General Superintendent.

Kansas City and Ft. Smith Railroad.

We learn that a charter has been obtained for a road, leading from Fort Smith, through the counties of Sebastian, Crawford, Washington and Benton, in Arkansas, and Pineville, Mo., to a point at or near Kansas City, to be known as the Kansas City and Fort Smith Railroad; and that the company is thoroughly organized, and under the most favorable auspices, with State aid pledged, to the amount of one million and a half dollars, that is $15,000 per mile for one hundred miles from Fort Smith. This company has adopted its by-laws. Its board of directors consist of: C. E. Neal, J. N. Sarber, A. N. Rose, James A. Shrigley and John Carnall, and the officers are: C. E. Neal, President; J. A. Shrigley, Treasurer; John Carnall, Secretary.

We believe that the same company has secured a charter for a road to be known as the Fort Smith, Marshall and Galveston Road, so that should they succeed in building the first road, they do not propose to stop here, but proceed to the Gulf, and in what may really be termed, an air line from Kansas City, by Fort Smith and Marshall, to Galveston.—*Ft. Smith Herald.*

Shenandoah Valley Railroad.

At a meeting of the stockholders of this company at Charlestown, West Virginia, on the 18th ult., Col. Thos. A. Scott, of Philadelphia, was unanimously elected President, and Messrs. J. M. Walker, William Painter, George H. Bardwell, B. J. Jemison, of Philadelphia, Hon. A. R. Boteler, W. H. Travers, of Jefferson County, West Va., A. W. McDonald, of the County of Clark, Hon. Wm. Milnes, Jr., Peter B. Borst, M. Spitler and J. W. Ashby, of Page county, Va., were elected directors. A resolution was passed that the work of construction upon the part of the road located within the limits of the County of Jefferson, be begun as soon as practicable; and the meeting adjourned to meet on the second Tuesday in April, 1872, at Front Royal, which point has been selected for the establishment of their office of business.—*Warren (Va.) Sentinel.*

Maine Central Railroad.

The directors of this company are: Richard D. Rice, John B. Brown, Horatio N. Jose, Darius Alden, Geo. M. Patten, Abner Coburn, Amos D. Lockwood, Anson P. Morrill, Geo. L. Ward, Reuben B. Dunn and Lysander Strickland. The officers are: Richard D. Rice, President; Edwin Noyes, Superintendent; L. L. Lincoln, Assistant Superintendent; Albion Hersey, General Freight Agent; Geo. S. Flood, Assistant Freight Agent; John S. Cushing, Treasurer; A. T. Thomson, Assistant Treasurer; Joshua Nye, Financial and Purchasing Agent; J. W. Clapp, General Ticket Agent; F. E. Boothby, Paymaster and Freight Accountant; John W. Philbrick, Master Mechanic.

☞ The grading on the Vermont and Wells River Railroad is completed between Montpelier and Plainfield. The road is to be finished by Nov. 1, 1872.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are lease'd roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ..100	5,145,225	.....	.....
Atlantic & Gt. Western ..50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,650,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	Apl.'71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,800	.....	.....
Do., do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,216,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ...100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J A J.O.	Apl.'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	May '71 3
Brooklyn City & New'n.100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May '71 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref. 100	383,000	March.	Mar'71 10s
Cambridge Horse (Boat'n)100	727,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,69	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 66	915,577	J. & J.	D., '70 $2½
Cape May and Millvi le* 50	447,000	J. & D.	Dec. '70 3
Catawissa..... 50	1,159,500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey...100	15,000,000	J. & J.	Dec. '70 4
Central Ohio..... 100	2,425,000	J & D.	Dec. '70 3
Do. pref..... 100	400,000	J & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '71 5
" " pref...100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy - 50	16,500,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*..100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western.....100	14,676,629	J. & D.	Dec. '70 5
" " pref.100	20,370,295	J. & D.	Dec. '70 5
Chicago, R I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger ...	.....	J'n & J'ly	Jan.'68$2
" Street.....	.....	J. & J.	Jan.'68$2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,583	F.M.A.N	May'71 2½
Cleveland and Toledo*..... 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Dec. '70 2
Concord..... 50	1,600,000	M. & N.	May '71 5
Concord & Ports., guar.....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn 100	600,000	.....	.....
Conn. & Passum'k. R. pref. 50	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... 100	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ... 5	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100	.....	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	1,309,200	.....	Jan. '71 3
East Tenn., Va. and Ga ...100	1,989,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,00.	J. & J.	Dec.'70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,534,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,780	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg 100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St. F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	1,143,445	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 5
Girard College (Phila.) ... 50	180,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Mar.'71 4
Green and Coates St.(Ph.)	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Apl. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Feb. '71 8
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jan. 68 3½
Illinois Central 100	25,280,240	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Apl.'71 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '71 4
" " guar.100	533,500	F. & A.	Feb. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Apl.'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J. S.D	Mar. '71 2
Little Schuylkill*..... 50	2,846,100	J. & J.	Jan.'71 5½
Lomb. and South St. (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref. 100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '71 2
Lowell Horse 100	55,830	J. & J.	Jan. '70 5
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	.....	Dec. '70 3
Memphis and Charleston.100	5,312,722	.....	June 69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	13,225 848	J. & J.	Dec. '70 5
Middleboro' and Taunton. 100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan '71 4
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,259,820	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,300	J. & J.	Jan. '71 6
Nashua and Lowell.....100	720,000	M. & N.	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	A. & O.	Apl. '71 4
New Haven & N. London..100	738,588	.....	.....
N Haven & Northampton.100	1,500,000	J & J.	Jan. '68 3
New Jersey.....100	7,297,200	F. & A.	Feb. '71 5
New London Northern.....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 320	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S. C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	Jan.'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Apl.'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	Dec. '70 5
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,32e,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 8
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Mar. '71 3
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,397	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Jan.'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Apl. '71 4
Portland and Kennebec...100	616,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 2
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb'g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	Dec.'70 4
Rutland preferred..... 100	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand. Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'71 3
Shore Line..... 100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 –
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia..*100	3,939,900	F. & A.	Feb.'71 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,800	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama ..100	595,92e	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan.'71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 –
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.8s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	807,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Dec'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'70 0
Vicksburg and Meridian...100	387,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren.....100	1,547,650	.....	.....
Worcester and Nashua ... 75	1,400,555	J. & J.	Dec.'70 5

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,696	.....	.....
Delaware Division..... 50	1,653,350	F. & A.	Feb. '71 4
Delaware and Hudson.....100	15 000,000	F. & A	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F.& A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,092,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p...100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,083,000	J. & J.	Jan. '70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J & J.	Jan.'71 4
Lackawanna Coal..... 100	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'71 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '6s
Adams Express..... 100	10,000,000	.....	Mar. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,309,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,300	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	708,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	556,498	481,085	580,340	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149.137	157,948	170.044	170,910	156,869	153.294	1,673,706
1864	100,991	134,418	195,803	162,723	178,786	206,020	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	239,063	258,480	322,278	355,270	335,985	409,251	401,250	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,209	322,638	340,223	323,030	271,247	3,695,183
1867	248,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	436,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	391 701	4 509,643
1869	343,182	315,099	388,727	328,390	345,833	402,504	351,045	493,352	506 623	468,212	397,515	340,851	4,681,663
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,008	441,197	401,264	4,849,405
1871	345,990	340,301	384,372	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,859	390,355	421,363	466,850	565,145	480,710	519,306	669,605	729,759	716,378	583,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537.519	858,945	925,983	808,524	797,475	1.000,086	1.200,216	1,010,892	712,359	9,299,450
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,559	879,960	11,632,789
1868	724,890	807,478	850,192	1,094.597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107.084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112.190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236.435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,567	341,783	320,025	295,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	272,826	266,790	313,199	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	260 282	261,079	352,786	414,543	410,356	372,593	359 463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	414,531	4,571,028
1864	327,900	416,588	459,702	423,797	406,373	510,100	423,578	640,179	799 236	661,591	657,141	663,402	6,329,447
1865	571,536	528,972	616,665	516,008	460,573	617,682	578,403	747,469	759,736	641,589	643,887	518,088	7,181,208
1866	603,055	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	758,550	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,550	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,976	778,261	696,228	841,363	979,401	914,466	814,413	696,677	8,823,487
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	659,541	565,416	606,845	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104.866	113.504	112,952	123,802	1,201,239
1867	94,136	78,976	92.910	92,768	90,526	96,535	106,594	114.716	121,217	142,823	132,387	123,393	1,278,713
1868	92,433	81,599	98,482	108,461	95.416	95,924	108,413	126,556	121,519	125,065	119 169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140.473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,579	106,246	110,213	111,117	111,127	118,407	132,998	153,631	144,023	141,376	1,416,869
1871	130,883	126,224	140,740	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,668	151.302	175.696	186,059	174,002	172.189	216,624	295.956	322,369	307.474	258 634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30 ,186	3,168,096
1864	252,485	278,848	348 802	338,276	271,553	285,780	263,244	346,781	408,445	410,892	405 510	376,470	3,970,906
1865	306,324	279,137	344,228	337,241	401,456	365,683	329,105	413,501	476,661	490,694	447,070	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	308,089	4,260,115
1867	304,095	263,661	375,210	362,783	383,952	284,977	313,021	398,993	464,778	506,296	412,904	339,373	4,371,073
1868	345,316	304,315	326,880	415,758	360,236	325,501	321,013	382,942	456,973	511,820	410,826	380,671	4,569,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	385 569	473,546	480,772	448,419	374 542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	487,990	511,447	455,873	387,527	4,755,958
1871	418,755	442,665	441,685	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	360,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	408 880	6,517,646
1869	454,590	330,400	420,951	460,268	630 844	678,923	586,531	525,547	724,732	1,040,102	801 130	9 ,466	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,315	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248 838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,498	196,724	229,099	264,690	235,240	266,836	255,726	2,833,599
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309.261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	415,553	284 319	3 793,005
1866	207,541	246,109	326,236	277,424	283,130	255,925	247,262	305,454	278,701	310,762	302,426	281,015	3 .96 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	356,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,216	192,364	275,220	292,803	324,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,286	219,987	211,219	300,971	318,957	355,187	316,054	259,471	3,188,137
1871	245,982	258,554	384,599	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,297	3,184,282
1870	202,447	250,617	294,874	280,550	283,221	263,328	260,449	343,195	353,677	341,373	321,650	236,108	3,438,930
1871	212,005	217,947	319,765	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526 009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,295	1,351 579	1,419,252	1,196,955	792 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	998,841	1,252,386	855,742	887,793	874,974	436,990	10,887,124
1867	500,488	534,561	703,618	836,003	965,358	903,974	864,637	693,104	873,153	956,658	887,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	651,143	1,006,631	1,159,726	1,113,393	589,924	8,755,083
1869	479,236	525,490	755,433	904,834	499,463	630,080	1,232,903	1,454,026	1,294,621	1,255,566	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,091	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,600	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171.736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,462
1868	127,593	133,892	149,164	155,388	130.545	140,408	143,987	204.597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	162,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	160,285	150,556	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,968	123,948	1,372,236
1871	126,218	122,373	144,553	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,786	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260.529	293,344	283,833	484,209	450,203	429,806	323,270	399,459	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422.360	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,609	340,892	348,632	322,756	466,431	508,042	451,293	425,687	386,254	4,469,782
1871	365,174	328,791	393,455	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	715,829	5,709,182
1870	628,520	600 159	659 235	706,603	802,586	746,460	643,068	664.051	728,521	719,696	570,168	505,053	7,654,004
1871	479,573	373,925	499,899	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities May 1, 1871.					
Loan of June 14, 1858 ....registered	$6,035,000	5	Jan. & July.	1874	105½
.. .. coupon	13,965,000	5	" "	1874	106½
Loan of February 8, 1861 ....registered	13,561,000	6	Jan. & July.	1880	117
.. .. coupon	4,864,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861.....registered	123,513,050	6	Jan. & July	1881	117
.. .. coupon	66,085,050	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s).....registered	107,564,600	6	May & Nov.	1882	110⅝
(5-20s).....coupon	383,401,050	6	" "	1882	111
Loan of March 3, 1863.....registered	53,075,450	6	Jan. & July.	1881	117
.. .. coupon	21,924,550	6	" "	1881	117½
Loan of March 3, 1864 (5-20s).....registered	3,089,600	6	May & Nov.	1884	111
Loan of June 30, 1864 (5-20s).....registered	53,692,000	6	May & Nov.	1884	111
.. .. coupon	45,700,000	6	" "	1884	111
Loan of March 3, 1865 (5-20s).....registered	54,605,800	6	May & Nov.	1885	111
(5-20s).....coupon	125,313,550	6	" "	1885	111½
.. .. 2d series (5-20s).....registered	72,476,900	6	Jan. & July.	1885	113½
(5-20s).....coupon	182,986,600	6	" "	1885	113½
.. .. 3d series (5-20s).....registered	91,299,100	6	Jan. & July.	1887	113½
(5-20s).....coupon	244,099,500	6	" "	1887	113½
.. .. 4th series (5-20s).....registered	11,114,500	6	Jan. & July.	1888	113⅝
(5-20s).....coupon	28,559,950	6	" "	1888	113⅝
Loan of March 3, 1864, (10-40s)....registered	137,192,600	5	Mar. & Sept.	1904	109⅝
(10-40s).....coupon	57,374,700	5	" "	1904	109⅞
Consols of July 14, '70 & Jan. 20, '71.registered	.....	5	F. M. A. & N.	1881	....
.. .. coupon	.....	5	" "	1881	....
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	36,345 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency.....	396,367,797	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	....
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	102
Arkansas—State Bonds (refunded).....	4,430,000	6	Jan. & July.	1899	54
.. — .. (Ark R. B's).....	.....	7	April & Oct	1900	55
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111
.. .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "	1883	....
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	'71-'74	88½
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'72-'74	89½
.. .. " " 1842 to 1848.....	275,000	7	Various.	'78-'86	....
.. —Atl. and Gulf R. R. 1858 to 1860.....	800,000	6	Feb. & Aug.	1886	91½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1877	100
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	....
.. — " Stock of 1857.....	134,311	6	" "	Var.	....
.. —Refunded Stock Bonds.....	348,000	6	" "	1879	....
.. —Normal University Bonds.....	45,000	6	Mar. & Sept.	1879	....
.. —Thornton Loan Bonds	103,000	6	Jan. & July.	1879	....
.. —War Loan Bonds	416,800	5	" "	1866	....
Indiana—State Bonds.....	.....	6	May & Nov.	1888	....
.. —War Loan Bonds.....	204,000	7	Jan. & July.	1881	....
Iowa—War and Defense Bonds of 1861.....	300,000	6	" "	'83-'84	....
Kansas—State Bonds	100,675	7	" "	'76-'89	....
.. —	1,059,500	7	" "	1869	....
.. .. .. military	176,000	6	April & Oct.	'71-'72	....
Kentucky—State Bonds of 1841-'42.....	913,000	5	" "	1873	....
.. — .. .. of 1843	160,000	6	Various.	1895	....
.. .. military.....	309,300	5	Mar. & Sept.	1872	....
Louisiana—Charity Hospital.....	86,000	6	Jan. & July.	1893	68
.. —State Bonds, general	750,000	5	Various.	'70-'79	....
.. —Railroad Bonds.....	561,000	6	Various.	'93-'06	67
.. ..	2,052,000	8	Various.	1886	....
.. —Levee Bonds 1865.....	1,000,000	6	May & Nov.	1907	74
.. — .. .. 1867.....	4,000,000	8	Mar. & Sept.	1875	....
.. — .. .. 1870.....	3,000,000	6	Jan. & July.	'86-'88	....
.. —Funded coupons 1866	997,300	6	May & Nov.	1910	....
.. —Funded Floating Debt.....	3,000 000	7.3	Mar. & Sept.	1899	....
.. —Ship Canal Bonds of 1869.....	474,000	7	" "	1909	....
.. —Penitentiary Bonds of 1869.....	500.000	8	April & Oct.	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546.000	6	Various.	'75-'78	....
Maine—State Bonds	301,000	6	Various.	1871	....
.. —War Loan of April 25, 1861	800.000	6	Mar. & Sept.	1883	100
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	June & Dec.	1889	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	April & Oct.	1889	100½
.. —Municipal War Debts assumed..(cur.)	3,044,400	5	J. A. J. & O.	1890	....
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	" "	1890	....
.. .. .. converted	448,500	6	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	6	" "	1870	97
.. — .. .. .. of 1834...	1,403,146	3	" "	1890	....
.. —Balt. & Susq. R. R. Loans.....	269,000	6	" "	1890	97
.. ..	429,000	6	" "	1889	....
.. —Annapolis & Elkridge R.R. Loans	95,420	5	" "	1865	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622				

* Indicates that no interest is paid.	Amount outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1885	104⅜
.. —Southern Relief Bonds.....	100,000	6	" "	1875	....
Massachusetts—State Scrip	324,000	5	Jan. & July	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,580	5	" "	'91-'98	....
.. —Southern Vermont R. R.....	200,000	5	" "	1880	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,622,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	160,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1885	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1885	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	15,112,000	6	" "	'74-'90	94½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	92½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1865 (free).....	1,002,900	6	" "	'80-'96	107½
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	108
.. — .. Bonds.....	21,089,000	7	" "	1877	108½
.. —General Fund Stocks.....	1,910,682	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	980,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	108
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	47½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,625,000	6	Jan. & July.	'92-'98	25½
.. — .. .. (new).	1,759,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	1,821,400	6	Jan. & July.	1899	50
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	195
Ohio—State Loan (New York).....	1,284,347	6	Jan. & July.	1870	....
.. — .. (")....	1,600,000	6	" "	1875	....
.. — .. (")....	4,095,399	6	" "	1881	....
.. — .. (")....	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	104½
.. —	90,400	5	" "	1877	....
.. —	7,890,550	6	" "	1877	107½
.. —	726,950	5	" "	1882	....
.. —	9,237,050	6	" "	1882	109
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	104½
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	....
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	61½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	259,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	67½
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,009,563	6	" "	"	67½
Texas—No legal debt.....	.....	.....	.....	'71-'78	101½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	long.	56½
Virginia—State Stock .....registered	21,017,578	6	Jan. & July.	"	69
.. — .. Bonds .....coupon	11,108,000	6	" "	"	....
.. — .. .. stg.....	1,865,000	5	" "	"	71½
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	72½
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July.	'77-'85	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	651,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	27½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	3,500,000	7*	May & Nov.	New York.	1919	90
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	94½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	96
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	866,000	6	June & Dec.	" "	1889	93½
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	$125,000	6	Jan. & July.	Boston.	'69–'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	13
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,600,000	7	April & Oct.	New York.	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	94½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	101½
Central Ohio:						
1st Mortgage	2,300,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	100½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	103
National Loan	25,884,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,500	6	Jan. & July.	Boston.	'75–'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	3?8,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	103
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	91½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	112½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	96
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	98½
Funded Coupons	755,000	7	May & Nov.	" "	1883	93½
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	96
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	93
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	12
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,576,000	7	" "	" "	1896	101½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1890	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	" "	1892	70
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80
Cincinnati and Indianapolis June.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	85½
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68–'90	99½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1861	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	8	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,350,000	7	May & Nov.	" "	1875	94½
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	69½
Consol. S. F. Mort. $5,000,000	528,000	7	May & Nov.	" "	1900	94½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	86¾
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	68
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,493,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67 free	295,000	7	" "	"	'76–'77	100½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1890	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1891	95
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	96
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	806,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	100
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1868	500,000	6	March & Sept.	"	1889	96¾
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1885	94
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Boeger to Winn.)	1,000,000	6*	Jan. & July.	London.	1865	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92
3d Mortgage	6,000,000	7	" "	" "	1883	88
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82½
5th Mortgage	925,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1898	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	91
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	86½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	104½
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	97½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	84½
Consol. Mortgage	887,045	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	104
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	100
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1890	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,800	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	94½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	81½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100½
2d Mortgage	2,693,000	7	" "	" "	1877	100
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	90
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	95½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	87½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	103½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	98½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	89
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	98
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1900	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1868	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1890	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1900	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1890	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,936,626	6	May & Nov.	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for R. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	92
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	89
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	98
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1909	....
2d Mortgage for $300,000	145,000	7	" "	"	1903	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	64½
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1890	99½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	May & Nov.	"	18—	97½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	95
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	87½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100½
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	100½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	95½
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	86½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	104
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	77½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	88½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	77½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78½
Va. State Loan	249,902	6	" "	" "	1887	....
Orange Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	100
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1883	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. } Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	100½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	95½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	1,199,224	6	J. A. J. & O.	Philadelphia.	'69–'71	101
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	97
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	82½
3d Mortgage for $3,000,000	000 000	7	Jan. & July.	"	1885	90
Philadelphia, Germant. & Norist'n						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1870	2,025,000	7	Jan. & July.	Philadelphia.	1890	....
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	97
Bonds of 1857, convertible	143,500	6	" "	"	1886	98½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	82½
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	103
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1883	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	94½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	78
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	85
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	250
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	91½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1900	....
Salem and Lowell:						
1st Mortgage	220,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1930	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	500,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,566	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	600,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	80½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	99½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	87½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	73
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1900	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	89½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	83½
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	300,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	89½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	81½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	81
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1890	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103
Vermont and Massachusetts.						
1st Mortgage	650,000	6	Jan. & July.	Boston.	1883	93
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1900	....
1st Mortgage	114,000	6	" "	Boston.	1900	....
Mortgage	293,200	7	" "	New York.	1899	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	88
2d Mortgage	23,500	6	" "	" "	1868	73
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	158,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	83
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	100
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	84
New Preferred mortgage	600,000	6	.....	.....	....	91
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1900	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	"	1897	64
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1890	89
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1900	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "		1884	80
3d Loan	2,000,000	6	" "	"	1897	90
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90
Convertible Loan	1,496,879	6	" "	"	1877	82
Monongahela Navigation						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	76
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	78
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	77
Improvement Loan	1,601,670	6	May & Nov.	"	1876	82
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	61
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. & E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	21.0	—	—	—	—	Alabama and Chattanooga.....Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*			2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	91
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800.000		.....	.....		425,000			68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000				246,018	150,000			—	(Leased	to Cheshir	e.)		7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point .....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N.Carolina.	2,178,960	*	.....	.....	1,796,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased	& oper. by	Grand Tr	unk of C anada.)		4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345				194,250	20,000			15 5	20,032	498,33	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,288	5,026,461	16,190,943	711,871	16,267,862	8,751,750	784,2	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	126
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L.158,722	—	100	....
Dec. 31 1869	29.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	178,651	503,611	40.0	119,434	.....	.....	513,365		—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire.....Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	....
Sept. 30, 1869	15.6	—	0.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346				250,000				—	(Leased	to Fall Br	ook Coal	Co.)		7	100	80½
Sept. 30, 1870	200.4	49.6	288.5	—	168	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,546,638	751 902	19,154,800	1,764,520	2,486,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	157½
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg .....Mass.	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.6	....	23	25	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	2½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	354,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	141
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,628	4,471,274	.....	.....	1,000,979	144.0	849,692	44,032,919	13,399,312	1,563,658	511,561	10	100	155
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	454,853	22 606,449	12,499,876	1,049,125	278,807	10	100	156½
Sept. 30, 1869	226.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500		.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)			—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	GrandTru	nk of Ca.)	96,328	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Er	ie.)		7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.00	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No ret	trns 175 m	iles recent	ly comple	ted.)	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	....
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	116
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	126½
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	300,000	.....	.....	—	(Leased	& oper. by	Camd. &	Amboy.)	42,447	3	100	15
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	92,010	5	100	....
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper.b	y West J	ersey.)		6	100	70½
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	160,265	69,591	6	25	88
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	....
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110				589,110				—	(Leased	to Dela., L	. and W.)	54,000	.....	9	100	51
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)		—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	*	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	108½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515 195	970,890	49,521	3½	100	25½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,280	53,905,777	.....	.....	742.0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	(N	o returns.)		—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	60 0,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	.....	.....	(No retur	ns publish	ed.)		—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	406	Cheshire.....New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	....
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton .....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856.000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	64
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,402,207	6,621,773	2,604,594	10	100	119
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(N	o returns.)		—	100	158½
May 21, 1870	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper.b	y Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	86½
Mar. 31, 1870	498.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific.Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,707	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	114½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick .....Ohio.	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,101,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper.b	y Kentuc	kyCentral.)		—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	.....	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800.000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cl	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,452	.....	82,810	382.600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland...Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,656	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	24½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,458	346,181	46,046	—	100	....

Dec. 31, 1869	649.0	42.9	61.7	—	83	47	22	1,426	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	.....	.....	11,020,000	1,907,000	.....	.....	380.4	2,155,245	29,770,918	95,130,680	2,062,614	929 384	7	100	99½
Jun. 30, 1869	67.0	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio	2,922,945	397,981	.....	.....	2,05[illegible],750	1,662,100	.....	.....	(Leased	to Atl. &	(Gt. Weste	rn.)	[illegible]62,670	908,306	8	100	128½

Dec. 31, 1869	340 0	49.2	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,626,146	*			11,620,000	1,997,000			390.4	2,155,245	29,770,918	55,130,680	2,062,614	929 384	7	100	80½
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,346	397,981			2,056,750	1,652,100			(Leased	to Atl. &	Gt. Western.				8	100	
Oct. 31, 1869	107.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,460,316	2,283,265			6,300,475	3,883,500		610,497	225.0	1,665,141		2,283,670		908,306	8	50	12½
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	33,539,369	*			13,000,000	18,814,000	1,725,369		588.0	3,655,909	35,605,620	41,064,106	3,529,411	262,462	—	100	22
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200	*			1,786,200	248,000			(Leased	& operate	d by Little	Miami.)			6½	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	—	75,000	155,639	119.5	544,126	2,898,097	14,984,458	806,150	188,165	10	50	159
Mar. 31, 1869	27.0	—	23	20.0	2	4	—	51	Concord and Claremont..	New Hampshire.	698,258	*			595,587	374,500	300,000		27.0	39,460	556,055	361,137	75,430	27,338	—	100	
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth..	N.Hampshire.	1,108,559	—			350,000	—			(Leased	and operat	ed by Con	cord.)		25,000	7	100	120
May 31, 1869	110.5	—	12.6	—	13	12	7	334	Connecticut and Passump. Riv..	Vermont.	2,996,181	*	11,573	163,938	2,087,883	795,000	208,870	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	91½
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River	Massachusetts.	2,100,430	*	164,854	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,964,321	6,466,981	591,972	197,174	10	100	146½
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	215,000	—	1,278,300	1,000,000	—	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	—
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	(Oper.	by Northe	rn N. H.)	88,458	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania.	Maryland.	3,300,000	*	—	—	1,500,000	3,443,000	—	—	34.0	337,200	—	—	791,053	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	—	1,316,900	352,300	—	—	74.0	226,576	—	—	523,993	143,479	8	50	110
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	—	1,316,900	352,300	—	—	74.0	226,576	—	—	523,993	143,479	8	50	110
Dec. 31, 1869	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,788	11,200	26,391	400,000	300,000	—	6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	313,910	15,600	300,000	—	413,150	510,000	—	—	—	(N	ot yet in o	peration.)	—	—	—	100	—
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(U	nder cons	truction.)	—	—	—	100	—
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268	—	261,099	2,393,140	4,278,300	112,579	—	141.4	—	—	—	1,061,856	421,277	—	100	—
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	—
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	—	—	—	309,276	715,000	—	—	—	(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	—
Jun. 30, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	—	—	—	891,206	892,750	—	—	—	[Leased	and oper.	by Phila.,	Wilm. an	d Balt.]	6	100	—
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	—	—	14,100,600	3,308,000	2,190,000	—	253.4	1,820,253	—	—	2,417,324	637,845	10	50	109½
Oct. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*	—	—	3,872,500	4,310,000	—	—	184.0	—	—	—	830,241	365,392	—	100	—
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	—	—	1,615,618	666,267	—	100	—
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	—	—	—	480,000	—	—	—	—	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	—
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,893	64,767	3,662,123	960,000	653,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,290,589	—	7	100	85
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*	—	—	1,000,000	550,000	—	—	79.0	—	—	—	188,832	—	—	100	—
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	—	—	—	280,000	—	—	—	—	(In	progres	s.)	—	—	—	100	—
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—	—	—	700,000	1,000,000	—	—	—	(Leased	to Boston,	Hart.& Fis	hkill.)	—	—	50	—
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	2,500	—	89,800	175,000	2,000	—	—	(Leased	to Penney	lvania.)	—	—	—	50	—
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶	Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	124½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶	Maryland.	860,000	—	—	—	280,000	570,000	—	—	—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	—
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Reading	g.)	—	—	6	50	—
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—	—	—	1,209,200	495,900	—	—	—	(Leased	to Phila.	& Reading	g.)	—	—	7	50	76
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	539	East Tenn. Va., & Georgia ¶	Tenn & Ga	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	270.0	—	—	—	1,278,864	562,682	—	100	76
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	—	(Consolid	ated in t	he East	e, Virgin	ia and	Georgia.)	—	—	—	—	—	—	—
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.	500,000	—	—	—	500,000	—	—	(Oper. by	Evan	sville, H	enderson	& Nashv.)	—	—	—	—	—
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northern	n Central.)	25,000	25,000	5	100	56½
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,634,232	1,045,893	545,000	—	999,600	2,577,590	—	57,809	101.2	484,530	—	—	824,611	383,028	—	50	22½
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	—	—	78,636,910	23,398,800	—	—	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	—
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	—	999,600	2,577,590	—	57,809	101.2	484,530	—	—	824,611	383,028	—	50	—
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	98	European and North American ¶	Maine.	2,094,883	148,659	—	—	—	3,000,000	—	—	—	58,493	—	—	129,726	56,195	—	100	—
Jun. 30, 1869	108.0	32.0	15.2	—	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*	—	—	[Owned	by Dom	inion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	—
Jun. 30, 1869	33.5	—	—	5.45	—	—	—	—	Europ. & N. American W. Div.	N.Bruns.	1,743,037	*	—	—	803,750	1,853,907	18,001	—	—	(No	t in comp	lete opera	tion.)	—	—	—	100	—
Aug. 30, 1870	100.0	23.0	12.0	—	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838	—	—	516,804	166,699	—	100	—
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	—
Sept. 30, 1870	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*	21,174	491	150,000	—	269,450	—	5.8	10,846	350,016	—	26,815	3,800	—	100	—
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	90,000	—	—	60	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	74	50	—
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg	Massachusetts.	3,640,000	*	300,579	200,661	3,640,000	—	—	501,231	93.7	538,088	20,328,234	13,563,559	1,085,937	252,285	8	100	138
Dec. 31, 1869	12.0	—	—	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	100,000	—	—	(Oper. b	y Belvide	re Delaw	are.)	—	—	—	100	—
Dec. 31, 1869	77.0	—	—	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,289,094	*	173,576	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	—	—	466,737	232,707	—	100	—
Dec. 31, 1869	164.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*	—	—	3,000,000	2,300,000	—	—	154.0	—	—	—	—	—	—	100	—
Feb. 28, 1870	50.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	—	—	—	800,000	1,500,000	—	—	—	(Not	in complet	e operation	n.)	—	—	—	100	—
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	80,061	99,266	—	230,845	—	99,266	—	23.0	12,800	—	—	69,807	2,038	3	100	—
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	[Operat	ed by Rec	eiver.]	—	—	—	100	—
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,200	232.0	801,823	—	—	1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	—	280.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	—	—	—	—	—	—	—	—	40.0	[In prog	ress and n	o part in c	ompl te o	pera'n.]	—	100	—
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	—	—	—	1,000,000	1,000,000	—	—	—	[Owned	and oper.	by Mich.Ce	n.since A	pl.1870.)	—	100	—
Jun. 30, 1868	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶	Canada.	90,720,865	*	—	—	—	—	—	—	1,380.0	7,071,893	—	—	7,153,924	1,607,631	—	100	—
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶	Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,595	334.5	2,676,393	—	—	3,934,114	1,780,516	4	100	—
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	86	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	—	1,510,874	1,902,157	—	—	164.2	125,000	—	—	365,528	146,211	—	100	—
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,073	*	—	—	8,000,000	8,938,000	1,009,073	—	275 0	—	—	—	2,941,997	—	—	100	102
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	23,009	—	(Leased	to Penney	lvania.)	—	—	—	100	—
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut.	3,407,285	*	—	—	4,800,000	744,000	—	—	75.0	578,810	—	—	1,568,362	513,594	10	100	169
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.	Conn. & R. I.	4,704,866	*	—	—	2,037,939	2,055,500	—	—	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	—
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,469	41,340	104,900	—	1,809,585	500,000	100,000	—	32.0	20,800	—	—	60,495	3,008	—	100	—
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291.000	123,768	153,257	119.8	—	—	—	743,808	166,231	—	100	—
Dec. 31, 1869	144.0	36.0	7.2	323.0	16	12	10	340	Houston and Texas Central ¶	Texas.	5,600,000	*	—	—	3,000,000	2,600,000	—	—	126.0	—	—	—	1,040,400	601,933	—	100	—
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	[Is being	continue	d to Whar	ton Color	do Riv.]	—	100	—
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,537	*	—	—	16,020,000	4,309,220	—	—	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	—
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt	Penn.	2,202,174	*	—	—	706,580	1,927,614	—	—	58.8	191,777	—	—	291.564	5,882	—	50	—
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506	—	970.9	5,414,403	53,306,016	263,336,118	8,823,482	3,652,616	10	100	135½
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progres	s now o	perating	St. Louis	Alton &	T. H. R. R.)	—	194.0	—	—	—	1,774,867	Loss.	—	100	—
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*	—	—	5,685,497	7,358,931	675,628	—	289.0	1,205,686	—	—	1,921,274	707,492	—	100	6½
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	100	—
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	[Project	ed.]	—	—	—	—	100	—
Jnn. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*	—	—	132,411	35,000	—	—	13.0	24,000	234,368	664,541	73,307	11,855	—	100	—
Oct. 31, 1869	10.0	1.0	4.0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	—	400,000	130,000	—	—	11.0	—	—	—	82,361	22,727	—	50	—
Dec. 31, 1869	116.0	—	10.7	—	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	—	87,031	515,465	1,895,000	143,196	131,393	116.0	—	—	—	391,849	212,727	—	100	—
Oct. 31, 1869	43.2	1.8	2.5	13.0	—	—	—	—	Jamestown and Franklin	Penn.	1,765,248	—	35,000	—	603,077	1,000,000	688,228	—	—	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	—
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	587,179	1,632,923	225.0	—	—	—	1,140,099	403,480	—	100	40
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	and oper. b	y Chicago	& Alton.)	—	7	100	82
Dec. 31, 1869	44.5	—	10.8	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	and oper. b	y Michigan	Central.)	—	8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	16,472	1,040,193	5,589,807	107,612	49,583	—	100	—
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.	—	—	—	—	5,072,500	—	—	—	439.0	963,512	—	—	2,225,850	839,670	—	100	—
Dec. 31, 1869	99.6	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	—	—	—	—	—	1,209,000	[St k sw	amped.]	112.0	—	[Operated	by bondh	olders.]	—	—	—	100	—
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	[No	returns.]	—	—	—	—	100	—
Dec. 31, 1869	31.0	—	1.3	34.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee	—	—	—	—	—	—	—	—	31.0	[No	returns.]	—	—	—	—	100	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad				Rolling Stock.			Companies.	Abstract of General Balance Sheet.							Railroad Operated.	Operations.			Earnings.		Dividends.	Value of Shares.	
					Cars.				Property and Assets.				Liabilities.				Carried one mile.						Par.	Market.
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	F. M. & E.	Freight.	Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Trains Moved.	Passengers.	Freight.	Gross.	Net			
	M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*	—	—	4,183,000	915,000	1,205,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga..... Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*	—	—	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	91
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley..... Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased | to Cheshir | e.)	—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West..N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	509.7	3,844,135	42,652,418	319,717,106	5,098,367	737.188	—	100	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	70½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶..N.Carolina.	2,178,960	*	.....	.....	1,795,225	200.000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence.Me., N.H.& Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217.345	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,332	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	784,2[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	186
Sept. 30, 1869	80.0	—	.....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	80.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	.....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31 1869	28.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire..... Massachusetts.	600,000	.....	.....	.....	600.000	—	—	—	—	—	—	—	42,000	42,000	7	100	50½
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Sept. 30, 1870	200.4	40.6	258.5	—	163	118	40	3,045	Boston and Albany..... Mass. & N. York.	21,938,629	*	3,546,638	751 902	19,154,800	1,764.520	2,468,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	157½
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg .....Mass.	1,601,018	*	100,000	68,790	872,600	800.500	.....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	—	—	—	—	—	—	—	—	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	2½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell..... Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	141
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	285,631	16,628	4,471,274	—	—	1,000,979	144.0	849,892	44,032,919	13,369,312	1,563,658	511,551	10	100	158
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,700.000	*	504,422	.....	3,700,000	—	—	504,422	63.0	454,853	22 606,449	12,499,876	1,049,125	278,507	10	100	155½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Le | ased to E | ric.)	—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000.780	—	—	—	—	—	—	—	—	(Leased	& oper. by	Grand Tru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Er	ie.)	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota.Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No ret	rns 175 m	iles recent	ly comple	ted.)	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,466	527,627	—	100	116
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	120½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	—	—	—	332,925	300,000	.....	.....	—	(Leased	& oper. by	Camd. &	Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	92,010	5	100	70½
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased	and oper.b	y West J	ersey.)	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	—	426,900	—	—	—	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	—	—	3,359,500	445,350	—	—	67.5	307,310	.....	.....	625,132	178,342	—	50	....
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased | to Dela., L | . and W.)	54,000	.....	9	100	51
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	—	—	100	....
Dec. 31, 1869	271.6	1.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	—	—	—	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	108½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515 195	970,890	49,521	3½	100	25½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	74 2 0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(N	o returns.)	.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	186	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased | to Erie & | N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	.....	(No retur	ns publish	ed.)	.....	.....	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire..... New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3.844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased | to Phila. a | nd Read.)	101,714	2,331	—	50	....
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856.000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	64
Apr. 30, 1870	307 0	296 2	141.0	—	158	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,556,532	147,402,207	6,621,773	2,604,594	10	100	119
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(N	o returns.)	.....	.....	—	100	158½
May 31, 1870	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iown and Nebraska ..... Iowa.	5,000,000	—	—	—	3,916,000	810,000	.....	.....	—	(Leased	and oper.b	y Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n .Ill., Wis. & Mich.	50,048.813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	564,747,240	12,535,428	3,478,419	9	100	86½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific.Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	114½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	488	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	....
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	—	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	75
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	—	—	1,000,000	—	—	—	—	(Leased	and oper.b	y Kentuc	ky Centra	l.)	—	100	....
Jan. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction...O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,866	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	24½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,069,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	109
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In progress and no returns.)				5,000,000	4,500,000	.....	.....		.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Lehigh Coal and Navigation Co.)		16,063,650	4,573,500	1,943,189	.....	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,063,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	124½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	.....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	.....	.....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....		(Operated by L. M. and Col. & Xenia.)					—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint)..O.	7,786,469	*	[Leased Dec. 1 1869 to Pbg Cin&St. L. at $4 80,000 p.a.						196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	100	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....		(Leased to Phila. and Read.)			301,290	242,940	8	50	90½
Dec. 31, 1869	9.0	—	.....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	57
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,251	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,350,015	57,885,740	2,954,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.... Massachusetts.	363,158	*	.....	15,133	200.000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600.000	—	—	10,000	—	(Leased to Summit Branch.)			63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	5	10	160	Macon and Brunswick .....Georgia.	(Completed in Dec. 1869, no accounts yet published.						Bonds $10,000 p. m indorsed by Georgia.)													....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	122,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by State receiver.)	.....	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250.000	217,907	.....		(Leased to Phila.& Reading.)			128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72.124	22,999	1.000.000	—	5,609	90,514	26.0	81,204	1,621.977	942,664	132,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600.000	—	—	—	200.000	—	—	—	—	(Owned & oper. by Concord.)			—	—	—	100	....
Dec. 31, 1869	190.8	56.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	846,245	1,460,595	14,629,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	—	—	—	—	—	—	—	—	44.0	—	—	—	—	—	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper. by L. & Nashv.)	.....	.....	1.582.000	99.842	.....	.....	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper. by L. & Nashv.)	1,074,289	2,528,000	590,810	—	—	—	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under construction.]	.....	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,894,177	10	100	122
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	—	—	109,100	215,800	50.966	—	—	(Oper. by Erie.)	.....	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	.....	—	(Operated by New Jersey.)	.....	.....	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	62
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	—	—	—	(Leased to Phila.& Reading.)			305,282	305,282	8	50	107
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern R.R. Association Lessees.)		.....	.....	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,682	99.2	204,266	.....	.....	385,975	152,223	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1.294,430	150,760	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,030	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept. 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1.000 000	—	—	—	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No report received.)			.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	(Leased to Dela., Lacka. and West'n.)			.....	.....	7	100	93
Sept. 30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell.....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	—	—	126,747	43.0	224,938	7,499,849	5,191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1.900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	522,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,755	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	—	124.078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	[In hands of bondholders.]			972,000	—	—	—	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	*	.....	.....	605,000	136,300	2,000	.....	—	(Leased & oper. by P.Ft.W.& Chicago.)			.....	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	*	.....	.....	150,000	—	—	—	—	(Owned & oper. by P.,W.&B.)			77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	—	(Included in United Companies)			.....	.....	10	100	126½
Dec. 31, 1869	73.8	6.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	16	8	309	New London Northern..Conn. and Mass.	1,486,223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	5½
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,304	562,383	—	100	46
Dec .31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	—	.....	.....	[Morgan and operated by Southern Pacific Co.]												
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	....
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	98½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	132½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,7 2	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	—	(In course of construction)			.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	651,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased to New York Central.)			60.000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,522	4,000,000	575.230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	61,400	21,762	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island.....New York.	359,579	*	(Includin	gFerry.)	700,000	200,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	.....	634	267,300	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	634	.....	.....	.....	.....	8,591	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	.....	(In pro	gress to be	completed	June 187	0.)	—	50	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	.....	.....	.....	.....	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	—	—	—	197.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	24,194	52,224	400,000	.....	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	106
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga.....Pennsylvania.	843,402	330,543	1,157,178	186,284	1,988,150	348,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Sept. 30, 1869	35.0	—	5·8	—	13	15	6	222	Troy and Boston.....New York.	2,296,733	*	1,078,807	329,941	8,500,000	15,729,000	28,792	640,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	64½
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	.....	.....	7	100	49½
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	.....	.....	.....	.....	.....	(Leas	ed to Vt.	& Mass.	R. R.)	82,000	—	100	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,530	swamped	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch)..Kansas.	4,200,000	*	.....	.....	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	8,407,553	4,203,926	—	100	321
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	.....	.....	.....	1,582,650	.....	.....	.....	.....	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	.....	(Leased	by Vermo	nt Centra	l.)	.....	8	100	107
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts..Mass. & Vt.	3,465,944	*	.....	.....	5,000,000	5,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	2,860,000	750,000	199,627	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	100	75
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	516,164	793,200	.....	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶.....Virginia.	8,012,873	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	2	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	483,537	162,479	—	100	....
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley.....New York.	199,161	.....	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'tn.)	929,186	318,688	—	100	....
Dec. 31, 1869	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	454,758	154,618	7	100	87½
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	ceiver.)	.....	.....	.....	7.0	.....	.....	.....	58,123	18,448	7	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	5	100	....
Sept. 30, 1868	—	—	—	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	526,700	612,300	6,024	.....	.....	[In	progress.]	.....	330,571	63,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	Georgia.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	81
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	.....	No retu	rns for ye	ar.]	.....	.....	—	100	....
Aug. 31, 1869	94.0	—	....	86.0	—	—	—	—	West Wisconsin.....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....	.....	(Operat	ed during	construct	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	.....	.....	(No	return.)	.....	.....	.....	.....	20.0	13,430	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke.....Maryland.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Leased	to Boston	Con.and M	ontreal.)	12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	[W & M.	RR.sold	Jan.5, '70	$525,000.	5,000,000	.....	.....	.....	.....	.....	.....	.....	139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Welden ¶...N. Carolina.	1,052,818	35,915	8,286	.....	734.812	789,300	.....	.....	19.3	[no	returns.	.....	.....	.....	—	100	...
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	1,857	(Leased	to Northern	Centra	l.)	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	233,000	.....	.....	.....	213,000	.....	.....	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	950,000	*	.....	.....	.....	.....	.....	.....	.....	(Recen'l	y opened.)	1,254	.....	14,000	7	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	140
										393,535	.....	.....	.....	317,050	.....	76,845	.....	.....	(Le ased	to N	orthern C	entral.)	.....	—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	120
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	1'562,005	—	—	—	64,000	899,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	68½
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	68,226	102.0	(5 p. c. o	n preferre	d stock.)	431,246	184,848	—	100	50
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	.....	.....	354.0	—	—	—	735,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	.....	109.2	—	—	—	1,169,085	598,519	—	50	17½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	—	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	20
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1.100,000	708,000	86,000	.....	—	(Leased	to Pennsy	lvais.)	.....	.....	—	50	13
Oct.31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	57,800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	21
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	776	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,753	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	86,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	5	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in operation.)		—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	100½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia .....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,227	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City.....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	278	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	41
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30½
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	43
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	21½
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	48	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	75½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	75½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,19	1,920	1,920	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	50½
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	50	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	30
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	55	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,681	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	000	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	12
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	20	58½
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	62½
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	23	13th and 15th streets (Phila.)..Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	24½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. 5	y Troy &	Lansb.	—	100	100	....
Oct. 31,'69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	72
Oct 31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	50	50	....
Sept. 30,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3,690	3,010	4	25	25	....
Sept. 30,'70	3.53	40	16	Worcester.....Mass.	46,205	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	p.c.			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.& D.	1954	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1876	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	278,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,500	7	J.& D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	628,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,000	7	J.& J.	1874	88
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	22,000	7	M.& N	1876	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	44,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.) 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	121,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M.&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	90
Worcester: 1st Mortgage.....	20,000	6	A.&O	1879	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	...
Catawissa,* pref. and guar.	2,200,000	7	7	96
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	8	88½
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	98½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	90
Erie, preferred	8,536,910	7	7	45½
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	103
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	30
" " 2d pref....	4,051,744	6	...	9
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref.	3,500,000	7	7	83½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	93½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	59½
Sandusky and Cincinnati, pref.	445,546	6	6	36½
Schuylkill Valley,* guar.	576,500	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	50
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	116½
Schuylkill Navigation, pref.	2,888,997	6	6	36
Union, preferred	.. ..	0	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 —	@ 36 —
Pig, American, No. 1		34 —	@ 36 —
Pig, American, No. 2		32 —	@ 34 —
Pig, American, Forge		31 —	@ 32 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		Store Prices.	
Bar, Swedes, ordinary sizes		105 —	@115 —
Bar, Refined		77 50	@ — —
Bar, Common		85 —	@ — —
Scroll		100 —	@120 —
Ovals and Half-round		95 —	@105 —
Band		92 50	@ 95 —
Horse Shoe		95 —	@ — —
Rods, ⅜@3-16 inch		82 50	@120 —
Hoop		100 —	@140 —
Nail Rod	per lb.	— —	@ — 6¾
Sheet, Russia, as to No.'s	(gold)	— —	@ — 11
Sheet, Single D. and T. Common		— 4½	@ — 6
Rails, English	(gold) per ton.	55 —	@ 57 —
Rails, American, at Works in Penna.	c'y.	70 —	@ 72 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 13	@ — 15
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool,	do.	— 16	@ — 17
American, Spring,	do.	— 9	@ — 11
American Machinery	do.	— —	@ — 12
American German	do.	— 9	@ — 12

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb	4 75	@ — —
Cut Spikes, all sizes		5 —	@ — —
Clinch		6 25	@ 6 75
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19	@ — 31
Copper		— 36	@ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 38	@ — 38½
Straits	(gold).	— 32½	@ — 33
English	(gold).	— 32½	@ — 32½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 37½@ 8 52½	9 50 @ 10 —
I. C. Coke	7 25 @ 7 75	8 25 @ 8 75
Coke Terne	6 12½@ 7 12½	7 — @ 8 25
Charcoal Terne	7 75 @ 8 25	8 75 @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall.	— —	@ — 13½
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 18
Refined, Standard White (in ship'g order)		— —	@ — 23½
Refined, prime White (in shipping order)		— 24	@ — —
Refined, S. W. (in jobbing lots)		— —	@ — 26
Refined, S. W. (in tin)		— 27	@ — 29
Naptha, Refined, (65 @ 73 gravity)		— —	@ — 5½
Residuum	per bbl.	4 —	@ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)		(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...	per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)		10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)		12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)		12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)		15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)		18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)		19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)		21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)		22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)		23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)		24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)		26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)		30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)		36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending May 3.

	Th. 27.	F. 28.	Sat. 29.	M. 1.	Tu. 2.	W. 3
Canton Co.	....	85½	....	....	84½	....
Central Pacific 6s	100½	100½	100½	100½	100½	....
Central of N. Jersey	108	108	108	....	107½	108
Chicago & Alton	118½	119	....	119	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	158½	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	83	84½	85	84	85½	86½
" pref.	95½	96½	96½	96½	98½	98½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	93	....	92½	....	....	92
Chic., Rock Isl. & Pac.	111½	112½	113½	113	113½	113½
Chi., R. I. & Pa. 7s, 1896	101½	....	....	....	....	....
Clev., Col., C. and Ind.	90	89½	89½	89½	89½	89½
Clev. and Pittsburg	125½	125	124½	125½	124x	124½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	95½	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	23½	23	23	23½	....	23
" 1 M.	87½	87	87	....	86½	86½
" 2 M.	67½	....	....	68	....	68
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	119½	120	120	....	....	....
Del. Lack. & Western	109½	109½	109	109	109½	109½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	94½	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	85
Erie Railway	20½	21	21½	21½	21½	21½
" pref.	45½	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	82½	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	85½	....	....	....	....	....
Hannibal & St. Joseph	101	103	104	103½	105	102
" pref.	103	104	104½	104½	....	103
" 8s, conv.	104½	104½	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	109½	110½	112	110½	109½	109
Lake Shore Div. bonds	....	94	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	9	....
Michigan Central	122½	122½	....	123	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	103½	....	104	100½x	....	100½
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	10½	10½	10½	10½	10½	10½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	61½	62½	....	62½	62½	62
" pref.	82½	81½	82	81½	81½	81½
" 1st mort.	95½	....	....	95½	....	....
" 2d mort.	87½	....	....	....	....	....
" 8s	....	....	106½	106½	....	....
" 7 3-10s con.	....	....	....	....	....	99½
Missouri 6s	93½	93½	92½	93½	94	....
" H. & St. J. 1st	91½	....	....	....	92½	....
Morris and Essex	93	92½	92½	....	93	93
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	98
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	94	....	....	....	91x	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	100½	99½	100½	99½	99½	99½
" certificates.	94½	95	95½	96½	94½	....
N. York and Harlem	134	132½	132½	133	....	132½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	48	....	....	....	47½	....
" new	25½	....	....	....	....	....
Ohio and Miss.	51½	51½	52½	51	51½	50½
" pref.	78	....	80	81	81	83
" 1st M.	100	....	....	100½	....	....
Pacific Mail S. S. Co.	47½	47½	48½	47½	48½	47½
Panama	58½	....	57	57	56	53
Phila. and Reading	110	110	110	110½	110½	111
Pitts., Ft. W. & Chi. gtd.	....	100	99½	99	99	99½
" 1 M.	....	....	....	....	....	....
" 2 M.	100	100	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	12½	12	12½	12	12	....
St. L., Alton & T. H.	30½	30½	....	....	....	....
" pref.	59½	....	....	....	....	....
" 1 M.	96	....	96½	97½	....	....
" 2 M. pref.	86	....	86	....	....	87
" Income bds.	79	....	....	....	....	....
Tennessee 6s, old	67	66½	67½	67½	67½	67½
" new	....	66½	67½	67½	67½	67½
Tol., Wab. & Western	64	64½	65½	64½	64½	64½
" pref.	....	....	....	....	....	80
" 1 M.	....	....	93½	....	....	....
" 2 M.	....	....	....	....	....	x89½
" Equipment	83	83½	....	....	....	....
" St. Lou. Div.	86	....	....	86	....	86½
Union Pacific	33	32½	33½	32½	32½	32½
" 1st mort.	88½	89	89½	89	89	89½
" L. Gt. 7s	....	81½	81½	81½	81½	81½
" Inc. 10s	81½	....	....	81½	81	....
Virginia 6s, old	....	....	69	....	....	....
" new	72½	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 3.

	Th.27.	F.28.	Sat.29.	M.1.	Tu.2.	W.3
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109⅜	109⅜	109½	109⅜	....	109⅜
U. S. 5s, 10-40s, reg	108⅝	....	....	109¼	....	109⅛
U. S. 6s, 1881, reg	116⅜	117	117⅛	117	....	....
U. S. 6s, 1881, coup	116⅜	116⅞	117⅛	117⅛	....	....
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	110⅜	111¼	....	....	110⅞
U. S. 6s, 5-20s, c. 1862	113⅜	112⅝	....	111¼x	....	111
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	113⅜	....	114¼	....	....	111x
U. S. 6s, 5-20s, reg. '65	110⅛	....	110⅝	111	....	111
U. S. 6s, 5-20s, c. 1865	114	114	....	111¼x	....	....
U. S. 6s, 5-20s, r. n. '65	112⅝	113	....	....	....	113⅛
U. S. 6s, 5-20s, c. n. '65	112⅝	113	113⅜	113⅜	....	113⅛
U. S. 6s, 5-20s, reg. '67	....	....	113⅛	113⅜	....	113⅛
U. S. 6s, 5-20s, c. 1867	112⅞	113	113	113⅛	....	113⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	113⅝
U. S. 6s, 5-20s, c. '68	113	113	113⅛	....	113⅜	113⅝
U. S. 6s, Pac.R.R.issue	115⅛	115⅞	115⅞	....	....	115⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May. 2.

	W.26.	Th.27.	F.28.	Sat.29.	M.1.	Tu.2
Catawissa	....	....	....	....	....	....
.. preferred	48½	48½	....	....	47⅞	48
Camden and Amboy	124⅛	126½	126⅛	126	126	126
.. 6s, 1875	96	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	93½
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	96½	96½	....	94	94	
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	45	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	35¼	35⅞	35⅞	....	35¼	35¼
.. 6s, 1884	80	....	....	....	....	....
.. Gold L.	91⅛	91¼	91	....	....	90¼
.. R. R. L.	....	....	....	....	....	....
.. Conv. L.	....	....	....	82	....	....
Lehigh Valley R. R.	61½	61⅛	61⅛	61⅛	61⅛	62
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg.	98½	....	98½	....	....	....
Little Schuylkill R.R.	....	....	....	45⅜	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	53¼	....	53⅜	53½	....
Morris Canal	....	....	....	....	....	....
.. pref.	115	....	....	....	....	116½
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	47	....	....	....	....	....
.. 6s, 1880	99¼	....	....	99½	....	....
.. 7s	....	....	97½	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	43	43⅛	43	43½	43	43⅛
Oil Creek & Alleg. Riv.	52⅜	52⅜	52⅜	53½	53⅜	53⅜
.. 7s	88½	90	90	90	87	87
Pennsylvania R. R.	66⅛	66⅛	65⅞	66⅛	....	x62⅞
.. 1st M.	....	....	....	....	....	....
.. 2d M.	....	....	....	....	....	....
.. Gen. mort.	....	....	95	95	....	....
.. .. reg.	94	94	94	....	94	....
Penn. State, 6s, 1st series	....	104½	....	....	....	....
.. 6s, 2d series	....	....	....	107⅜	....	....
.. 6s, 3d series	....	....	....	....	100	....
.. 6s, W L.	104⅛	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	102½	....
.. new	102⅛	102⅛	102⅛	102⅛	102⅜	103
Philad., Germ. & Nor.	....	....	....	....	....	86½
Phila. & Reading	55⅛	54⅞	54⅞	55⅛	55	55⅛
Philadelphia and Erie	....	28⅜	28⅜	....	....	....
.. 6s	92⅛	92⅛	....	....	....	....
.. 7s	....	90⅛	90⅛	....	....	90
Schuylkill Navigation	9	....	9⅛	....	....	8⅞
.. pref.	18⅜	....	....	....	....	....
.. 6s, 1882	....	77⅜	77⅜	....	....	78
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	77⅛	....
Susq. Canal	....	....	9⅛	10	....	....
.. 6s, 1878	....	....	60	61	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	21⅜	21⅜	....	....	21	21⅛
Chestnut & Wal.	....	....	50½	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	30	....
13th and 15th sts.	24⅛	....	....	24½	....	24⅜

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 2.

	W.26.	Th.27.	F.28.	Sat.29.	M.1.	Tu.2
Baltimore City 6s, 1875	....	....	....	....	97	....
.. 1886	....	....	....	....	....	....
.. 1890	96½	....	....	96⅜	....	97
.. 1884	....	....	....	....	....	....
.. 1900	96	....	....	....	....	....
Balt and Ohio	....	136	....	....	136	
.. bonds, 1875	....	....	....	....	....	96
.. .. 1880	95	95	....	95½	....	....
.. .. 1885	....	....	93½	....	....	....
Maricetta & Cin. 1st M.	94¼	94½	94½	94⅛	94⅜	94⅛
.. 2d M.	85	....	....	84⅞	81½x	....
Northern Central	....	....	42⅞	....	43½	....
.. bonds, 1885	....	....	....	....	95	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May. 3.

	Th.27.	F.28	Sat.29.	M.1.	Tu.2.	W.3
Boston and Albany	157½	157½	157½	157½	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	153	....	....	....	....	....
Boston and Providence	155½	....	156	....	....	155½
Boston, Hartford & Erie	1½	....	....	....	....	....
.. 7s, new	....	27½	27⅝	27⅝	27⅝	27⅛
Cheshire, pref.	....	....	....	....	....	88¼
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	146½
Eastern	....	....	....	124½	....	124½
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	122⅛	122⅛	122⅝	123	123	123
Northern, N. H.	....	....	116½	....	....	....
Ogdens. & Lake Champ	89	89	....	....	91	
.. pref.	....	....	106	....	....	....
Old Colony & Newport	101	....	....	102½	102½	
Ph., Wil. & Baltimore	55	....	54⅛	54⅛	....	54⅛
Portl'd, Saco & Ports	....	....	....	132½	....	....
Union Pacific	33⅛	32⅛	33	....	....	....
" 6s	....	....	87	87⅛	87⅝	87⅛
" Land Grant 7s	81	....	81	80½	80⅝	80⅝
" Income 10s	80½	80	80½	....	80½	....
Vermont & Canada	....	107	....	....	....	....
Vermont & Mass	74½	....	77	....	75	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	75	....	75½
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	10½	....	10⅜	10⅜	10⅜	10⅜
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	2⅜	....	....
Pewabic	....	....	....	....	....	2½
Pittsburg	....	....	....	....	....	....
Quincy	....	....	....	25½	....	....

London Stock Exchange.

	Closing Prices. April 21.	Closing Prices. April 14.
All. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	80 — 85	80 — 85
Do. do., 2d mort., 1881	70 — 75	70 — 75
Do. Penn., 1st mort., 1877	80 — 85	80 — 85
Do. do., 2d mort., 1882	70 — 75	70 — 75
Do. Consol. 7 per cent. mort. 1890	40½ — 40⅝	41½ — 42⅛
Detroit and Milwaukee 1st mort. 7s	65½ — 67½	65½ — 67½
Do. 2d mort. 8 p. c.	67 — 69	66 — 68
Erie shares 100 dol. all paid	— —	— —
Do. sterig. 6 p. c. convertible bonds	63 — 65	62 — 64
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	99 —101
Do. 100 dol. shares, all paid	109½—110½	110 —111
Panama General mort. 7s, 1897	91 — 93	91 — 93
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	92½— 93½	92½— 93½
Do. $50 shares	53 — 55	51½— 52⅜
Philadelphia and Erie 1st mort. 1881	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, May 6, 1871.

Stock Exchange and Money Market.

The Money market has been comparatively easy all through the week on the basis of 4@7, generally 5@6 per cent. on call, and 6@8 per cent. per annum in the di count form. The demand for accommodation has been less urgent, particularly on speculative account; and the tendency has been steadily favorable to the borrowing interests. The offerings of Money have been more liberal, both on private and on bank account, and lenders have been rather less exacting as to price, and collaterals. The preference has been very decidedly for the public funds, on the pledge of which the large dealers have been freely supplied toward the close at the minimum rate of 4 per cent. per annum. There has been an improved inquiry for the better grades of mercantile paper, and all names grading up to strictly prime have been in ready currency at 6@7 per annum. The city banks, last week, gained 1⅝ millions of specie, 3⅞ millions of legal tender notes and 5⅛ millions of deposits. They enlarged their loan and discount averages 2⅜ millions and reduced their circulation $26,475. The city bank exchanges, last week, averaged $134,962,443; and thus far, this week, 138 millions daily. The banks now hold $12,570,692 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking act. The United States Sub Treasury reported a gain of $1,093,785 of coin, with a loss of $746,929 in the currency balance. The U. S. Sub-Treasury receipts last week were $4,344,856 in coin, and $5,490,216 in currency; payments $3,251,071 in coin, and $6,257,445 in currency. The office received $2,903,000 in coin or its equivalent, from customs; and disbursed $5,606,000 of coin interest, of which $4,570,000 prepared on the May account will be charged to the credit of the office in the current week.

The subscriptions to the new refunding Five per cent. Loan now amount to about 63½ millions.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $7,807,565 in currency, and $63,039,034 in coin against a balance a week previous of $10,212,217 currency, and $67,206,608 coin.

The U. S. Sub-Treasurer retired, last week, $3,474,246 of coin certificates, received for customs.

Government revenues have been on a moderate scale, since our last. The excises yielded about 2⅛ millions. The customs at the port of New York, last week were $2,762,246; and at the outports, equal to about $850,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been $120,683,278.

On the 29th of April, the amount of United States currency outstanding was $398,712,160.

The U. S. Sub-Treasury receipts at this port in April were $57,307,373, including $12,960,609 from customs; payments, $57,327,484, including $1,036,783 of coin, and $4,710 of currency interest.

Under the Treasury programme for May, Government will sell during the month, through the Treasury office here, at least eight millions of Gold, as follows: Thursday, May 4, two millions; Thursday, May 11, two millions; Thursday, May 18, two millions; Thursday, May 25, two millions. And will buy at least ten millions of Five-Twenties as follows: Wednesday, May 3, two millions; Wednesday, May 10, two millions; Wednesday, May 17, two millions; Wednesday, May, 24, two millions; Wednesday, May 31, two millions.

The Gold speculation has been on a moderate scale, with some show of confidence in the buoyancy of the price. The range of the week has been from 110⅝@111½, and the closing quotation on Wednesday was 111¼ against 110¾ the preceding Wednesday. The export drain has been again liberal, having reached $3,332,498 last week and on Tuesday and Wednesday of this week $519,700. Government disbursed coin interest, last week to the amount of $5,606,000, mainly in prepayment of the May obligations. During the first half of the current week it paid out 1⅛ millions of coin interest, through the New York office. The customs revenue at this port has averaged nearly half a millions a day in coin, since our last.

The customs at this port on Wednesday were $417,000.

The export drain was $3,332,498 last week, against $774,410, same week preceding year. The

shipments since July 1, 1870, have been $65,087,194, against $24,778,297 same time in 1869–'70.

The customs demand for Gold last week, averaged $483,834 a day; thus far, this week, it has averaged $403,000 a day, or equal to a weekly aggregate of $2,418,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $52,432, and since Jan. 1, 1871, $2,971,893, against $6,308,883 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $124,502,575, against $112,253,662 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $67,711,341 against $75,467,522 same time in 1869–'70.

Foreign Exchange has been quoted stronger, though not active. Bankers' sixty day bills on London closed on Wednesday at 109⅞@110⅛; sight bills on London, 110⅛@110¾.

The produce exports from this port, week ending with May 2, were to the currency value of $3,910,936.

Government securities show a further improvement in price, on a reduced offering of bonds and a fairly active inquiry, mostly from investment purchasers. The Public Debt exhibit for May, indicating a further important reduction of the national indebtedness in April, was very favorably received by the business community. Toward the close the market was firm, but very quiet.

On Wednesday, Government bought in two millions of Five-Twenties at 110 98@111 11, ex-interest. The amount of bonds offered was $5,716,350.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116⅞@117; U. S. Five-Twenties of 1862, ex coupon 111@111⅛; U. S. Five-Twenties of 1864 at 119⅞@111⅛; U.S. Five-Twenties of 1865, 110⅞@111⅛; U. S. Five-twenties of 1865 consolidated, 113⅛@113¼; U. S. Five Twenties of 1867, 113¼@113⅜; U. S. Five-twenties of 1868, 113¼@113⅜; U. S. Ten-forties at 109⅝@109¾; U. S. Six per cent. currency bonds, 115⅛@115⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 19.	April 26.	May 3.
Consols	93¼	93¼	93½
U. S. 5-20's of 1862	*90⅛	90⅛	90½
U. S. 5-20s, 1865	*89⅞	90	90¼
" 1867	92⅛	92¼	92⅛
" 10-40s	89½	89¼	89½
Erie	....	18⅛@18⅜	19⅛@19⅜
Ill. Central	....	....	....
At. and Gt. West.	....	....	....

* Ex-May coupon.

State bonds have been in fair demand at firm prices.

Railway bonds have been in good request for investment purposes, and generally quoted strong in price. Central Pacific Sixes closed at 100⅜@100½. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in demand at 90 per cent. and accrued interest. Union Pacific Sixes closed at 89¾@89⅞.

The market for Railway and miscellaneous share property has been less active, in nearly all instances, and prices have been less firm, closing heavily.

There has been less animation in general business. Breadstuffs and Provisions closed weaker in price. Middling upland cotton closed on Wednesday at 14⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,570,256 bales, against 2,539,996 bales same time last year; exports 2,616,179 bales, against 1,778,145 bales same time last year; stock at the ports at latest dates, 490,613 bales, against 326,498 bales same date 1870.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 89½; do., 7s, gold, 91⅝; South Carolina 6s, new Jan. and July, 61½; do. April and Oct., 59; North Carolina 6s, special tax, 19; do. Fund Act, 1866, 37; do. 1868, 30; Connecticut 6s, 102⅛; do. War Loan, 101½; N. Y. State 9s, 1874, 108; do. 7s, Bounty Loan, 108⅝; Alabama 8s, 102; Chicago and North Western Interest bonds, 96; Pacific 6s, guar. by Mo., 100; Toledo, Wabash and Western consol. bonds, 85¼; Ohio and Mississippi consol. bonds, 95⅛; St. Louis and Iron Mt., 60½; do. 1st mort., 91⅜; Gt. Western 1st mort., 1888, 91; Quincy and Toledo 1st mort., 82½; Central of New Jersey new bonds, 101⅞; North Missouri 1st mort., 85¾; Mil. and St. Paul 1st mort., Iowa Div., 89; Toledo, Peoria and Warsaw 1st mort, W. D., 87¾; do. 2d mort., 73; Peninsular R. R. 1st mort., 92; Buffalo, N. Y. and Erie 1st mort., 89; Atlantic and Pacific pref., 36½; Rome, Watertown and Ogdensburg, 126; N. Y. and N. H. R. R., 150; do. scrip, 140; Albany and Susq. R. R., 91; New Jersey R. R., 126½; Hartford and New Haven R. R., 169; American Coal, 51; Consol. Coal of Md., 38¼; Maryland Coal, 33; Western Union Telegraph, 59¼; Wells-Fargo Exp, 44¾; U. S. Exp., 57½; Am. Mer. Union Exp., 58¾; Adams Exp., 82; Brooklyn 6s, Park Loan, 92; do. W. L., 95.

Philadelphia.—Belvidere Delaware 3d mort., 86; Pennsylvania and New York Canal 7s, 97; Phila. and Reading 6s, 1880, 97; Harrisburg and Lancaster 6s, 95; West Jersey 7s, 100½; Schuylkill Nav. 6s, 1895, 78½; do., Imp. Loan, 82; do., 7s, Boat Loan, 79; Huntingdon and Broad Top Mt. 1st mort., 97½; do., 2d mort, 84½; Wilmington and Reading 7s, 93; Perkiomen R. R. bonds, 80; Penna. deben. bonds, 101; East Pennsylvania R.R., 38; Pittsburgh 5s, 75½; Allegheny Co. 5s, 76½; Fulton Coal, 5⅜; Feeder Dam oil, 0.31. The latest quotations are: City 6s, 102¾@—; do. free of tax, 103@103; State 5s, coupon, 104@—; do. 6s, W. L., 104@104½; do. 1st series, 104@104½; do. 2d series, 107½@108; do. 3d series, 109@110; Reading, 55½@55½; do. 7s, 1893, 104@105; do. mort. 6s, 1880, 97@97; Camden and Amboy, 126@126¼; do. mort. 6s, 1889, 93½@94; do. 1883, 93@93½; do. 1889, 93@93½; Pennsylvania R. R., 62½@62⅝; do. 1st mort., 102@102½; do. 2d mort., 98@100; do. Gen'l mort. coupon, 95@95½; do. reg., 93⅞@94; Little Schuylkill R. R., 45⅛@45¼; Morris Canal, 49@50; do. pref., 116@117; do. 6s, 89½@92½; Susquehanna Canal, 10@10¼; do., 6s, 60@62; Schuylkill Nav., 9@9⅛; do. pref., 18@18½; do. 6s, 1882, 77½@78; Elmira and Williamsport pref., 43½@45; do. 7s, 1878, 90@—; do. 6s, 60@60; Lehigh Coal and Navigation, 34@34; do. 6s, 1884, 86@86½; do. R. R. Loan, 90@90½; do. Gold Loan, 90@90½; North Pennsylvania, 47@47; do. 6s, 99@100; do., 7s, 93½@—; do. Chattle 10s, 110@114; Philadelphia and Erie, 28@28¼; do., 6s, 91@92; Minehill, 53½@54; Catawissa, 25@25; do. pref., 48@48¼; Lehigh Valley, 62¼@62⅜; do. 6s, 97½@98; do. 7s, reg., 100@100; Fifth and Sixth streets, (horse,) 41@42; Second and Third, 58@58½; Thirteenth and Fifteenth, 24@25; Spruce and Pine, 30@31; Green and Coates, 45@46; Chestnut and Walnut, 50@50; Hestonville, 21¼@21½; Union, 58@60; Germantown, 32@—.

Boston.—Vermont and Massachusetts R. R. 6s, 93; Stanstead, Shefford and Chambly 7s, 1887, 84; Vermont Central 1st mort., 86¾; do. 2d mort., 44½; Rutland R. R., 41; do. pref., 83¾; do. 7s, 1880, 87½; do. 8s, 1880, 100⅝; Ogdensburg and Lake Champlaain 8s, 1878, 102¾; Michigan Central 8s, 1890, 109; Grand River Valley R. R. 2d mort., 8s, 1879, 103; Conn. and Pass. Rivers 6s, 1876, 94¾; Vermont Central and Vermont and Canada 8s, 1875, 102¾; do. 1877, 103; do. 1889, 104¼; Cedar Rapids and Missouri 7s, 1894, 90; Old Colony and Newport 7s, 104; New York and Oswego Midland 7s, gold, 94; Eastern R. R. 6s, 1874, 100; Portsmouth, Gt. Falls and Conway R. R., 111¾; Cincinnati, Sandusky and Cleveland R. R., 24¼; do. 7s, 1890, 83¾; Summit Branch, 45½; Indianapolis and Cincinnati R. R., 6½; Eastern (N. H.) R. R., 115⅝; Boston and Lowell R. R., new, 116¼; Norwich and Worcester R. R., 113½; Boston, Clinton and Fitchburg pref., 57; Burlington and Missouri River R. R., in Iowa, 116; do. in Nebraska, 51¼; Boston Water Power Co., 39; Cary Imp., 13¾; Waverly Land, 1⅝; New Hampshire 6s, 1884, 100; Massachusetts 5s, 1891, gold, 97¾; Boston 6s, currency, 102; do. 5s, 1887, gold, 97½; Cook Co., Ills., 7s, 99¾; Bath 6s, 1899, 90¼; Chicago 7s, River Imp., 99½; St. Louis 6s, 1886, 88¾; do. 1877, 92¾; Charlestown 6s, 1889, 100; Hartford 6s, 1882, 99; Belfast 6s, 1898, 90; Alloues Mining Co., 1⅞; Dana, 68c.; Hanover, 2; Mesnard, 40c.; Tremont, 55c.; Hungarian, 35c.; Petherick, 1¼; Canada, 37½c.; Hancock, 2⅛; Superior, 30c.; Humboldt, 50c.; Rockland, 1; Madison, 25c.

Baltimore.—Northern Central 6s, 1900, gold, 94; Western Maryland 3d mort. guar., 92; do. guar. by Washington Co., 84½; Pittsburgh and Connellsville bonds, 94⅞; Orange and Alexandria 2d mort. 6s, 77½; do. 4th mort. 8s, 77½; Virginia and Tennessee 8s, 83½; Maryland 6s, 1870@1890, 97; do. Defense bonds, 104½; Virginia 6s, old, reg., 56½; do. 6s, 1867, reg., 67; do. 1866, 72; Baltimore 6s, 1893, 96½; do. exempt, 98½; Baltimore Copper, 1; George's Creek Coal, 70. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94⅞@95; Baltimore and Ohio, 135@140; do. 6s, 1875, 95@96; do. 1880, 95¼@95½; do. 1885, 93¾@95; Northern Central, 43@43½; do. 6s, 1885, 94½@95; do. 1900, 87½@87½; do. 6s, 1900, gold, 94@94½; N. W. Va. 1st mort., 97@97½; do. 2d mort., 96½@97½; do. 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 94¾@95; do. 2d mort., 81¼@81½; Central Ohio, 29½@30½; do. 1st mort., 84⅝@86; Western Md. 1st mort. 6s, 1890, 76@80; do. guar. by Baltimore City, —@96; do. 2d mort. guar., —@93; do. 2d mort. pref., 58@60; do. 6s, guar. by Washington Co., 83@84; Richmond and Danville bonds, 74¾

@75⅛; Orange and Alexandria 1st mort. 6s, 89@90; do. 2d mort. 6s, 76½@80; do. 3d mort. 8s, 84@86; do. 4th mort. 8s, 77@78; Orange, Alex. and Manassas 7s, 79@79½; Virginia and Tennessee 8s, 83½@85; do. 6s 1st mort., 82@—; do. 6s, 2d mort., 74@75; Baltimore 6s, 1875, 97@98; do. 1884, 96½@—; do. 1890, 97@97½; do. 1893, 96@96½; do., 1900, 96@96⅝; do. 5s, 1838-'70, 80@81; Memphis City 6s, 56⅜@56½; Maryland Defense Loan, 1883, 104¾@—; City Passenger R. R., 20½@21¼; George's Creek Coal, 70@75; Baltimore Copper, 1@1.75; Santa Clara, 1@1.87; Atlantic Coal, 1@2.25.

THE GREAT NATIONAL LOANS.

☞ NEW FIVE PER CENT. BONDS OF THE UNITED STATES.

The Treasury Department is now able to promise that the registered Certificates of Stock, and a good part of the Coupon Bonds, of the New Loan of the United States, bearing Five per cent. Interest, payable quarterly in Gold, will be ready for delivery early in the present month. The Subscriptions to the Loan now amount to $62,000,000, and it is expected that the Subscriptions and Sales will progress more rapidly when the Certificates and Bonds are ready for market abroad as well as at home. The whole sum of Five per Cents offered to the public generally, and to the holders of United States 5-20 Bonds, without qualification, is $200,000,000. When this amount, to which preference is thus given, is taken up, the remainder of the Five per Cents, $300,000,000, embraced in the New Loan of July 14, 1870, for refunding the Public Debt, will be offered in connection with $300,000,000 Four and one half per Cents, and any part of $700,000,000 of Four per Cents, the one running fifteen years and the other thirty years.

The following is a copy of the New Five per Cent. Bond, under and pursuant to the New Loan Act of Congress:

FORM OF 5 PER CENT BOND.

INTEREST | FUNDED LOAN OF 1881 | 5 PER CENT.

UNITED STATES OF AMERICA

ARE INDEBTED TO THE BEARER IN THE SUM OF

..... DOLLARS.

THIS BOND is issued in accordance with the provisions of an Act of Congress entitled "An Act to authorize the refunding of the National Debt," approved July 14, 1870, amended by an Act approved January 20, 1871, and is redeemable at the pleasure of the United States, after the firs day of May, A. D. 1881, in Coin of the standard value of the United States on said July 14, 1870, with interest in such Coin, from the day of the date hereof, at the rate of FIVE PER CENTUM per annum, payable quarterly, on the first day of February, May, August, and November, in each year. The principal and interest are exempt from the payment of all Taxes or Duties of the United States, as well as from taxation in any form, by or under State, municipal or local authority.

WASHINGTON, ..., 18....

Entered ..... Recorded .....

....

Register of the Treasury.

Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000, and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depository of the Government, quarterly, on the first days of February, May, August and November, in each year.

The Interest on the Registered Stock of this Loan, it is determined by the Treasury Department, will be paid as conveniently to the holder as on the Coupon Stock, and personal attendance, or attendance by proxy at the Treasury, to draw and receipt for the Interest will be dispensed with, *whenever the check of the United States Treasurer, mailed punctually to the address and order of each holder, on or before every quarter-day, is preferred to such attendance.* This check, payable in Gold Coin at the Treasury in New York, (or such other office as the Stock is registered at,) will be negotiable or collectable on the indorsement of the owner or owners of the Stock. In pursuance of this arrangement, the subscribers to, or purchasers of, the Stock in its registered form (which is a complete protection against theft or other losses incident to Coupon Bonds payable to Bearer) are advised to give their Post-office address in full, and to notify of any change in the address between quarter days.

The whole proceeds of the new loan will be applied to the payment or redemption and cancellation of the 5-20 years six per cent. bonds, and, in addition to these proceeds, the 5-20s are now being reduced by purchase at the rate of $10,000,000 per month.

The entire effect, therefore, of the New Loan, in connection with the existing Sinking Fund process of the Treasury, is to reduce both Principal and Interest of the Public Debt of the United States. *The Loan creates no additional supply of Government Stocks*, while the application of the surplus revenues derived in Gold from Customs is constantly lessening, as it has been doing for two years past, the Funded Stocks bearing six per cent. Gold Interest.

The 1st of May schedule of the Public Debt, which has just been published by the Secretary of the Treasury, shows a reduction in these Stocks since the April schedule of $12,215,700 and a further lessening of the yearly interest charge thereon of $732,942. This leaves the total yearly interest charge in Gold $111,982,034. In the same month the Treasury paid and canceled $4,470,000 of the Three per Cent. Currency debt, reducing the whole of this debt bearing interest to $51,023,000, and the yearly interest charge thereon to $1,537,470.

The proposed further reduction of the annual interest charge upon the Public Debt by refunding is as follows:

By exchange of $500,000,000 United States six per cents for new five per cents of 1861	$5,000,000
By exchange of $300,000,000 United States six per cents for four and a half per cents of 1866.....	4,500,000
By exchange of $700,000,000 United States six per cents for four per cents of 1901	14,000,000
Total saving per annum by refunding.	$23,500,000

The large and rapid accumulation in the last few years of private capital now retired from active business, and of the cash Savings and Life Insurance premiums deposited with or intrusted to the provident institutions of the country—all seeking the most undoubted security, pledged to be kept free of all taxes, under national or local authority, and content, provided this object be assured, with moderate rates of interest—will no doubt ultimately absorb so much of these New Stocks as may not be taken in voluntary conversion of United States 5-20s, or marketed abroad.

C. C. NORVELL,
In charge of United States Loan Advertising.

TREASURY OFFICE, NEW YORK, May 2, 1871.

PROGRESS OF REDUCTION OF THE NATIONAL DEBT.

	Debt of the U. S. less cash in the Treasury.	Decrease of debt during the preceding month.	Total decrease from March 1, 1869, to date.	Monthly interest charge.	Decrease in monthly inter't charge.
1869—March 1.	$2,525,463,260	$.....	$.....	$10,532,462	$.....
April 1.....	2,525,196,461	266,798	.....	10,526,238	6 224
May 1.....	2,518,797,391	6,399,070	6,665,868	10,522,835	9,626
June 1.....	2,505,412,613	12,334,777	20,050,646	10,507,090	25,372
July 1.....	2,489,002,480	16,410,132	36,460,779	10,476,840	55,622
Aug. 1.....	2,481,566,736	7,435,744	43,896,523	10,383,568	148,893
Sept. 1.....	2,475,962,501	5,604,234	49,500,758	10,333,518	198,943
Oct. 1.....	2,468,495,072	7,467,429	56,968 187	10,252,933	279 528
Nov. 1.....	2,461,131,189	7,363,882	64,332,070	10,194,903	337,558
Dec. 1.....	2,453,559,735	7,571,454	71,903 524	10,130,625	401,836
1870—Jan. 1.....	2,448,746,953	4,812,781	76,716,306	10,061,506	470,956
Feb. 1.....	2,444,813,288	3,933,664	80,649,971	10,022,498	509 964
March 1.	2,438,328,477	6,484 811	87,134,782	10,007,312	525,149
April 1.....	2,432,562,127	5,766,349	92,901,132	9,982,350	550,112
May 1.....	2,420,864,334	11,697,793	104,598,925	9,956,759	575,703
June 1.....	2,406,562,371	14,301,962	118,900,888	9,926,762	605,699
July 1.....	2,386,358,599	20,203,772	139,104,660	9,886,812	645,649
Aug. 1.....	2,369,324,476	17,034,123	156,138,784	9,854,633	677,829
Sept. 1.....	2,355,921,150	13,403,325	169,542,109	9,814,590	717,872
Oct. 1.....	2,346,913,652	9,007,498	178,549,607	9,768,940	768,522
Nov. 1.....	2,341,784,355	5,129,296	183,678,904	9,718,436	814,025
Dec. 1.....	2,334,308,494	7,475,860	191,154,765	9,686,164	846,298
1871—Jan. 1.....	2,332.067,793	2,240,700	193,395,466	9,644,043	888,418
Feb. 1.....	2,328,026 807	4,040,986	197,436,453	9.610,386	922,076
March 1.....	2,320,708,846	7,317,960	204,754,413	9,571,007	961,455
April 1.....	2,309,697,596	11,011,250	215,765,663	9,527,212	1,005,249
May 1.....	2,303,573,543	6,124,053	221,889,716	9,459,959	1,072,503

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business April 30, 1871.

WILLIAM A. RICHARDSON, Acting Secretary of the Treasury.

Commerce of New York.

The foreign imports at New York for the month of March, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.	$14,447,775	$22,639,471
Do. for warehousing	11,826,891	13,271,955
Free goods	979,288	2,577,244
Specie and bullion	2,441,679	207,394
Total entered at port	$29,695,633	$38,696,064
Withdrawn fr. wareh'use	9,985,981	11,695,478

The foreign imports at New York for the three months from January 1, were:

	1870.	1871.
Entered for consumpt'n.	$40,157,897	$53,804,068
Do. for warehousing	31,284,035	37,376,557
Free goods	2,845,097	8,884,144
Specie and bullion	5,501,977	2,914,681
Total entered at port	$79,789,006	$102,979,450
Withdrawn fr. wareh'se	28,641,834	34,386,994

The foreign imports from New York for nine months ending March 31, were:

	1870.	1871.
6 mos. ending Jan. 1.	$134,708,154	$156,339,208
In January	24,725,375	28,792,062
In February	25,367,998	35,491,324
In March	29,695,633	38,696,064
Total for nine mos.	$214,497,160	$259,318,658
Deduct specie	11,279,179	7,616,866
Total mdse	$203,217,981	$251,702,292

The revenue from customs at New York for nine months ending March 31, were:

	1870.	1871.
6 mos. ending Jan. 1.	$61,552,308 75	$67,729,184 75
In January	9,840,502 99	12,010,020 67
In February	11,750,424 06	12,258,147 69
In March	11,977,323 42	15,305,799 14
Total nine months	$95,120,559 22	$107,303,152 25

The exports from New York to foreign ports in the month of March, were:

	1870.	1871.
Domestic produce	$14,965,213	$21,211,713
Foreign free goods	50,590	121,098
Do. dutiable	927,292	806,521
Specie and bullion	1,521,601	7,569,880
Total exports	$17,464,696	$29,709,212
Do. exclusive of specie.	15,943,095	22,139,332

The exports from New York to foreign ports for three months from January 1, were:

	1870.	1871.
Domestic produce	$37,979,059	$57,842,194
Foreign free goods	160,375	194,315
Do. dutiable	2,636,973	1,680,441
Specie and bullion	6,399,249	13,741,157
Total exports	$47,175,656	$73,458,107
Do. exclusive of specie.	40,776,407	59,716,950

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March 31, were:

	1870.	1871.
Six mos. ending Jan. 1.	$109,954,573	$107,654,919
In January	12,893,166	18,837,876
In February	11,940,146	18,739,742
In March	15,943,095	22,139,332
Total produce	$150,730,980	$167,371,869
Add specie	23,055,804	55,092,032
Total exports	$173,786,784	$222,463,901

☞ The Alexandria (Minn.) *Post* says that Mr. Thomas, Assistant Engineer of the Northern Pacific Railroad, has commenced the survey for that road across Dakota Territory.

Finances of Arkansas.

The following statements with reference to the finances and progress of railway construction in the State of Arkansas are copied from a recent letter of Hon. Henry Page, Treasurer of that State:

The old debt of the State, so far as funded up to the present time and now drawing interest, is $2,750,000. The whole of the old debt, if funded, will amount to $4,430,000. But this total will probably be largely diminished by the amicable adjustment of certain claims held by the State of Arkansas against the United States Government which is the holder of over one million of the unfunded bonds.

The total debt which may be created by the loan of the State's credit to railroad companies is $10,000,000. Of this sum bonds to the amount of $3,150,000 have been issued as follows:

Memphis and Little Rock Railroad	$1,050,000
Little Rock and Fort Smith Railroad	900,000
Little Rock, Pine Bluff and New Orleans Railroad	750,000
Miss., Ouachita and Red River Railroad	450,000

These are the only roads entitled under the law to receive State bonds; and so far as I can discover, the aid heretofore given has been honestly and judiciously expended. Certainly, before this law was voted upon and enacted by the people, the railroads of Arkansas were in a strictly rudimental condition, forty-eight miles of operated road constituting the sum total of the development of her railroad system. And this meagre length of road was all that could be achieved on a line of commanding importance, the completion of which would place the capital of the State in immediate railway communication with all parts of the Union. Now, as reported to me by the officers of the several roads, and as I know also from other official sources, and from personal observation as well, the following is an exact showing of their condition:

	Miles.
Memphis and Little Rock Railroad:	
Completed and in running operation	131
Little Rock and Fort Smith:	
In running operation	80
Graded and ready for track	50
Cairo and Fulton:	
In running operation	20
Graded and ready for track	20
Little Rock, Pine Bluff and New Orleans:	
In running operation	18
Graded and ready for track	62
Mississippi, Ouachita and Red River:	
In running operation	18½
Graded and ready for track	22
Graded but not finished	68

In fact, by the terms of the law, the State bonds can be issued to the railroad companies only as sections of ten miles of road are graded and prepared for the rails; and also upon each successive application of the companies for an issue of bonds a rigid showing may be required of the uses to which the bonds previously given have been applied. With these statutory provisions against a lavish issue and reckless expenditure of the bonds, very different from the free and easy conditions under which bonds have been issued to railroads by the State of North Carolina and one or two other Southern States, Arkansas has secured, as has been shown, and is likely hereafter to secure a full equivalent for every bond so advanced or loaned.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR INJURY TO PASSENGER—CHOICE OF DANGER.

The recent case of Delamatyr and ano. *vs.* The Milwaukee and Prairie du Chien Railroad Company, (24 Wisc., 578,) was an action to recover damages for an injury received by the wife in descending from a train on defendant's road, at Hanover Junction, in this State and alleged to have been caused by defendant's negligence in not furnishing safe and proper means for such descent.

The jury rendered a verdict for plaintiffs for $1,000. The following is the able opinion of the court delivered by

Cole, J.—There can be no doubt that the plaintiffs had a right to be examined on their own behalf, on the trial, without giving notice to the defendant. Chapter 176, Laws of 1868, gives them that right, and repeals the statute of 1869, under which the case of Silsa *vs.* Chicago and Northwestern R. R. Co., (21 Wisc. 370) was decided.

It seems to us that the question of negligence was fairly submitted to the jury, under proper instructions by the court. No exceptions were taken to the general charge which is quite full and covers all the law of the case. Neither were any exceptions taken to the special instruction asked and given on the part of the plaintiffs, while the court gave all but three of the eighteen special requests of the defendant. The third and twelfth instructions refused are obviously open to the criticism passed upon them by the counsel for the plaintiffs. Manifestly the question was not, whether the defendant company had any reasonable or probable ground to expect an accident to a passenger properly descending from the steps of the cars on to the platform at Hanover Junction; or whether the defendant had, for a very long period of time prior to the accident, used the platform at that station, in the same precise condition and position in which it was at the time of the accident in connection with the same car from which Mrs. Delamatyr was attempting to alight. But the question was, had the company provided a sufficient platform to enable passengers to descend from the cars without danger; and had the cars been drawn up to this platform so that persons might with safety, while exercising such care and prudence as prudent persons ordinarily use under similar circumstances, descend from them! Of course, it is the duty of the company to afford passengers reasonable facilities for alighting from the cars, both by a reasonable safe platform and by stopping the train in such a manner that they may avail themselves of it without unnecessary exposure. And, under the directions of the court, the jury must have found, upon the evidence, that the platform was not a proper one, or that it was not sufficiently near the steps of the car from which Mrs. Delamatyr was attempting to alight, to make the descent a safe one. And if the jury found either fact against the company it would show negligence on its part, for which it would be liable to the party injured, unless there was contributory negligence. And this seems to be the only question in the case, whether really Mrs. Delamatyr was not herself guilty of negligence in attempting to alight from the cars at the place and in the manner she did. Now on the part of the company it

is insisted, that the testimony discloses a clear case of negligence on her part; that she did not descend the steps of the car, steadying herself down by the aid of the iron railing at the end of the car, and properly using the means the company had furnished for her to alight in safety, but jumped from the cars under circumstances which her own judgment told her rendered it rash and dangerous.

In answer to this argument we observe, in the first place, that it was purely a question of the jury to find, in view of all the facts, whether Mrs. Delamatyr was guilty of any negligence in descending the steps or jumping from the cars, in the manner she did. As a matter of law, the court surely cannot say that she was careless or reckless in her conduct. It appears by incontestable evidence, that the train had stopped, and that she was told by the brakeman to go through the next car and get off there. She says, that, in obedience to these directions of the brakeman, she went through the next car, walked down the corner steps of the platform; saw that the place was a difficult one to alight from, because the steps were not opposite the platform, and were some two or three feet above it, and that she would have to jump obliquely to alight upon the platform, saw that her sister-in-law had landed safely, gave her left hand to her sister and attempted to jump upon the platform. This is the substance of her testimony. Now, as a matter of law, to characterize this conduct of hers as careless, and negligent, would seem to be manifestly unwarranted. The rule that contributory negligence on her part would prevent a recovery, was stated in various propositions by the court in the general charge and requests given. The jury were told that it was the duty of Mrs. Delamatyr in descending from the car to the landing place, to use in a proper manner the steps of the car, and also the railing if necessary, to steady herself in descending the steps of the car to the platform; and that if, by reason of any improper or careless way of descending from step to step or from the lower step to the platform, or if by any act of negligence on her part, the injury happened, then there could be no recovery. Thus it will be seen that the court left to the jury the question, whether, upon the facts disclosed, Mrs. Delamatyr was guilty of negligence, and we think that pre-eminently that was a question for the jury to decide, and not one for the court.

In the seventeenth special request asked by the defendant, and refused, the court was asked to charge, that if the jury should find from the evidence that there was any danger in Mrs. Delamatyr attempting to jump from the steps of the car, she was as much bound to avoid the accident as the company was, and not by her conduct to contribute to its occurence. And the argument is, that it appears from her own testimony that the place was a difficult one to get down, and that she would encounter some danger in attempting to jump in an oblique manner that distance to the platform; and that by so doing she made what she saw and knew to be a dangerous experiment, and resolved to take the responsibility of the act, and thereby received the injury complained of. The company therefore, it is said, should not be responsible, if she saw fit to imperil her life or limb, and made a jump which under the circumstances her own senses told her was dangerous. The case of Siner vs. Great Western Railroad Company (3 Law Reports Exchequer p. 150,) is relied on in support of this position. In that case an excursion train in which the plaintiffs (husband and wife) were passengers to Rhyl, arrived at Rhyl station, and the train being a long one, the carriage in they were, overshot the platform. It was then daylight. The passengers were not warned to keep their seats, nor was any offer made to back the train to the platform, nor was it, in fact, ever so backed, nor did it move until it started for Bangor. After waiting awhile the husband following the example of other passengers, alighted, without any request to the company's servant to back the train or any communication with them. The wife, standing on the iron steps of the carriage, took both his hands and jumped down and in so doing strained her knee. There was a foot-board between the iron step and the ground, which she did not use, but there was no evidence of any carelessness or awkwardness in the manner of descent, except such as might be inferred from the above facts. The court held that there was no evidence for the jury of the negligence on the part of the company; that the accident was entirely the result of the plaintiff's own acts; and that it was the duty of the passengers, if the place was in fact dangerous, to request that the train might be put back, but not to attempt to alight in the manner they did. Kelley C. B., gave a dissenting opinion in which he makes use of the following remarks, which we consider sound and quite apposite to the case at bar. He says: "It is said that the cause of the accident was not the distance, but the awkward and careless mode in which the plaintiff jumped down. This again was for the jury; but the fair result of the evidence is, that though an adult male could have jumped down easily, yet a female passenger would encounter some danger in descending, but then the alternative is presented that if it was dangerous to descend she ought to have returned to her place in the carriage. I am clearly of opinion, however, that a railway company are not entitled to expose any passengers to the necessity of choosing between two alternatives neither of which he could lawfully be called on to choose: namely, either to go on to Bangor, or to take his chance of danger and jump out, and if they do so, the choice is made at their peril. I agree that if it can be clearly seen by the passenger that the act must be attended with injury, it may then be fairly contended that he is not entitled to choose this obviously and certainly dangerous alternative. But what were the facts of the case? The distance to be descended was three feet, and a lady might very reasonably say she would encounter the risk. Nine out of ten might have done it with safety; but on the other hand there was some danger, and such danger as the defendants were not entitled to expose her to. Although if the danger were certain, as from a pit or a stream of water lying below a passenger who alighted in the face of the risk would be the author of his own evil, yet, when he is called upon to choose between two evils, to which the neglect of the company has exposed him, and one of which presents some degree of danger, but such as he may not without imprudence encounter if in consequence of his adopting that alternative he suffers an injury, that injury is the proper subject of an action against the company.

It appears to us that this view of that case, taken by the Chief Baron, is far more sensible and satisfactory than the one held by the majority of the court. And it certainly furnishes all the answer necessary to be given to the argument we have been considering. For Mrs. Delamatyr, though she saw the place was dangerous, yet knew that her sister had alighted in safety; and she might naturally suppose that she could do the same. And her effort to jump upon the platform from the step of the cars ought not, under the circumstances to be imputed to her as an act of negligence. See the case of Fay vs. Railway Company, 114 Com. Bench 225, which is quite in point.

On the whole record we think the judgment is right and that it must be affirmed.

Judgment affirmed.

Imports of Iron and Steel.

We have a request from Cliff street firm to publish the total imports into the United States of certain descriptions of iron during the last year. The details of this class of imports are not divided in the official reports as we should arrange them, but we have made up a table giving particulars of each item furnished by the statistical bureau, so that our correspondent will have all that can be gathered from the government record. We have extended it over each of the last two calendar years, and have included both quantity and value where these are recorded:

Imports into the United States of iron and steel and their manufacturers for the twelve months ending December 31:

	1869.		1870.	
	Quantity.	Value.	Quantity.	Value.
Pig iron, lbs.	360,269,170	$2,484,173	314,630,384	$2,401,998
Castings, lbs.	1,201,906	27,767	4,328,095	32,006
Bar iron, lbs.	186,119,940	8,664,445	171,578,066	3,416,718
Boiler iron, lbs.	1,167,401	33,148	2,003,134	48,866
Band, hoop and scroll, lbs.	15,557,751	315,522	14,651,896	308,385
Railroad bars or rails, lbs.	628,826,597	9,092,343	798,300,761	18,322,170
Sheet iron, lbs.	27,395,521	1,098,000	22,586,563	662,210
Old and scrap iron, tons	149,391	8,025,131	150,194	8,471,590
Hardware		293,606		164,118
Anchors, cables and chains, lbs.	12,719,656	489,376	10,388,618	431,272
Machinery		1,086,208		909,141
Muskets, pistols and guns.		472,205		805,359
Steel ingots, bars, sheets and wire		1,769,140		3,310,686
Cutlery		1,731,182		1,755,499
Files		607,267		559,248
Saws and tools		155,077		220,733
Miles iron and steel, not specified	5,496,350		5,001,310	

The value given is the foreign gold cost, freight and duty not included.—*Journal of Commerce.*

☞ The Little Falls *Courier* says that the New York, Utica and Ogdensburg Railroad Company have just let the contract for grading of their road from Utica to Cooperstown; Also to extend the Cooperstown road to the Charlotte river in Delaware county, to connect with the Rondout and Oswego road.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING DEC. 31ST, 1870.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines have been		£793,740
Deduct ordinary working expenses (being at the rate of 67.12 per cent., against 61.25 of the corresponding half of last year)		£532,762
The renewals, &c., of the permanent way and works in the half-year debited to revenue.	136,101	
		668,863
Leaving an available balance earned in the half-year of		124,877
Deduct loss on American currency		8,284
Balance		£116,593

To this sum of 116,593*l.* has to be added the balance carried from the net revenue account of last half-year of 8,639*l.*, making a total balance of 125,232*l.* From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the Postal bondholders of 16,981*l.*, leaving the balance of 108,251*l.* applicable for the following payments, viz:

Interest, &c., paid on lands	£1,602
On mortgage to Bank of Upper Canada	4,423
On loans, bankers' balances, promissory notes, European exchange, &c.	563
On British American Land Company's debentures	616
On Montreal Seminary debentures	616
On Island Pond debentures	2,700
Half-yearly instalment on Portland Sinking Fund	1,271
	£11,794

Atlantic and St. Lawrence lease (in full)	£28,399	
Detroit lease (in full)	11,250	
Montreal and Champlain	7,572	
Buffalo and Lake Huron	25,000	
		72,222
1st equipment bond interest		15,000
2d " "		8,115
Balance carried forward		1,118
		£108,250

Comparing this half-year with the corresponding period of 1869, the gross receipts show an increase of only 2,646*l.*, although there were carried 34,912 more passengers and 79,492 more tons of freight. It was almost entirely in consequence of the lowness of rates, that, while the passenger traffic increased in numbers 5 per cent. and the freight traffic in quantity 13 per cent., the increase in the money received during the half-year was only one third per cent.

The average receipt per passenger was for this reason 5s. 11d. against 6s. 3d., and per ton of goods 14s. against 15s. 7d.; and it will be seen from the following table that the fares and rates were lower than they had ever been since 1862, when the line was fully opened for "through traffic:"

	Per ton.	Per passen.
1870, June	14s. 6d.	6s. 5d.
" Dec	14 0	5 11
1869, June	16 0	6 9
" Dec	15 7	6 3
1868, June	16 1	6 8
" Dec	16 3	6 9
1867, June	15 1	6 8
" Dec	15 4	6 10
1866, June	15 4	7 0
" Dec	15 5	7 2
1865, June	16 11	6 3
" Dec	15 5	7 2
1864, June	16 3	6 0
" Dec	16 1	6 6
1863, June	17 3	6 0
" Dec	15 1	6 5
1862, June	15 9	6 10
" Dec	17 7	5 7

As a further illustration of these reductions in the rates, it may be mentioned that taking flour as a standard for the freight, the rates from Chicago to Portland were—

In 1870	$1.10 per barrel
In 1869	1.40 "
In 1868	1.70 "

and, as regards passengers, the rates were 25 per cent. lower in 1870 than they were in 1869. To this cause is to be mainly attributed, not only the small increase in the gross receipts, but also the heavier per centage for working expenses.

The ordinary expenses for the half-year amounted to 528,762*l.*, or 67.12 of the receipts, being 48,191*l.*, or 5.87 per cent. in excess of the expenses for the corresponding six months of 1869. A reference to the reports and tabular statements shows that the train mileage for the last half-year was 3,193,290, as against 2,962,101 for the corresponding six months of 1869, or an increase of 230,389 miles. The mileage of cars in the same period was 40,687,258, as against 37,060,788, or an increase of 3,616,470 miles. The "renewal" expenditure also for the half-year was unusually heavy, having amounted to 136,100*l.*, against 73,745*l.* charged in the December half of 1869; but it will be remebered that for the latter half-year 36,343*l.* was charged to capital for the improvements of permanent way, extra weight of rails, &c. In the present half-year's accounts no such items are charged to capital. In accordance with the promise made by the directors in their report of April last, these items have all been brought into the revenue accounts. They then stated "that all outlay in substitution or renewal of the permanent way and its accessories, and of bridges and works of art, however much they may improve or give increased solidity and value to the railway, the directors purpose henceforth to charge to revenue." The laying of steel rails, under these circumstances, with a view to future economy, will increase in the meantime the charge for renewals, as the extra cost of steel rails, as compared with new English iron rails, is about 4*l.* per ton, and as compared with Toronto re-rolled rails, about 2*l.* 10s. per ton. In three or four years, however, from the present time, the company will be receiving the benefit of this extra outlay for putting down steel in place of iron rails.

The total number of miles relaid during the past half-year was 108½, of which 33½ were laid with steel. 490,697 new ties were put into the track, and 125 miles of the line were ballasted. The steel rails which were laid in the track during the past season have given great satisfaction. They were exposed to the severity of the coldest winter which has been experienced in Canada during the past twenty years, and, with three exceptions in first laying, not a single steel rail has broken or shown any sign of fracture or wear.

The loss upon the conversion of American currency compares favorably with that shown in the accounts for the December half-year of 1869—the saving amounting to nearly 25,000*l.*

[A table here shows the gross and net earnings from January 1861 to December 1870 inclusive, in mixed currency and gold, the expenditure on renewals, and the direct loss sustained by the depreciation of American currency.]

The charges to capital for the half-year are fully set forth in the accounts. Out of the total of 508,134*l.*, 410,098*l.* is for the capitalised interest on the preference bonds and stocks for the year 1870, and the remainder is for new works, ballasting, land claims, &c.

The capital required for the International Bridge at Buffalo has now been provided, and the bridge will, it is hoped, be opened for traffic in the course of next year.

The low fares and rates referred to in the report for the half-year ending June 1870 continued for five out of the remaining six months of the year; and, while the permanent way and the rolling stock were being carefully prepared for a better condition of affairs, the heavy work which was performed was not, in the meantime, attended with proportionate profit. It will be obvious to the proprietors that while, on the one hand, low rates have *pro tanto* the double effect, for a given amount of work, of reducing the gross receipts and of raising the per centage of working expenses; so, on the other hand, improved rates must have the opposite tendency of simultaneously reducing the per centage of working expenses and also increasing the gross receipts. The relative proportions of working expenses and of net profit depend, therefore, upon the rates. Whether the rates be high or low, the same cost is incurred in the transport of the same quantities of passengers and produce. A rise of 20 per cent. in the rates, means, therefore, a much greater proportionate increase of net profit. A half-year so exceptional as that under review, during which the rates have been literally at the lowest point since the line was first opened in 1862 for through traffic cannot be taken to be a guide for the future. Since last December, when a partial cessation of competition for Western traffic between the railways of the United States took place, a great improvement has been manifested. A continuance, even of the existing fares and rates, will bring about an important change. The working of the current half-year has already resulted in an increase (including one extra day's traffic) of 58,000*l.*, or an average for the twelve weeks, since the 1st of January, of about 5,000*l.* per week. The company is free from debt, and in the possession of means for all necessary purposes. The completion of the International Bridge over the Niagara river is secured. The Intercolonial is being rapidly constructed, and other enterprises of importance are projected in the Dominion which cannot fail to give an increased stimulus to the trade and commerce of the country. At the rates which ruled in 1869, the traffic which was carried last half-year would have yielded an increase of 16,173*l.* in the passenger traffic, and 54,500*l.* in the freight traffic, which two sums, amounting together to 70,674*l.*, would have been more than sufficient to pay interest in full for the half-year on the first preference bonds. Since the commencement of the current year, the rates, though not yet equal to those of 1869, have resulted in the increase of 58,000*l.* for the past twelve weeks, and the directors feel, therefore, that they may look forward with some confidence to results of the present year's traffic.

Certificates for the interest to be capitalised on the 1st, 2d, 3d, and 4th preference bonds and stocks will be issued shortly after the meeting. The directors who retire by rotation are Lord Wolverton, Mr. Baring, Mr. Brydges, and Mr. Gillespie. They are eligible and offer themselves for re-election accordingly. Mr. Angus C. Hooper, who has been acting as auditor in Canada in the place of the late Mr. Morland offers himself for election as Canadian auditor.

DIRECTORS.—Richard Potter, Esq., Standish-house, Gloucester, President. Thomas Baring, Esq., M. P., Bishopsgate street, E. C.; Charles John Brydges, Esq., Montreal; Hon. James Ferrier, Montreal; Robert Gillespie, Esq., Gravenhurst, Bolney, Sussex; Kirkman Daniel Hodgson, Esq., M. P. Bishopsgate street; Grosvenor Hodgkinson, Esq., M. P. Newark; Graham Menzies, Esq., 58 Westbourne-terrace, W.; William Molson, Esq., Montreal; John Swift, Esq., Portland-place, London; Captain Tyler, High Elms, Hampton-court; Lord Wolverton, 67 Lombard street, E. C. Auditors—Angus C. Hooper, Esq., Montreal, *pro tem.*; William Newmarch, Esq., F. R. S., London; J. G. T. Child, Esq, Manchester.

☞ The new railroad from the Air Line at Colchester, Ct., to the New London Northern road above Norwich will be fifteen miles in length, and will be comparatively an easy one to build. It will open to market the large cotton factories at Bozrahville and Fitchville.

☞ Forty thousand feet of rails, for the Dunkirk, Warren and Pittsburg road, have arrived at

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Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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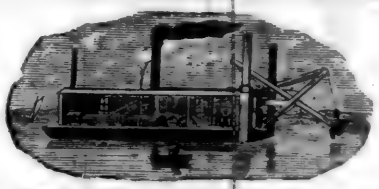
Notice to Contractors.

ALLEGHENY VALLEY R. R. Co.'s OFFICE,
PITTSBURG, PA., April 24, 1871.

PROPOSALS will be received until May 15, for the graduation and masonry of all the heavy portions of the Bennett's Branch Extension of the Allegheny Valley Railroad—extending eastward a distance of about 92 miles—from Red Bank station on the Allegheny Valley Railroad.

Plans and specifications can be seen, and all information obtained, after May 1, at this office. Bids to be addressed to the undersigned, care of Allegheny Valley Railroad Company, Pittsburg, Pa.

JOHN A. WILSON,
Chief Engineer.



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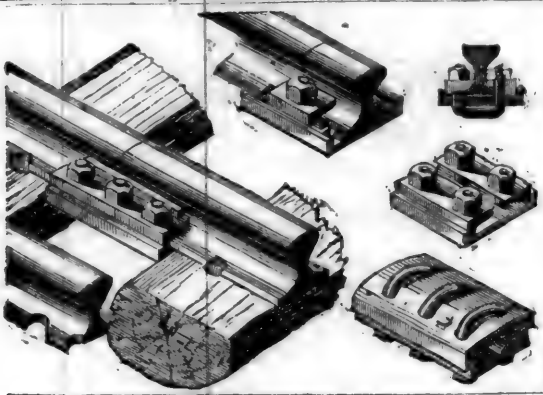
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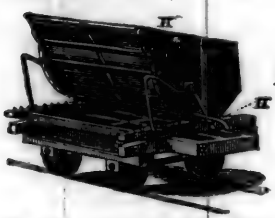
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Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

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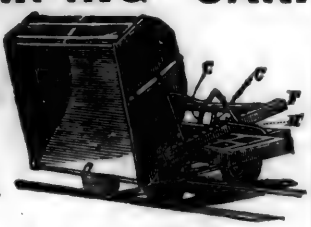


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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WROUGHT IRON COLUMNS,
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Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

May 15, steamer HENRY CHAUNCEY, Capt. A. G. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall touching at Kingston, and connecting at Panama with steamer CONSTITUTION, Capt. Lapidge, touching at Puerta Arenas, San Jose, Guatemala, Acapulco and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of 12th May.

Steamer CHINA will leave San Francisco June 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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OPPOSITE NEW YORK CITY.

The well-known North River or Durbin Rolling Mill, situated at Prospect and North 5th St., Jersey City, New Jersey. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, a Stable, &c.

The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It can be seen running, and has been successfully run from its establishment in 1855. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots and Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value the vast R. R. Interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

Office, 140 HUDSON STREET,
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In the First National Bank Building.

Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of Wm. H. Wallace & Co., Corner of Liberty and Washington Streets, N. Y., City Agents; and R. R. Chrisman, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
12 Pine St., New York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 19.] SATURDAY, MAY 13, 1871. [WHOLE No. 1,829, VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, May 13, 1871.

Trial of "The Wharton Safety Railroad Switch."

On Friday of last week, some twenty-five or more gentlemen, actively engaged in railroad operation and management, witnessed an experimental trial of "THE WHARTON SAFETY RAILROAD SWITCH" on the track of the Boston and Providence Railroad, through the courtesy of Mr. A.A. Folsom, the Superintendent. The trial took place in the yard near the passenger station, and MR. WHARTON, who was present, explained the operation of the device. The Switch is by no means unknown in other sections of the country, through comparatively unknown in New England. Prominent railroads of the largest traffic in Pennsylvania, like the Pennsylvania Central, the Philadelphia and Reading, and others, after giving this Switch an exhaustive and practical trial in the track, have now adopted it for their entire lines, in preference to all other devices, and long experience has convinced the managers of these roads that it meets all the requirements of a *safety* switch.

The arrangement of this Switch is such that *both rails of the main track are left entirely undisturbed at all times*, and trains can come off from or pass into the sidings without in any way interfering with the line as a through route; and even should the Switch be left wrong, no accident can happen to the trains by it. In fact, on double track roads there is no need for target signals to indicate the position of the Switch, and on single track roads the Switch will not remain set for the sidings, even should the switchman neglect his duty. One objection to the Tyler Switch has been the distance which the wheels fall in passing through it, and the consequent hard pounding given to the wheel and rail; and while we have passed through these switches, set wrong, on a locomotive going at pretty sharp speed with entire safety, yet we have always felt that these blows were hazardous, to say the least, and impaired the value of that well known device. With "THE WHARTON SWITCH" there is no pounding of the wheels and rail, and, in fact, the movement is hardly perceptible. At the trial in question, the trains were run through this Switch set at different angles, and the result was uniformly the same—great ease and freedom of movement, no pounding or blows of any kind. We think this freedom from hammering of the wheel and rail will be thought a quite important matter with those who are responsible for the rolling stock; and the absolute protection which the Switch gives the trains on the main tracks, under all circumstances, weigh very strongly in favor of its general adoption. The wearing parts of the Switch are made of *solid steel*, and therefore will last for a long term of years without repair; and its general simplicity of character will recommend it to all who have an opportunity of witnessing its operation. Any one desirous of fully understanding the details of this Switch can address the WHARTON R. R. SWITCH CO., No. 28 South Third street, Philadelphia, Penn.—*Am. (Boston) Railway Times, May 6.*

Pennsylvania Railroad.

The Pennsylvania Railroad Company gives notice to shareholders that they will have the privilege of subscribing for new stock at par, in the proportion of one share for every six as registered in their name, April 30, 1871. Holders of less than six shares will be entitled to subscribe for a full share, and those holding more than a multiple of six shares will be entitled to an additional share. Subscriptions will be received and first instalment of fifty per centum will be payable between the 22d day of May and 22d day of June, 1871. Second instalment of fifty per centum will be payable between the 22d day of November and 22d day of December, 1871. If stockholders prefer, the whole amount can be paid at the time of subscription. No subscription will be received after June 22d, 1871.

Canada Southern Railroad.

TO THE EDITOR OF THE RAILROAD JOURNAL:

The prospectus of this railroad, which has appeared in the public prints, is an interesting document; but as there are some very important points connected with that scheme not referred to in the prospectus I propose to supply them.

The *prospectus* refers to an *entire line from Buffalo to Chicago*, but contains the financial scheme only for the *portion in Canada*. If the Canada portion is laid and the Michigan portion collapses, the line in Canada having no connection would necessarily be a local line only—out in the cold.

But let us take it for granted, for argument's sake, that the entire scheme from Buffalo to Chicago will be completed. It will then simply mean a new railway which will run alongside the new Air Line of the Great Western, in Canada, and the old line of the Michigan Southern, in Michigan, and therefore have to compete for every pound of not only its through traffic but its local traffic also.

It would, if completed, be 50 miles longer from Chicago to New York than the Pennsylvania Central, and would be only 7 miles difference in distance from the Michigan Central and Great Western. But in addition to the Pennsylvania Central and the North Shore routes, it would have a most formidable competitor in the Lake Shore and its New York Central connection, besides the outside lines, such as the Baltimore and Ohio and the Grand Trunk, which, being long lines, always cut the rates on the shorter lines, as, not being able to make *the time*, they have to give an advantage by charging *less money*.

The claim, therefore, that the Canada Southern will be 28 miles shorter than the North Shore (the Michigan Central and Great Western) is an entire mistake. In Canada the new Air Line which the Great Western is constructing will be close alongside the proposed Canada Southern, and will be

only 227 miles long; and as the shortest possible Air Line that can be built through Canada would be 225 miles, it is out of the question to admit that the Canada Southern can shorten the distance.

Now let us look at the prospect for profit of the Canada Southern. For its whole distance from Buffalo to Chicago it will meet the competition of the Great Western in Canada and the Michigan Southern in Michigan, for every pound of its local business. But the local business which all the great railroad lines consider their salvation, is looked upon in the Canada Southern prospectus as of no value. I think most of the railroad men engaged on the great east and west lines would be likely to tell you that without a good local business they could not possibly carry the through traffic at the ruinously low rates now obtained; but the Canada Southern expects to live entirely on such sustenance.

Now as to the estimated earnings, which they make $5,000,000 per annum. I think $1,500,000 would be nearer the mark, and my reasons for arriving at this conclusion I will give. I go so far as to take it for granted that the Michigan portion of the line to Chicago may be built; without it of course they could have no through traffic, as the Lake Shore will never work against itself at Detroit; as well might we expect the Pennsylvania to divert its through traffic north at Crestline to go by the Michigan Southern, as expect the Lake Shore to divert its traffic north from Toledo to go *via* this Canada Southern when it has its own line through to Buffalo—and the Michigan Central is virtually one with the Great Western, with their extended alliance. To return to the figures:

The Great Western in the year 1870 earned	$4,000,000
Fifty-five per cent. of this was through and 45 per cent. local. These are the figures published in their reports.	
Fifty-five per cent. of $4,000,000 equals	$2,200,000
Half to Canada Southern	$1,100,000
Forty-five per cent. of $4,000,000 equals $1,800,000; one-fourth to Canada Southern	450,000
Total to Canada Southern	$1,550,000

Now no reasonable man will claim that the Great Western with its two through lines (one connecting at Niagara Falls, the other at Buffalo) will not earn half the through traffic across Canada, which, as shown by the published reports of the Great Western, is, as stated, $2,200,000. The moonshine of anticipated increases of $1,000,000 per annum in this prospectus is dispelled, when it is found by the reports of the Great Western Company that this through traffic in the year 1870 yielded just $20,000 less money than it did in 1869. So much for allowing the Canada Southern half the through business—a very liberal estimate.

Then as to the local traffic. I give them one-fourth of that, and base this calculation on the fact that the Great Western has 350 miles to earn its local traffic of $1,800,000 upon, while the Canada Southern has only 287 miles; and the Great Western runs through and serves every large city and town in Ontario, while the Southern, in its whole distance, does not go through or near a single town of 1,000 inhabitants except St. Thomas (with its 1,700), which will also be served by the Air Line of the great Western.

These reasons will amply justify the estimate I have made, that the total earnings of this line, if built, will not exceed $1,500,000, 75 per cent. of which would be through business carried at about one cent per ton per mile. At this rate I claim, and I think it will be confirmed by any railway man, that the Canada Southern's working expenses cannot be less than 60 per cent. The statement would then stand:

Earnings	$1,550,000
Expenses	930,000
Net	$620,000

which would yield a dividend of *less than four per cent.* on the proposed amount of the capital of the line, $16,000,000, as shown by the prospectus. Why, if we give the Canada Southern credit for double the figures herein shown, they cannot earn the interest on the eight millions of bonds they propose to issue.

A few words about the St. Clair Branch, which it is proposed to run from St. Clair, alongside the poor-paying Grand Trunk, to Detroit, and then to enter the city of Detroit over the Detroit and Milwaukee, a line owned by the Great Western! This is about as weak as the balance of the scheme.

I think the foregoing a fair and liberal estimate of what the future of the Canada Southern is likely to be, if ever built through to Chicago; but what would be the position of the bondholders, if the Michigan section of this scheme collapsed? Why, they would be in about the same predicament as the unfortunate English shareholders of the Grand Trunk Railway are in.

MAY 11, 1871. VINDEX.

New York and New Haven Railroad.

The income of this company for the years ending March 31, 1870 and 1871, was as follows:

	1870.	1871.
From passengers	$1,715,544 40	$1,750,641 42
" freight	415,059 56	438,346 63
" mails and exp.	107,691 64	107,623 34
" other sources	23,671 21	17,338 60
	$2,261,966 81	$2,313,949 99
Expenses, viz:		
Repairs of road	$291,468 63	$316,648 75
" bridges	34,049 51	27,992 57
" buildings	30,831 10	60,605 40
" engines	65,209 10	65,133 24
" cars	113 209 55	130.188 79
" tools, etc.	12,006 82	6 703 50
Fuel	127,487 93	113,271 52
Oil, tallow and waste	24,919 34	21,631 78
Haulage	81,701 30	87,168 85
Legal expenses	15,794 84	17,489 73
Damages	10,811 35	8,287 15
Station labor and expenses, including loading and unloading freight	100,955 34	105,761 31
General superintendence and office expenses	27,979 82	20,145 51
General expenses	53,744 80	24,976 06
Agents and clerks	53,023 54	53,151 60
Train men	129,888 47	136.222 60
Switch & signal men	15,798 02	18,448 33
Watchmen & porters	19,678 87	19,659 76
Insurance	4,888 08	3,844 83
Contingent expenses	5,861 41	13,277 65
	$1,219,307 35	$1,250,608 37
Balance	$1,042,659 46	$1,063,341 62
Deduct taxes and interest		237,432 36
Leaving		$825,909 26

The resources for the past year and the disposition of the same have been as follows;

RESOURCES.

Cash on hand April 1st, 1870	$564,626 22
Materials on hand April 1st, 1870	211,607 02
Second installment on additional capital, (25 per cent.)	750,000 00
Transportation earnings	1,063,341 62
Total	$2,589,574 86

PAYMENTS.

Dividends (two of 5 per cent. each)	$675,000 00
Taxes	159,995 09
Interest	77,437 27
Additional real estate	10,932 66
Balance of cost Cos Cob Iron Bridge	241 94
On account of new bridge over Housatonic river, new bridge at Norwalk, new depots, lands, &c	31,091 23
Decrease in accounts payable	257,921 91
Materials for coming season	217,549 00
Cash on hand, and due from agents and corporations, April 1st, 1871	1,159,405 76
Total, as above	$2,589,574 86

The following is an exhibit in condensed form of the business of the past year:

Receipts for transportation, &c		$2,313,949 99
Transportation exp.	$1,250,608 37	
Taxes	159,995 09	
Interest	77,437 27	
		1,488,040 73
To profit and loss		$825,909 26

EXPENDITURES ON ACCOUNT OF NEW CAPITAL.

Additional real estate	$255,516 58
Steel rails	346,575 31
New land and shops, New Haven	386 399 70
Bridgeport bridge	46,499 21
Cos Cob bridge	76,279 63
New equipment	48,000 00
On account of new depots and depot grounds at New Rochelle and Port Chester, and new bridges at South Norwalk and Housatonic River	52,435 35
Total	$1,211,705 78

From the foregoing accounts it will be seen that the gross receipts from the transportation business of the company for the past year have been $51,983.18, and the net earnings, after paying taxes, interest, &c., $62,609.10, more than for the year preceding. The road has been operated with the usual regularity and freedom from accidents. The improvements inaugurated three years ago have been carried steadily forward. About two-thirds of the road is now relaid with solid steel rails; the remaining part will be completed by the close of the year 1872. New double track iron bridges are now in process of construction across Norwalk harbor and Housatonic river, and will be completed during the present year. The entire cost of the steel rails laid during the past year, as well as the expenditures for additional equipment and many other improvements, have been charged to operating expenses.

Since the last annual report, a contract has been entered into between this company and the Hartford and New Haven R. R. Co., by which all the property of both companies has become joint property, under the control and management of a Board of ten managers, selected equally from the Board of Directors of each corporation. This Board of managers was organized on the 27th day of September, 1870, and Wm. D. Bishop was appointed President, and Wm. P. Burrall, Vice President of the same. Under the above contract, this company is entitled to receive annually, 57-100ths of the net earnings of both roads, and the remaining 43-100ths will belong to the Hartford and New Haven R. R. Co. Each company's share of the net earnings will be paid over from time to time, to their Treasurer, to be divided among their stockholders, or otherwise disposed

of, as may be determined by their Board of Directors.

Your Directors are satisfied that this contract for the complete union of property and interests, will prove advantageous to the stockholders of both companies, as well as to the general public.

On the first of November last, your Board of Directors, under and pursuant to a written request of the Board of Managers, and for their account, entered into a contract with the Shore Line Railway, for a perpetual lease of their railroad, extending from New Haven to New London, at an annual rent of $100,000. The result of the operation of said road during the first five months of the lease, will be seen from the statement accompanying this report.

It is not probable that the earniags of the Shore Line road for the first two or three years of the lease, will be sufficient to pay the annual rent, as considerable outlays must be made in rebuilding bridges, and improving the roadway and equipment. The Board of Managers will cause this road to be gradually relaid with steel rails, and placed in all respects in a condition to compare favorably with the main lines, with the full expectation that the increased facilities and additional improvements will add materially to the business of the road.

Hereafter, the annual report to the stockholders of this Company, will be a report of the business of the entire lines subject to the control of the Board of Managers. The propriety of this is manifest, in view of the contract with the Hartford and New Haven R. R. Co.

The company have 36 engines, of which 29 are in good order, 4 in running order, and 3 in shop for general repairs. The number of miles run by engines has been 824,963, at a cost for repairs of 7.8 cents per mile run—which also includes the cost of rebuilding one engine (all new)—and 12 cents per mile run, for fuel. Two new engines are now being constructed at the Rogers Locomotive and Machine Works, Paterson, N. J., which are to be delivered this month. These, and the amount expended upon the repair of engines during the year, places the engine power in excellent condition for the business of the coming season.

The company have also 74 passenger, 17 baggage, 426 freight, and 30 gravel cars, besides 74-234ths of 49 passenger cars, of which 10 are sleeping, and 9 are drawing-room cars, 12 baggage, 4 express freight, and 3 postal cars, belonging to the New York and Boston Express Line; and 74 232nds of 4 passenger and 2 baggage cars, belonging to the New York and Boston Shore Line, which are all in excellent condition.

The amount of this company's proportion of 6 passenger, 4 drawing-room, 2 baggage, and 3 sleeping cars (all new) belonging to the New York and Boston Express Line, and the cost of building 3 passenger and 30 gravel cars, has been charged in the item of "Car Repairs," which accounts for the increased amount of the same. The superintendent in his report says:

We have placed in the track during the past year 38,658 cross-ties, and have laid in the main track 1,300 tons steel rails with "PRATT'S PATENT COMPENSATING FISH JOINT." There was a great delay in the delivery of our steel rails during the past season, as but about one-half of our order arrived in time to be laid last fall, consequently were not placed in the track until the present time. These, with the steel rails under contract for delivery during the coming season, when laid, and also with the amount of material supplied by the gravel train last season, and to be supplied the coming season, will render your roadway equal to what you have promised already, viz: "one of the best in country." Cattle-guards and other masonry on the line of the road, have been very much improved during the past season, and the cost of this extra labor with that of running the gravel train has been charged to "Repairs of Roadway," making that item quite large. It will also be necessarily large during the coming season; after that time it can doubtless be greatly reduced.

After the new double track iron bridges at Norwalk and Housatonic river are completed, the item of "Repairs of Bridges" will be greatly diminished. All the bridges are in good order and condition at the present time.

Depot buildings, engine houses, &c., are all in excellent condition. During the past year a new, substantial engine house has been completed at Stamford, which will accommodate eight engines. The depot building at Port Chester has been very much enlarged and improved. A new depot building is nearly completed at Stratford, and at several places on the line where the present buildings are quite too small to accommodate the business, arrangements are being made to either remodel the same or build new ones.

There have passed over the road during the year, 9,492 passenger, and 2,504 freight trains, exclusive of gravel and construction trains. The number of passengers transported during the same time is 2,551,656, and during the past fifteen years, ending March 31st, 1871, 23,587,002 passengers have been transported over the New York and New Haven Railroad, without any accident to any train, while on that road, that caused the loss of a single life, or limb, to any passenger, so transported.

CONDENSED BALANCE SHEET.

Railroad, including the franchise, right of way, grading, masonry, bridging, fencing, superstructure, iron, station houses, shops, fixtures, machinery, engineering, interest, discount on bonds, &c	$6,143,480	04
Equipment: engines, cars, &c	900,000	00
Real estate in New York and N. H..	107,745	66
Due from Wm. Bement.	88,291	68
Permanent improvements and additions	1,211,705	78
Materials and supplies on hand	217,549	00
Cash in bank, due from agents, connecting roads and corporations..	1,159,405	76
	$9,828,177	92
Capital st'k: 60,000shares full paid / 30,000 " 50 p.c. p'd	$7,500,000	00
Bonds payable December 1st, 1866, past due	2,000	00
Bonds payable October 1st, 1875, six per cent., coupons due on 1st April and 1st October.....	1,059,500	00
Coupon int. and dividends unpaid..	33,040	00
Accounts payable: March pay roll & balances due connecting roads.	196,624	78
Profit and loss.....	1,037,013	14
	$9,828,177	92

President.—WM. D. BISHOP.

Directors.—Wm. D. Bishop, Bridgeport; George B. Carhart, George N. Miller, Abraham R. Van Nest, James J. Roosevelt, Wilson G. Hunt, New York; Ezekiel H. Trowbridge, New Haven; Jonathan Godfrey, Southport; Nathan A. Baldwin, Milford; Nathaniel Wheeler, Bridgeport.

Treasurer.—JOHN T. SHELTON.

Secretary.—EDWARD I. SANFORD.

Superintendent.—JAMES H. HOYT.

☞ Mr. A. H. Wright of Greenfield, Mass., has taken of Dillon & Clyde, the original contractors, the contract for laying the track on the Connecticut Valley Railroad from Hartford to Saybrook, a distance of fifty miles, and will push the work to completion in August.

Chicago, Danville and Vincennes Railroad.

The construction of this road is progressing with great rapidity; the rails for the balance of the line have been purchased and paid for, and the Company has in its Treasury all the money required for the completion of the whole road.

A large amount of equipment has been contracted for, and if weather permits, the company are confident of extending the track to Danville by August 15th, when the road will be immediately opened for through business.

This is unquestionably one of the most important roads in Illinois; it passes through a very fine and well settled agricultural country, and as it connects directly with the Black Coal fields of Indiana, it will furnish Chicago with an abundant supply of cheap fuel of the very best quality for manufacturing and domestic purposes.

☞ The Camden and Amboy Railroad Company, having bonded their line, agreeably to regulations of the Treasury Department, are now prepared to transport merchandise from New York to Philadelphia "without appraisement and liquidation of duties" at the former port, under the provisions of an act approved July 14, 1870. For the convenience of merchants and importers, and in order to facilitate transactions under the law, Mr. George B. Raymond, the agent of the Camden and Amboy Railroad Co. at New York, has consented to act as consignee for transhipment of merchandise destined to Philadelphia.

☞ The Hempfield Railroad Company was reorganized on the 3d inst., under the name of the "Wheeling, Pittsburg and Baltimore Railroad Company." A full board of directors was elected with Wm. O. Hughart as President and John H. Page as Secretary. The rest of the officers will be the general officers of the Baltimore and Ohio R. R. Co. We understand that the required 28 miles to complete the connection between this road and the Pittsburg and Connellsville railroad will be constructed without delay.

☞ The associated railways of Germany on January 1, 1871, consisted of seventy-eight companies, owning 19,145 miles of road against 17,178 miles on January 1, 1870. Of these companies, forty-nine, owning 11,835 miles of road, were in Germany; twenty-four, owning 5,960 miles were in Austria and Hungary, and five owning 1,350 miles, were in Holland. During 1870 the German lines had built 884 miles of road, the Austro-Hungarian, 1,013 miles, and the Dutch 70 miles, making a total of 1,967 miles.

☞ The Launceston and Western railway, the first railway ever constructed in Tasmania, was formally opened by his Excellency the Governor in February. The line is 43 miles in length; it connects Launceston with the rich agricultural district of Deloraine, and its whole cost is £450,000.

☞ The following gentlemen were elected directors of the Camden and Amboy Railroad Company on the 10th inst.: William H. Gatzmer, Benjamin Fish, Cambridge Livingston, Ashbel Welsh, Samuel Welsh, Charles McAllister and William G. Cook.

☞ The stockholders of the Nashville and Decatur Railroad have ratified the lease of their road to the Louisville and Nashville Railroad by a large majority.

Cincinnati, Hamilton and Dayton R. R.

At the annual meeting of the stockholders of this company in Cincinnati on the 9th inst., the following gentlemen were elected directors for the ensuing year: Daniel McLaren, John Young, S. S. L'Hommedieu, William Goodman, George T. Stedman, Samuel Fosdick, H. D. Huntington, Lowell Fletcher and Charles W. West. The reports of the officers were of an encouraging nature. The gross earnings for the year ending March 31, were $1,270,621; transportation expenses, $627,295, leaving a balance for interest on bonds, taxes and dividends of $643,376; number of passengers carried, 753,787; tons of freight moved on the narrow gauge cars, 48,603. The net earnings have been 12.68 per cent., out of which two cash dividends of four per cent. each have been paid the stockholders. The surplus account now is $539,874.

North Eastern (S. C.) Railroad.

The earnings of this road for the years ending February 28, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$87,667 31	$101,710 48
" freight	172,465 83	200,472 22
" express	4,327 04	3,768 89
" mails	15,637 45	15,600 00
	$280,097 63	$321,551 59
Expenses, viz.:		
Maintenance of road	$40,399 05	$61,241 78
Motive power	33,118 65	64,462 44
Repairs of cars	16,535 99	47,606 18
Transportation	54,520 02	42,447 75
Salaries & general exp.	14,986 52	14,989 17
	$159,560 23	$230,747 31
Net earnings	$120,537 41	$90,804 28
Add amount to credit of profit and loss February 28, 1870		45,662 37
Since carried to credit of same from dividend on Cheraw Bridge stock		667 83
		$137,134 48
Less interest paid on bonds	$67,057 70	
Interest accrued on preferred stock November 1, 1870	12,400 00	
Interest accrued on certificates of indebtedness January 1, 1871	7,631 87	
Interest accrued on past due coupons	23,637 50	
Current interest	10,947 50	
Losses sustained during the war, and various pending claims settled, legal claims, expenses, etc.	10,647 24	
		132,321 61
Carried to credit of profit and loss February 28, 1871		$4,812 87

Compared with the previous year, the gross earnings show an increase of $41,453 96; with an increase in expenses of $71,187 08—making a decrease in net earnings of $29,733 12. The President in his report says:

Reviewing the above, you will observe a general increase in our receipts of nearly fifteen per cent. over those of the previous year. From an examination of the Superintendent's Report, and the accompanying tabular statements, showing the departments in which this increase has occurred, it will appear to have been equally distributed throughout our passenger service, while a marked difference is noticeable in our freight service.

Thus we find that the up freights have ruled on a parity with those of the previous year, while the down freights have exceeded those of the same period nearly thirty-six per cent. This indicates both an increase of production over consumption, and a curtailment of the wants of the planting community, corresponding with the reduced values of their products—conditions which are, certainly, favorable to our anticipations of an increased business in the future.

During the year we have moved 34,529 bales of cotton, 65,946 barrels naval stores, 3,387,690 feet of Lumber, and 11,895 tons phosphate rock, as against 22,850 bales, 50,709 barrels, 3,896,000 feet and 3,270 tons the previous year. With reference to the travel, the policy has been adhered to of issuing commutation tickets, without restrictions, at 2½ cents per mile; second class at 3½ cents per mile; first class at 5 cents, and through tickets to remote points, at 3 cents per mile. Any reduction upon these rates would be impolitic. The effect of low fares in stimulating travel is well understood, but their application should be measured by the density of the population to be operated upon, and where from the numbers who might thus be induced to travel, an aggregate revenue would be derived in excess of that which would otherwise accrue.

We regret to state our failure to realize the benefit which was anticipated from the re-opening of the Savannah and Charleston Road. This has been due to the incompleteness of our connection with it, and the absence, up to that time, of a double daily service over that road. The first is now maintained by the use of an omnibus and a ferry steamer across the Ashley River, appendages to which the traveling public of the present day seriously object, and which it will, if possible, avoid by taking competing and even longer routes without these drawbacks. From Charleston Northward, and from Savannah Southward, a double daily service (Sundays excepted,) has been established by the main roads forming the Atlantic Coast Line, while over the Savannah Road but a single daily service has, so far, been adopted, the result of which, especially under recent combinations, has been a considerable diversion of the travel between the important points of Florida and the North, to routes through Savannah and around Charleston, which offer closer connections.

These difficulties are, however, well understood and appreciated by the Directors of the Savannah and Charleston Road, and their removal has had, and is still having their earnest attention. With a close connection at Charleston, and one at Savannah with the Atlantic and Gulf Road, the coast line, as being the shortest and most direct, should be able to defy all competition. Through cars could then be run without change from Wilmington, N. C., to Cedar Keys, or St. Mark's, in Florida, distances of some six hundred miles.

These improvements cannot long be delayed, in view of those which are progressing around us. Arrangements are now being made for a weekly steamship service between Cedar Keys and Havana, which should in a great measure, control the Cuban travel. Better connections have been made at Savannah, through the Macon and Brunswick Railroad, with Jacksonville and other points in Florida and northward of us. That powerful corporation, the Pennsylvania Railroad Company, has recently obtained a charter for a road from Washington to Richmond to be built within the next eighteen months, and taken other measures "to secure a direct communication between the North and South," which shall be common to all, and freed of those fetters which have heretofore controlled the several routes between Weldon and Baltimore. It is not improbable that the time between Charleston and New York will be reduced to thirty-six hours. In the meanwhile, we are not to lose sight of other projects, the completion of which must, eventually, have a favorable effect upon the general business of our road.

The South Carolina Central Railroad, from its junction with ours at "Lane's" to Sumter, a distance of forty miles, we have every assurance will soon be built, which will bring Sumter within 95 miles of Charleston, as now against 130 miles via Kingville, and 141 miles via Florence. At Sumter it will connect with the extension of the Wilmington, Columbia and Augusta Railroad, to Columbia, now in progress, and which will probably be completed within the next three months. The distance to Columbia by this new line will be about four miles longer than that by the South Carolina Railroad.

Your attention has been so frequently directed to the importance and value of the Central Railroad, as a feeder to this, that further remark upon these features is unnecessary. In August last year, your Board of Directors deemed it proper to subscribe to the capital stock of that company thirty-six thousand dollars, (in addition to the fifteen thousand dollars previously subscribed) in order to secure its charter, which otherwise might have lapsed—the said subscription to be payable in the proportion of one thousand dollars per mile for every continuous mile, as completed from Lane's Turnout, and to be subject to your ratification at this meeting. The latter is now respectfully asked.

The Cheraw and Salisbury Railroad is also being built, and from the amount of work already done, and the means at command, there is every probability of its extension to Wadesboro', North Carolina, within the next year.

Our operating expenses have exceeded those of the previous year—a result which was foreshadowed in our last report, from the necessary additions and other expenditures to be incurred the ensuing year. You were then reminded that we were operating the road with very nearly the same machinery which we had in use before and during the war, the advanced age and increasing demands upon which would require the closest attention, and considerable expenditure in maintaining its efficiency. Such, is substantially the case at this time. In our operating expenses, however, are included the cost of a new first class locomotive, 30 phosphate cars, 2 new passenger coaches and other improvements, alluded to in the Superintendent's report, amounting to $36,342, which if deducted from them, would bring the per centage of our receipts upon expenses to about 60 per cent.

We question whether any material reduction of this figure, with our earnings at their present level, can be reached without detriment to the company's interest; and any more rigid economy than we have attempted to observe, might prove unwise, and be followed up by accidents, delays, losses, &c.

We are pleased at being able to report to you the generally good condition of the road and its structures. Some 350 tons rails, with improved "joints," have been supplied in the renewal of those which had become unserviceable; the bridges and trestles have received due attention, and the roadway throughout has been kept up and improved by the employment of an additional floating force, in aid of the ordinary details for that purpose.

The statements of the Treasurer, herewith submitted, will show as at the credit of profit and loss at the close of the past year | $45,662 37
Since added | 667 83
Net proceeds of transportation for 1870-'71 | 90,804 28
Total | $137,134 48

And charged with the following items:

Interest accrued on bonds, preferred stock, and other obligations of the company	$98,036 87	
Interest on overdue coup'ns	23,637 50	
Losses sustained during the war and since adjusted, legal expenses, etc.	10,647 24	
		132,321 61
Leaving at credit of profit and loss, February 28, 1871		$4,812 87

The following will appear as the indebtedness of the company on that date:

17,979 shares capital stock, at $50..	$898,950 00
1 546 new first mortgage bonds of $500 each.	773,000 00
63 old first mortgage bonds of $500 each, outstanding.	31,500 00
283 new second mortgage bonds of $500 each.	141,500 00
139 old second mortgage bonds of $500 each, outstanding	69,500 00
2,220 shares preferred stock at $50..	111,000 00
Certificates of indebtedness	109,018 23
Outstanding interest to be funded...	8,476 50
Outstanding interest due in cash....	3.796 66
Bills payable.	36,071 96
Real estate bonds.	28,000 00
Profit and loss.	4,812 87
Total	$2,215,636 22
To meet this indebtedness, we have the road, 102 miles long, with its sidelings, equipments, etc., at a cost of	$2,140,130 65
And assets as shown by the Treasurer	67,505 57
Total, as above	$2,215,636 22

The entire issue of our new first mortgage bonds, bearing 8 per cent. interest, and payable 1st September, 1899, was 1,640, of $500 each, or $820,000, of which 1,546, or $773,000, have been issued in redemption of the past due bonds and coupons, and interest thereon, leaving on hand 94 bonds, $47,000, to take up those which were then outstanding. In determining the amount of this issue, no provision was made in it for the interest which had accrued on our outstanding coupons, (as no such demand was anticipated,) and hence the charge to profit and loss of this liability, amounting to $23,637 50. On the 28th February, 1871, there were unexchanged 63 old Bonds, but the number has since been reduced to 40, or $20,000, leaving on hand at this date 71 bonds, $35,000, applicable to the retirement of those still out, say $40,000, and our real estate bonds, say $28,000. In the liquidation of this interest upon interest, we have been compelled to use a portion of the bonds intended to have been substituted for the latter, which deficiency, when required, must be supplied from other sources.

The entire issue of our new second mortgage bonds, also bearing eight per cent. interest, and payable 1st September, 1899, was 644, of $500 each, or $322,000, of which 195, or $97,500 have been issued in redemption of the past due bonds, coupons, and interest thereon; 88 of them, or $44,000 in exchange for preferred stock; 222 of them, or $111,000, have been deposited with the Trustees of the latter, and the balance, 139, or $69,500, are on hand for the redemption of that number which are still outstanding.

The amount of second mortgage bonds originally issued was $300,000, of which $145,000 were sold; the remaining $155,000 were subsequently pledged and deposited with Trustees, as a security for a corresponding amount of preferred stock. This preferred stock is then, virtually, a substitute for that amount of second mortgage bonds.

As the Bonds, of which it is the representative, now bear the same rate of interest, there was no valid objection to the reconversion of this stock into bonds, when so desired by its holders; and, accordingly, we have always complied with such requests. The preferred stock has the single advantage over the bonds, of being registered and transferable on the company's books; but many prefer to forego this, for the convenience of collecting their interest by coupons, and the greater facilities of sale, transfer, etc.

Of the general prospects of the company, we have only to remark, that they are, in a great degree, dependent upon the completion of the projected roads, and such other improvements in our connections, as have been alluded to in the foregoing reports, and not until the field of our operations can be extended by them, may we expect the remunerative results which should then be realized.

The company have 13 locomotives, 12 of which are in serviceable condition; 8 first class and 5 second class passenger cars, 5 mail and baggage, 62 box, 48 platform and 30 phosphate cars, all in running order. Number of local passengers carried, 50,609; do., through do., 15,440—total, 66,-049. Bales of cotton hauled, 34,539, of which 9,987 bales were from local stations, and 24,552 bales from other roads. Barrels naval stores 65,-946; feet of lumber, 3,387. Number of miles run by trains, 250,404. Av. receipts per mile run, $1.28; expenses do., 92 cents. Receipts per mile of road, $3,152; expenses do., $2,262.

BALANCE SHEET, February 28, 1871.

Construction, equipment, right of way, etc	$2,148,130 65	
Bills receivable	7,811 60	
Stock in Cheraw and Salisbury Railroad Company	4.064 00	
Stock in Cheraw Bridge	112 52	
Stock in Cheraw and Darlington Railroad Company	100 00	
Real estate	20,713 92	
Post office dues	2,600 02	
Southern Express dues	313 97	
Cash	20,595 32	
Balance of open accounts due to the company	11,194 22	
	$2 215,636 22	
Bonds for real estate	$28 000 00	
Issue of 1,337 eight per cent. bonds in redemption of 1,337 old bonds.	668,500 00	
Issue of 209 eight per cent. bonds, in settlement of past due interest	104,500 00	
Issue of 63 old seven per cent. bonds still outstanding	31,500 00	
Issue of 151 eight per cent. second lien bonds, in redemption of 151 old seven per cent. second mortgage bonds	75,500 00	
Issue of 44 eight per cent. second lien bonds, in settlement of past due interest	22,000 00	
Issue of 88 eight per cent. second lien bonds, in redemption of the preferred stock	44,000 00	
Issue of 139 old seven per ct. second mortgage bonds still outstanding.	69,500 00	
Sale of 2,220 shares preferred stock, not yet redeemed, and secured by 222 second lien eight per cent. bonds, set aside for their security and redemption	111,000 00	
Instalments on stock	898,950 00	
Bills payable	36,071 96	
Interest outstanding to be funded..	8,476 50	
Interest funded in certificates of indebtedness to date	109,028 23	
Interest outstanding due in cash...	3,796 66	
Carried to the credit of profit and loss, 28th February, 1871.	4 812 87	
	$2,215,636 22	

President.—A. F. RAVENEL.

Directors.—M. K. Jesup, L. D. Mowry, J. M. Carson, Z. B. Oakes, J. R. Dukes, S. S. Solomons.

Superintendent.—S. S. SOLOMONS.

Secretary.—C. WILLIMAN.

☞ The amended Tax Law went into effect on the 1st of May, at which time the Special or License Tax required of all kinds of dealers expired, except that of tobacco and liquor dealers, which continues in force. The only Internal Revenue collected hereafter will be on incomes, stamps, spirits and tobacco.

☞ The citizens of Atlanta, Ga., have voted to subscribe $250,000 to the Atlanta and Savannah Railway.

Walkill Valley Railway.

The greatly needed want of railroad communication for the thickly populated and rich producing lower counties of this State west of the Hudson River is to be supplied by the Walkill Valley Railway, a new enterprise, which has been started under very encouraging auspices. The road will traverse a delightful section of country, including Orange, Ulster and Greene counties, which are full of diversified and profitable industry, and inhabited by wealthy and enterprising farmers. It will open a large number of thriving towns and villages, which have heretofore been cut off from direct steam communication with the large cities. The country is noted for its flourishing factories and its choice timber. The Walkill Valley Railway is now built as far as New Paltz, in Ulster County, a distance of twenty miles, connecting at the lower terminus with the Erie and the Montgomery and Erie Railways. It is under contract to be completed to Kingston next fall, and will ultimately reach to Albany. The whole distance from Albany to New York by the new route will be 147 miles—almost the identical distance by the Hudson River Railroad on the east side of the river. The entire cost of the road, equipped, is estimated at $6,000,000. The bonds of the Walkill Valley Railway Company form a very desirable security, and are now selling at 90, principal and interest payable in gold. The issue of bonds is limited to 20,000 per mile of completed road, which makes them a very desirable investment.

Illinois Central Railroad.

The statement of this Company for the month of April, 1871, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	3,760.26 for	$37,182 14
Acres Int. Fund Lands sold	120.00 for	1,212 20
Acres Free Lands sold..	44 53 for	930 67
Total sales during month of April, 1871	3,924.79 for	$39,275 01
To which add Town Lot Sales		464 18
Total of all	3,924.79 for	$39,739 19
Cash collected in April, 1871		$129,841 56

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 402 Miles.	Total. 1109 Miles.
Freight	$307,489 00	$56,416 00	$363,905 00
Passengers...	118.061 52	40,319 95	158,381 47
Mails	6,375 00	3,059 33	9,434 33
Other sources	54,000 00	2 940 67	56,940 67
Tot. Apr., '71.	$485,925 52	$102,735 95	$588,661 47
Total actual earn'gs, Apr. 1870	$455,823 68	$99,763 34	$555,087 02

☞ At the annual meeting of the Kansas Pacific Railroad Co., on the 4th inst, the following gentlemen were elected directors for the ensuing year: J. D. Perry, Adolphus Meier, Robt. E. Carr, C. S. Greeley, Wm. M. McPherson, W. B. Lewis and S. M. Edgell, of St. Louis, Thos. A. Scott and M. Baird, of Philadelphia, Wm. Thew, of Pittsburg, and John C. McManus, of Reading Pa. The new board organized by electing Robt. E. Carr, President; Adolphus Meier, Vice President; C. S. Greeley, Treasurer, and Chas. B. Lamborn, Secretary.

☞ The new cross-cut line, connecting the Hudson River Railroad at Spuyten Duyvil with the Harlem Railroad at Mott Haven, will be completed in June.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna.*100	$3,355 000	----------	----------
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " pref. 50	1,910,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,860,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 8
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	----------	----------
Berkshire*.....100	600,000	J.A J&O	Apl.'71 1½
Bloesburg & Corning.*.... 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,800	----------	----------
Do, do. pref.100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ...100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J A J.O.	Apl.'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June 70 3
Brooklyn City.....10	1,000,000	F.M.A.N	May '71 3
Brooklyn City & Newt'n.100	399,800	----------	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*.100	950,000	M. & N.	May '71 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Boat'n)100	727,800	A. & O.	Apl. 71 4½
Camden and Amboy.....100	5,847,830	F. & A.	Feb. '71 5
Camden and Atlantic 50	357,100	----------	----------
" " pref. 50	753,69	----------	----------
Camden & Burlington Co.100	381,000	----------	July '69 3
Cape Cod 100	915,577	J. & J.	D., '70 $2½
Cape May and Millvi le*.. 50	447,000	J. & D.	Dec. '70 3
Catawissa.....50	1,119,600	----------	----------
Catawissa, pref.....50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref..100	785,000	M. & N.	May '71 3½
Central of Georgia.....100	4,668,900	J. & J	July '70 5
Central of New Jersey ...100	15,000 000	J & J.	Dec. '70 4
Central Ohio.....100	2,425,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	----------	Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton.....100	8,925 500	M. & S.	Mar. '71 5
" " pref...100	2,429,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy . 50	16,599,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 6
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western....100	14,676,629	J. & D.	Dec.'70 5
" " pref.100	20,370,295	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	----------	J'n & J'ly	Jan.'68 $2
" Street.....	----------	J. & J.	Jan.'68 $2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind.....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*.... 50	2,956,750	M. & N	May'71 3½
Cleveland and Pittsburg.... 50	7,494,588	F.M.A.N	May'71 2½
Cleveland and Toledo*..... 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Dec. '70 2
Concord.....100	1,500,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passumpsic R. pref. 00	2,084,200	F. & A.	Dec. '70 3
Connecticut River.....100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley.....50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400 000	----------	----------
Delaware*.....50	1,107.291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	452,350	----------	----------
" " pref.100	2,095,000	----------	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100	----------	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	4,062,000	J. & J.	Dec. '70 4
Eastern (N. H.).....100	492,000	J. & J.	Dec. '70 4
East Pennsylvania.....50	1,309,300	----------	Jan. '71 3
East Tenn., Va. and Ga ...100	1,969,324	----------	----------
Eighth Avenue (N. Y.) ... 100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Dec. '70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,539,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,780	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.150	2,143,448	----------	----------
Fitchburg.....100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	600,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw. (Phila.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	M. & S.	Mar.'71 4
Green and Coates St.(Ph.)	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Apl. '71 3
Hannical and St. Joseph..100	4,151,700	----------	Aug'70 3½
Do. do pref.100	5,078,224	----------	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	820,000	----------	----------
" pref.....100	1,180,000	J. & J	Feb. '71 8
Huntingdon & B'd Top .. 50	615,950	----------	----------
" " pref. 50	212,350	J. & J.	Jn. '68 3½
Illinois Central.....100	25,280,240	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,186,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'71 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '71 4
" " guar. 100	533,500	F. & A.	Feb. '71 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Apl.'71 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.*.....50	3,572,400	M.J. S.D.	Mar. '71 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan.'71 3½
Lomb. and South St (Ph.) 25	90,090	----------	----------
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	Dec. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	3,400,500	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati.... 50	2,029,778	----------	----------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	----------	Dec. '70 2
Memphis and Charleston..100	5,312,725	----------	June'69 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	13,225,848	J. & J.	Dec.'70 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,376	J. & J.	Jan '71 5
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	----------	Dec.'70 7s
" " pref.....100	10,424,903	----------	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,269,820	----------	----------
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	----------	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell.....100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	A. & O.	Apl. '71 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,500,000	J & J.	Jan. '68 3
New Jersey.....100	7,297,200	F. & A.	Feb. '71 5
New London Northern....100	1,003,500	----------	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 350	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	Jan. '71 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 5
Norfolk & Petersb'g guar..100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	----------	Feb.'71 5s
Norwich & Worcester ...100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	Jan.'71 3½
" pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	----------	----------
" " pref.100	4,024,474	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Apl.'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	Dec. '70 5
Orange and Newark 100	259,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	----------	----------
Panama.....100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630.000	J. & J.	Dec. '70 4
Pennsylvania 50	33,850,000	M. & N.	May '71 4
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,322,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 5
" " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Mar. '71 3
Phila. and Trenton*.....100	1,000,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft W. & Chi. gtd.*100	19,666,000	J.A.J&O	Jan.'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Apl. '71 5
Portland and Kennebec...100	616,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	----------	----------	Jul. '69 3
Rensselaer and Saratoga..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,460	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	Dec.'70 4
Rutland preferred.....100	1,831,400	F. & A.	Feb 71 3½
St. L., Alt. and T. Haute.100	2,300,000	----------	----------
" " " pref.100	2.040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,586	M. & N.	May '71 3
Sand. Mansf. and Newark.100	905,222	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susquehn. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley*..... 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	----------	Dec.'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'71 3
Shore Line.....100	656,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	----------	May'70 –
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia.*100	3,939,900	F. & A.	Feb.'71 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	---------- 3½
Summit Branch.....50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 –
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	----------	----------
Tol., Wabash and West....100	14,700,000	----------	----------
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Dec'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,600,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,506,300	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. '71 3
Warren.....100	1,547,650	----------	---------- 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	Dec.'70 5

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,695	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb. 71 4
Delaware and Hudson.....100	15 000,000	F. & A	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'71 5
" (preferred).....100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania 50	4,300,000	----------	----------
Schuyl. Navigation (cons.) 50	1,808,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,800,000	J. & D.	Dec.'66 4
Butler Coal.....25	600,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	----------	J & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'71 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	----------	Mar. '71 2
Am. Merchants Union Exp.100	18,000,000	----------	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	73,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	276,283	299,063	258,480	322,278	355,270	335,985	409,251	401,250	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	428,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,509,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,861	4,681,563
1870	281,109	316,037	342,897	348,039	408,086	408,659	418,709	506,681	497,519	475,008	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,088	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519.306	669.605	729.759	716.378	563,400	6.114.566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767.508	946,707	932.683	754.671	547,542	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,4-9
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541.057	1,211,530	879,900	11,032,7-9
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,097	1,107,084	1,000,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271.425	287.451	293,296	262.793	230,061	2,918,342
1869	204.112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,955
1870	203,009	226,897	244,182	246,046	260,169	274,021	249,355	319.012	317,887	339,239	319,573	284,156	3,273,749
1871	272,826	266,790	313,199	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352.786	414.543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343.929	511.305	478.576	496,433	437.679	424,681	4.571,078
1864	327,900	416.588	459,762	423,797	406.373	510,100	423,578	640,179	799.236	661.591	657,141	603,402	6.329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747.469	739,736	641,589	643,887	518,088	7.181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661.971	588,219	504,006	6,546,741
1867	647,120	524,871	417,071	440,271	477.027	516.493	525,242	709,327	738,580	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549.714	794.325	889,967	931,530	685 401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979.401	914,406	814,413	696,677	8,823,487
1870	623,383	661,789	601,526	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	606,845	588,661	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103.373	98,043	106.921	104,866	113.504	112,952	123,802	1.201.239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,883	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121.519	125,065	119,169	123,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140.473	132,869	131,019	105,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	138,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,096	186,039	174,002	172,189	216.624	295.956	322,369	307.474	259,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375.488	339,794	30 [illegible]186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	340,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,061	490,694	447,570	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,063	324,986	359,646	429.161	495,640	414,004	303,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284.977	313,021	398,993	464,778	500,296	412,934	331,373	4,371.0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	300,671	4,609,251
1869	384,120	320,636	388,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,104
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	509,356	365,412	350.565	751.738	1,101,771	775.616	438,523	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,846
1869	454.590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801.195	[illegible]95,765	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,060	150,416	160,149	155,586	231,662	235,513	248.838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	245,726	2,823,999
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268.177	302.596	332.400	278.006	346.243	275,950	3,311.077
1865	259,223	239,139	313,914	271,527	290,916	304.463	349.285	344,700	350.348	372.618	412.553	284,319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305.454	278,701	310,762	302.426	281,615	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322.521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194.455	287.557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,206	219,987	211,219	300,971	318,957	355,187	316,054	250471	3,188,137
1871	245,982	258,554	384,599	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350.613	329.243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236108	3,438,930
1871	212,005	217,947	319,765	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254.285	388,725	414,707	448.994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451.884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711.457	1,170,241	1,125,635	754.551	1,032.149	812,178	9,555,519
1865	653,053	608,305	116,215	923,283	416,341	566,979	957.194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10 033 028
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	885,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	886,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,063
1869	479,236	525,490	765,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1-9,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220.788	219,160	230,340	205,095	180971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,606	1.935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,758	333,180	3,809,353
1868	278,712	265,137	257,800	266,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,139	4,013,208
1869	284,193	240,395	242,706	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	454,284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,293	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	458,076	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	707,943	706,602	625,560	617,585	758,467	000,605	837,338	716,329	5,709,183
1870	528,529	500,126	550 228	706,603	802,556	746,450	643,058	664.031	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities May 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,035,000	5	Jan. & July.	1874	105½
.. .. coupon	13,965,000	5	" "	1874	106
Loan of February 8, 1861 ..... registered	13,561,000	6	Jan. & July.	1880	117
.. .. coupon	4,864,000	6	" "	1880	117
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861 ..... registered	155,315,050	6	Jan. & July	1881	117
.. .. coupon	65,085,050	6	" "	1881	117
Loan of Feb. 25, 1862 (5-20s) ..... registered	107,564,600	6	May & Nov.	1882	119½
(5-20s) ..... coupon	383,401,050	6	" "	1882	119
Loan of March 3, 1863 ..... registered	50,075,450	6	Jan. & July.	1881	117
.. .. coupon	21,924,550	6	" "	1881	117
Loan of March 3, 1864 (5-20s) ..... registered	5,089,600	6	May & Nov.	1884	111
Loan of June 30, 1864 (5-20s) ..... registered	53,692,000	6	May & Nov.	1884	111
(5-20s) ..... coupon	45,700,000	6	" "	1884	116½
Loan of March 3, 1865 (5-20s) ..... registered	54,005,800	6	May & Nov.	1885	111
(5-20s) ..... coupon	125,313,350	6	" "	1885	116½
.. .. 2d series (5-20s) ..... registered	72,476,900	6	Jan. & July.	1885	113
.. .. (5-20s) ..... coupon	182,986,600	6	" "	1885	113
.. .. 3d series (5-20s) ..... registered	91,299,100	6	Jan. & July.	1887	113
.. .. (5-20s) ..... coupon	244,009,500	6	" "	1887	113
.. .. 4th series (5-20s) ..... registered	11,314,500	6	Jan. & July.	1888	113
.. .. (5-20s) ..... coupon	28,550,950	6	" "	1888	113
Loan of March 3, 1864, (10-30s) ..... registered	137,192,600	6	Mar. & Sept	1904	109
.. .. (10-30s) ..... coupon	57,577,700	6	" "	1904	109
Consols of July 14, '70 & Jan. 20, '71. registered	.....	5	F. M. A. & N.	1881	...
.. .. .. coupon	.....	5	" " "	1881	...
Consols .. .. .. registered	.....	4	F. M. A. & N.	1886	...
.. .. .. coupon	.....	4	" " "	1886	...
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. .. coupon	.....	4	" " "	1901	...
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	56,315,000	3	.....	Dem.	...
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	5	.....	Irred.	...
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	...
Pacific R. R. Bonds ..... (currency)	64,018,512	6	Jan. & July.	95-99	115
U. S. Notes and Fractional Currency	396,307,797				
State Securities. Latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	....
.. — .. .. (extended)	2,414,800	5	" "	'86-'88	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,800	6	Jan. & July	1886	....
.. — .. .. (" ") ..	742,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	102
Arkansas—State Bonds (refunded)	4,450,000	6	Jan. & July.	1893	54
.. — .. (Aid R. R's)	.....	7	April & Oct	1900	55
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	111
.. — 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	80,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s) ..		6	" "	1885	....
.. — .. of 1864, (10-20s) ..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	" "	1889	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	500,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'79	84
.. — " " 1842 to 1848	275,000	7	Various.	'72-'74	....
.. —Atl. and Gulf R. R. 1858 to 1860	800,000	6	Feb. & Aug.	'78-'86	....
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	91
Illinois—Interest Bonds of 1847	980,666	6	" "	1877	100
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	200,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	500,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'78-'89	....
.. — .. military	156,000	7	" "	1889	....
Kentucky—State Bonds of 1841-42	913,000	6	April & Oct.	71-'72	....
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military	509,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	67½
.. —Railroad Bonds	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'90-'96	67
.. —Levee Bonds 1865	1,000,000	6	Various.	1895	....
.. — 1867	4,000,000	6	May & Nov.	1907	74
.. — 1870	3,000,000	8	Mar. & Sept.	1875	....
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000,000	6	May & Nov.	1910	....
.. —Ship Canal Bonds of 1869	474,000	7	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	....
Maine—State Bonds	501,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 20, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg.	2,288,888	6	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,087,545	6	" "	1890	....
.. — .. .. of 1834 ...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269,000	5	" "	1890	....
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,022	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	104½
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	329,000	5	May & Nov.	'72-'80	97½
.. —	135,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	....
.. — .. .. of 1864	4,579,500	5	May & Nov.	1894	98
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	....
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	95½
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	94
Nebraska—(No Debt)	.....				....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864 ..	699,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	107½
.. — .. of 1864	595,400	6	" "	97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	109½
.. — .. Bonds	21,089,000	7	" "	1877	109½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	102½
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	108
.. —	475,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1887	....
North Carolina—State Bonds for R. R. (old) ..	4,758,800	6	Jan. & July.	'71-'91	47½
.. — .. .. (old) ..	5,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new) ..	2,625,000	6	Jan. & July.	'92-'98	20½
.. — .. .. (new) ..	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	30
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds	11,407,000	6	" "	1899	18½
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	....
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,095,339	6	" "	1881	....
.. — .. (")	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,880	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	103½
.. —	90,400	5	" "	1877	....
.. —	7,890,550	6	" "	1877	107½
.. —	726,950	5	" "	1882	....
.. —	9,237,050	6	" "	1882	109
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	104½
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	....
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old)	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863	736,000	6	Jan. & July.	1893	....
.. — .. of 1863	239,000	6	April & Oct.	1883	....
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	51½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	70
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	70
Texas—No legal debt	.....				....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101½
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July	long.	56½
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	60½
.. — .. .. stg	1,865,000	5	" "	"	"
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	71½
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	72½
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....				....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	90½
Loan of 1860	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	651,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1854	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	27½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	3,500,000	7*	May & Nov.	New York.	1919	90
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	94½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	....
" *Loan*, £368,200 & £154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	96
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	866,000	6	June & Dec.	" "	1889	93
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	99–'78	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	13
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	81
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,600,000	7	April & Oct.	New York.	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	95
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	102½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1893	102½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	80
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	94
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	103
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1888	112½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	90
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	99½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	97½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	92
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	92
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	"	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	102½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	78
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	...
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	84
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68–'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage (or 3d Extension).	1,104,844	7	Jan. & July.	" "	1892	85½
Consolidated F. Mort. $5,000,000	528,000	7	May & Nov.	" "	1900	94½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage sk'g fund	15,000,000	7	April & Oct.	New York.	1902	89½
Consol. 2d Mortgage sk'g fund	5,000,000	7	Feb. & Aug.	" "	1902	73
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1900	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	86
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1881	95½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	96
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	65–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	100
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	90
Bonds of 1868	500,000	6	March & Sept.	"	1889	93½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	94
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	Marcn & Sept.	" "	1879	94
3d Mortgage	6,000,000	7	" "	" "	1883	88
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	928,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,800	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	91½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	83½
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	104½
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	....
Harrisburg and Lancaster:						
1st Mortgage, guarnnteed	700,000	6	Jan. & July.	Philadelphia.	1883	99
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	99
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	84½
Consol. Mortgage	887,045	7	April & Oct.	"	1895	45
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	104
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	500,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	8	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	95½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	81½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100½
2d Mortgage	2,693,000	7	" "	" "	1877	100
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	96
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1896	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	96½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	87½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	97
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling }	4,583,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling }		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97½
Nashville and Chattanooga:						
1st Mortgage, endorsed, by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	702,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn.						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund, Bonds	5,936,626	6	May & Nov.	New York.	1883	93½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	92
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	89
New York and New Haven:						
1st Mortgage	1,050,500	8	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	8	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85¾
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	64½
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	90
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	May & Nov.	"	18—	96
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	94
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	87½
Northern New Hampshire:						94
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	90
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	455,500	6	Jan. & July.	Baltimore.	1875	96½
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93½
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	89½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	73
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	243,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	56
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,500,000	1,633,000	7	March & Sept.	" "	1881	95½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M. S & N. I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	96
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	65–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	100
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	90½
Bonds of 1868	500,000	6	March & Sept.	"	1889	90½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	88
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,600	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	93
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*Irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1883	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	91½
Greenville and Columbia:						83½
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1886	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	104½
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	....
Harrisburg and Lancaster:						109
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						....
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						....
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	99
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	84½
Consol. Mortgage	887,045	7	April & Oct.	"	1896	45
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	104
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						....
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						....
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1883	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	7	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	60
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	90
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	95½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	81½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100½
2d Mortgage	2,693,000	7	" "	" "	1877	100
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	96
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1896	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1898	96½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	87½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	97
1st Mort. (Iowa and Minn. Div.)	5,786,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	959,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	1,417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,589,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'85–'91	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1898	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	220,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn.						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,936,626	6	May & Nov.	New York.	1883	93½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R. R. Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	92
Bonds for real estate	162,000	6	" "	" "	1883	96
Bonds and mortgages	22,800	7	various.		var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	89
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'75	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	77½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	64½
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	99
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	May & Nov.	"	18—	96
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	90
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	455,500	6	Jan. & July.	Baltimore.	1873	94½
3d Mortgage (B. & O. R. R. Co.)	140,000				1886	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	100½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	
Income, W. Div.	221,500	7	April & Oct.	" "	1882	
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	95
Consolidated Mort. sterling	83,420	...	" "	London.	1898	
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	86½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	104
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	77½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	88½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	78½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79½
Va. State Loan	249,962	6	" "	" "	1887	
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	
St. Louis Loan	700,000	8	" "	" "	'71–'73	100
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	
2d Mort. } Harrisb. to Pittsb. }	2,583,000	6	April & Oct.	"	1875	102
2d M. stg. }	2,283,840	6	" "	London.	1875	99
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	95
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	
Pennsylvania and New York:						101
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	97½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	
2d Mortgage	255,000	8	" "	" "	18—	
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	50
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	8	— & —	New York.	18—	
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	82½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	90½
Philadelphia, Germant. & Norist						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	
Bonds of 1861	100.000	6	Jan. & July.	"	1871	
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	
Bonds of 1857, convertible	143,500	6	" "	"	1856	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	98½
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	82½
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1856	
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	90½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	500,000	7*	May & Nov.	N. Y. & Lond.	1890	
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	
Placerville and Sacramento:						
1st Mortgage	225,000	10*	Jan. & July.	San Francisco	1894	
1st Mortgage	525,000	10*	" "	"	1894	
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	
2d Mortgage	50,000	8	June & Dec.	"	1877	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds, convertible	296,000	7	" "	" "	1876	
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	
2d Mortgage	350,000	7	June & Dec.	"	1884	
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	
Bonds guarnnteed by Virginia	161,600	6	" "	" "	'75–'76	
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	75
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	
Roanoke Valley (R. & Dan.):						
1st Mortgage	100,800	7	Feb. & Aug.	Richmond.	'69–'76	
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York	18—	
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	102
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	
St. Joseph and Council Bluffs:						
1st Mortgne (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	
2d Mortgage (" ")	500,000	7	— & —	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	99
1st Mortgage (Series B)	1,100.000	7	April & Oct.	" "	1894	
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	92
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	91
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	
General Mort., dol. for $2,020,000		7	" "	New York.	18—	
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	
Salem and Lowell:						
1st Mortgage	226.900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	
Funded Coupons	860,000	7	" "	" "	1875	
Savannah and Charleston:						
1st Mortgge $5,000 per mile	500,000	7	Jan. & July.	New York.	1890	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1878	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	59½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	90
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	87½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	73
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	89½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82½
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	94½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	84½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	86½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	56½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	105
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1900	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " " 2d class	850,000	7		"	1890	....
" " " 3d class	154,000	7		"	1890	....
" " " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	73½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1900	85½
Warren:						
1st Mortgage, guaranteed	511,100	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	93½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1900	100½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	84½
New Preferred mortgage	600,000	6	.....	.....	....	91½
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1856	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	94½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	99½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "		1884	....
3d Loan	2,000,000	6	" "	"	1897	97
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	91½
Convertible Loan	1,496,879	6	" "	"	1877	81½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	97½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	100
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	75
Improvement Loan	1,601,670	6	May & Nov.	"	1876	86½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	91
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Companies.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	Adirondac.....New York	1	1	—	16	2,146,579	*	—	—	4,183,000	915,000	1,208,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	Alabama and Chattanooga.....Alabama.	—	—	—	—	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	18.2	—	Albany and Susquehanna ¶...New York.	21	24	7	383	7,185,162	*	—	—	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,856	697,846	237,353	—	100	91
Jan. 31, 1870	132.0	—	23.0	48.0	Allegheny Valley.....Pennsylvania.	32	19	5	425	7,913,532	*	—	—	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	Androscoggin.....Maine.	7	10	3	115	800,000	—	—	—	—	425,000	—	—	68.0	118,080	.....	.....	195,477	67,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	Ashuelot.....New Hampshire.	—	—	—	—	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	to Cheshire.)		—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	Atlanta and West Point.....Alabama.	14	6	5	94	1,200,235	*	47,943	89,913	1,232,200	47,000	12,611	46,881	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	Atlantic and Great West. N.Y. Penn. & O.	156	88	36	3,270	.....	.....	.....	.....	30,000,000	29,999,000	—	—	505.7	3,844,135	42,652,418	319,717,106	5,098,367	787,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	Atlantic and Gulf ¶.....Georgia.	21	16	31	207	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	Atlantic and North Carolina ¶. N.Carolina.	9	6	3	68	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,568	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	45	17	7	541	7,654,087	*	—	—	2,494,900	3,483,992	—	—	—	(Leased	& oper. by	Grand Trunk of Canada.)	—	—	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	Avon, Geneseo and Mount Morris ..N. Y.	2	2	2	3	217,245	.....	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	Baltimore and Ohio ¶ ....Md. & W. Va.	315	149	136	5,153	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	784,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	126
Sept. 30, 1869	30.0	—	....	—	Washington Branch ¶.....Maryland.	—	—	—	—	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	Parkersburg Branch.. ....W. Virginia.	—	—	—	—	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31 1869	26.0	20.0	11.0	200.0	*Bay de Noquet and Marquette*.....Michigan.	8	2	1	822	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	—	—	100	....
Dec. 31 1869	67.0	—	8.0	—	Belvidere Delaware .....New Jersey.	23	20	6	863	3,946,852	*	.....	.....	995,800	2,244,500	902,636	—	79.0	298,128	.....	.....	848,881	270,251	—	100	4
Dec. 31, 1869	59.0	—	5.0	—	Bennington and Rutland .....Vermont.	4	3	3	40	1,125,000	*	.....	.....	332,060	700,000	.....	.....	59.0	(Operated	by Bondholders.		—No returns.)		—	100	....
Sept. 30, 1870	21.2	—	—	—	Berkshire.....Massachusetts.	—	—	—	—	600,000	.....	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	80½
Sept. 30, 1869	15.6	—	0.4	—	Blossburg and Corning.....New York.	—	—	—	—	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	Boston and Albany.... Mass. & N. York.	163	118	40	3,046	21,938,629	*	3 546 638	751 902	19,154,806	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	160
Sept. 30, 1870	42.9	....	7.0	—	Boston, Clinton and Fitchburg .....Mass	13	17	10	226	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,342	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70⅝
Mar. 31, 1869	93.5	30.8	9.2	—	Boston, Concord and Montreal .....N. H.	17	18	14	300	2,850,000	*	367,397	181,760	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,466	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	23	25	10	419	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,008	5,936,796	470,732	110,948	—	100	15
Sept. 30, 1870	26.7	10.8	19.0	—	Boston and Lowell.....Mass.	32	38	18	780	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	141
Sept. 30, 1870	74.3	8.5	64.3	—	Boston and Maine.....Mass., N. H. & Me.	46	80	24	1,183	5,171,995	*	285,631	16,626	4,471,274	—	—	1,000,977	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	153
Sept. 30, 1870	51.3	7.7	55.0	—	Boston and Providence.....Mass. & R. I.	32	51	12	464	3,700,000	*	504,422	.....	3,700,000	—	—	504,422	63.0	454,853	22 606,449	12,499,876	1,049,125	278,507	10	100	158½
Sept. 30, 1869	26.0	—	2.0	....	Buff., Bradford and Pittsb..Penn. & N. Y.	—	—	—	—	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	Buff., Corry and Pittsb.... N. Y. & Penn.	6	6	5	33	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	Buffalo and Erie.....N. Y. & Penn.	47	31	16	1,057	7,008,901	*	.....	.....	6,000,000	4,000,000	—	—	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	Buffalo and Lake Huron.....Canada.	—	—	—	—	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	Grand Trunk of Ca.)	96,328	—	7	100	....
Sept. 30, 1869	142.0	—	13.0	—	Buffalo, New York and Erie..New York.	28	32	9	428	3,396,088	*	—	—	950,000	2,389,000	—	—	—	(Leased	and opera	ted by Erie.)	—	—	—	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	Buffalo and Washington ...r'enn. & N. Y.	2	1	—	16	526,127	*	—	—	428,472	.....	.....	.....	1.00	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	Burl., Cedar Rapids and Minnesota. Iowa.	5	2	2	140	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No ret	rns 175 m	iles recent	ly comple	ted.)	—	100	....
Apr 10, 1869	279.0	—	27.9	42.0	*Burlington and Missouri River*.....Iowa.	35	14	10	610	12,100,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	116
Dec. 31, 1869	61.2	31.1	103.7	—	Camden and Amboy.....New Jersey.	128	193	40	1,090	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	128
Dec. 31, 1869	60.2	—	3.1	—	Camden and Atlantic.....New Jersey.	8	31	5	86	2,093,159	.....	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	Camden and Burlington Co..New Jersey.	—	—	—	—	712,362	—	—	—	332,925	380,000	.....	.....	—	(Leased	& oper. by	Camd & Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	Cape Cod.....Mass.	8	15	7	139	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	32,010	5	100	70
Dec. 31, 1869	41.4	—	3.7	—	Cape May and Millville.....New Jersey.	—	—	—	—	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased	and oper. by	West Jersey.)	—	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	Catasauqua and Fogelsville.....Penn.	6	3	2	218	738,854	*	.....	—	426,900	—	—	—	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	Catawissa.....Penn.	21	9	5	585	3,826,500	*	—	—	3,359,500	445,350	—	—	67.5	307,310	.....	.....	625,132	178,342	—	50	40½
Sept. 30, 1869	34.6	—	....	—	Cayuga and Susquehanna.....New York.	—	—	—	—	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	Cedar Falls and Minnesota .....Iowa.	—	—	—	—	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased	and oper. b	y Illinois	Central.)	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	*Cedar Rapids and Missouri River*...Iowa.	—	—	—	—	15,000,000	—	—	—	8,000,000	7,620,000	—	—	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 20 1869	192.0	—	25.9	—	Central of Georgia.....Georgia.	52	50	23	656	4,703,877	*	—	—	4,666,800	786,000	—	—	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31 1869	64.0	10.0	102.7	—	Central of New Jersey.....New Jersey.	107	104	15	1,597	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	107½
Jun. 30, 1869	137.0	—	25.3	—	Central Ohio.....Ohio.	44	23	25	667	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515 195	970,890	49,521	3½	100	25½
Dec. 31, 1869	742.0	150 0	74.2	—	*Central Pacific*.....California.	147	144	25	1,561	97,094,922	*	.....	.....	40,097,290	58,965,777	.....	.....	742 0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	100.0	—	15 0	250.0	Central Br., Union Pacific R.R....Kansas.	6	5	2	124	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(N	o returns.)	—	—	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	18	10	5	136	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	Chemung.....New York.	—	—	—	—	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	Cheraw and Darlington.....S. Carolina.	2	1	2	....	600,000	*	—	—	291,222	225,000	—	—	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	Chesapeake and Ohio.....Va. & W. Va.	28	13	13	217	11,955,948	*	—	—	—	3,288,692	—	—	—	(No return	s publish	ed.)	—	—	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	Cheshire.....New Hampshire.	25	20	7	405	2,689,307	*	318,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	Chester Valley .....Pennsylvania.	—	—	—	—	1,371,900	*	—	—	871,900	500,000	437,500	—	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	Chicago and Alton .....Illinois.	108	52	21	2,038	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	119
Apr. 30, 1870	307 0	296 2	141.0	—	Chicago, Burlington and Quincy..Illinois.	153	70	35	3,314	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,071,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	159½
Dec 31, 1869	73.0	—	3.7	30.0	Chicago, Cincinnati and Louisville ...Ind.	5	4	2	121	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(N	o returns.)	—	—	—	100	....
May 31, 1870	81.3	1 1	16.7	—	Chicago, Iowa and Nebraska .....Iowa.	—	—	—	—	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. b	y Chic. and N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	Chicago and N. West'n. Ill., Wis. & Mich.	259	164	110	5,989	50,048,813	*	1,605,222	.....	35.046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3 478,419	9	100	84½
Mar. 31, 1870	493.0	50.5	98.0	—	Chicago, Rock Island & Pacific. Ill. & Iowa.	133	62	26	3,127	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	114½
May 31, 1869	—	—	—	26.0	Chillicothe and Brunswick .....Ohio.	—	—	—	—	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	Cincinnati, Hamilton and Dayton...Ohio.	33	31	13	483	3,974,406	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	Cincinnati and Indiana.....Ohio & Ind.	—	—	—	—	1,894,477	.....	.....	.....	500,000	1,500,000	—	—	27.2	153,550	2,500,000	5,650,000	283,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	Cin., Lexington and E. Tennessee.....Ky.	—	—	—	—	1,000,000	*	—	—	1,000,000	—	—	—	—	(Leased	and oper. b	y Kentucky	Central.)	—	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	Cin. and Indianapolis Junction...O. & Ind.	18	12	5	244	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	—	98.0	251,442	2,863,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	Cincinnati and Martinsville.....Indiana.	—	—	—	—	800,000	—	.....	.....	400,000	400,000	—	—	—	(Leased	to Ind., C	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	Cin., Richmond and Chicago. Ohio & Ind.	6	3	4	71	826,733	120,452	.....	82,810	882,600	625,000	22,395	—	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	Cincinnati, Sandusky & Cleveland..Ohio.	25	24	12	251	5,750,00	*	107,866	167,865	3,186,396	1 01,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	24
Jun. 30, 1869	132.1	—	9 0	—	Cincinnati and Zanesville.....Ohio.	16	11	6	227	2,999,301	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,455	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*				11,620,000	1,997,000				390.4	2,155,245)	29,770,918	95,130,680	2,962,614	929'384	7	100	80½
Jan. 30, 1869	67.8	12.4	69.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981				2,056,750	1,652,100					(Leased	to Atl. &	Gt. Weste	rn.)			8	100	
Oct. 31, 1869	167.0	32.9	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283,265				6,300,475	3,883,500			616,497	225.0	1,665,141			2,383,670	908,306	8	50	127½
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,539,369	*				13,000,000	18,814,000	1,725,369			588.0	3,655,909	35,605,620	41,064,199	3,529,411	262,462	—	100	28½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200	—				1,786,200	248,000					(Leased	& operate	d by Little	Miami.			6½	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*		138,029	92,610	1,500,000	75,000	155,639			119.5	544,126	9,898,097	14,984,458	806,150	153,166	10	50	156
Mar. 31, 1869	27.0	—	2.8	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*				595,587	374,500	300,000			27.0	39,460	556,055	361,137	75,430	27,338	—	100	
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—				350,000	—					(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*		11,573	153,938	2,087,883	795,000	208,879	68,929		110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	91½
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River	Massachusetts.	2,100,430	*		164,864	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,954,321	6,466,931	591,972	197,174	10	100	147
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—		215,000	—	1,278,300	1,000,000	—				(Leased	to Phila.	& Trent.)				50	
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—				200,000	30,000				14.6	(Oper.	by Northe	rn N. H.)	38,468	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*				1,500,000	3,443,000	—			34.0	337,200			791,053	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*		110,000	—	1,316,900	352,300	—			74.0	226,576			523,993	143,479	8	50	110
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,783		11,200	26,391	400,000	300,000	—	6,454		28.0	93,222	1,549,669	939,824	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	813,910	15,600		300,000	—	413,150	510,000	—				(Not	yet in o	peration.)				—	100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*				3,000,000	2,000,000	—				(Under	construc	tion.)				—	100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268			261,099	2,393,140	4,278,300	112,579			141.4				1,061,856	421,277	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*				76,000	527,449	12,768			31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	—				309,276	715,000	—				(Leas. &	oper. by L	tleMiami.)	loss.	42,652	—	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	—				891,206	892,750	—				(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000				14,100,600	3,308,000	2,190,000			253.4	1,820,263			2,417,324	637,845	10	50	109½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*				3,872,500	4,310,000	—			184.0				830,241	365,392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*		111,386	186,778	2,647,350	6,825,048	2,341,923	104,063		189.0	614,243			1,616,618	666,267	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissoges	New Hamp.	480,000	—				480,000	—	—				(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*		107,893	64,767	3,662,123	960,000	653,956	153,124	—	—	(Leased	& oper. by	Ill. Centr.)	1,290,589	—	7	100	85
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*				1,000,000	550,000	—			79.0				188,832	—	—	100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	—				280,000	—	—				(In	progres	s.)				—	100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—				700,000	1,000,000	—				(Leased	to Boston,	Hart.& Fis	hkill.)			—	100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—		2,500	—	89,800	175,000	2,000				(Leased	to Pennsy	lvania.)				50	
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶	Massachusetts.	6,783,262	*		900,578	171,922	4,062,600	3,037,400	78,866	180,542		114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	124½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—				280,000	570,000	—				(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—				392,550	—	—				(Leased	to Phila.	& Readin	g.)		6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—				1,209,200	495,900	—				(Leased	to Phila.	& Readin	g.)		7	50	
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶	Tenn & Ga	9,164,694	*		125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	270.0				1,278,864	562,682	—	100	76
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶	Tenn.	—	—				(Consolid	ated in t	he East	Tennessee,	Virginia and	Georgia.)							—	—	
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.	—	—				—	—	—	(Oper. by	Evansville, H	enderson	& Nashv.)				—	—	
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—				500,000	—	—				(Leased	to Norther	n Central.)		25,000	25,000	5	100	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000				1,000,000	1,620,000	—				(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575				78,536,910	23,398,800	—			845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	24½
Oct. 31, 1869	33 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893		545,000	—	999,600	2,577,590	—	57,809		101.2	484,530			824,611	383,028	—	50	
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	96	European and North American ¶	Maine.	2,094,883	148,659					3,000,000	—				58,493			129,726	56,196	—	100	
Jun. 30, 1869	108.0	32.0	15.2	—	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*				(Owned	by Domi	nion of	Canada.)		140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	23.5	—	—	5.45	—	—	—	—	Europ. & N. American W. Div.	N. Bruns.	1,743,037	*				803,750	1,853,907	18,001	—		—	(Not	in comp	lete opera	tion.)			—	100	
Aug. 30, 1870	100.0	23.0	12.0	—	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970		46,366	51,600	1,144,053	1,185,000	36,564	522,377		132.0	306,838			516,804	166,699	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—				—	—	—	—		64.0						—	100	
Sept. 30, 1870	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*		21,174	491	150,000	—	269,450	—		5.8	10,846	350,016	—	26,815	3,800	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	150,000	—				90,000	—	—	60			(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	74	50	
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg	Massachusetts.	3,640,000	*		300,579	200,661	3,640,000	—	—	501,231		93.7	538,088	20,328,234	18,563,559	1,085,937	252,285	8	100	138
Dec. 31, 1869	12.0	—	—	—	—	—	—	—	Flemington	New Jersey.	375,000	—				150,000	100,000	100,000	—		—	(Oper.	by Belvide	re Delaw	are.)	—	—	—	100	
Dec. 31, 1869	77.0	—	—	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,269,094	*		173,876	1,149,692	1,099,100	1,867,500	441,208	124,864		90.0	208,113			466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*				3,000,000	2,300,000	—			154.0						—	100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*				800,000	1,500,000	—				(Not	in complet	e operatio	n.)			—	100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Frechold & Jamesburg Agricultural	N.J.	200,866	30,061		99,266	—	230,845	—	99,266	—		23.0	12,800			69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—				—	575,000	—	—		52.0	[Operat	ed by Rec	eiver.]				—	100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*		1,283,389	595,509	4,156,000	615,500	388,618	886,260		232.0	861,823			1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	—	280.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	—	—				—	—	—	—		40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.]	—	100	
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	—				1,000,000	1,000,000	—				(Owned	and oper.	by Mich. Ce	n. since A	pl. 1870.)	—	100	
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶	Canada.	90,720,865	*									1,380.0	7,071,893			7,153,924	1,607,631	—	100	
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶	Canada.	25,027,287	*		1,968,348	877,019	18,202,126	8,656,415	733,216	280,895		334.5	2,676,393			3,934,114	1,780,516	4	100	
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶	S. Carolina.	3,081,213	*		80,495	—	1,510,374	1,902,157	—			164.2	125,000			365,528	146,211	—	100	
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,073	*				8,000,000	8,938,000	1,009,073			275 0				2,941,997	—	—	100	103½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—				1,182,550	700,000	—	23,069		—	(Leased	to Pennsy	lvania.)			7	50	110
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut.	3,407,285	*				4,800,000	744,000	—			75.0	578,810			1,568,362	513,594	10	100	169
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.	Conn. & R. I.	4,704,866	*				2,037,939	2,055,500	—			130.1	470,699	13,592,276	5,172,157	848,663	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,459	41,340		104,900	—	1,809,585	500,000	100,000	—		32.0	20,800			60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	12	14	6	246	Housatonic	Connecticut.	2,165,558	*		151,843	310,624	2 000,000	291.000	123,768	153,257		119.8				743,808	166,231	—	100	
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶	Texas.	5,600,000	*				3,000,000	2,600,000	—			125.0				1,040,400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	—	—				—	—	—	—		50.0	[Is being	continue	d to Whar	ton Color	do Riv.]	—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	87	1,077	Hudson River	New York.	19,919,537	*				16,020,000	4,899,220	—			150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.	Penn.	2,202,174	*				706,580	1,927,614	—			58.8	191,777			291,564	5,882	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*		9,721,836	1,691,280	25,278,710	8,018,170	10,901,506			970.9	5,414,403	53,306,016	258,386,118	8,823,482	3,652,516	10	100	135½
Dec. 31, 1869	—	—	—	72.0	50	31	13	506	Indianapolis and St. Louis	Indiana.	(Road in	progres	s now o	perating	St. Louis,	Alton &	T. H. R. R.)				194.0				1,774,867	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*				5,685,497	7,368,931	675,628			289.0	1,205,686			1,921,274	707,492	—	100	6½
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—				—	—	—			75.0						—	100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—				—	—	—			—	[Project	ed.]				—	100	
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*				132,411	35,000	—			13.0	24,000	234,868	664,541	73,307	11,855	—	100	
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000		249,500	—	400,000	130,000	—			11.0				32,361	22,727	—	80	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*			87,081	515,465	1,895,000	143,196	131,393		116.0				391,849	212,727	—	100	
Oct. 31, 1869	48.2	1.5	2.5	13.0	—	—	—	—	Jameston and Franklin	Penn.	1,765,248	—		35,000	—	603,077	1,000,000	688,228	—		—	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	
Dec. 31, 1869	108.0	62.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*		879,533	413,927	2,000,000	3,100,000	587,179	1,632,923		225.0				1,140,099	403,486	—	100	40
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—				1,500,000	500,000	—			—	(Leased	and oper. b	y Chicago	& Alton.)		7	100	42
Dec. 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,160,000	—				300,000	800,000	—			—	(Leased	and oper. b	y Mich'gan	Central.)		8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—				180,250	800,000	—			4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.	—	—				5,072,500	—	—			439.0	963,612	[Operated	by bondh	olders.]	2,225,850	339,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	—	—				—	1,209,000	(St k s w	amped.)		112.0	—					—	100	
Dec. 31, 1869	16.0	—	—	87.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—				—	—	—			16.0	[No	returns.]				—	100	
Dec. 31, 1869	31.0	—	1.3	34.0	8	4	1	20	Knoxville and Kentucky ¶	Tennessee.	—	—				—	—	—			31.0	[No	returns.]				—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	87.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	406.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	109½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,988	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	124
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	——	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	——	425,650	.....	3,572,400	1,490,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1	1869 to Pb	g Cin'n & S	t. L.at $4	80,000p.a.	] 196.5	954,819	22,208,215	35,730,006	1,709,708	562,298	6½	.....	....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,146,283	——	915,658	.....	2,646,100	795,500	.....	.....	(Leased	to Phila. a	nd Read.)	.....	301,290	242,940	8	50	90½
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71.601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,694	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	——	20,000	.....	600,000	——	——	10,000	——	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869.n	o accoun	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	——	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	——	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,580	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72.124	22,999	1,000,000	——	5,609	90,514	26.0	81,204	1,621,977	942 664	132,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1.0	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	——	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	88
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	.....	130.6	457,876	3,638 182	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Under co	nstruction.)	.....	.....	—	100	....
May 31, 1870	284.8	—	57.8	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	122½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	——	.....	.....	109,100	215,800	50,906	.....	.....	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,404	——	.....	.....	95,750	——	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	2,020,786	14s	100	61½
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	——	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	107
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	essees.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	847,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,877,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept. 30, 1869	23.0	—	2.6	—	4	4	2	85	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 0 0	.....	.....	.....	23.0	24,1 8	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela.,L	acka. and	West'n.)		7	100	32
Sept. 30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	.....	.....	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	93½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶....Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	182.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,'55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71.547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Jun. 30, 1869	89.0	40.0	7.2	—	9	8	8	62	New Bedford and Taunton.....Mass.	500,000	*	192,154	.....	500,000	172,500	——	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P. Ft.W.&	Chicago.)		114	100	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P., W.& B.)	77,837	44,644	—	50	....
Dec. 31, 1869	83.9	....	33.9	—	37	70	15	231	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,536	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	83.9	....	7.1	—	.....	.....	.....	.....	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)		10	100	127½
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	....
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	[Owned	and oper	ated by	Charles	Morgan of New	York C	ity.]	—	100	5½
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morgan	of New	York C	ity.]	.....	.....	.....	.....	....
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	New York Central .....New York.	37,603,697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474.419,753	15,586,616	6,531,131	8	100	46
Sept. 30, 1869	.....	.....	.....	.....	.....	.....	.....	.....	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	318,183,904	589,362,876	22,071,558	9,244,621	8	100	98½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	——	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	131
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,7 2	114,677	6,000,000	1,061,500	300,246	883,528	7 6 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cour	se of cons	truction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887.400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	——	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60.000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479.355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,330	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102.629	682,708	223.0	.....	.....	.....	668,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,151	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.										72.0							100			
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,600,000	*				7,500,000	13000,00 0			381.0					2,084,486	432,124	—	—	21	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,069,105	965,987	991,064			3,150,000	3,588,420	133,476		67.7	460,143				1,132,781	463,114	5s	50	94	
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218		97.6	404,631	5,252,948			671,076	168,918	—	100		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134				5,000,000	7,005,500	592,582		332.4	1,469,366				2,928 463	977,748	6	50	85	
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	206,767			3,068,400	115,500			82.5	409,036	5,935,262	19,110,436		689,626	256,271	8	100	117	
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*				1,100,000	400,000			35.3	146,773				325,369	66,764	8	100		
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,311		2,384,400	776,000	227,017		66.0	349,958	5,909,914	9,812,721		614,199	191,642	10	100	114½	
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	233	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)			145.0					281,138		—	—		
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929		5,035,800	941,800	387,687	208,922	122.0	532,120		31,199,413		1,045,222	356,839	6	100	90½	
Dec. 31, 1869	340.0	53.0	....	—	86	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	28,009,217	2,054,988	1,585,583	120,754		23,714,125	6,152,850	492,321		340.0	1,926,156	30,459,353	69,838,274		2,915,547	643,720	—	100	50½	
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000			4,259,450	3,170,000			98.5	406,010				2,014,427	978,925	10	50	102	
Sept. 30, 1870	130.5	12.2	32.4	—	38	73	18	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604		4,959,020	2,879,000		418,269	142.7	770,769	35,486,808	7,401,065		1,276,848	474,713	6	100	103½	
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262		2,488,757	4,350,546	1,019,395	47,357	270.2	497,198	9,196,620	9,069,150		919,122	407,386	—	100	72	
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*				300,000	500,000			9.0					169,088	29,747	—	100	....	
Sept. 30, 1869	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,999	*				300,000	610,000			—	(Leased	to R. W. &	Ogdensb.)		125,564	62,782	—	100	....	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*				490,400	591,000			36.3	112,232	3,414,428	2,955,451		280,555	60,907	8	100	....	
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918				3,406,034	7,793,742			336.0	1,764,760				3,213,058	894,345	—	100	....	
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	*				7,000,000	8,784,136			47.6			nine m	onths.	1,105,219	340,861	—	100	53½	
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—	—	—	—	630,000	—	—	—	—	(Leased	to Erie.)			—	53,400	8	100	....	
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*				500,000	500,000			—	(Leased	to Erie)			—	—	—	100	....	
Dec. 31, 1869	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*				284,500	85,000			—	(Leased	to Erie.)			—	26,500	6	100	....	
Dec. 31, 1869	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*				342,150	160,000	36,542		—	(Leased	to Camden	and Amb	oy.)	—	—	—	100	....	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*				32,493,112	23,862,092	2,054,452		643.0	9,574,632				17,250,812	4,757,785	10	50	125	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*				3,200,000	592,500	383,000		47.0							10	50	223	
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N. Y. & Penn.	2,449,079	.....				1,061,700	3,000,000			—	(Complet	ed Sept. 1	3, 1869.)				—	100	....	
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	—	1,200,000	600,000			—	(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....	
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000			83.0		(Complet	ed July 1,	1869.)			—	100	....	
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*				1,000,000				12.0		(In pr	ogress.)				—	100	....	
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*				1,325,200	241,894			82.3	164,357				245,624	97,975	3	100	....	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164				218,000	800,000	291,686		46.0	124,224				196,672	9,272	—	50	....	
Oct. 31, 1869	287.6	2 0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*				6,004,300	12,596,000	40,974		289.6	2,273,856				3,262,705	loss.	—	50	56½	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888			1,595,750	55,900			24.3	376,303				607,620	287,492	10	50	173	
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061				29,022,100	7,819,592			480.4	5,159,301	40,625,071	488,853,367		11,275,241	5,002,408	10	50	113½	
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	—	329,675	—	—	1,259,100	—	—	60,555	26.5	—	—	—	—	1,077,559	274,081	10	100	116½	
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042		9,520,850	2,367,000	534,547	434,787	99.7	962,579				2,565,302	876,094	8	50	109½	
Sept. 30, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Phg, Cin. & St. Louis	Pa. & W. Va.	Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,154		201.0	1,849,510				2,434,101	531,833	—	50		
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*				1,795,253	1,891,000	294,917		72.0	425,341	4,912,503	16,286,331		608,919	207,354	—	50		
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., L. & I.	24,391,380	*				19,583,948	13,563,000	72,093		480.6	5,253,584				8,131,531	2,891,199	9½	100	99½	
Sept. 30, 1870	18.6	—	1.6	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,677	—	—	—	—	450,000	—	—	—	—	—	—	—	—	—	21,450	6	100	85½	
Dec. 31, 1869	63.0	9.8	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*				784,700	1,182,988			109.5	354,754				632,763	217,872	6	100		
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,068	*				1,500,000				51.3	303,266				575,036	175,586	6	160	136	
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	—	—	—	350,000	—	—	—	—	(Leased	to Concor	d.)			24,500	7	100	....	
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*				170,000	200,000		11,496	26.0					80,083	22,015	—	100	111½	
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*				437,917	57,000	18,500		15.0	37,960				112,572	21,542	—	100	....	
Sept. 30, 1870	43.4	1.0	14.6	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423		2,000,000	46,000	135,000	117,698	47.3	349,465	10,416,520	10,383,430		661,717	189,154	10	100	138½	
Dec. 31, 1869	97.0	—	....	—	11	14	...	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*				1,500,000	80,000			97.0					208,000	141,000	3	100	....	
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583				506,848	1,000,000	982,859		54.0	155,070				207,799	55,879	—	50	....	
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285		3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875		1,594,002	504,247	7	100	92	
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480		4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,025	6,271,192		609,403	212,070	—	100		
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720		1,414,136	482,678	25,186	559,887	75.5					332,025	132,491	—	100		
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743		847,100	320,296	40,331		46.4	90,998	1,258,994	1,422,279		160,946	37,344	—	100		
Sept. 30, 1869	38.3	—	....	—	....	....	....	....	Richmond and York River ¶	Virginia.	1,250,000	*				660,000	600,000			—	(Not in o	peration.)					—	100	....	
Sept. 30, 1869	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	—	—	—	—	427,402	—	—	—	22.0	—	(No	returns.)		—	—	—	100	....	
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338		3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197		1,274,134	501,998	10	100	126	
Sept. 30, 186	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487	.....		4,381,400	.....	331,828	.....	138.0	679,669	8,347,127	16,336,225		874,855	187,329	—	100	44	
Dec. 31, 1869	132.0	—	....	—	—	—	—	....	St. Joseph and Council Bluffs	Missouri.	4,689,500	*	.....	.....		2,100,000	2,589,500	.....	.....	132.0	.....	.....	.....		753,000	376,000	—	100	72½	
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	.....	.....		4,340,000	6,700,000	.....	.....	—	(Oper. by	Ind. & St.	Louis.)		611,800	—	—	100	30	
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*	.....	.....		10,000,000	4,000,000	.....	.....	—	.....	.....	abo	ut 900 000	.....	.....	—	100	60	
Dec. 31, 1869	150.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....		.....	2,725,000	.....	.....	—	(Leased	to Chi. &	Alton.)		.....	240,000	—	100	....	
Dec. 31, 1869	—	—	....	72.8	....	....	....	....	St. Louis and St Joseph	Mo.	.....	(Unfinished.)	.....	.....		2,000,000	1,000,000	.....	.....	—	.....	(No	returns.)		.....	.....	—	100	....	
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*	.....	.....		.....	4,500,000	.....	.....	—	(Leased	to Terre H	aute and I	ndianapo	lis.)	.....	—	100	....	
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.	.....	.....	.....	.....		.....	2,020,000	.....	.....	—	257,004	2,776,680	3,570,874		373,448	138,411	—	100	....	
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989		2,732,515	166,000	531,072	79,514	—	189,152	.....	.....		338,693	179,941	—	100	....	
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*	.....	.....		180,550	100,000	.....	.....	—	(Leased	to West J	ersey.)		.....	16,533	6	50	....	
Sept. 30, 1870	6.9	—	0.5	—	—	—	—	—	Salem and Lowell	Massachusetts.	471,492	*	.....	2,624		243,306	226,900	1,287	.....	—	.....	.....	.....		17,000	15,518	11	100	....	
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*	.....	.....		904,832	2,307,742	.....	.....	116.3	271,076	.....	.....		429,212	101,024	—	100	....	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	.....	.....		1,269,150	97,000	106,120	.....	54.0	155,070	.....	.....		172,494	27,393	—	50	....	
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	—	—	—	—	576,050	—	—	—	—	(Leased	to Phila. a	nd Readin	g.)	—	—	5	50	....	
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.	.....	*	.....	.....		.....	210,000	.....	.....	80.0	.....	.....	.....		.....	.....	—	100	....	
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*	.....	549,007		999,050	796,830	891,180	23,521	119.3	.....	.....	.....		282,215	.....	—	100	....	
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....		2,481,062	6,079,100	.....	.....	200.0	.....	.....	.....		460,000	.....	—	100	....	
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—	—	—	—	869,450	700,000	—	—	—	(Leased by N	orthern C	entral.)		—	—	p	50	....	
Dec. 31, 1869	46.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*	.....	.....		1,227,000	800,000	.....	.....	45.5	.....	.....	.....		61,504	22,001	—	100	....	
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,668	—	—	—	—	100,000	87,800	.....	.....	20.0	(Oper. b	yJeff.Mad.	and Ind.)		32,448	7,408	—	100	....	
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732,900	*	.....	.....		677,900	55,000	.....	.....	50.0	.....	.....	.....		310,182	47,424	6	100	....	
Dec. 31, 1869	101.8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*	.....	.....		1,788,000	3,256,320	.....	.....	—	.....	.....	.....		294,476	90,000	—	100	....	
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000	.....	.....	.....		230,000	500,000	.....	.....	—	(Leased	and oper.	by Portlan	d & Ken.)	36,000	—	100	....	
Dec. 31, 1869	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	439,694	—	—	—	—	438,300	—	—	—	—	(Leased	& oper. by	Cen. of N.	Jersey.)	26,298	6	100	....	
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729		5,819,275	4,057,361	355,501	.....	—	801,171	.....	.....		1,382,167	606,607	—	100	....	
Dec. 31, 1869	50.0	—	—	133.0	3	—	—	3	South and North Alabama	Ala	.....	.....	.....	.....		1,500,000	1,000,000	.....	.....	—	.....	.....	(In	progres	s.)	.....	—	100	....	
Nov. 30, 1869	11.5	—	1.9	—	8	12	2	8	South Shore	Massachusetts.	462,167	39,426	.....	9,566		259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911		67,962	9,513	—	100	....	
Sept. 30, 1869	57.0	0.7	8.0	—	11	21	8	75	South Side (L. I.)	New York.	1,978,558	*	.....	.....		497,750	850,000	.....	.....	63.0	150,560	5,597,645	2,094,921		221,815	66,532	10	100	....	
Sept. 30, 1869	123.0	10.0	12.0	—	17	8	8	188	South Side (Petersb'g & Lynchb'g)	¶ Va.	4,149,658	*	192,420	430,168		1,365,600	2,133,800	973,116	299,727	133.0	292,029	2,201,096	10,725,243		440,921	103,125	—	100	....	
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	[cost to	completi	on.]		3,000,000	1,500,000	.....	.....	—	.....	.....	.....		.....	.....	—	100	....	
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.	.....	.....	.....	.....		.....	.....	.....	.....	—	.....	.....	.....		.....	.....	—	100	....	
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.	.....	.....	.....	.....		25,000p m	.....	.....	.....	100.0	.....	.....	.....		348,218	203,473	—	100	....	
July 31, 1869	143.0	114.5	22.0	26.5	30	14	13	300	Southwestern	Georgia.	4,467,613	*	.....	.....	131,000	3,000,000	600,000	97,166	42,911	257.5	384,021	.....	.....		919,110	300,380	8	100	104	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$			$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union †..South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,679	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	*	.....	448,700	—	—	.....	—	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	—	*	634	267,300	—	—	634	—	.....	.....	.....	8,591	7,956	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	(In progress to be completed June 187 0.)								
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,078,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)														
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	.....	24,194	52,234	400 000	—	23,557	45,841	11.1	65,346	1,938,322	849,113	102,173	22,935	8	100	106
Jun. 30, 1869	—	—	—	157.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis...Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,366	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843.402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	18	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	63½
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)							
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass. R. R.)			32,000	.....	7	100	49½
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	.....	(Leased to Pennsylvania.)						50	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,630	33,762,300	107,397,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,926	—	100	33½
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]						100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	.....	.....	.....	1,582,650	—	.....	.....	.....	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	.....	(Leased by Vermont Central.)						100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	100	107½
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts..Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	75
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased to Rutland.)						100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	182	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	2	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee †.....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,555	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511.400	.....	.....	18.3	(Leased by Del. La. & W'tn.)			454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	....
Dec. 31, 1869	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23.0	(Opened Nov. 20, 1867.)						100	....
Sept. 30, 1868	—	—	—	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		[In progress.]				—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	[Now forming a division of the Milwaukee and St. Paul]						—	(Leased to Pennsylvania.)					—	50	81
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	No returns for year.					—	100	....
Aug. 31, 1869	94.0	—	....	86.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,209,000	2,000,000	.....	.....	—	238,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....	.....	(Operated during construction by M. & St. Pa'l.)						100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	200,000	.....	.....	.....	20.0	13,486	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased to Boston, Con. and Montreal.)			12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford..N.C.	3,600,000	.....	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no returns.)			139,261	82,375	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M. RR. sold Jan. 5, '70 $525,000.				5,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734.812	789,300	.....	.....	—	[no returns.]					—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon †...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	19.3	1,857	(Leased to Northern Central.)				—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	(Recent'y opened.)		1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	18	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,647	186,560	10	100	140
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229.594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	6,899,068	—	—	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	121
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,647,683	—	—	—	4,999,600	(See Cam. & Amb.R.R.)			161.0	—	—	—	—	—	—	—	—
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	899,750	662,246	.....	161.0	—	—	—	1,036,860	732,352	10	100	....
Oct. 31, 1869	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	104,961	3,849	—	50	....
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,200,000	1,130,447	74,087	68,226	102.0	(5 p. c. on preferred stock.)			405,174	213,374	—	50	70½
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	—	—	354.0	—	—	—	431,246	184,848	—	100	50
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	—	109.2	—	—	—	735,303	258,436	—	50	44
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,741,263	—	.....	.....	2,002,746	2,632,310	195,232	—	45.0	—	—	—	1,159,085	598,519	—	50	18
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	167,435	81,714	—	50	20½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1.100,000	708,000	86,000	—	—	—	—	—	43,587	loss.	—	50	1½
Dec. 31, 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	—	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
																						124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30,'70	9.00	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	21
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Sept. 30,'70	5.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury. Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	14.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	124,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	.....	.....	9.0	100	100	101
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	625,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Phi.)Pa.	179,635	192,750	—	—	240,293	81,318	35½	50	50	19½
Oct. 31, '69	9.00	130	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,120	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	15	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	41
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	550	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	33½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.)Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	43
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	22
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	56
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	10
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	75½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	75½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	2.84	32	9	Peoples' street (Scranton)...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	51
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	30
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Oct. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,909	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	12
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,864	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	14.00	684	96	Second Avenue (N.Y. City).N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	58½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,990	35,061	9½	100	100	62½
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	5	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.35	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	35½	50	50	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	25
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.50	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. o	y Troy &	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,789	28.824	11	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	10	100	100	....
Oct 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	68
Oct 31, '69	4.00	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	.....	.....	—	25	25	....
Sept. 30,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3,090	3,010	4	100	100	18
Sept. 30,'70	3.53	40	16	Worcester .....Mass.	46,205	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pr.			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	994,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1891	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1892	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1876	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	276,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,500	7	J.&D.	1891	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1893	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1894	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1890	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	19—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	19—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1878	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	220,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	80,000	7	J.& J.	19—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	88
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1894	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1870	....
1st Mort. Broad street....	100,000	6	J.& J.	1890	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1891	....
2d Mort. O. & N. R. R...	500,000	6	J.& J.	1893	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	25,000	7	M&N	1878	....
Quincy: Plain bonds.....	50,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,200	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,000	6	J.& J.	19—	....
Second Avenue (N. Y.). 1st Mortgage.....1,	915,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	19—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	600,000	7	J.& J.	1879	....
Real estate.....	500,000	7	J.& J.	—	—
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	99
Worcester: 1st Mortgage.....	20,000	6	A.&O	1878	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	95½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	88½
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	96½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	90
Erie, preferred	8,536,910	7	7	60
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	....
Harrisburg and Lancaster,* guar.	1,182,550	7	7	102½
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	50
" " 2d pref.	4,051,744	6	...	9
Manchester and Lawrence†	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.	3,500,000	7	7	82
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	84
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60
Sandusky and Cincinnati, pref.	445,506	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	79½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref.	2,888,997	6	6	36½
Union, preferred	.....	...	6	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	11½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 per ton	38 — @ 36 —
Pig, American, No. 1	34 — @ 36 —
Pig, American, No. 2	32 — @ 34 —
Pig, American, Forge	31 — @ 32 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes (gold)	85 — @100 —
Bar, Swedes, ordinary sizes	105 — @115 —
Bar, Refined	77 50 @ — —
Bar, Common	85 — @ — —
Scroll	100 — @120 —
Ovals and Half-round	95 — @105 —
Band	92 50 @ 95 —
Horse Shoe	95 — @ — —
Rods, ⅜@3-16 inch	92 50 @120 —
Hoop	100 — @140 —
Nail Rod per lb.	— — @ — 6½
Sheet, Russia, as to No.'s (gold)	— — @ — —
Sheet, Single D. and T. Common	— 4½@ — 6
Rails, English (gold) per ton.	55 — @ 57 —
Rails, American, at Works in Penna. c'y.	70 — @ 72 —
Anvils, (Eagle) per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality). per lb.	— 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 13 @ — 15
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 16 @ — 17
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d. per 100 lb	4 75 @ — —
Cut Spikes, all sizes	5 — @ — —
Clinch	6 25 @ 6 75
Horse Shoe, Forged (No. 10 to 5). per lb.	— 19 @ — 31
Copper	— 36 @ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 38½@ — 38½
Straits (gold).	— — @ — 38
English (gold).	— — @ — 32½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box.	8 37½@ 8 52½	9 50 @ 10 —
I. C. Coke	7 25 @ 7 75	8 25 @ 8 75
Coke Terne	6 12½@ 7 12½	7 — @ 8 25
Charcoal Terne	7 75 @ 8 25	8 75 @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk). per gall.	— 13 @ — 14
Crude, 40 @ 47 gravity (in shipping order)	— 17½ @ — 18
Refined, Standard White (in ship'g order)	— 24½@ — 24½
Refined, prime White (in shipping order)	— 25 @ — —
Refined, S. W. (in jobbing lots)	— — @ — 26
Refined, S. W. (in tin)	— 27 @ — 29
Naptha, Refined, (65 @ 73 gravity)	— 8½@ — 9
Residuum per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 (4 qlts.) per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15 (4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18 (4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24 (4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30 (4 qlts.)	15 — @10 50
20 by 28 to 24 by 30 (4 qlts.)	18 50 @12 —
25 by 28 to 24 by 36 (4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40 (3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44 (3 qlts.)	22 — @16 50
28 by 46 to 30 by 48 (3 qlts.)	23 — @17 —
30 by 50 to 32 by 52 (3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56 (3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60 (3 qlts.)	30 — @22 —
36 by 60 to 40 by 60 (3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending May 10.

	Th 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10
Canton Co.	....	85½	....	....	....	....
Central Pacific 6s	100½	100⅝	100½	101	101½	102⅛
Central of N. Jersey	108½	108½	....	108½	108	108
Chicago & Alton	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	93
Chicago, Burl. & Q.	158	158½	....	....	....	....
" 8s, 1883	....	....	....	....	....	112½
Chic. & Northwestern	86⅛	86½	86½	85½	85⅝	84¼
" pref.	98⅛	98⅝	98½	97½	98	97½
" 1st M.	....	....	....	....	....	96⅞
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	92
Chic., Rock Isl. & Pac.	114½	115⅛	115½	115½	115½	115½
Chi., R. I. & Pa. 7s, 1896	....	102	102	....	102½	102½
Clev., Col., C. and Ind.	89¼	89⅞	89⅞	89⅝	89⅝	89⅝
Clev. and Pittsburg	124½	125½	129	129	129½	128
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	98	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	102½	....	....	....	....	....
Col., Chi., & Ind., C.	22⅞	23	22⅝	23½	22⅛	23
" 1 M.	86½	....	87	....	87	87½
" 2 M.	....	69	71	70½	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	121
Del. Lack. & Western	110	110½	109⅝	109⅝	....	109½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	95	....	....	....	....	95½
Dubuque & Sioux City	85	....	....	....	....	....
Erie Railway	22⅝	23	24	24½	24½	25
" pref.	47½	48½	50	50½	50	....
" 1 M. 7s, 1897	....	....	....	....	....	100
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	83	83½	84	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	84⅜	84	....	....	....	....
Hannibal & St. Joseph	102	103⅞	104	104	104½	104
" pref.	103	104⅞	105	104⅝	104½	104⅝
" 8s, conv.	....	104½	104½	....	....	104⅛
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	135	135½	135½	....	....	135½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	109½	111½	109⅝	110½	110½	109⅝
Lake Shore Div. bonds	....	94	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	123	....	123½	123½	123½	123½
" S.F. 8s, 1882	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	....	100½	100½	....	....	100½
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	10½	10½	11	11½	11½	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	62½	62⅞	62½	....	....	62½
" pref.	81½	81½	82	....	....	81⅜
" 1st mort.	....	....	....	....	....	95½
" 2d mort.	....	....	....	....	....	....
" 8s	....	107	107	....	....	....
" 7 3-10s con.	97	....	....	....	....	....
Missouri 6s	94	....	....	94½	94½	94½
" H. & St. J. 1s	....	93	....	93	....	....
Morris and Essex	93	93½	93½	93½	93½	....
" 1st mort.	101½	101	....	....	101	....
" 2d mort.	97½	97½	....	....	97½	97½
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	92	....	....	92	....	93½
" 6s. S.F. 1887	....	....	94	....	....	....
N. Y. Cen. & Hud. Riv.	99½	99⅞	99½	99⅝	99⅝	99
" certificates	94⅝	95½	....	94⅞	94½	95⅜
N. York and Harlem	132½	132½	132	132	132	131½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	47½	....	....	....	....	47
" new	25	25	....	....	....	....
Ohio and Miss.	50½	51½	50½	....	51½	51½
" pref.	83	82½	....	....	82½	82
" 1st M.	100½	....	....	....	....	....
Pacific Mail S. S. Co.	48⅝	48	48⅛	48	48	47
Panama	52½	53	54½	54	54	53½
Phila. and Reading	112½	113⅜	112⅝	112½	113⅛	114
Pitts., Ft. W. & Chi. gtd.	99½	99½	99½	99½	99	....
" 1 M.	....	....	....	....	....	....
" 2 M.	99½	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	11½	12	12	....
St. L., Alton & T. H.	30	30	....	....	....	....
" pref.	....	60	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	86½	....	....	....	86½	....
" Income bds.	76⅝	....	....	....	....	....
Tennessee 6s, old	67½	67½	67½	....	67½	69
" new	67½	....	68	68½	68	69
Tol., Wab. & Western	64½	....	65½	64½	64½	....
" pref.	80	....	79½	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	80½	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	86½	86½	....	....	86½	....
Union Pacific	32⅝	33½	33⅜	34½	33⅜	33⅜
" 1st mort.	89⅞	90	90½	91	92	93⅜
" L. Gt. 7s	81½	81½	81½	81½	82½	84
" Inc. 10s	....	82	84½	84	....	85½
Virginia 6s, old	....	69½	....	....	....	....
" new	....	72½	....	....	70	71½

New York Stock Exchange.

Actual Sale Prices for the week ending May 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109½	....	....	109¼	109⅝	109⅝
U. S. 5s, 10-40s, reg	108¼	....	....	109	109	....
U. S. 6s, 1881, reg	117	....	....	117	117	117
U. S. 6s, 1881, coup	....	117	117	117	117	117
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	110½	110⅝	....	....	....	110⅝
U. S. 6s, 5-20s, c. 1862	110½	111	111	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	110½	111	....	111	110⅝	....
U. S. 6s, 5-20s, reg. '65	....	111	....	111	....	....
U. S. 6s, 5-20s, c. 1865	....	111	....	....	110⅝	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	113¼	113¼	....	113¼	113⅛	113⅛
U. S. 6s, 5-20s, reg. '67	113¼	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	113¼	113⅛	113⅛	113⅛	113⅛	113⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113¼	113¼	....	....	113⅛	113⅛
U. S. 6s, Pac. R. R. issue	115¼	115⅛	115⅛	115⅛	115⅛	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Catawissa	....	....	....	....	20¼	....
.. preferred	46	....	....	....	....	....
Camden and Amboy	126	....	126¼	125¾	127	128
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	93	....
.. mort. 6s, '89 94	....	94	93¾	94	94	
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	34¾	34⅛	34⅛	34⅛	35	35⅛
.. 6s, 1884	....	86½	....	....	86	....
.. Gold L	90⅜	90½	90⅛	91	90¾	91⅛
.. R. R. L	....	90¼	....	....	91	....
.. Conv. L	....	....	....	....	....	81½
Lehigh Valley R. R	62¼	....	62⅛	62¼	62	....
.. 6s new coup	....	97	....	....	....	....
.. 6s new reg	....	....	....	....	....	98⅛
Little Schuylkill R.R	45¼	45½	....	45¼	....	....
.. 7s	....	....	....	....	....	....
Minehill	53¼	....	....	....	53	53½
Morris Canal	....	....	....	....	....	....
.. pref	116¼	....	120	120	120	....
.. 1st mort	....	....	92½	....	....	....
North Pennsylvania	47	....	....	....	....	....
.. 6s, 1880	....	99½	....	....	....	99
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	43	43	43	42¾	42¾	....
Oil Creek & Alleg. Riv.	53⅜	53	52¾	52	51⅛	52¼
.. 7s	....	86½	86½	....	....	....
Pennsylvania R. R	62¼	62¼	63¼	63	62⅝	62⅜
.. 1st M	102	....	....	....	....	....
.. 2d M	....	....	....	....	....	....
.. Gen. mort	95¼	95½	....	....	....	95½
.. .. reg	....	94	....	....	94	94
Penn. State, 6s. 1st series	....	....	103⅞	104	....	103⅞
.. 6s, 2d series	....	....	107⅛	107⅛	....	....
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	103	103	103	....
.. new	103	103	103	103¼	103	103
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	55¾	56	56⅜	56⅛	56⅜	56⅜
Philadelphia and Erie	....	28¾	28¼	28¼	28¼	....
.. 6s	....	....	....	....	....	....
.. 7s	....	....	90¼	....	....	90¼
Schuylkill Navigation	9	....	....	....	....	....
.. pref	18	18¼	....	....	....	....
.. 6s, 1882	77¼	77¼	77⅛	77⅜	78	78
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	70	....	....	....	....	....
Susq. Canal	....	....	....	10½	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	.. .	....	....	....	....
.. 6s, 1878	....	13	....	....	....	....
Hestonville, (Horse)	21¼	21¼	....	21¼	22	22
Chestnut & Wal. ..	....	....	50	51	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine	30	....	30	....	....	....
13th and 15th sts. ..	....	....	....	....	25	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875	97¼	98	98	97	97⅛	97⅛
.. 1886	98	....	....	....	....	....
.. 1890	97¼	97⅛	97⅛	....	97⅛	97⅛
.. 1884	....	....	....	....	....	....
.. 1900	....	97	97⅛	....	....	....
Balt and Ohio	136	136	....	....	....	136
.. bonds, 1875	98¼	....	....	....	....	98¼
.. .. 1880	95¼	....	....	....	....	96
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	95	95	....	....	95	95
.. 2d M	81¼	81½	....	81¼	81¼	81¼
Northern Central	43¼	....	....	....	....	....
.. bonds, 1885	....	94	94	....	95	94
.. .. 1900	87¼	....	....	87¼	....	87¼
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	96¾	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
Boston and Albany	....	....	....	....	158¼	160
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	....	153
Boston and Providence	....	158½	157	158¼	158¼	
Boston, Hartford & Erie	....	1½	....	....	....	....
.. 7s, new	27	27½	27½	27½	27½	27½
Cheshire, pref	....	....	....	....	....	88½
Concord	80	....	....	....	78	....
Connecticut River	....	147	....	....	....	....
Eastern	125	125	....	124½	....	124½
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	123	122	....	123½	122⅝	....
Northern, N. H	....	....	....	....	117	117
Ogdens. & Lake Champ	91	....	91	91	90⅝	
.. pref	106½	....	....	....	....	....
Old Colony & Newport	102½	....	....	....	103	103
Ph., Wil. & Baltimore	54¼	....	55	54⅝	54⅜	
Portl'd, Saco & Ports	135	....	136	136	....	
Union Pacific	33	....	....	....	34	
" 6s	87½	....	88	....	89½	90½
" Land Grant 7s	80½	80½	80⅝	....	82½	82⅝
" Income 10s	80⅝	80⅝	81¼	....	83½	83½
Vermont & Canada	....	....	107¼	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	101	....	....	....	....	....
Metropolitan ..	....	....	....	75½	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	11¼	....	....	10¾	11⅝	12
Franklin ..	....	4	....	6	6½	6
National ..	2¼	2¼	....	....	3½	4
Pewabic ..	....	3	....	4½	5	....
Quincy ..	26	....	....	....	27	....

London Stock Exchange.

	Closing Prices.— April 21.	April 28.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	80 — 85	80 — 85
Do. do., 2d mort., 1881	70 — 75	70 — 75
Do. Penn., 1st mort., 1877	80 — 85	80 — 85
Do. do., 2d mort., 1882	70 — 75	70 — 75
Do. Consol. 7 per cent. mort. 1890	40½ — 40¾	42½ — 43¼
Detroit and Milwaukee 1st mort. 7s	65½ — 67½	65½ — 67½
Do. 2d mort. 8 p. c.	67 — 69	67 — 69
Erie shares 100 dol. all paid	— —	— —
Do. sterig. 6 p. c. convertible bonds	63 — 65	63 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 — 102	100 — 102
Do. 100 dol. shares, all paid	109¾ — 110¼	110¼ — 111¼
Panama General mort. 7s, 1897	91 — 93	91 — 93
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	92½ — 93½	92½ — 93½
Do. $50 shares	53 — 55	53 — 55
Philadelphia and Erie 1st mort. 1881	94 — 96	93 — 95
Do. with option to be paid in Phila.	94 — 96	93 — 95

American Railroad Journal.

Saturday, May 13, 1871.

Stock Exchange and Money Market.

The money movement has been in favor of the borrowing interests, all through the week. The available supply has been in excess of reduced calls from street and mercantile firms, whose wants have been quite promptly provided for, within the range of from 4@6 per cent. in a temporary form, and from 5½@7 per cent. per annum in the discount line. The tameness of speculation at the Stock and Gold Boards has been against activity in Money, and the city bank exchanges have fallen off materially within the week. The Government office has been disbursing coin and currency, quite freely, since our last. The city banks, last week, gained $210,105 of specie, $1,672,920 of legal tender notes and $5,232,315 of deposits. They enlarged their loan and discount averages $1,758,240 and reduced their circulation $67,624. The city bank exchanges, last week, averaged $115,225,550; and thus far, this week, 98 millions daily. The banks now hold $13,162,544 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking act. The United States Sub Treasury reported a loss of $5,765,014 of coin, and of $1,534,825 in the currency balance. The receipts of the office last week were $5,408,154 in coin, and $4,262,484 in currency; payments $11,173,168 in coin, and $5,797,309 in currency. The office received $2,660,000 in coin or its equivalent, from customs; and disbursed $6,548,896 of coin interest.

The subscriptions to the new refunding Five per cent. Loan now amount to about 64 millions.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $7,899,830 in currency, and $61,093,322 in coin, against a balance a week previous of $7,807,565 currency, and $63,039,034 coin.

The U. S. Sub-Treasurer retired, last week, $2,322,845 of coin certificates, received for customs.

Government revenues have been on a moderate scale, during the week. The excises yielded about 2¼ millions. The customs at the port of New York, last week were $2,544,845; and at the outports, equal to about $830,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been $123,810,111.

Under the Treasury programme for May, Government will sell during the month, through the Treasury office here, Gold, as follows: Thursday, May 18, two millions; Thursday, May 25, two millions. And will buy Five-Twenties as follows: Wednesday, May 17, two millions; Wednesday, May, 24, two millions; Wednesday, May 31, two millions.

Gold has attracted much less attention, especially from speculative operators, and the price has been comparatively steady, throughout the week, the extremes having been 111@111⅜; and the closing quotations on Wednesday was 111⅛, against 111¼ the preceding Wednesday. The export drain has been less extensive. The past week's shipments were $1,808,870; those of Tuesday, of the current week, $527,000; and of Wednesday, $256,553. The coin interest disbursements of the Sub Treasury have been on a reduced scale. The customs revenue of the port has been up to a moderate daily average. The Gold Exchange Bank clearances have been under 21 millions a day.

The Treasury Department reports show net receipts during the quarter ending April 1st, to be 90½ millions, against 73½ millions net expenditures.

The Treasury Department balances, on Monday morning, were $103,450,000 of coin, including $21,340,000 represented by outstanding certificates; and $8,389,000 of currency.

The customs at this port on Wednesday were $558,000.

The export drain was $1,808,870 last week, against $591,434, same week preceding year. The shipments since July 1, 1870, have been $66,846,064, against $25,369,731 same time in 1869–'70.

The customs demand for Gold last week, averaged $444,334 a day; thus far, this week, it has averaged $480,500 a day, or equal to a weekly aggregate of $2,883,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $22,588, and since Jan. 1, 1871, $2,994,481, against $6,340,509 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $127,165,561, against $115,320,343 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest

on the public debt since July 1, 1870, $74,260,237 against $78,314,681 same time in 1869–'70.

Foreign Exchange has been quoted very firm, on a fair average inquiry, and light offering of prime bills. Bankers' sixty day bills on London closed on Wednesday at 110⅛@110¼; sight bills on London, 110⅝@110¾.

The produce exports from this port, week ending with May 9, were to the currency value of $3,846,933.

Government securities show a further slight rise in prices, on a moderate business, checked, to some extent, by the very limited offerings of nearly all issues, especially of the six per cent. gold bearing bonds. The latest dealings showed rather less buoyancy.

On Wednesday, Government bought in two millions of Five-Twenties at 110 99@111 25, ex-interest. The amount of bonds offered was $7,437,200.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116⅞@117; U. S. Five-Twenties of 1862, ex coupon 110¾@111; U. S. Five-Twenties of 1864 at 110¾@110⅞; U.S. Five-Twenties of 1865, 110¾@110⅞; U. S. Five-twenties of 1865 consolidated, 113⅛@113¼; U. S. Five Twenties of 1867, 113⅛@113¼; U. S. Five-twenties of 1868, 113¼@113⅜; U. S. Ten-forties at 109⅜@109⅝; U. S. Six per cent. currency bonds, 115¾@115⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 26.	May 3.	May 10.
Consols	93¼	93½	93½
U.S. 5-20's of 1862	90⅛	90½	90¼
U. S. 5-20s, 1865	90	90¼	90⅛
" 1867	92¼	92½	92⅛
" 10-40s	89¼	89½	89½
Erie	18⅛@18⅜	19⅛@19⅜	....

State bonds have been in moderate demand and generally held with firmness.

Railway bonds have been in more general request for investment purposes, and quoted higher in price. Central Pacific Sixes have advanced sharply, closing strong at 102¼@102½, under an improved inquiry, largely from buyers, on foreign account, stimulated, in part, by the very favorable exhibit of the earnings of the road in April, which were $756,250 against $633,758 same month last year—making the total since January 1st $2,392,685 against $1,929,370 same time in 1870, showing an increase in the first four months of 1871, of nearly half a million dollars. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in good demand at 90 per cent. and accrued interest. Union Pacific Sixes closed at 93⅛@93¾.

The market for Railway and miscellaneous share property has been only moder ately active in most instances, but prices have shown more firmness. The speculative spirit has not been very manifest. The latest dealings indicated a dull, but steady market.

General business has shown a moderate degree of animation in the line of domestic produce. Breadstuffs closed irregularly as to price; Provisions, more firmly; Petroleum, stronger; Naval Stores, unsettled. Middling upland cotton closed on Wednesday at 15⅛@15¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,621,796 bales, against 2,597,684 bales same time last year; exports 2,690,402 bales, against 1,815,855 bales same time last year; stock at the ports at latest dates, 453,982 bales, against 334,165 bales same date 1870.

At the Live Stock Markets, Beeves have been in more demand at from 10@15 cts; Veal Calves, in moderate request at 4@9 cts; Sheep at 5@8⅛ cts; Lambs at 10@16 cts; Swine, 6⅛@6⅜ cts per lb., all live weight. The week's reciepts were 7,782 Beeves, 5,584 Veal Calves, 20,015, Sheep and Lambs; and 19,342 Swine.

Ocean freights have been fairly active. Grain rates have been quoted higher.

Foreign goods have been less freely dealt in, but values have been generally fairly supported. The week's imports of foreign goods reached $7,846,227, including $2,461,531 of dry goods.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mt. R. R., 60; do. 1st mort., 92; Gt. Western 1st mort., 1888, 91¾; Galena and Chicago 1st mort., 101; Ohio and Mississippi consol. bonds, 95; Mil. and St. Paul 1st mort., Iowa Div., 90; Toledo, Peoria and Warsaw 1st mort, E. D., 90; do. W. D., 87¼; St. Louis, Jacksonville and Chicago 1st mort., 91; Rome, Watertown and Ogdensburg 1st mort., 102; Quincy and Toledo 1st mort., 82½; Central of New Jersey new bonds, 102; N. Y. and N. H. R.R. scrip, 141; Atlantic and Pacific R. R. pref., 37¼; Long Island R. R., 60; Albany and Susq. 2d mort., 92; Long Dock bonds, 89⅞; Cedar Falls and Minnesota 1st mort., 84; Clev., Paines. and Ash. 1st mort., 95; New Jersey R. R., 127½; Pacific 7s, guar. by Mo., 100; Toledo, Wabash and Western consol. bonds, 85¼; Georgia 6s, 84; do. 7s, 91; do., 7s, gold, 94½; South Carolina 6s, Jan. and July, 64; do. April and Oct., 61; Louisiana 6s, old, 67¾; N. Y. State 7s, Bounty Loan, reg., 109⅜; do. 5s, 1876, 102⅝; North Carolina 6s, special tax, 18⅜; do. Fund Act, 1866, 37⅛; Arkansas 7s, issued to L. R., P. B. and N. O. R. R., 47; Brooklyn 6s, W. L., 95; Quicksilver Mining pref., 17; Consol. Coal of Md., 38½; Maryland Coal, 31; American Coal, 51; Western Union Telegraph, 59¼; do. 7s, 95, Adams Exp. Co., 82; Am. Mer. Union Exp., 53; U. S. Exp., 55; Consol. Gregory gold, 0.45; Central gold, 0.09; Quartz Hill gold, 0.25.

Philadelphia.—Wilmington and Reading 7s, 93; Phila. and Reading 7s, 103¾; do. 6s, 1843–'80, 97; Huntingdon and Broad Top Mt. 1st mort., 99; do. consol. bonds, 45; Harrisburg and Lancaster R. R., 55; do. 6s, 93; West Jersey 7s, 100½; do. 6s, 93½; Pennsylvania and New York Canal 7s, 97½; Schuylkill Nav. Imp. Loan, 80¼; do. 7s, Boat Loan, 75; Belvidere Delaware 3d mort., 86; Germantown Pass. R. R., 33½; West Phila. R.R., 68; Allegheny Co. 5s, 76½; Feeder Dam oil, ⅜; Big Mountain Coal, 6½. The latest quotations are: City 6s, 102¾@103⅛; do. free of tax, 103@103⅛; State 5s, coupon, 104@—; do. 6s, W. L., 102@102; do. 1st series, 103½@103¾; do. 2d series, 107@103; do. 3d series, 109@110; Reading, 57@57; do. 7s, 1893, 104@104; do. mort. 6s, 1880, 97@97½; Camden and Amboy, 128@128½; do. mort. 6s, 1889, 93¾@94; do. 1883, 92½@94; do. 1889, 92@94; Pennsylvania R. R., 62⅜@62½; do. 1st mort., 102@103; do. 2d mort., 99@99½; do. Gen'l mort. coupon, 95@95⅛; do. reg., 93¾@94; Little Schuylkill R. R., 45¼@45¾; Morris Canal, 50¼@—; do. pref., 120@120; do. 6s, 93@—; Susquehanna Canal, 10@10¼; do., 6s, 60@62; Schuylkill Nav., 9@9¼; do. pref., 18@18½; do. 6s, 1882, 77¾@78; Elmira and Williamsport pref., 43¼@45; do. 7s, 1873, 93½@—; do. 5s, 60@60; Lehigh Coal and Navigation, 35@35½; do. 6s, 1884, 86@86½; do. R. R. Loan, 90½@91; do. Gold Loan, 91⅛@91¼; North Pennsylvania, 47@47½; do. 6s, 99@100; do., 7s, 96@96¼; do. Chattle 10s, 108½@—; Philadelphia and Erie, 28¼@28½; do., 6s, 91@92; Minehill, 53½@54; Catawissa, 25@25; do. pref., 47⅛@47¾; Lehigh Valley, 61¾@62⅛; do. 6s, 98@98; do. 7s, reg., 100@100; Fifth and Sixth streets, (horse,) 41@42; Second and Third, 59@—; Thirteenth and Fifteenth, 24@25; Spruce and Pine, 30@31; Green and Coates, 43¼@46; Chestnut and Walnut, 50@52; Hestonville, 22@22¼; Union, 55@—; Germantown, 30@—.

Boston.—Rutland R. R., 40; do. pref., 84; do. 7s, 1880, 87⅜; Cincinnati, Sandusky and Cleveland R. R., 24; do. 7s, 1890, 84; Michigan Central 8s, 1890, 109; Stanstead, Shefford and Chambly 7s, 1887, 83; Indianapolis and Cincinnati R. R., 6⅝; Norwich and Worcester R. R., 114⅞; Vermont Central and Vermont and Canada 8s, 1889, 104; do. 1875, 102⅞; Conn. and Pass. Rivers R. R. pref., 90; Cape Cod R. R., 70; Cheshire R. R. 6s, 94; Ogdensburg and Lake Champlain 8s, 1878, 102½; Vermont Central 1st mort., 86½; do. 2d mort., 44½; Missouri River, Ft. Scott and Gulf 2d mort., 10s, 102⅜; Maryland and Delaware 1st mort., 6s, 1885, 58¼; Grand River Valley 2d mort. 8s, 1879, 103⅜; Central Pacific 7s, gold, 1883, 101⅜@102¼; Boston Water Power Co., 39; Cary Imp., 14½; Maine 6s, 1880@1889, 100⅛; New Hampshire 6s, 1878, 100; Cambridge 6s, 1875, 100; Bath 6s, 1891, 90⅝; Albany 6s, 1879, 94¼; do., 1891, 97¼; St. Louis County 7s, 1885, 99; Hartford 6s, 1881, 99½; do., 1876, 97½; Chicago 7s, River Imp., 100; St. Louis City 6s, 1886, 88½; Boston 6s, currency, 1874, 101¾; do., 5s, 1880, gold, 98; Rockland 6s, 1891, 90½; Belfast 6s, 1898, 90; Allouez Mining Co., 4; Astor, 75c.; Canada, 75c.; Calumet and Hecla, 150, Dana, 2; Great Western, 50c.; Humboldt, 1⅜; Hungarian, 60c.; Hanover, 3¾; Madison, 80c.; Mesnard, 87½c.; Minnesota, 2½; Native, 60c.; Pontiac, 45c.; Petherick, 2½; Rockland, 1⅜; Star, 90c.; Mary's 50c.; Superior, 75c.; St. Louis, 1; South Side, 75c.; Tremont, 60c.; Winthrop, 60c.

Baltimore.—Western Maryland 3d mort. guar., 91⅞; Orange and Alexandria 4th mort. 8s, 78½; do., 2d mort. 6s, 77¼; Pittsburgh and Connellsville bonds, 95½; Orange, Alex. and Manassas bonds, 79½; Central Ohio 1st mort., 85; Richmond and Danville bonds, 75; Virginia 6s, old, reg., 56½; George's Creek Coal, 70. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95¼@95½; Baltimore and Ohio, 136@137; do. 6s, 1875, 96@96¾; do. 1880, 96@96; do. 1885, 94½@94¾; Northern Central, 42@42½; do. 6s, 1885, 94@94¼; do. 1900, 87⅝@87⅞; do. 6s, 1900, gold, 93@—; N. W. Va. 1st mort., 97@97½; do. 2d mort., 96½@98; do. 3d mort., 1885, 90@91; Marietta and Cincinnati 7s, 1892, 95¾@96; do. 2d mort., 81¾@82; Central Ohio, 29½@30½; do. 1st mort., 84⅞@85; Western Md. 1st mort. 6s, 1890, 76@80; do. guar. by Baltimore City, 92@94; do. 2d mort. guar., —@93; do. 2d

mort. pref., 58@60; do. 6s, guar. by Washington Co., 83@84; Richmond and Danville bonds, 75@77; Orange and Alexandria 1st mort. 6s, 89@90; do. 2d mort. 6s, 77¼@77⅛; do. 3d mort. 8s, 83@85; do. 4th mort. 8s, 78@78¼; Orange, Alex. and Manassas 7s, 79@79½; Virginia and Tennessee 8s, 83⅛@84⅛; do. 6s 1st mort., —@90; do. 6s, 2d mort., 74⅛@75; Baltimore 6s, 1875, 97¼@97⅛; do. 1884, 96⅛@—; do. 1890, 97½@97¾; do. 1893, 98@—; do., 1900, 97¼@97½; do. 6s, 1838-70, 80@81; Memphis City 6s, 56@56½; Maryland Defense Loan, 1883, 104¾@—; City Passenger R. R., 22@22¼; George's Creek Coal, 68@75; Baltimore Copper, 0.50@1.00; Santa Clara, 1@1.87; Atlantic Coal, 1@2.25.

THE GREAT NATIONAL LOANS.

☞ NEW FIVE PER CENT. BONDS OF THE UNITED STATES.

The Treasury Department is now able to promise that the registered Certificates of Stock, and a good part of the Coupon Bonds, of the New Loan of the United States, bearing Five per cent. Interest, payable quarterly in Gold, will be ready for delivery early in the present month. The Subscriptions to the Loan now amount to $62,000,000, and it is expected that the Subscriptions and Sales will progress more rapidly when the Certificates and Bonds are ready for market abroad as well as at home. The whole sum of Five per Cents offered to the public generally, and to the holders of United States 5-20 Bonds, without qualification, is $200,000,000. When this amount, to which preference is thus given, is taken up, the remainder of the Five per Cents, $300,000,000, embraced in the New Loan of July 14, 1870, for refunding the Public Debt, will be offered in connection with $300,000,000 Four and one half per Cents, and any part of $700,000,000 of Four per Cents, the one running fifteen years and the other thirty years.

The following is a copy of the New Five per Cent. Bond, under and pursuant to the New Loan Act of Congress:

FORM OF 5 PER CENT BOND.

INTEREST | FUNDED LOAN OF 1881 | 5 PER CENT.

UNITED STATES OF AMERICA

ARE INDEBTED TO THE BEARER IN THE SUM OF

..... DOLLARS.

THIS BOND is issued in accordance with the provisions of an Act of Congress entitled "An Act to authorize the refunding of the National Debt," approved July 14, 1870, amended by an Act approved January 20, 1871, and is redeemable at the pleasure of the United States, after the firs day of May, A. D. 1881, in Coin of the standard value of the United States on said July 14, 1870, with interest in such Coin, from the day of the date hereof, at the rate of FIVE PER CENTUM per annum, payable quarterly, on the first day of February, May, August, and November, in each year. The principal and interest are exempt from the payment of all Taxes or Duties of the United States, as well as from taxation in any form, by or under State, municipal or local authority.

WASHINGTON, ..., 18....

Entered ..... Recorded .....

.....

Register of the Treasury.

Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000, and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depository of the Government, quarterly, on the first days of February, May, August and November, in each year.

The Interest on the Registered Stock of this Loan, it is determined by the Treasury Department, will be paid as conveniently to the holder as on the Coupon Stock, and personal attendance, or attendance by proxy at the Treasury, to draw and receipt for the Interest will be dispensed with, *whenever the check of the United States Treasurer, mailed punctually to the address and order of each holder, on or before every quarter-day, is preferred to such attendance.* This check, payable in Gold Coin at the Treasury in New York, (or such other office as the Stock is registered at,) will be negotiable or collectable on the indorsement of the owner or owners of the Stock. In pursuance of this arrangement, the subscribers to, or purchasers of, the Stock in its registered form (which is a complete protection against theft or other losses incident to Coupon Bonds payable to Bearer) are advised to give their Post-office address in full, and to notify of any change in the address between quarter days.

The whole proceeds of the new loan will be applied to the payment or redemption and cancellation of the 5-20 years six per cent. bonds, and, in addition to these proceeds, the 5-20s are now being reduced by purchase at the rate of $10,000,000 per month.

The entire effect, therefore, of the New Loan, in connection with the existing Sinking Fund process of the Treasury, is to reduce both Principal and Interest of the Public Debt of the United States. *The Loan creates no additional supply of Government Stocks*, while the application of the surplus revenues derived in Gold from Customs is constantly lessening, as it has been doing for two years past, the Funded Stocks bearing six per cent. Gold Interest.

The 1st of May schedule of the Public Debt, which has just been published by the Secretary of the Treasury, shows a reduction in these Stocks since the April schedule of $12,215,700 and a further lessening of the yearly interest charge thereon of $732,942. This leaves the total yearly interest charge in Gold $111,982 034. In the same month the Treasury paid and canceled $4,470,000 of the Three per Cent. Currency debt, reducing the whole of this debt bearing interest to $51,023,000, and the yearly interest charge thereon to $1,587,470.

The proposed further reduction of the annual interest charge upon the Public Debt by refunding is as follows:

By exchange of $500,000,000 United States six per cents for new five per cents of 1861	$5,000,000
By exchange of $300,000,000 United States six per cents for four and a half per cents of 1866.....	4,500,000
By exchange of $700,000,000 United States six per cents for four per cents of 1901	14,000,000
Total saving per annum by refunding.	$23,500,000

The large and rapid accumulation in the last few years of private capital now retired from active business, and of the cash Savings and Life Insurance premiums deposited with or intrusted to the provident institutions of the country—all seeking the most undoubted security, pledged to be kept free of all taxes, under national or local authority, and content, provided this object be assured, with moderate rates of interest—will no doubt ultimately absorb so much of these New Stocks as may not be taken in voluntary conversion of United States 5-20s, or marketed abroad.

C. C. NORVELL,
In charge of United States Loan Advertising.

TREASURY OFFICE, NEW YORK, May 2, 1871.

PROGRESS OF REDUCTION OF THE NATIONAL DEBT.

	Debt of the U. S. less cash in the Treasury.	Decrease of debt during the preceding month.	Total decrease from March 1, 1869, to date.	Monthly interest charge.	Decrease in monthly inter't charge.
1869—March 1.	$2,525,463,260	$.....	$.....	$10,532,462	$.....
April 1	2,525,196,461	266,798	.....	10,526,238	6 224
May 1.....	2,518,797,391	6,399,070	6,665,868	10,522,835	9,626
June 1.....	2,505,412,613	12,334,777	20,060,646	10,507,090	25,372
July 1.....	2,489,002,480	16,410,132	36,460,779	10,476 840	55,622
Aug. 1.....	2,481,566,736	7,435,744	43,896,523	10,383,568	148,893
Sept. 1.....	2,475,962,501	5,604,234	49,500,758	10,333,518	198,948
Oct. 1.....	2,468,495,072	7,467,429	56,968 187	10,252,933	279 528
Nov. 1.....	2,461,131,189	7,363,882	64,332,070	10,194,903	337,558
Dec. 1.....	2,453,559,735	7,571,454	71,903,524	10,130,625	401,836
1870—Jan. 1.....	2,448,746,953	4,812,781	76,716,306	10,061,506	470,956
Feb. 1.....	2,444,813,288	3,933,664	80,649,971	10,022,498	509,964
March 1.....	2,438,328,477	6,484 811	87,134,782	10,007,312	525,149
April 1.....	2,432,562,127	5,766,849	92,901,132	9,982,350	550,112
May 1.....	2,420,864,334	11,697,793	104,598,925	9,956,759	575,703
June 1.....	2,406,562,371	14,301,962	118,900,888	9,926,762	605,699
July 1.....	2,386,358,599	20,203,772	139,104,660	9,886,812	645,649
Aug. 1.....	2,369,324,476	17,034,123	156,138,784	9,854,633	677,829
Sept. 1.....	2,355,921,150	13,403,325	169,542,109	9,814,590	717,872
Oct. 1.....	2,346,913.652	9,007,498	178,549,607	9,768,940	763,522
Nov. 1.....	2,341,784,355	5,129,296	183,678,904	9,718,436	814,025
Dec. 1.....	2,334,308.494	7,475,860	191,154,765	9,686,164	846,298
1871—Jan. 1.....	2,332.067,793	2,240,700	193,395,466	9,644,043	888,418
Feb. 1.....	2,328,026 807	4,040,986	197,436,453	9.610,396	922,076
March 1.....	2,320,708,846	7,317,960	204,754,413	9,571,007	961,455
April 1.....	2,309,697,596	11,011,250	215,765,663	9,527,212	1,005,249
May 1.....	2,303,573,543	6,124,053	221,889,716	9,459,959	1,072,503

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business April 30, 1871.

WILLIAM A. RICHARDSON, Acting Secretary of the Treasury.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of April, were:

ENTERED FOR CONSUMPTION:

	1870.	1871.
Manufactures of wool.....	$1,287,318	$1,997,015
" cotton...	1,195,693	1,879,016
" silk	1,698,010	2,836,649
" flax	837,078	1,013,847
Miscellaneous dry goods..	828,563	1,166,932
Total entered for consump.	$5,846,662	$8,893,459

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$1,014,656	$853,637
" cotton ...	654,758	410,709
" silk	455,383	554,356
" flax	542,449	444,770
Miscellaneous dry goods..	197,564	134,058
Total withdrawn from warehouse	$2,864,810	$2,397,530
Add entered for consump.	5,846,662	8,893,459
Tot. thrown on the market.	$8,711,472	$11,290,989

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$753,725	$758,376
" cotton ...	367,328	340,475
" silk.....	348,735	666,720
" flax	352,404	260,775
Miscellaneous dry goods..	313,625	142,654
Total entered for wareh'g..	$2,135,822	$2,169,000
Total entered for consump.	5,846,662	8,893,459
Total entered at the port.	$7,982,484	$11,062,459

The imports of foreign dry goods at New York for four months from January 1, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool ..	$6,514,388	$10,306,681
" cotton.	6,655,396	9,268,425
" silk ...	7,635,635	11,619,456
" flax ...	3,646,893	4,736,708
Miscellaneous dry goods	3,511,776	4,030,949
Total imports	$27,964,088	$39,961,219

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool ...	$4,109,681	$4,397,475
" cotton..	2,759,371	2,456,582
" silk	2,159,945	2,617,748
" flax	2,555,230	2,483,253
Miscellaneous dry goods.	611,290	670,242
Total withdrawn from warehouse	$12,195,517	$12,625,300
Add entered for consump.	27,964,088	39,961,219
Total thrown on the market	$40,159,605	$52,586,519

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$3,986,439	$4,500,966
" cotton..	2,857,869	2,584,844
" silk	1,921,535	2,677,759
" flax	1,946,773	1,671,468
Miscellaneous dry goods..	715,043	786,122
Total entered warehouse.	$11,427,659	$12,221,159
Add entered for consump.	27,964,088	39,961,219
Total entered at the port.	$39,391,747	$52,182,378

The imports of foreign dry goods at New York for ten months from July 1, were:

1861–'2	$31,676,135
1862–'3	55,449,103
1863–'4	72,352,127
1864–'5	40,498,403
1865–'6	122,981,478
1866–'7	93,725,514
1867–'8	67,246,559
1868–'9	81,137,951
1869–'70	84,634,332
1870–'1	110,509,210

Journal of Railroad Law.

RAILROAD COMPANIES—WHEN LIABLE FOR INDEBTEDNESS OF CONTRACTOR TO HIS LABORERS—CONSTRUCTION OF STATUTE.

The facts in the late case of Cummings *vs.* The New York and Oswego Midland Railroad Company, (1 Lansing, 68,) are fully and clearly stated in the following opinion by

BALCOM, P. J.—The defendants are a railroad corporation organized in 1866, under and pursuant to chapter 140 of the Laws of 1850.

The plaintiff's claim for his own labor, and that of his team and servant, performed for a sub-contractor of the defendants, in the construction of their railroad, was made against the defendants under and by virtue of § 12 of the act under which the defendants were organized as a corporation.

The important portion of that section, so far as this case is concerned, reads as follows, viz:

"As often as any contractor for the construction of any part of a railroad which is in progress of construction, shall be indebted to any laborer, for thirty or any less number of days' labor performed in constructing said road, such laborer may give notice of such indebtedness to said company in the manner therein provided; and said company shall thereupon become liable to pay such laborer the amount so due him for such labor, and an action may be maintained against said company therefor." (Laws of 1850, p. 215.)

The plaintiff gave the proper notice, and commenced his action before the Justice, within the time prescribed by such act to entitle him to recover.

No objection was made in the County Court to a recovery on the ground that the labor was performed for a sub-contractor in the construction of the defendant's railroad. No such objection could have prevailed, as against any portion of the plaintiff's claim; for it was settled by the Court of Appeals, in Kent *vs.* The New York Central Railroad Company (2 Kern, 628), that the above mentioned § 12 extends to workmen hired by parties to whom the original contractor has sub-let a portion of the work.

The only material question in the case is whether the plaintiff was entitled to recover for labor performed on the defendants' railroad, by his team and servant, for a sub-contractor, who was constructing a portion of such road. And this is not an open question in this Court, it was decided adversely to the plaintiff's claim by the Court of Appeals, at the March Term, 1856, in the case of Atchison *vs.* The Troy and Boston Railroad Company. That case has never been reported, but we have been furnished by Mr. Kernan, the then reporter of the Court of Appeals, with a copy of the opinions of the Judges delivered in the case.

Judge Johnson said, in that case, when speaking of the act under which the plaintiff's claim is made, that, "the design of the act was, it seems to me, to give the laborer a claim upon the company, for the amount due him from his employers for thirty days' labor, performed by himself, or any number of days less than thirty. Nothing beyond this can fairly be inferred from the terms employed." He further said: "The whole object, manifestly, was to protect a class of day laborers upon works of this description, who depended mainly upon their own labor, and payments at short intervals, for a subsistence, against the failures and frauds of contractors by whom they were employed; and not those who might, for convenience or profit, employ the labor of others." And came to the conclusion that the plaintiff, in that case, could not recover for the labor of his team or hired servant. Judge Comstock said in that case: "The statute, we think, gives the remedy only to the person who labors himself for a contractor, and confines it to the price of his own labor, or of that to which the law entitles him."

The plaintiff in that case had recovered, in the Supreme Court, not only for his own labor, but for the service of a four horse team, driven by himself. The Supreme Court disallowed his claim for the wages of his hired servant, and the services of the team, driven by such servant. The Court of Appeals modified the judgment in that case, and reduced it, so that the plaintiff only recovered for his own personal labor, the price and value of which was sixty dollars.

That case is decisive of this. It shows that the plaintiff in this case was not entitled to recover for the labor of his team or servant, but only for the labor performed by himself personally.

It follows that no error was committed on the trial of this case in the County Court to the prejudice of the plaintiff; and that the order of that Court, denying the plaintiff's motion for a new trial, should be affirmed, with costs.

Judgment affirmed.

The Canada Canals.

From an official report just issued we have compiled a tabulated statement, published elsewhere, which exhibits, in a brief but comprehensive form, the length and character of our present canals. The remarkable inequality in the dimensions of the locks, and in the depth of water on the sills, show a deplorable want of uniformity, and of a well devised plan with reference to these important works.

From this table the total length of the canals, the rise of lockage and the number of locks may be deduced, as follows:

	Miles in length.	Rise of lockage, feet.	No. of locks.
St. Lawrence canals..... ..	70⅞	536½	54
Welland and branches.....	50¾	163½	32
Rideau system..... ....134⅜		358½	45
Richelieu & Lake Champl'n.	12⅛	79	10
St. Peter's, Cape Breton....	⅛	9	1
Burlington Bay.....	½	...	..
Total 269⅛		1,146½	142

The objects aimed at in these important public works we propose to state in the briefest manner possible.

In the St. Lawrence navigation the canals are for the object of enabling vessels to pass the rapids on that river. The Lachine avoids the St. Louis Rapids at Lachine; the Beauharnois carries navigation round the Cascades, the Cedars and Coteau du Lac rapids; the Cornwall avoids the Long Sault Rapids; the Farran's Point avoids the Farran's Point Rapids; the Rapide Flat overcomes the rapids of that name; the Galops avoids the Iroquois, the Cardinal and the Galops rapids. The Welland passes from Lake Erie to Lake Ontario and avoids the Falls of Niagara and the rapids above and below the cataract. The Burlington Bay Canal is cut through a sandbar at Hamilton, which enables vessels to pass from Lake Ontario into Burlington Bay. The system of navigation between Montreal and Kingston passing round by Ottawa includes the Carillon, Chute a Blonde, the Grenville, the Rideau and the

St. Anne canals, the first four of which were designed as military works; the Carillon carries navigation round the Carillon Rapids on the Ottawa River; the Chute a Blonde avoids rapids of that name on the same stream, the Grenville overcomes the Long Sault Rapids, the Rideau connects the Ottawa River with the lower end of Lake Ontario and extends from Ottawa city to Kingston; it is simply a series of works converting the Rideau and Cataraqui rivers into a continuous navigable channel. The Richelieu and Lake Champlain navigation extends from Sorrel, at the mouth of the Richelieu River, a point 46 miles below Montreal, to Lake Champlain in the State of New York. The Canadian Canals on that route are the St. Ours and the Chambly; on the American side are the Champlain and a portion of the Erie.

The reports (of the majority and the minority) of the Canal Commissioners are expected to reach the public before long, when we hope a comprehensive and intelligent scheme for more fully utilizing the existing canals will be brought forward, as well as valuable suggestions with reference to the new projects before the country. About twenty millions of dollars have been expended on canals in Canada; but that expenditure has never benefitted us as it should have done, from the want of a uniform system. We shall look with interest for the forthcoming report.—*Canadian Monetary Times.*

Lake Shore and Michigan Southern Railway.

At the annual meeting of the stockholders of this company in Cleveland on the 3d inst., the following gentlemen were elected directors for the ensuing year: Horace F. Clark, James H. Banker, Augustus Schell, Azariah Boody, New York; William Williams, Buffalo; Henry B. Payne, Amassa Stone, Jr., Stillman Witt, Cleveland; William L. Scott, Milton Courtright, John A. Tracy, Erie; Albert Keep, Chicago, William D. Bishop, Bridgeport, Conn. The officers are. President, Horace F. Clark, of New York; Vice President, Augustus Schell, of New York; Treasurer, James H. Banker, of New York; Secretary and Assistant Treasurer, George B. Ely, of Cleveland; Auditor, C. P. Leland, of Cleveland; General Manager, J. H. Devereux of Cleveland; General Superintendent, Charles F. Hatch, of Cleveland; General Freight Agent, Addison Hills, of Cleveland; Assistant General Freight Agent, Charles M. Gray, of Chicago; General Ticket Agent, J. W. Cary, of Cleveland; Chief Engineer of the Lake Shore Division, Charles Collins, of Cleveland; Chief Engineer of the Michigan Southern Division, Charles Pline, of Chicago.

Among the resolutions adopted at the meeting was one endorsing the loan for the short line between Dayton and Cincinnati, in continuation of the air line between Cleveland and Cincinnati.

The following is a synopsis of the annual report:

The first part of the report recites the organization of the company, which is a consolidation of several, forming a continuous line of railway from Buffalo to Chicago, 540 miles in length. The company owns and controls branches as follows: Elyria to Sandusky, 35 miles; Oak Harbor to Milbury, 15; Toledo to Elkhart, Ind., 133; Adrian to Jackson, Mich., 46, and Adrian to Monroe, Mich., 34 miles. The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company: Detroit, Monroe and Toledo, 65 miles, and the Kalamazoo and White Pigeon, 37. The Jamestown and Franklin road, 51 miles, is operated by the company under a lease; it is contemplated at an early day to construct this line from Jamestown to Ashtabula. The Kalamazoo, Allegan and Grand Rapids road, 58 miles, is also operated under a lease. The whole number of miles owned and leased by the company is 1,014. The company has 34 miles of double track, namely, between Erie and Cleveland, and 236 miles of side track. During the past year 25 new engines and 601 cars have been added to the equipment of the road at a cost of $654,309. The present equipment consists of 299 engines, 274 passenger cars and 6,077 freight cars.

The authorized capital stock is $50,000,000, of which sum $35,000,000 has been issued to the stockholders of the various companies entering into the consolidation, leaving $15,000,000, which can be issued only by authority of a previous vote of the stockholders. The bonded debt of the company amounts to $22,283,000, the annual charge for interest on which is $1,561,810, the rate being seven per cent. on all except $200,000, which is eight per cent. Of this debt nineteen classes of bonds are secured by mortgages on distinct portions of the road. The company last July executed a consolidated mortgage, with a provision for a sinking fund, to secure the payment of bonds registered and coupons to the amount of $25 000,000, bearing seven per cent. interest. Of the bonds secured by this mortgage a sufficient amount has been set apart to secure the payment of the bonded debt at maturity, and the proceeds of the residue will be appropriated to double tracking the main line and procuring additional equipment.

The earnings for 1870 were:

From freight	$8,658,661
From passengers	4,153,512
From all other sources	645,367
Total	$13,457,540
Operating expenses, including taxes, 62 1-5 per cent.	8,368,821
Net earnings	$5,088,719
Interest on bonded debt and guaranteed stock, leases, &c	$1,777,202
Dividends—2 of 4 pr ct. each.	2,752 360
	4,529,562
Surplus for the year	$559,157

New depots and other structures have been built, at a cost of $126,567. Additional second and side tracks (thirty-four miles) have been constructed, at an expense of $314,406. The expense for bridge masonry and permanent embankment was $391,039; of miscellaneous construction, $39,449. During the year 18,661 tons of new and rerolled rails, including 3,054 tons of steel rails, have been laid. It has been determined to construct during the present year 114 miles of additional double track between Buffalo and Toledo. The Board of Directors recognize the ability and fidelity with which Mr. J. H. Devereaux, the general manager, and the other officers of the company have discharged their several duties, and attribute to their efforts the successful results of the year.

The earnings of the road for the first four months of the year 1871 show an increase of $393 000 over the corresponding period of last year.

☞ Articles of incorporation were filed at Indianapolis on the 24th of April, of the Lake Erie, Evansville and Southwestern, and the Evansville, Crawfordsville, Kokoma and Toledo Railroad. The former will be built from Evansville to the Ohio State line, connecting with the Lake Shore, Louisville and Southwestern Railroad.

☞ Mr. John Thomas has been appointed General Superintendent of the Cleveland and Pittsburg Railroad vice Mr. Wm. Stewart, resigned.

HARVEY FISK. A. S. HATCH.

FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 NASSAU STREET, NEW YORK, May 12, 1871.

The SIX PER CENT. GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY are secured upon a property which, when the extension to the Ohio River, now in process of rapid construction, is completed and fully equipped, will represent a cost of nearly $30,000,000, and an actual value in road franchises, rights of way, &c., of not less than $50,000,000.

The total amount of the loan is $15,000,000, of which nearly one-half, or over $7,000,000, have already been sold.

The *Central Pacific Bonds*, negotiated by us, amounting to $25,885,000, have a ready market everywhere, being favorably known and actively dealt in at all the principal stock exchanges of this country and Europe, and are readily salable at all times at quoted market price, which is now above par.

The bonds of the CHESAPEAKE AND OHIO RAILROAD COMPANY we believe to be of equal value and security, and must in time take a like rank in market value and salable character.

Holders of five-twenty bonds desiring to fund them otherwise than in the new five per cent. government loan may do so with entire safety at a profit of about 20 per cent., and without reduction of interest, by an exchange for the bonds of the CHESAPEAKE AND OHIO RAILROAD COMPANY. Present price, 90 and accrued interest from May 1.

We also buy and sell government securities and the bonds of the Central Pacific Railroad Company, and as agents of the United States government will attend to the funding of five-twenties into the new United States bonds.

FISK & HATCH.

☞ At a meeting of the stockholders of the Louisville and Nashville railroad company on the 3d inst., the President and directors were authorized to lease the Nashville and Decatur Railroad, and make such contracts for the completion and control of the North and South Alabama as is best for the interests of the Louisville and Nashville road. A resolution was also adopted to guaranty and endorse $3,500,000 seven per cent. 30-year bonds of the Memphis and Ohio Railroad.

☞ The earnings of the Central Pacific Railroad Company in April, 1871, were $756,250, against $633,758 in April, 1870—an increase of $122,492. For the first four months of 1871, (January to April inclusive,) the earnings were $2,392,685, against $1,929,370 for the corresponding period of the previous year—an increase of $463,315.

☞ The stockholders of the Belfast and Moosehead Lake Railroad Company have voted, 5,360 to 22, to lease their road to the Maine Central Railroad Company for fifty years from the 10th of May, at an annual rent of $36,000.

☞ Articles of association were filed at the office of the Secretary of State, Indianapolis, Ind., on the 3d inst., for the Brazil and Chicago Air Line Railroad.

☞ The imports into the port of Boston for the first four months of 1871 amounted to $18,858,163, and the exports to $4,407,420.

Delaware and Hudson Canal Co.

The annual meeting of the Stockholders of the Delaware and Hudson Canal Company was held at the office of the company in this city on the 9th inst. The report of the Board of Managers, which was presented, shows a net profit from the business of the company during the past year of $1,518,828 14—a fraction over ten per cent. on the capital stock. The sales of coal during the year amounted to $9,280,332 97. The value of coal on hand at the end of the year was $372,831. The receipts from canal tolls amounted to $95,-101, and the miscellaneous profits to $319,468. The total expenditures were $8,061,284. The excessive drought seriously interfered with navigation, little business being done after 1st September, resulting in a loss of tonnage of not less than 700,000 tons, and largely increasing the cost of their coal movement in every department. The managers state that the railroads from Carbondale to Scranton, and from Susquehanna, on the Erie Railway, to Nineveh, on the Albany and Susquehanna, are under construction, and will be completed during the current year, when their line from Wilkesbarre to Albany will be continuous, and the shortest rail line from the coal fields to the North and East. The railroad from Carbondale to Susquehanna has been completed, placing them in connection with the Erie east and west. After alluding to the reduction in the wages of the miners, and the subsequent strike by that body, the managers state as their belief that if the suspension of the last two years had not taken place, the consumption of 1871 would have been equal to the productive capacity, at prices fairly compensating operator and miner, and furnishing the consumer with coal at moderate rates. The causes which led to the great strike which commenced in December last are briefly stated as follows:

During the war the rapid increase in the demand for coal stimulated production beyond precedent, forced higher rates for mining than were paid by any other branch of industry, and attracted to the mines a larger number of men than could be profitably employed when business returned to its natural channel. To maintain the then current high wages, the miners formed an association, which in a short time embraced the entire Anthracite region, and in 1869 resolved that they would not only determine the rates to be paid for labor, but that they would also control and determine the production of the mines and the value of coal to the consumer. This new and extraordinary claim was conceded by a majority of the producers, but was successfully resisted by the three Northern companies. They were compelled, however, by the action of the other regions, to make larger advances in wages than the business would warrant. With the view of bringing their business again to a proper level, and of equalizing the rates paid for labor with the other regions, the action of November was determined upon. The rates agreed upon were carefully considered, were fully equal to those of other coal producing regions, and were sufficient to yield larger average wages than can be obtained in any other branch of industry in the country. Nothing has occurred since the strike was inaugurated to change the views or the policy then entertained and determined upon. The system of suspension inaugurated by the men, for the avowed purpose of curtailing the production, is alike disastrous to the company, to the miner, and to the consumer, as no temporary advance in the price of the product will compensate either the operator or the miner for the great losses entailed during periods of suspension, while the consumer bears the burden of enforced high prices, and the risk of having the supply cut off at any moment. The only question involved in the issue is whether the property shall be controlled and the policy of the company determined by the owners, or whether it shall be committed to the care and direction of an irresponsible organization, and in determining this question the managers are strong in the belief that the stockholders can have but one opinion.

The following gentlemen were re-elected managers for the ensuing year: Charles N. Talbot, Edward J. Woolsey, Geo. Talbot Olyphant, Abiel A. Low, Robert Lenox Kennedy, James M. Halsted, Le Grand B. Cannon, James R. Taylor, Thomas Dickson, John Jacob Astor, Thomas Cornell, Wm. J. Hoppin and Isaac N. Seymour.

Steel Rails.

The directors of the Grand Trunk Railway of Canada, in their recent report to the shareholders, say:

The total number of miles relaid during the past half-year was 108½, of which 38½ were laid with steel. The steel rails which were laid in the track during the past season have given great satisfaction. They were exposed to the severity of the coldest winter which has been experienced in Canada during the past twenty years, and, with three exceptions in first laying, not a single steel rail has broken or shown any sign of fracture or wear.

The President of the Central Railroad Company of New Jersey, in his annual report for 1870, says:

The company have decided to begin at once relaying the main tracks with steel rails, with the intention of continuing the work till such rails have entirely taken the place of iron in all tracks exposed to heavy wear and traffic. As the business of the road has increased, the iron rails, though selected with the utmost care and from the best manufacturers, have been found to fail with still greater rapidity, till the addition made thereby to the expense of keeping the roadway in repair has become a very serious matter. The Board have ordered 5,000 tons for use the present year, partly American and partly foreign, mostly entirely steel, but part steel capped; and hope, within a few years to see large reductions in the expenses resulting from the substitution.

At the half-yearly general meeting of the Grand Trunk Railway Company of Canada, in London, on the 20th ult., the Chairman, Mr. Richard Potter, said "it has occurred to me if it were possible for the Proprietors of the Grand Trunk of Canada to renew the whole of their line by one *coup*, and to substitute steel rails for iron rails at an expenditure of something like £1,000,000, which, allowing for the price we could sell the old rails at, would renew the whole line, it would not only pay something like 7 per cent. on that million, but we would certainly reduce our permanent expenditure from £341,000 to £200,000."

There have been placed in the track of the New York and New Haven Railroad during the past year 1,300 tons of Steel Rails, with "Pratt's Patent Compensating Fish Joint." About two-thirds of the road is now re-laid with Solid Steel Rails, and the remaining part will be completed by the close of the year 1872.

Steel rails are being laid on the Morris and Essex Railroad from Orange westward. During the season, it is proposed to lay thirty miles double track with these rails. The rails are of Scotch manufacture, and two cargoes of them have already been received.

During the past year 18,661 tons of new and rerolled rails, including 3,054 tons of Steel Rails, have been laid on the Lake Shore and Michigan Southern Railroad. It has been determined to construct during the present year 114 miles of additional double track between Buffalo and Toledo.

The President of the Chicago and Alton Railroad Company, in his report for 1870, says: "Experience has shown that economy requires the use of steel rails on portions of your line which are subjected to the heaviest traffic. We have nine miles of steel rail track now in use, to which it is expected that at least twenty miles will be added during the present year."

Vicksburg and Meridian Railroad.

At the annual meeting of the stockholders of this company held in Vicksburg, Miss., on the 1st inst. The following gentlemen were elected directors for the ensuing year: Morris Emanuel, A. B. Reading, Thomas Rigby, Peter Anderson, Wm. E. Morris, Wm. Crutcher, John A. Klein, John C. Stanton, Thomas M. Smedes, Thomas S. Dabney, James R. McDowell.

The officers are: Morris Emanuel, President; Thomas Rigby, Vice President; N. J. Bryson, Secretary and Treasurer. Executive Committee—M. Emanuel, Thomas Rigby, Wm. E. Morris and Wm. Crutcher.

☞ Contracts have been executed for the remaining portions of the Canada Southern Railway between Amherstburg, on the Detroit River, and Buffalo, the work to be vigorously prosecuted over all sections of the line, simultaneously. The line is to be opened for travel January 1st, 1873.

☞ The following gentlemen were elected directors of the Delaware and Raritan Canal Company on the 10th inst.: Robert F. Stockton, John S. Conover, William W. Shippen, Albert W. Markey, John Jacob Astor and G. Morris Dorrance.

☞ The Central Railroad Company of New Jersey have taken a perpetual lease of the Newark and New York Railroad. The lessees pay seven per cent. per annum, semi-annually, on the entire cost of the road.

☞ Mr. Daniel Torrence, of New York, has been elected President of the Ohio and Mississippi railroad company, vice Mr. Wm. D. Griswold, resigned.

☞ Daniel McLaren, Esq., has been elected President and Superintendent of the Cincinnati, Hamilton and Dayton Railroad.

☞ The survey for the railroad between Wellfleet and Provincetown (Mass.) has been begun.

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The Railway is situated on the West side of the Hudson River, and is now running for 20 miles to New Paltz, and is under contract to be in working order to Kingston next fall.

The Bonds are a first-class investment, and we invite the closest investigation of them.

The Principal and Interest are PAYABLE IN GOLD.

The Coupons are paid semi-annually in this city on the first days of April and October, free of Government Tax, and the issue of Bonds is limited to $20,000 per mile of completed Road.

Any information concerning them will be given at our office.

ERASTUS F. MEAD and
THOMAS CLARK, Jr.,
Financial Agents.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
NEW YORK, May 2, 1871.

THE ANNUAL MEETING OF THE SHAREholders of the ILLINOIS CENTRAL RAILROAD COMPANY, for the election of Directors and the transaction of other business, will be held at the office of the Company in the city of Chicago on WEDENSDAY, the thirty-first day of May instant, at 12 o'clock noon.

The transfer books of the Company will be closed from and after the thirteenth instant, and until the first day of June proximo.

L. A. CATLIN, Secretary.

Notice to Contractors.

ALLEGHENY VALLEY R. R. Co.'s OFFICE,
PITTSBURG, PA., April 24, 1871.

PROPOSALS will be received until May 15, for the graduation and masonry of all the heavy portions of the Bennett's Branch Extension of the Allegheny Valley Railroad—extending eastward a distance of about 92 miles—from Red Bank station on the Allegheny Valley Railroad.

Plans and specifications can be seen, and all information obtained, after May 1, at this office. Bids to be addressed to the undersigned, care of Allegheny Valley Railroad Company, Pittsburg, Pa.

JOHN A. WILSON,
Chief Engineer.

Notice to Contractors.

CINCINNATI AND SPRINGFIELD RAILWAY,
No. 31 WEST 8D ST.,
CINCINNATI, April 24, 1871.

PROPOSALS will be received at this office until noon of the 18th day of May ensuing, for the grading, masonry, bridging and cross-ties of this Company's road between Cincinnati and Dayton. Plans, profiles and specifications will be ready for inspection after the 18th day of May. Payments will be made monthly in cash, as the work progresses, and the road-bed to be graded ready for the superstructure by the 1st of December next. By order of the Board of Directors.

R. M. SHOEMAKER, President.



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I. A. WILLIAMS, Patentee.

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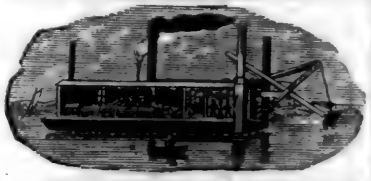
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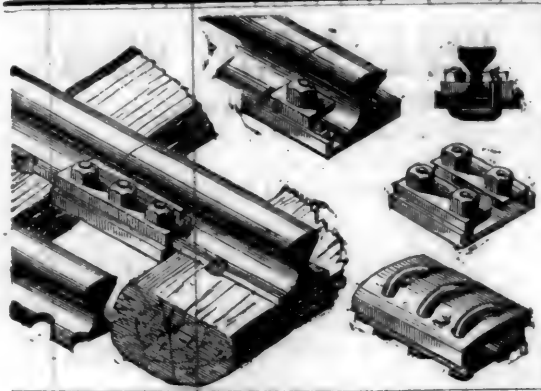
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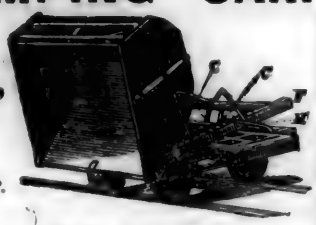


Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

May 15, steamer HENRY CHAUNCEY, Capt. A. G. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall touching at Kingston, and connecting at Panama with steamer CONSTITUTION, Capt. Lapidge, touching at Puerta Arenas, San Jose, Guatemala, Acapulco and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of 12th May.

Steamer CHINA will leave San Francisco June 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It can be seen running, and has been successfully run from its establishment in 1855. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots and Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value the vast R. R. Interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

Office, 140 HUDSON STREET,
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Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of Wm. H. Wallace & Co., Corner of Liberty and Washington Streets, N. Y., City Agents; and R. E. Chrisman, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

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SECOND QUARTO SERIES, VOL. XXVII., No. 20.] SATURDAY, MAY 20, 1871. [WHOLE No. 1,830 VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, May 20, 1871.

Tennessee and Pacific Railroad.

We acknowledge receipt of the First Annual Report of this Company, which is one of the new enterprises prompted by the rapidly growing interests of the country, and confess to having considered it with much satisfaction.

The Report bears date the first of January past; and the subject road is located entirely in the State of Tennessee: its object being the continuation of rail line from Memphis *via* Nashville, the State Capital, directly eastward, through connections at Knoxville, to the Atlantic seaboard—lessening distance materially from the two first named cities, and the country tributary to them, to all the Atlantic ports from Norfolk northwards. Its local importance to the State through which it passes is most conclusively stated; but beyond this, the report of the President, who seems fully alive to the great truth of the times—that all lines are largely, if not absolutely, dependent on connections for strength and value—introduces topics in this particular which will prove of great interest to other, even remote, portions of the country. The line in charge is, with much tact and we must say with most forcible reasoning too, strongly commended as a link of what is now beyond comparison the leading enterprise of the South, if not of the Continent—The Texas Pacific Railroad, recently subsidized by Congress. In the advocacy of this, the filling up of intervals between lines now constructed, so as to combine with it completion of a continuous and direct trunk from New York to New Orleans and other Gulf ports: a project of its own importance worthy the most serious consideration, is so tersely and cogently presented that we feel our columns well used with the following extracts:

Finally, a Southern Pacific Railroad is now rapidly assuming definite shape for prompt construction. Parties, with ample private means for its completion, are in organization, with a President selected, whose sagacity and success through life afford every guarantee against its failure when undertaken. Nor will the immense interests involved be ultimately content with less than control of a consolidated line, from New York to San Diego. With location of this already absolute along the northern margin of Texas, the route reaching there from New York, becomes a subject of profoundest interest, not only to your enterprise, but to all Tennessee.

Prolongation of constructed roads, from Chambersburg, Pa., in southwestern direction through the valley of South Branch of the Potomac, and parallel with the Alleghanies; or through that of the Shenandoah, upon same parallel, to a common junction at head waters of Clinch river, in Southwestern Virginia; and down the valley of this and Tennessee river, to various completed connections, reaching all Gulf ports, affords a line which, with advantages of valley location, in main, is no where opposed by obstacles seriously formidable; and, besides, joining most directly of any attainable, the cities and chief trade points of the middle south and southwest, to those of the east and northeast Atlantic seaboard, crosses every trunk reaching eastward from the populous west and fertile southwest, shortening distance over them all, to the commercial and money centre, New York. This fact singly imparts to the line a strength in connections unsurpassed, if equalled by another's on the continent; and with its construction invited by cheapness, and immense earning power assured alike by strength of connections, and multitude accommodated, completion of this great southwestern trunk, through the one or other indicated tributary valleys of the Potomac, may be accepted as a result near at hand.

In conclusion, the Report of President Maney from beginning to end must in justice be pronounced one of marked ability, and we are confident will command for him a cordial welcome to the brotherhood of energetic and thinking men, whose task is the advancement and development of the great material interests of the country.

Rondout and Oswego Railroad.

Messrs. EDWARD HAIGHT & Co, No. 9 Wall st., this city, offer for sale at 90, *in currency*, the First Mortgage Seven per cent. *Gold* Bonds of the Rondout and Oswego Railroad Company; interest payable semi-annually in *Gold*. The road of this company covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before Oct. 1, 1872, and give a new route to Lake Ontario and the West, twenty-five miles shorter than any line that can be found.

The traffic between the East and West by way of the great lakes will necessarily furnish considerable revenues to this road. The question of the price of freights, never an unimportant one, presses home more closely in seasons of sharp competition in business. Such seasons we are likely to have now continuously, and everything which reduces expenses will be welcomed by merchants and shippers.

Probably merchandise from New York and New England, and agricultural products from the Great West, can be forwarded *via* Hudson River, the Rondout and Oswego Railroad and Lake Ontario, say as far west as Buffalo, at rates much less than those now paid to railroads for similar service. It may be urged that a reshipment of goods is required at Rondout. But it must be remembered that the transfer on the wharf of freight from steamboat to railway car, and *vice versa*, is very easily and inexpensively accomplished. This is demonstrated each spring on the opening of navigation of the Hudson River. No sooner does this take place than the Albany and Troy steamers go each trip filled with freight, taking so much daily from the traffic of the present railway lines. And so far from doing this merchandise transportation at non-paying rates, quite the contrary is the case. It is said that the

entire cost of running and maintaining the Hudson river steamboats is paid from the net receipts for carrying freight, leaving the passenger-fares and table and sleeping-room receipts as profit.

But it is not alone upon the river as an adjunct in cheap transportation that the Rondout and Oswego Railroad will rely. By the time fixed for its own completion, October, 1872, or even before, the West Shore Railway line will be in operation between New York and Albany, intersecting the Rondout and Oswego Railroad at Kingston. These roads will be operated together as a through trunk line, and as such will form a most formidable competitor for the vast and profitable transportation business between this city and the Great West.

The road passes through the cement, flag-stone and lumber region of Ulster county and the rich agricultural bottoms of Delaware and Greene counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line. The thirty-six miles of road operated for three months is already paying net earnings equivalent to seven per cent. gold on its cost of construction and equipments.

For further information in reference to the road, and the bonds, which have 30 years to run, and are limited to $20,000 per mile of *completed* road, address Messrs. EDWARD HAIGHT & Co., Financial Agents of the Company, No. 9 Wall st., New York.

Lehigh Coal and Navigation Company.

At the annual meeting of the stockholders of this company in Philadelphia on the 2d inst., the following gentlemen were elected managers for the ensuing year: E. W. Clark, President; Francis R. Cope, Francis C. Yarnall, Fisher Hazard, Charles Parrish, George F. Tyler, Phillip C. Garrett, Charles Wheeler, George Whitney, Alexander Biddle, John Leisenring, Samuel Thomas. The report of the Board of Managers for the year 1870, which was presented, is as follows:

The profits of the year from all sources were:

Net profits on railroads, including car service		$819,815 88
Net profits on Lehigh Canal		177,637 92
Net profits on coal—		
Summit mines	$26,402 49	
Newport mines	15,454 20	
		41,856 69
Net profits on real estate sold		82,206 37
Net profits from rents		57,004 39
Miscellaneous receipts		21,538 96
		$1,200,060 21
Less general expenses	$122,245 18	
Taxes chargeable to railroad	24,833 24	
Taxes chargeable to Lehigh Canal	6,362 39	
Taxes chargeable to Delaware Div. Canal	3,633 86	
Taxes chargeable to coal	49,778 38	
Taxes on interest and capital stock	101,564 37	
Taxes on landed property and improvements	8,471 98	
Balance of interest account for 1870	1,054,341 52	
Loss on Delaware Division Canal	127,020 61	
		1,497,751 78
Deficit		$297,691 52

The past year has been one of the most unsatisfactory in the experience of the company since the disasters of 1862. Our profits are dependent almost entirely on the general condition of the coal trade, which, during the last year, was unremunerative to nearly every company and operator engaged in it. With low rates on the railroad, frequent breaks in the canals during the spring, and a six months' suspension at our mines, we find full reason for the small amount of our net receipts.

RAILROAD.

The amount of coal transported by the railroad shows an increase of 585,264 tons over the previous year, or, after deducting deliveries to the canal and to points and railroads above Mauch Chunk, the increase was 186,791 tons. While the gross receipts derived from all of the traffic of the roads were larger by 9-17 per cent. than in 1869, the expenses were increased 18¼ per cent., and the net earnings, after deducting taxes and half of the general expenses, were $734,359.85, or 33 8-10 per cent. of the gross receipts, against $812,802.94, or 39¼ per cent. in 1869, which difference is accounted for by the charge on coal being 1 65-100c. per ton per mile in 1870, against 2c. in 1869, while the number of trains was considerably increased. The low rate was caused by the low prices prevailing for coal at New York tide, to which point we transported largely, the charge being based on the prices realized. The auction sales of Scranton coal averaged $4 52 from April 1 to December 1, ranging between $4 14 and $4 77. The coal from the Wyoming region, while realizing somewhat higher prices, fluctuated to nearly the same extent.

CANALS.

The Delaware Division Canal was not ready for business until 16th of April, and the freshet two days later carried away a portion of the guard wall at Easton, and business was not resumed until 10th of May. Again, on the 13th of May a break interrupted business for two weeks, so that until after 27th of May the company derived no considerable revenue from its canals, and when freshets ceased to trouble us, the amount of coal offered fell far short of our means of transportation, as our own miners had not then resumed work. No further freshet interrupted business until 12th of August, and the canals were open again on 20th of August.

The amount of coal transported on the canals was 789,111 tons, giving a small amount of net earnings after paying the expenses of repairs, renewals, operation of the canals and rent of the Delaware Division Canal.

The items of expense and rent are not materially increased by a large business over what they are when the tonnage is small, and the net revenue derived from the canals in ordinary seasons is the amount of toll collected on the coal transported in excess of 600,000 or 700,000 tons. As that excess was small last year, the revenue was also smaller. With the company's mines at work, during an entire season, and with connections now made with the various coal fields, there should be from 1,000,000 to 1,200,000 tons transported on the canals, and this can be done without an increase in the canal equipment.

Both canals are in good condition, considerable expenditures having been made during this year to strengthen and protect them at various points.

COAL.

The suspension at our Lehigh mines on Feb. 12, referred to in the supplementary report submitted last year, was followed by a suspension at our Newport mines, the miners there acting in concert with those at Summit Hill. Work was resumed in both places on the 10th of August, the demands of the company having been acceded to.

During the suspension the amount of money paid out for the necessary labor and other expenses connected with our mining interest was $168,682, which represents but a small portion of the loss to the company resulting from the strike. The position assumed in this contest was not determined upon by the managers until after full deliberation, and it had been ascertained that if the demands of the men were yielded to it would be followed by demands from other branches of the service, and seriously embarrass the future operations of the company. So that, notwithstanding the prospect of a serious loss from a long suspension, it was thought better to suspend operations for the year, if necessary, than to fasten a policy upon the company which would subject its property to the demands of others, and result in the employment of its whole capital solely for the benefit of hostile organizations.

NESQUEHONING VALLEY RAILROAD.

The road was delivered to us early in May, and passenger and freight trains were run in connection with the Catawissa Railroad for the remainder of the year. A branch line into the Beaver Meadow coal field has been constructed, and we expect to transport a large amount of coal from that region during the coming season. Work upon the tunnel is progressing satisfactorily.

By order of the Board of Managers of the Lehigh Coal and Navigation Company.

E. W. CLARK, President.

PHILADELPHIA, January 1, 1871.

The coal tonnage on the Lehigh and Susquehanna Railroad and Lehigh Canal, compared with that of 1869, was as follows.

	1869. Tons	Cwts.	1870. Tons.
From the Wyoming region	841,719	18	1,247,809
From the Upper Lehigh region	77,261	17	157,582
From the Hazleton region	120,938	02	319,324
From the Beavor Meadow region	98,113	17	146,331
From the Mahony region	2,705	07	3,099
From the Lehigh Coal and Navigation Co.'s Lehigh mines	450,350	12	269,036
Other shippers	6,562	02	
Total	1,597,651	15	2,143,131

Distributed as follows:

	1869. Tons.	Cwts.	1870. Tons.
Delivered east of Mauch Chunk by railroad	933,569	06	1,120,360
Delivered east of Mauch Chunk by canal	605,143	16	789,079
Consumed along the line above Mauch Chunk	33,901	02	49,425
Delivered to connecting lines in Wyoming Valley	25,037	11	184,267
Total	1,597,651	15	2,143,131
There was an increase on the railroad tonnage of			362,470
There was increase on the canal tonnage of			183,935
Showing an increase of			546,405

The production of the company's mines was as follows:

	1869. Tons.	1870. Tons.
Shipped by railroad	204,872	130,687
Shipped by canal	189,079	109,793
Sold at Mauch Chunk	5 938	6,436
Sold at Summit Hill	1,028	2,162
Used at planes for engines, &c.	11,692	7,994
In stock at Summit Hill	.....	4,115
Total from Summit mines	412,609	261,187
Room Run mines	56,401	27 616
Newport mines	26,502	58,358
Sugar Notch mines, under lease	95 002	112,440
Greenwood mines, under lease	3,400	8,671
Total	563,914	468,272

SUPPLEMENTARY REPORT.

The most important event that has transpired in the affairs of the company since the opening of

the present year, is the lease of our railroads to the Central Railroad Company of New Jersey, which was confirmed at a meeting of the stockholders, held March 28. This company is to receive as rent one-third of the gross receipts derived from all the business of the leased roads, the equipment and machinery employed to be furnished and maintained by the lessees at their own cost. In comparing this percentage with that realized during the past two years, namely 39½ per cent. of the gross receipts in 1869, and 33 8-10 per cent in 1870, there must be deducted from the latter the interest and depreciation on the equipment, which cost us more than 15 per cent. of the gross receipts during the two years, and is likely to cost the lessees at least 12½ per cent. By working the two roads as one line, and using the power of each to develope the trade of the other, they can reduce the expenses of both roads, and can well afford to pay as rent all we could make out of the roads under favorable circumstances.

In addition to the reasons stated at the special meeting, as among those which induced the managers to enter into negotiations for the lease, may be added the difficulty of carrying our large and increasing floating debt. The railroads were making constant demands on our resources for additional sidings, tracks, buildings, and equipment, and by leasing them we are not only relieved from all demands for equipment, and any present demands for money for additions to the road, but have also secured financial aid which will enable us to pay off a portion of the floating debt and fund the remainder. The sale to the Central Company of materials, machinery and securities, including a million of bonds of our new general mortgage, will give us $1,500,000, and this amount with our net receipts during the first four months after resumption of work at the mines will reduce our floating debt to less than one million of dollars.

This sum we expect to provide for hereafter by the sale of bonds. Under the authority of the act of the Legislature, accepted at the recent meeting of stockholders, we propose to execute a new general mortgage for $15,000,000

And to reserve for the payment of, at or before maturity, the 1864 mortgage, due 1884	$6,635,000	
The railroad mortgage, 1867 mortgage due 1897	2,000,000	
And the gold 1867 mortgage, due 1897 (the payment of the remainder of the five millions having been assumed by the Central R. R. Co. of New Jersey)...	2,690,000	
		10,325,000
		$4,675,000
Of which we shall sell to the Central Railroad Company of New Jersey...		1,000,000
Leaving		$3,675,000

After providing for the extinguishment of the floating debt, by a sale of a part of these bonds, there remains ample provision for our further wants.

The remaining obligations of the company are:—Convertible loan, 1867, due 1877, $1,496,879.18; do. 1869, due 1894, gold interest, $1,970,000. (After deducting the bonds held in the sinking fund.)

Of the last-named issue the company controls a considerable part, and it is proposed to cancel $970,000, leaving outstanding $1,000,000, which will be retired rapidly by the sinking fund, and some portion may, perhaps, be converted into stock within a few years. The convertible loan due in 1877 can be provided for out of the proceeds of the general mortgage bonds, if not converted into stock.

It is proposed to issue no more than five millions of the bonds at the present time, and those to be in $1,000 registered certificates, 7 per cent. interest in currency, principal redeemable in forty years.

The remaining ten millions will only be issued as old bonds are retired, and will be in all respects, similar to the first issue, unless at the time of issue it shall be for the interest of the company that the period of maturity be extended and the rate of interest diminished.

It is very desirable to have the bonds uniform, and no change will be made without substantial reasons. While it is desirable to be relieved from floating debt at an early day, it is not proposed to offer any of the new bonds for sale until it has been demonstrated that the earnings of the company are likely in any probable event to exceed the interest on all of its indebtedness, at which time the new bonds will, no doubt, command a good price in the market. The process of bringing the indebtedness all under one general mortgage must necessarily be slow, and it is not proposed to hasten it by offering the inducement of an increased rate of interest to holders of old bonds to exchange them for those of the new issue. Probably no considerable amount of the first mortgage will be converted previous to maturity, in 1884.

COAL INTERESTS.

The organization of the miners and laborers employed in the coal regions, known as the Workingmen's Benevolent Association, after failing in several attempts since their first success, in May, 1869, succeeded in December last, by the men employed by the three large companies in Luzerne county having previously suspended work, in uniting all the anthracite regions under the control of their executive board or general council, and that body issued an order for a general suspension of the men working in the remainder of the coal regions, which was enforced on the 10th of January last. The avowed purpose was to advance the price of coal, and thereby increase their wages. Resumption was ordered for the 15th of February, but the corporations and individual operators, who had patiently submitted for two years to acts hardly less arbitrary, met for conference, and decided that the wages demanded as a condition of resumption must be reduced, and that the men must relinquish all claim to control the working of the mines.

The offers then made were rejected, and work has not yet been resumed. The stubborn resistance of the men shows the power of their organization, which has thus far held them together so that no region, or any considerable portion, has yet yielded to the demands for a reduction of wages. Arbitration of all the matters in dispute were early tendered by operators in the Schuylkill and Lehigh regions, and after some considerable delay, the men, in return, offered general arbitration for all the regions. At the meeting in Mauch Chunk, on the 18th of April, only the regions working on the sliding scale, or basis system, were represented. Judge W. L. Elwell, of Columbia county, was selected as umpire, and the question of interference with the working of the mines was referred to him. The question of wages could not be submitted, because two out of three of the delegates of the Lehigh region were instructed to withdraw if any attempt was made to arbitrate or reduce wages there, so that the only result of the attempts at general arbitration was the decision of an able and impartial umpire: that certain customs, heretofore prevailing at the mines, and which the men insisted they would never abandon, were unlawful and censurable, and should not be done or allowed.

This is a step in the right direction and there is some hope that local arbitration will settle the other matters in dispute which prevent resumption.

The operators are still firm, and united by the conviction that their property is valueless if subjected to the control of a secret and irresponsible board, controlling and directing their employees, having the power, and exercising it, of ordering the suspension of work for indefinite periods at times when there are no contests or differences between the operator and his men, and when both operator and men are opposed to the suspension.

This was the case at our mines and many others at the time the general suspension was ordered. Whenever we gain control over our own property and can manage it according to our own judgment, we can soon demonstrate its value. With regularity in the supply, and low prices for a few months, the demands of the market will be sufficiently increased to absorb the surplus production of coal. Until that time we must be satisfied with small profits. The superior quality of our coal, and its nearness to market, gives us advantages over others, which we have lost latterly by being under the control of an organization which would not permit our miners to work, although having a demand for the product, because some other operators more distant from the market could not sell their coal.

The anthracite coal interest has now for four years been unremunerative, but we think we see indications of a brighter future. Our railroad, canal and mines are all dependent on coal, and we require only a moderate degree of prosperity in that interest to yield large returns on our capital. Years of depression have not destroyed our faith in the future value of anthracite coal property.

NESQUEHONING TUNNEL.

The engineer's report for the Nesquehoning Tunnel shows the two headings to have been seven hundred and ninety-two feet apart on the 29th of April. He confidently expects the workings to meet early in August, and assures us that we may expect to pass trains through before the close of this year.

By order of the Board of Managers of the Lehigh Coal and Navigation Company.

E. W. CLARK, President.

Philadelphia, May 2, 1871.

Pittsburgh and Connellsville Railroad.

The Pittsburgh *Leader*, of 5th inst., says that surveyors will soon commence the work of surveying a road to connect the Pittsburgh and Connellsville railroad with the Allegheny river. The oute selected is by way of Negley's run. The Monongahela and Allegheny river branch will leave the Connellsville railroad at Salt Works station, or where the Nine-Mile run flows into the Monongahela, and following the valley in a northwardly direction will strike the Pennsylvania railroad at a point between Wilkinsburg and Brushton stations. It leaves the Nine-Mile valley before reaching the tracks of the Pennsylvania Railroad, and passes over a mile or more of flat country, when it enters into the valley of Negley's run, which it follows to the Allegheny river. The branch will be six and a half miles in length, and will cost (including rights of way) about $250,000.

The American Chemist.

The *American Chemist* has been purchased by Professors C. F. CHANDLER and W. H. CHANDLER of the School of Mines of Columbia College, and will in future be issued from that institution. These gentlemen founded the *American Chemist* in connection with W. Baldwin & Co., the publishers, and have edited it from the beginning. They now assume the entire management.

☞ A new railroad company has been organized in Jamestown, to be called the Jamestown Railroad, with a capital stock of $100,000. The amount required by law has been subscribed, ten per cent. paid in, and the articles of association forwarded to Albany to be recorded. It is to connect with the Dunkirk, Warren and Pittsburg Railroad, near Worksburg, and will be about three miles long.

Baltimore and Ohio Railroad.

The regular monthly meeting of the directors of this company was held in Baltimore on the 10th inst., J. W. Garrett, Esq., President, in the chair.

After the transaction of the usual business, the president made the following remarks to the board:

Gentlemen: The rapid increase of business, the necessity for taking charge of additional branches, and the expansion of the connections of the Baltimore and Ohio Company for some years past, have made the duties of the general officers of the company exceedingly onerous. The vice-president (Mr. King) has labored with great energy ability and effectiveness as the assistant of the president, but the constant enlargement of the sphere of operations of the company causes, with the greatest diligence and thoroughness, the necessity for more aid.

In addition to other palpable causes, the recent completion of the highly important Pittsburg, Washington and Baltimore road and the pressure for rapid movements to ensure the early construction of the Baltimore, Pittsburg and Chicago road, the great line from Pittsburg, through Ohio, Indiana and Illinois to Chicago, imperatively require the appointment of an additional vice-president. Under these circumstances the president was gratified to be able to state that Mr. William Keyser, had assented to accept such a position. Although Mr. Keyser was quite a young man, being but thirty-five years of age, he had already achieved a reputation for superior business qualifications, for diligence, for integrity and appreciation of the interests of the public which made it needless for the chair to express its judgment as to the value of the services which he would be able to render to the company and the community in the proposed position.

Great enthusiasm existed throughout the northwest to secure in the interests of those vast regions the advantages of the Pittsburg, Baltimore and Chicago line—as a grand competing route against the high charges and greater distances to New York—to Baltimore, their natural and most economical port on the Atlantic. Under the organization proposed, immediate and effective steps would be taken to decide upon the route, and secure the early construction of the road.

The chief engineer of the Pittsburg, Washington and Baltimore road (B. H. Latrobe, Esq.,) had recently submitted a report in regard to the various lines that had been proposed in the interests of the several sections which are pressing for the selection of their respective routes. This report is highly favorable as to the low cost and large advantages, of several of the proposed lines.

As it will be the policy of the Baltimore and Ohio Company to make a large cash subscription to the stock of this road, and as it has been indicated that the remainder of the capital required could be promptly secured, the enterprise promised not only great advantages to the terminal cities and the intermediate and adjacent cities and territories, but the most remunerative financial results, especially in view of the very limited cost of the line when compared with the roads with which it would be brought into competition. It is therefore eminently judicious, in every aspect of the enterprise, that arrangements should be perfected to secure the great fruitions which will flow from the early completion of the work.

At the close of the president's remarks Mr. Johns Hopkins offered a resolution that the office of second vice-president of the Baltimore and Ohio Company should be created, which was adopted. Mr. Hopkins then nominated Mr. Wm. Keyser to fill that office. This motion was seconded by Mr. Wm. W. Taylor, who expressed, from his intimate knowledge of Mr. K. for many years, his confidence in his abilities, and his satisfaction that his services could be procured by the company. The nomination was then acted upon, and Mr. Keyser was elected by the unanimous vote of the board.

Morris Canal and Banking Co.

We have the report of this company for the fiscal year ending February 28, 1871. From this we learn that the income of the company from tolls and other sources during the year was:

From tolls		$365,585 77
" rents		16,690 68
" water rents		2,476 00
" other sources		6,797 31
		$391,549 76

And the disbursements were:

Repairs of canal & works	$125,657 85	
Operating canal	57,278 82	
Salaries, law and other expenses	21,055 34	
Transportation expenses	4,481 40	
		208,473 41
Balance—profits of the business		$183,076 35
Balance at credit February 27, 1870		63,226 36
Total		$246,302 71

Thus accounted for:

Dividends on preferred stock	$58,750 00
Interest on mortgage bonds	47,100 00
" boat loan	16,717 41
" dividend scrip	7,359 96
Depreciation of boat stock	7,255 10
Bad debts	853 45
State of New Jersey	25,000 00
U. S. tax on surplus profits of 1869	1,263 10
Balance, February 28, 1871	82,003 69
Total, as above	$246,302 71

Compared with the previous year, the gross income shows a decrease of $39,696 04; with a decrease in expenses of $37,923 68—making the decrease in net income, $1,772 36. The report says:

Navigation was continued thirty-eight weeks during the year; and was maintained in excellent order, and without serious interruption, and was closed in December.

We discontinued loading at Manch Chunk on November 25th; at Port Delaware on December 3d; and at Port Washington on December 7th.

The total tonnage for the year was: Eastward 462,352 tons; Westward 245,220 tons; making a total of 707,572 tons, and being equivalent to 45,190,455 tons carried one mile.

For the first time in the history of the coal trade, the rates of transportation on coal declined as the season advanced, and on the 1st of December the rates were reduced to $1.06 per ton from Phillipsburg to tide, or 64 cents per ton less than at corresponding date the previous year, and although our tonnage was 57,372 tons in excess of 1869, our receipts were $39,696 04 less, Our expenses were, however, $37,923 68 less, leaving our net income about the same as for that year (1869.)

The general work of improvement and repairs has been done the past winter, and as far as possible, with the view of increasing, at no distant day, the depth of our canal to six feet, that we may carry cargoes of one hundred tons.

We have laid one hundred tons "Bessemer" Steel Rails upon four Planes, and have completed a railroad connection with all the railroad companies at Phillipsburg, N. J., which will enable us to receive ore and freight going West and reload the same in cars.

We have increased the machinery and other facilities at our boat yards, so that we can build and repair our boats with greater despatch and less cost than formerly.

We have just purchased one hundred and five western mules, which gives us a total of two hundred and seventy five mules and horses for towing boats, most of which are young and able bodied.

The canal is now in better condition and repair than ever before, and we have been ready since the 25th ultimo to resume navigation, but by reason of the general strike of the miners which commenced about the 1st of December last, and is yet in continuance, we have not received any shipments of coal.

At a meeting of Directors on the 20th ultimo, which was called to "consider the acceptance of the supplement to our charter, recently passed, authorizing the company to lease, &c., &c.; and to take action in regard to leasing the canal; and any other business which may be brought before the board," an offer was received from the Lehigh Valley Railroad Company to lease to that company for nine hundred and ninety-nine years our entire works and franchises, which was accepted, subject to ratification by a majority in interest of the stock of the company as required in the supplement named.

In view of the probabilities of our works passing into other management, and of being enlarged and thereby made a still more important avenue of trade, it is proper here to make record.—That the present Morris Canal and Banking Company, organized in 1844 by the purchase of the works and franchises of the old company, has thus far performed the purposes which are laid down for it in the preamble to its charter, viz: "To secure to the State a great public work, to be a great public benefit and advantage to the people of New Jersey."

GENERAL STATEMENT, FEB. 28, 1871.

Cost of 'Canal' and appurtenances		$3,391,213 82
Assets—		
Cash	$7,686 71	
Bills receivable, individual accounts, &c	76,836 83	
Materials	26,046 79	
		110,570 33
		$3,501,784 15
Capital stock—		
Consolidated	$1,025 000 00	
Preferred	1,175,000 00	
		$2,200,000 00
Mortgage bonds		785,000 00
Boat loan bonds		236,965 00
Seven per cent. scrip		103,164 50
Liabilities—		
Bills payable	$70,000 00	
Individual accounts	18,044 23	
Dividends, &c	6,606 73	
		94,650 96
Profit and loss—Surplus		82,003 69
		$3,501,784 15

President and Sup't.—JACOB F. RANDOLPH.
Vice-President.—BLAKELEY WILSON
Secretary.—JOHN R. BURNETT.

Metropolitan Branch Railroad.

A letter from Point of Rocks, Md., to the Washington *Chronicle* speaks encouragingly of the progress of the work on the Metropolitan Branch of the Baltimore and Ohio Railroad, which, as is well known, is a direct line from Point of Rocks to Washington city. Mr. Randolph, the engineer in charge of the work, thinks that before the 1st of January next the entire line will be completed and in good running order. Large numbers of cross-ties are being distributed along the line, and 1,500 men and more than 300 horses are pushing the work through. Soon the iron will be brought on, and the work of laying the track commenced. Some difficulty is experienced in getting cut stone for bridges, but all streams will be trestled until stone can be obtained, so as not to delay the work. The best of iron will be laid

upon this route so as to make it first-class in all respects.

Charlotte, Columbia and Augusta Railroad.

The earnings of this road for the fiscal year ending December 31, 1870, were $560,474.05, and the operating expenses and taxes, both Federal and State, were $289,542.70, leaving a balance of $270,931.35. From this should be deducted interest on notes and coupons paid, amounting to $129,109.77—leaving the net balance $141,821.58, which is nearly 5½ per cent. on the capital stock of the company, amounting to $2,571,299.99. This balance has been expended in completing the grading on the Augusta Division of the road, the bridge across the Savannah river, enlarging and building depots, in the construction of freight cars and passenger coaches, and in paying for new locomotives. The President in his report says:

The consolidation of the two companies, making the Charlotte, Columbia and Augusta Railroad Company, was effected on the 8th of July, 1869. The Savannah river bridge was finished and used on the 1st of August, 1870. The earnings for this year being, as stated, $560,474.05, and those of 1869, $403,785.49, shows an increase of $159,688.56 for the past over the previous year.

This large increase of income, nearly forty per centum, has more than realized the expectations of the most sanguine. With the Macon and Augusta Railroad finished, and the double daily connections with Savannah and Atlanta, you can reasonably calculate on an income of $600,000 during the present year.

The entire bond debt of the company on the first of January, 1871, was $1,229,500, of which $786,000 were Charlotte, Columbia and Augusta bonds, and $371,500 Columbia and Augusta bonds, and $71,000 Charlotte and South Carolina bonds. On the first of March, 1871, after the issue of $30,000 of bonds in payment of depot lot and buildings in Augusta, this debt amounted to $1,252,000; of which $50,500 were Charlotte and South Carolina, $205,500 of Columbia and Augusta, and $996,000 of Charlotte, Columbia and Augusta bonds—showing that within two months $186,500 of the old bonds were funded or redeemed. The bonds of the two former companies have been very generally exchanged for the consolidated bonds. Under this mortgage the issue is limited to $2,000,000, leaving still for exchange and for the purpose of funding the floating debt $1,004,000. The entire floating debt on the 1st of January was $741,301.62, while on the first of March it was $721,118.62, to which add fractional bonds, $3,684.56 outstanding same date, makes $724,802.18. This amount deducted from the 1st mortgage bonds unsold, leaves $279,197.82, to be exchanged for $256,000 old bonds still outstanding, giving an excess over all liabilities of $23,197.82.

It is the policy of the Board of Directors to sell these bonds as fast as there is a fair demand for them, and discharge the floating debt, or a greater portion thereof, but not to force them on the market at ruinous rates of discount, and thereby entail a greater rate of annual interest for twenty-four years upon the company than money may command within a short period. These bonds mature on the 1st of January, 1895, and bear 7 per centum interest, payable semi-annually, and it is deemed a better policy to pay a higher rate of interest temporarily on a portion of the floating debt, than submit to a heavy discount on them, thus imposing a higher rate of interest for a long period of time, while the tendency of the rate of interest is to decline. The net income of the road is now monthly reducing this floating debt, and during the year it can be thus materially reduced, even without an active demand in market for the mortgage bonds. This floating debt, or the greater portion thereof, has been carried for more than two years at a comparatively low rate of interest. About $170,000 has been at seven per centum, over $200,000 has been eight and a half per centum, and much of the balance has been borrowed from the friends and patrons of the road along its line as permanent loans at ten per centum per annum, while from $50,000 to $80,000 has been obtained from banks at about 1 per cent. per month, and occasionally in the fall at a higher rate for a short time. Thus the debt has cost an average rate of less than nine per centum for the past two years.

To meet the demands of the growing business of the road by next fall, two more locomotives, two more passenger coaches, and about thirty cars additional will be required to complete its equipment. Greater conveniences for passengers will be required at Columbia, Chester and Charlotte, which, with a substantial brick building in Columbia for offices, will complete the outfit and equipment of the road.

It is gratifying to report that the Atlantic, Tennessee and Ohio Railroad is making fair progress, and is expected to be finished from Charlotte to Statesville in July next, a distance of forty-six miles. This connection with the Western North Carolina Railroad, now finished to within twenty five miles of Asheville, will make an outlet over our road for a large portion of Western North Carolina with its varied products, which, since the war, have generally found a market in other directions. When the W. N. C. Railroad is finished to Paint Rock, on the State line, the connection with Morristown, on the Tennessee and Virginia railroad, will be, over your road *via* Asheville, shorter to Charleston than any other rail route, and will bring the vast grain and stock region of East Tennessee more than 150 miles nearer to Columbia than by any existing route.

It is also a matter of congratulation that the charter of the Dan River Coal Field Railroad has been secured from Statesville to Danville, Va., there to connect with the Richmond and Danville Railroad, as well as the road now building from Lynchburg to Danville. If this road is constructed, it makes two through competing lines from Charlotte to Washington city, and opens a shorter route *via* Lynchburg than that by Richmond; while it renders all Middle and West Virginia more accessible to the Northern terminus of your road, and points ultimately through the Chesapeake and Ohio Railroad, and the James River and Kanawha Canal, to a connection with the valley of the Ohio river.

Southern Pacific Road.

Those of our friends who went North to attend the meeting of the corporators to organize the great enterprise of constructing a railroad from this city *via* Marshall, Texas, to the Pacific, return with strong assurances of the earnestness and firm purpose to set that great undertaking on foot at an early day. Encouraged by the aid of the Federal Government, capitalists of very large resources have taken the matter in hand very zealously. It is to be no mere speculating venture or stock-jobbing concern, but one in which only persons of real capital and credit are invited to participate. The system of organizing corporations, so common in this country, composed of persons who constitute only influence and talk, with the object of attracting a few men of capital—to bear all the burden and all the risks—the execrable system of preferred stockholders or of corporators who receive large amounts of stocks for their names and their supposed franchises—has not been adopted on this occasion. It is quite fresh in the memories of our people how the first great Pacific railroad enterprise was defeated by this mode of making up the capital, when men of no means or credit put their names down for millions of stock. No one understood this better than Mr. Marshall O. Roberts, who consented to engage his large credit and capital in the present enterprise. We are not surprised, therefore, to learn that when approached by political jobbers and speculators, with the request to admit them into partnership with him in his gigantic undertaking, his invariable reply was, "Very cheerfully, sir, provided you can contribute $500,000 to carry forward in the enterprise." "But," expostulated an ambitious ex-member of Congress from one of the Southern States, "do you not want brains and influence, as well as money, to put so large a scheme in operation?" "Undoubtedly; but we flatter ourselves that we have these, too, or we can easily command them with the money." Great was the disappointment of not a few of the corporators named in the bill creating the company, when they were called on to ante the ten per cent. in cash on their subscriptions, and Mr. Roberts led off by counting his one hundred and ten thousand dollars of new crisp thousand dollar notes. Many had the money at home, and could draw for it. Others wanted to go on Wall street to raise it. But the inflexible rule was cash down, those not prepared to comply therewith were requested to give way to those who had the stamps. Thus the first instalment was quickly collected and the money paid into the treasury, whence it will not be drawn, except to be expended for the immediate object in view, to wit: The construction of a continuous railroad from this city to California across the great State of Texas, and through a far more eligible railroad country than the North or Union Pacific, and by a route at least two-thirds shorter.

This route will quickly attract the greater portion of the travel from the Atlantic to the Pacific. The vast importance of the enterprise to the whole country, and especially to our own section, renders it quite unimportant by whom and whose means it may be accomplished. Those, therefore, who murmur at the large amount of stock appropriated by Mr. Roberts and his associates, will have little sympathy from any quarter. Our people have not the capital to conduct such great undertakings, but they ought to be very grateful to those who, having the capital, are willing to embark so large a share thereof in schemes whose results will be so enormously beneficial to us.—*New Orleans Times.*

Railroads in Minnesota.

At the close of 1870 there were 1,087 miles of completed railroad in Minnesota, of which 330 miles were built within the year. This year 549 miles more are under contract to be completed before winter, as follows:

	Miles.
Northern Pacific	180
St. Paul and Pacific, main line	80
St. Paul and Pacific, Brainard branch	70
St. Paul and Sioux City	60
Chicago and St. Paul	41
Hastings and Dakota	20
Winona and St. Peter	30
Minnesota and Northwestern	47
St. Paul, Stillwater and Taylor's Falls	18
Minneapolis and White Bear	13
Total	549

Chesapeake and Ohio Railroad.

We learn from a Cincinnati paper that the line of the road by which it is proposed to connect Cincinnati with the Chesapeake and Ohio railroad, via Hillsboro, has been run through, by the Symmes Creek route, to the Ohio river, near Ironton; but additional surveys have been made, and nothing can or will be determined as to the route on the Ohio side until all the surveys are complete and maps, profiles and estimates drawn. It is claimed that this trunk line for fifty miles, through the mineral belt of Southern Ohio, commanding three of smelting and superior parlor coals. In one hundred and two and one-half miles there will be a grade of only thirty feet; and it is claimed that they will be able to bring coals to Cincinnati at from eight to ten cents per bushel, according to the price of mining.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355 000	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,650,000	A. & O	Apl. '71 5
Baltimore City Passenger...	670,000	F. & A.	Dec. '70 5
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	Apl.'71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany 100	19,150,500	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,400	.....	.....
Do, do. pref.100	1,240,400	M. & N	May '71 3
Boston and Lowell.....500	2 215,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ...100	3,500,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J.A J.O.	Apl.'71 2½
Broadw'y & 7th Av.(N. Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,600,000	F.M.AN	May '71 3
Brooklyn City & New'n.100	894,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	May '71 3½
Buffalo and Erie.....100	5,00 ,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Boat'n)100	747,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	6,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,600	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	D., '70 2½
Cape May and Millvi le* . 50	447,000	J. & D.	Dec. '70 3
Catawissa. 50	1,159,800	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. prof..100	755,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey....100	15,000 000	J. & J.	Dec. '70 4
Central Ohio.....100	2,425,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*.....10	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton.....100	8,925 500	M. & S.	Mar. '71 5
" " pref...100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy - 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,6 0,629	J. & D.	Dec.'70 5
" " pref.100	20,370 203	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger...	.....	J'n & J'ly	Jan.'68 2
" Street	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*... 50	2,066,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	May'71 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Dec. '70 2
Concord 50	1,500,000	M. & N.	May '71 5
Concord & Forta., guar....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn R.	500,000	.....	.....
Conn. & Passum'k R. pref. 00	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Dec. '70 5
Cumberland Val'y..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ... 5	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400 000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100	.....	J. & J.	Dec. '70 2½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,600	J. & J.	Dec. '70 4
East Pennsylvania 50	1,309,200	.....	Jan. '71 3
East Tenn., Va. and Ga ...100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	600,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Dec. '70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,539,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,780	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg 100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Mar.'71 4
Green and Coates St.(Ph.)	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased ronds.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Apl. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. co pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic.....100	820.000	.....	.....
" pref 100	1,180,000	J. & J	Feb. '71 5
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	J'n. 68 3½
Illinois Central.....100	25 289,240	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'71 1½
Joliet & North. Indiana*.100	300 000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '71 4
" " guar. 100	533,500	F. & A.	Feb. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,505	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Apl.'71 2½
Lehigh Luzerne..... 50	844,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J. S.D.	Mar. '71 2
Little Schuylkill*..... 50	2,846,100	J. & J.	Jan.'71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J	Jul. '69 3
" " pref.. 100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '71 3
Lowell Horse 100	55,833	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mountn* 50	1,676,915	.....	.....
Maine Central..... 100	3,400,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	.....	Dec. '70 3
Memphis and Charleston.100	5,312,725	.....	June 69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	13,225,848	J. & J.	Dec. '70 5
Middleboro' and Taunton. 100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehl'. 50	323,375	J. & J.	Jan '71 4
Millville and Glassboro' ...100	406,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. 70 4
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Es. ex*..... 50	11,900,950	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell..... 100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton.100	600,000	A. & O.	Apl. '71 4
New Haven & N. London..100	758,538	.....	.....
N Haven & Northampton.100	1,800,000	J & J.	Jan. '68 3
New Jersey 100	7,297,200	F. & A.	Feb. '71 5
New London Northern....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 350	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	Jan. '71 5
N Y., Provid. & Boston .100	2,000,000	J. & J	Dec. '70 4
Ning. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	July'70 3
North Carolina.....100	4,000,000	A. & J.	July'70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,088,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	Jan.'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Apl.'71 2½
Old Colony & Newport 100	4,959,020	J. & J.	Dec. '70 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri..... 100	3,711,196	.....	.....
Panama.....100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo..... 100	248,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,32 ,200	J. & J.	Jan. '71 3
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jun. '71 3
Phila. and Trenton*..... 100	1,09 ,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Dar'y... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft W. & Chi. gtd.*100	19,665,000	J.A.J&O	Jan.'71 1½
Pittsfield and N. Adams..100	480,000	J. @ J.	Apl. '71 3
Portland and Kennebec...100	616,700	J. & J.	Jan. '70 3
Do. Tranouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased ronds.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga .100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb'g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	Dec.'70 4
Rutland preferred. 100	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand. Manuf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	569,450	F. & A.	Feb.'71 3
Shore Line..... 100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 –
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia..*100	3,9..9,900	F. & A.	Feb'71 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 –
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May 70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*..... .100	274,400	J. & D.	Dec'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*..... 100	2,500,000	J. & D.	Dec. '70 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July '70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	2,353,678	.....	.....
Virginia and Tennessee....100	3,500,300	.....	.....
Western Union 100	2,707,593	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon..... 100	1,463,776	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,547,650	.....	.....
Worcester and Nashua .. 75	1,400,555	J. & J.	Dec.'70 5
CANALS.			
Chesapeake and Delaware 50	1,983,563	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. 71 4
Delaware and Hudson.....100	15 000,000	F. & A	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 176,000	F. & A.	Feb'71 5
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	$1,083,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 50	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal..... ..... —	.....	J & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'71 5
Roaring Brook Coal..... —	300,000	.....	Dec'68 2½
Short Mt. Coal.....	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,528	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,65
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	282,770	29[illegible]422	286,562	342,743	2,300,76
1869	212,604	218,982	291,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467.659	5,670,88
1870	415,104	394,176	488,333	633,758	768,714	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,51
1871	536,498	481,085	580,340	756,250	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156.869	153,294	1,673,70
1864	100.991	154,418	195,803	162,723	178,786	206,090	224.257	312,165	384.554	320.879	307,803	252.015	2.770,48
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401.250	357.956	307,919	236,824	3,840,09
1866	226,153	222,241	290,111	269,249	329,851	371.544	321,597	387.269	322.638	300.223	323,030	271,247	3,695,15
1867	243,787	157,832	235,961	282,165	335.510	342,558	354,244	415.982	408.999	425,752	359.102	330.169	3,892,86
1868	276,117	275,140	267,094	279,121	303,342	384,594	404,012	558,101	486,196	503,746	409.569	361 701	4.508,64
1869	343.182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,56
1870	281.109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,41
1871	343,550	340,301	384,372	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296.169	473.186	551,122	435,945	407.688	2,811,54
1864	273,876	317,839	390,355	421,363	466,830	565.145	480,710	519,306	669.605	729.759	716,378	563.400	6,114,56
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767.508	946,707	952.683	754.071	547,842	7,976,49
1866	523,566	399,917	523,845	537,519	858.948	925.983	808.524	797,475	1,000,086	1.200,216	1,010,892	712,359	9,299,43
1867	690,147	574,664	765,398	774,280	895,712	893,658	888.214	1,063.237	1.448,942	1.541.057	1.211,530	879,900	11,632,74
1868	724,890	807,478	850,192	1,094.597	1,211,150	1,180.933	1,076,674	1,251.940	1,507.479	1.570,067	1.107.084	1,001,987	13,381,47
1869	892,093	830,287	1,142,166	1,112,190	1.268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355,48
1870	708,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,518	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242.205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,34
1869	204,112	180,840	239,522	247,661	241,456	259.408	253,367	341,783	320.025	293.615	271,555	242,621	3,095,96
1870	203,069	226,897	244,182	248,046	240,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,275,71
1871	272,826	266,790	313,199	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206.246	269 282	261.079	352.786	414.543	410,336	372.593	259 463	3,445,82
1863	299,944	271,085	275,643	289.224	334,687	407.992	343.929	511,305	478.576	496.433	437.679	454,551	4,571,02
1864	327,900	416,588	459.762	423.797	406.373	510,100	423.578	640,179	799 236	661.391	657.141	603.462	6.329,44
1865	571,536	528,972	616,665	516,608	490,573	617,682	578.403	747.409	739,736	641.589	643.887	518.088	7,181,20
1866	603,053	505.266	505,465	411,605	569,250	567,679	480,626	578,253	571.548	661.971	588.219	504.066	6,546,74
1867	647,120	624,871	417.071	440.271	477,027	516,493	525.242	709,227	738.530	825.901	727,810	613.329	7,160,94
1868	587,443	536,165	444,443	518,800	572,551	626.249	549,714	794.325	889,967	951,530	685,401	681,041	7,817,62
1869	659,138	524.693	709,645	568,282	640,975	778,261	696,228	841.363	979.401	914,406	814,413	696.677	8,823,48
1870	623,383	661,789	601,826	555,087	684,589	712,647	627,216	599,052	901.235	903,225	811,708	697.751	8,078,90
1871	639,541	565,416	606,845	588,661	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98.043	106.921	104.866	113.504	112,962	123.802	1.201,23
1867	94,136	78,976	92.910	92,768	90,526	96.535	106.594	114,716	121.217	142,823	132.387	123,383	1,276,71
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126.556	121,519	125.065	119 169	121,408	1.294,09
1869	98,517	91.666	103,558	109,526	111,033	118,648	114,496	129 388	140.475	132,869	131,019	109,029	1,390,82
1870	90,177	98,275	101,379	108,246	110.213	111,117	111,127	138,407	132,998	153,631	144,023	141.3.6	1,418,86
1871	130,883	126,224	140,740	118,173	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151.902	175,696	186,039	174,002	172.189	216,624	295.956	322.369	307,474	258.634	2,650,70
1863	242,073	245,858	236,432	238.495	236,453	206,221	193.328	215.449	308.168	375.488	339.794	30[illegible].186	3.108,06
1864	252.435	278,848	348,902	338.276	271,553	265,780	263.244	346.781	408.445	410,802	405 510	370.470	3,970,94
1865	306,324	279,137	344.228	337,241	401,456	365,663	329.105	413.501	476.661	490.694	447,970	328.870	4,520,56
1866	282.439	265,796	337,158	343.737	365.196	335,083	324,986	359.646	429.161	493,640	414 004	308.669	4,200,11
1867	304,095	283,661	375,210	362,783	333,952	284.977	313,021	398.993	464.778	506.296	412 934	330.373	4.371 97
1868	343,316	304,315	326,880	415.758	369,236	325.501	321.013	392,942	456.973	511.820	410,826	390,671	4.509,26
1869	384,120	320,636	386,527	411,814	403,646	366,023	329,950	353 569	473,546	490,772	448,419	374 542	4,744,16
1870	337,992	329,128	384,431	412,030	409,283	363,187	326,591	378,880	497,990	511,447	453,873	387,827	4,755,95
1871	418,755	442,805	441,685	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369.356	365,412	350.565	751.738	1.101,771	775.616	438,323	5,683,00
1868	369,228	321,203	333.508	436.412	565,718	458,191	423,398	522,682	1,024.045	1.037,464	556.917	468 880	6,917,64
1869	454.590	330.400	420,951	460,288	630 844	678,923	586.531	525,547	774.732	1,040.102	891 195	[illegible]67	7.250 06
1870	396,171	382,823	377,571	443,132	720,700	755,737	636,434	661,020	808.318	908,313	731,014	529 758	7.420,42
1871	396,700	327,431	400,150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155.586	231.662	235,513	245.838	203,595	2,024,86
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	256,728	2,833,99
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,466	309,261	269,444	224,963	223,242	268,177	302.596	332,400	278.006	346,243	275,950	3,311,07
1865	259,223	238,139	313,914	271,527	290,916	304.463	349,285	344,700	350.348	372,618	412,553	284 519	3 793,00
1866	267,541	246,109	326.236	277,424	288,130	253,925	247,262	305,454	278.701	310,762	302,426	281,015	3 .80 .83
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,31
1868	211,973	231,351	265,905	252,149	204,620	217,082	194.465	287,557	307.122	288,329	274,637	233,861	2,964,04
1869	180,366	216,080	221,459	214,409	218,639	223.236	192,364	275,220	292,03	328,044	298.027	264.896	2,945,54
1870	196,787	218,234	253,065	270,934	246,266	219,987	211,219	300,971	318.957	355,187	316,054	250,471	3,188,13
1871	245,982	258,554	384,599	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350.613	329,243	298,708	271,207	3,184,28
1870	202,447	250,617	294 874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,93
1871	212,005	217,947	319,765	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414.707	448.994	463,873	466,557	454,826	4,088,83
1863	335,685	361,834	396,771	429,929	505.517	464,869	451,884	574,486	714,302	815.902	746.955	526,049	6,324,08
1864	436,742	532.786	617,021	669,384	757,178	936.188	711.457	1,170,241	1,125,635	754,551	1,032.149	812,178	9,555,51
1865	653,053	608.305	116,215	923,283	416.341	560,979	957,194	1,121.205	1,351 579	1,419,252	1.196.955	702 685	10.033 02
1866	738,061	725,997	779,198	861,604	1,109.267	1,140,301	996.841	1,252,386	855,742	887,793	874,974	436.990	10.057,12
1867	500,438	534,561	703,618	836,603	965,558	903.974	864.637	693,104	873.153	956,658	837,351	586,779	9,256,28
1868	427,437	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,08
1869	479,236	525,490	755,433	904.834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,90
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1[illegible]9,489	1,241,903	1,199,094	1,143,300	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,803	192,138	170,485	168,699	162.532	166,015	222 953	198,884	244,834	212.227	177,364	2,250,14
1867	149,658	149,342	174,153	185,162	171.736	156,066	172,933	220,788	219,160	230,340	205.095	180,971	2,218,40
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204.597	198,910	210,473	174,500	168,096	1,936,75
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,26
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,23
1871	126,218	122,373	144,533	125,212	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,35
1868	278,712	265,137	257,800	286,825	260,529	293.344	283,833	484,209	450,203	429,808	323,270	399,439	4,015,20
1869	284,193	240,395	242,705	311,833	312.530	348,891	310,800	456,[illegible]36	470,720	422,369	377,377	434,284	4,252,34
1870	312,133	293.645	295,278	318,099	340,892	348,632	322,756	466,431	508,042	451,293	425,687	386,254	4,469,76
1871	365,174	328,791	393,455	458,076	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	766,007	622,560	617,585	758,467	999,665	857,389	776,329	5,709,18
1870	628,529	600,130	689 258	706,003	802,866	746,450	643,036	564,021	728,521	719,696	670,168	605,053	7,854,09
1871	479,573	373,925	499,899	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities May 1, 1871.					
Loan of June 14, 1858 ..... registered	46,035,000	5	Jan. & July.	1874	105½
.. .. coupon	13,965,000	5	" "	1874	106½
Loan of February 8, 1861 ..... registered	13,551,000	6	Jan. & July.	1880	117½
.. .. coupon	4,864,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug 3, 1861 ..... registered	123,513,050	6	Jan. & July	1881	117½
.. .. coupon	65,085,050	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s) ..... registered	107,564,600	6	May & Nov.	1882	111½
.. .. .. (5-20s) ..... coupon	383,401,050	6	" "	1882	111½
Loan of March 3, 1863 ..... registered	53,075,450	6	Jan. & July.	1881	117½
.. .. coupon	21,924,550	6	" "	1881	117½
Loan of March 3, 1864 (5-20s) ..... registered	3,089,600	6	May & Nov.	1884	111
Loan of June 30, 1864 (5-20s) ..... registered	53,692,000	6	May & Nov.	1884	111½
.. .. .. (5-20s) ..... coupon	45,700,000	6	" "	1884	111½
Loan of March 3, 1865 (5-20s) ..... registered	54,605,800	6	May & Nov.	1885	111½
.. .. .. (5-20s) ..... coupon	125,313,550	6	" "	1885	111½
.. .. .. 2d series (5-20s) ..... registered	72,476,900	6	Jan. & July.	1885	113
.. .. .. (5-20s) ..... coupon	182,986,600	6	" "	1885	113½
.. .. .. 3d series (5-20s) ..... registered	91,299,100	6	Jan. & July.	1887	113½
.. .. .. (5-20s) ..... coupon	244,099,500	6	" "	1887	113½
.. .. .. 4th series (5-20s) ..... registered	11,114,500	6	Jan. & July.	1888	113½
.. .. .. (5-20s) ..... coupon	28,559,950	6	" "	1888	113½
Loan of March 3, 1864, (10-40s) ..... registered	137,192,600	5	Mar. & Sept	1904	109½
.. .. .. (10-40s) ..... coupon	57,574,700	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71. registered	.....	5	F. M. A. & N.	1881	....
.. .. coupon	.....	5	" " "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" " "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" " "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	36,345 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,018,832	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency	396,367,797	*nil.*	.....	.....	....
State Securities.	**Intest dates.**				
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	....
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	104
Arkansas—State Bonds (refunded)	4,430,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's)	.....	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	111
.. — .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	" "	18?4	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s) ..	5,927,000	6	" "	1883	....
.. — .. of 1864, (10-20s) ..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. — .. various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. — .. 1869	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	90
.. " " " 1842 to 1848	273,000	7	Various.	'72-'74	94½
.. —Atl. and Gulf R. R. 1858 to 1860	800,000	6	Feb. & Aug.	'78-'86	90
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	91
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	'71-'72	....
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	69
.. —Railroad Bonds	581,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. — 1867	4,000,000	6	May & Nov.	1907	....
.. — 1870	3,000,000	8	Mar. & Sept.	1875	....
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	....
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Can. Loans, Stg.	1,855,335	6	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834 ..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1885	104½
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1885	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	....
.. — .. .. of 1864	4,379,500	5	May & Nov.	1894	98
.. — .. .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.)	761,816	5	April & Oct.	1871	....
.. —T. & G. R. R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	....
.. —Southern Vermont R. R.	200,000	5	" "	1880	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	100,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	95½
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	94½
Nebraska—(No Debt)	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	71-'78	100
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free)	1,329,900	6	Jan. & July.	'74-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	107½
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	109½
.. — .. Bonds	21,089,000	7	" "	1877	109½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	102½
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	....
.. —	475,000	6	" "	1875	107
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	'71-'91	48½
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new) .	2,626,000	6	Jan. & July.	'92-'98	27½
.. — .. .. (new) .	1,759,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	30
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds	11,407,000	6	" "	1899	21
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	....
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,095,399	6	" "	1881	....
.. — .. (")	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	103½
.. —	90,400	5	" "	1877	....
.. —	7,890,550	6	" "	1877	107½
.. —	726,950	5	" "	1882	....
.. —	9,237,050	6	" "	1882	109½
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	101½
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	....
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old)	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863	786,000	6	Jan. & July.	1893	....
.. — .. of 1863	239,000	6	April & Oct.	1883	....
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	74
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	....
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	71
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	71
Texas—No legal debt	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101½
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July	long.	57
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	69
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	71½
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	72
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July.	'77-'83	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex	59,000				....	....
Bonds to State of Pennsylvania	3,500,000				....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,300	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	90
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	651,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	27
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	99
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1852	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	3,500,000	7*	May & Nov.	New York.	1919	90
Burlington and Missouri River:						
Land Grant Mortgage	4,606,608	7	April & Oct.	New York.	1893	94½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	96
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	866,000	6	June & Dec.	" "	1889	93½
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	$125,000	6	Jan. & July.	Boston.	69–'78	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	13
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,600,000	7	April & Oct.	New York.	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2 837,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st Mortgage (on 725 m.) free	25,010,000	6*	Jan. & July.	New York.	1895	101½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	102½
National Loan	25,885,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1890	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	94
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	308,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1895	103
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1888	113
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	96
Chicago and Milwaukee, (45 m'l's):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (198 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	99½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1886	98½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	92
Equipment Bonds	825,000	10	May & Nov.	" "	68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,607,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1876	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	92
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	"	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	102½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	78
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	85
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68–'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	95
Consolidated Mort. $4,000,000	528 000	7	May & Nov.	" "	1900	94½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93½
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	88
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	73
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1861	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,560	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	93½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	95½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	90
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1892	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	508,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	100
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1869	500,000	6	March & Sept.	"	1889	90½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	570,000	5	April & Oct.	"	1872	50
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	99½
2d Mortgage	4,000,000	7	Maren & Sept.	" "	1879	94
3d Mortgage	6,000,000	7	" "	" "	1883	90½
4th Mortgage	4,441,000	7	April & Oct	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1892	101
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	99½
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18--	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1883	....
1st Mortgage (General)	2,500,000	7	" "	" "	1883	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	91½
Greenville and Columbia:						84½
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	105
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	99
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	84½
Consol. Mortgage	887,045	7	April & Oct.	"	1895	45
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	104
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	85
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	108
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	500,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	380,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	98
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	90
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	95½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	82½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100½
2d Mortgage	2,693,000	7	" "	" "	1877	100
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	97
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1896	96
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	97
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1892	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1892	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1890	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	656,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1913	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1890	....
Tenn. Coupons Funded	426,270	6	" "	" "	1890	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1880	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1873	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68)						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1893	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1937	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1883	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1866	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1874	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1888	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wn.						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1888	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,936,626	6	May & Nov	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	92
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	90
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						....
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $500,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	86
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	64½
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	....
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	May & Nov.	"	18—	96
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	1877	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	94½
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	87½
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	455,500	6	Jan. & July.	Baltimore.	1873	96½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug.	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100½
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	100½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	
2d Mortgage, W. Div.	550,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	..
Consolidated Mort. sterling	83,420	...	" "	London.	1898	95½
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	86
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	104
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	83
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	77½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	88½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	78½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	80
Va. State Loan	249,962	6	" "	"	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	
St. Louis Loan	700,000	6	" "	" "	'71–'73	100
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	
Pemberton and Hightstown:						....
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	96
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb. {	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. }	2,583,000	6	April & Oct.	"	1875	99
2d Mortg. }	2,283,840	6	" "	London.	1875	
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	95½
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						101
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	99
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	200,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (General)	5,000,000	6	" "	"	1881	100
2d Mortgage	4,000,000	6	" "	"	1901	92½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	82½
Philadelphia, Germant. & Norist'n						91
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	
Philadelphia and Reading:						....
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-45-44-48 and 49	2,497,800	6	" "	"	1880	....
Bonds of 1857, convertible	143,500	6	" "	"	1886	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	98½
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1863 for renewals	1,121,000	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	82½
Philadelphia and Trenton:						103½
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	95½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	..
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,000	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'76–'90	....
Consolidated, registered	498,500	6	" "	Richmond.	'76–'90	75
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'70	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	103½
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	98½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	94
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1894	92
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	200,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	292,586	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	900,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	50½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1880	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	538,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	90
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	74½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	89
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
Troy and Boston:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	350,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	98½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	87½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	88½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1896	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1856	87
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	295,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	550,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	75½
3d Mortgage (Enlarged)	900,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	83½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	80,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	94
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	101
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	98
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	84½
New Preferred mortgage	600,000	6	.....	.....	....	92
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1893	81½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1866	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1898	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	6*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,795	7	Jan. & July.	Philadelphia.	1905	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,036,100	6	" "	"	1884	85½
3d Loan	2,000,000	6	" "	"	1897	91½
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92½
Convertible Loan	1,496,879	6	" "	"	1877	82
Monongahela Navigation						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Essex):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	79
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	79
Improvement Loan	1,601,670	6	May & Nov.	"	1876	78
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	60½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	13
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	6

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.....Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna †...New York.	7,185,162	*			2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,859	697,846	237,353	—	100	93½
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	581,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800,000	—	—	—	—	425,000	—	—	68.0	118,080	.....	.....	196,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased to Cheshire.)			—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	*	.....	.....	30,000,000	29,999,000	—	—	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf †.....Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina †. N. Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	51,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	—	—	—	2,494,900	3,483,992	—	—	—	(Leased & oper. by Grand Trunk of Canada.)			—	—	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris..N. Y.	217,345	—	—	—	194,250	20,000	—	—	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio †.....Md. & W. Va.	24,186,268	5,026,401	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	136½
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	—	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	....
Dec. 31 1869	28.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	—	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware.....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders.			—No returns.)		—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire.....Massachusetts.	600,000	.....	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	....
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	80½
Sept. 30, 1870	200.4	49.6	288.5	—	163	118	40	3,045	Boston and Albany.....Mass. & N. York.	21,938,629	*	3,546,638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	180½
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg.....Mass.	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal.....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie †. M., R.I., Ct. & N.Y.	....	—	—	—	—	—	—	—	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	—	2½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	142
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine.....Mass. N. H. & Me.	5,171,995	*	285,631	16,026	4,471,274	—	—	1,000,979	144.0	849,692	44,032,919	13,369,312	1,563,658	511,551	10	100	154½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	—	—	504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,807	10	100	188
Sept. 30, 1869	[26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)			—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.....N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	—	.....	.....	.....	.....	.....	.....	—	(Leased & oper. by Grand Trunk of Ca.)			—	96,328	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and operated by Erie.)			—	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington...Penn. & N. Y.	526,127	—	.....	.....	428,472	.....	.....	.....	1.00	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No returns 175 miles recently completed.)			—	—	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1.632,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	....
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	116
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	130
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	—	.....	.....	332,925	380,000	.....	.....	—	(Leased & oper. by Camd. & Amboy.)			42,447	3	100	15
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	22,010	5	100	....
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased and oper. by West Jersey.)			—	—	6	100	70
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	—	—	—	34.0	85,576	.....	.....	150,265	69,591	6	25	86
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	42
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased and oper. by Illinois Central.)			—	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	—	—	—	8,000,000	7,620,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			475,300	—	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	—	—	4,666,800	786,000	—	—	284.0	974,915	—	—	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	109½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515'195	970,890	49,521	3½	100	25½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,280	58,905,777	.....	.....	74 20	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)		—	—	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie & N.Centrl.)			30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	3,288,692	.....	.....	.....	—	(No returns published.)			—	—	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire.....New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	—	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased to Phila. and Read.)			101,714	2,331	—	50	....
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	64
Apr. 30, 1870	307 0	296.2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,021,773	2,604,594	10	100	119
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)		—	—	—	100	168
May 31, 1870	61.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	5,000,000	—	.....	.....	3,916,000	810,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	86½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	114½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	—	—	—	500,000	500,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	—	.....	.....	500,000	1,500,000	—	—	27.2	153,550	2,500,000	5,660,000	283,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	—	—	—	—	(Leased and oper. by Kentucky Central.)			—	—	—	100	....
Jan. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	—	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	—	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	24
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	.....	.....	11,620,000	1,997,000	.....	.....	390.4	2,155,245	20,770,918	95,130,680	2,962,614	929 384	7	100	80½
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	2,922,345	397,981	.....	.....	2,956,750	1,652,100	.....	.....	—	(Leased	to Atl. &	Gt. Weste	rn.)	.....	8	100	...
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....Ohio & Penn.	8,450,515	2,283,265	.....	.....	6,300,475	3,883,500	.....	610,497	225.0	1,665,141	.....	.....	2,383,670	908,306	8	50	127
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	33,589,369	*	.....	.....	13,000,000	18,814,000	1,725,369	.....	588.0	3,655,909	35,605,620	41,064,199	3,529.411	262,452	—	100	24½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia.....Ohio.	2,034,200	—	.....	.....	1,786,200	248,000	.....	.....	—	(Leased	& operate	d by Little	Miami.)	—	6½	100	156
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord.....New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	.....	75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont..New Hampshire.	698,258	*	.....	.....	595,587	374,500	300,000	.....	27.0	39,460	556,055	361,137	75,430	27,338	—	100	
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth..N. Hampshire.	1,108,859	—	.....	.....	350,000	—	—	—	—	(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
Mar. 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..Vermont.	2,996,181	*	11,573	163,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799.290	529,347	192,184	6	100	91½
May 31, 1869	50.0	3.4	12.7	—	17	21	8	233	Connecticut River .....Massachusetts.	2,100,430	*	164,864	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,954,321	6,466,931	591,972	197,174	10	100	147
Sept. 30, 1870	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	—	215,000	.....	1,278,300	1,000,000	.....	.....	—	(Leased	to Phila.	& Trent.)	—	—	—	50	...
Oct. 31, 1869	14.6	—	1.1	—	...	...	...	....	Contoocook River .....New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	...
Mar. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania..Maryland.	3,300,000	*	.....	.....	1,500,000	3,443,000	.....	.....	34.0	337,200	.....	.....	791,053	75,118	—	50	...
Dec. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....Penn. & Md.	1,492,204	*	110,000	.....	1,316,900	352,300	.....	.....	74.0	226,576	.....	.....	523,993	143,479	8	50	110
Oct. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,783	11,200	26,391	400,000	300,000	—	6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana.....Penn.	313,910	15,600	300,000	.....	413,150	510,000	.....	.....	—	(N	ot yet in o	peration.)	.....	.....	—	100	...
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....	—	(U	nder cons	truction.)	.....	.....	—	100	...
Mar. 31, 1869	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,857,058	667,268	.....	261,099	2,393,140	4,278,300	112,579	.....	141.4	.....	.....	.....	1,061,856	421,277	—	100	...
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	...
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	870,000	—	.....	.....	309,276	715,000	.....	.....	—	(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	...
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....Delaware.	1,826,018	—	.....	.....	891,206	892,750	.....	.....	—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	6	100	...
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....Penn.	11,250,000	3,250,000	.....	.....	14,100,000	3,308,000	2,190,000	.....	253.4	1,820,253	.....	.....	2,417,324	637,845	10	50	109
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....Iowa.	8,182,500	*	.....	.....	3,872,500	4,310,000	.....	.....	184.0	.....	.....	.....	830,241	365.392	—	100	...
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	.....	.....	1,615,618	666,267	—	100	...
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissoges....New Hamp.	480,000	—	.....	.....	480,000	—	—	—	—	(Leased	and opera	ted by Bo	ston & Ma	ine.)	6	100	...
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,290,589	.....	7	100	56
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....Iowa.	1,550,000	*	.....	.....	1,000,000	550,000	.....	.....	79.0	.....	.....	.....	188,832	.....	—	100	...
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	407,000	—	.....	.....	280,000	—	—	—	—	(I	n progres	s.)	—	—	—	100	...
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	1,700,000	—	.....	.....	700,000	1,000,000	.....	.....	—	(Leased	to Boston,	Hart.& Fis	hkill.)	—	—	100	...
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,800	—	2,500	.....	89,800	175,000	2,000	.....	—	(Leased	to Penney	lvania.)	.....	.....	—	50	...
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	124½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	.....	.....	280,000	570,000	.....	.....	—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	...
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	.....	.....	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	.....	6	50	...
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,472,599	—	.....	.....	1,309,200	495,900	.....	.....	—	(Leased	to Phila.	& Readin	g.)	7	50	76
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶..Tenn. & Ga	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,566	1,552,958	270.0	.....	.....	.....	1,278,864	562,682	—	100	...
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶.....Tenn.	.....	.....	.....	.....	(Consolid	ated in t	he East	Tennesse	e, Virg	inia and	Georgia.)	.....	.....	.....	—	...
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶.....Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	.....	.....	—	...
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	.....	.....	500,000	—	—	—	—	(Leased	toNorther	n Central.)	25,000	25,000	5	100	...
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	56½
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie.....New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,910	23,398,800	.....	.....	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	32½
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....Pennsylvania.	2,634,232	1,045,893	545,000	.....	999,600	2,577,590	.....	57,809	101.2	484,530	.....	.....	824,611	383,028	—	50	...
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶..Maine.	2,094,883	148,659	.....	.....	.....	3,000,000	.....	.....	—	58,493	.....	.....	129,726	56,195	—	100	...
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	116	European and N. American ¶..N. Brunsw.	4,674,808	*	.....	.....	[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,404	182,795	56,646	—	100	...
Jun. 30, 1869	23.5	—	....	5.45	...	...	...	....	Europ. & N. American W. Div..N. Bruns.	1,743,087	*	.....	.....	803,750	1,353,907	18,001	.....	—	(No	t in comp	lete opera	tion.)	—	—	—	100	...
Aug. 30, 1870	100.0	21.0	12.0	....	15	12	5	201	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,577	132.0	306,838	.....	.....	516,804	166,699	—	100	...
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,089	*	21,174	491	150,000	.....	269,450	.....	5.8	10,846	350,016	.....	26,815	3,800	—	100	...
Oct. 31, 1869	12.7	—	0.6	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	.....	.....	90,000	.....	.....	60	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	...
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg .....Massachusetts.	3,640,000	*	300,579	200,661	3,640,000	—	—	501,231	93.7	538,085	20,328,234	13,563,559	1,085,937	252,285	8	100	140½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	—	.....	.....	150,000	100,000	100,000	.....	—	(Oper.	by Belvidе	re Delaw	are.)	.....	—	100	...
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....Michigan.	2,269,094	*	173,976	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	.....	.....	466,737	232,707	—	100	...
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	...
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,300,000	*	.....	.....	800,000	1,500,000	.....	.....	—	(Not i	n complet	e operatio	n.)	.....	—	100	...
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural..N.J.	200,866	30,061	99,266	.....	230,845	—	99,266	.....	23.0	12,800	.....	.....	69,807	2,038	3	100	...
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	575,000	.....	.....	.....	52.0	[Operat	ed by Rec	eiver.]	.....	.....	—	100	...
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	616,500	388,618	886,260	232.0	801,823	.....	.....	1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.]	—	100	...
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley.....Michigan.	3,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	—	(Owned	and oper.	by Mich. Ce	n. since A	pl. 1870.)	—	100	...
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶.....Canada.	90,720,865	*	.....	.....	.....	.....	.....	.....	1,380.0	7,071,893	.....	.....	7,153,924	1,607,631	—	100	...
July 31, 1869	229.0	105.5	132.0	—	99	148	45	1,829	Great Western ¶.....Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,895	334.5	2,676,393	.....	.....	3,934,114	1,780,516	4	100	...
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶ ...S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,902,157	.....	.....	164.2	125,000	.....	.....	365,528	146,211	—	100	...
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶.....Missouri.	17,947,073	*	.....	.....	8,000,000	8,938,000	1,009,073	.....	275 0	.....	.....	.....	2,941,997	.....	—	100	104½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	23,069	—	(Leased	to Penney	lvania.)	.....	.....	—	100	...
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven....Connecticut.	3,407,285	*	.....	.....	4,800,000	744,000	.....	.....	75.0	578,810	.....	.....	1,568,362	513,594	10	100	169
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.Conn. & R. I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	...
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield.....W. Va. & Penn.	1,616,459	41,240	104,900	.....	1,809,585	500,000	100,000	.....	32.0	20,800	.....	.....	60,495	3,008	—	100	...
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic .....Connecticut.	2,105,568	*	151,843	310,624	2 000,000	291.000	123,768	153,257	119.8	.....	.....	.....	743,808	166,231	—	100	...
Dec. 31, 1869	144.0	36.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶.....Texas.	5,600,000	*	.....	.....	3,000,000	2,000,000	.....	.....	125.0	.....	.....	.....	1,040,400	601,933	—	100	...
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	[Is being	continue	d to Whar	ton Color	'do Riv.]	—	100	...
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River .....New York.	19,919,587	*	.....	.....	16,020,000	4,309,220	.....	.....	150.0	1,978,880	106,998,816	114,943,123	6,484,967	2,713,490	8	100	...
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.....Penn.	2,202,174	*	.....	.....	706,580	1,927,614	.....	.....	58.8	191,777	.....	.....	291,664	5,882	—	50	...
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central* .....Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506		970.9	5,414,403	63,306,016	263,336,118	8,823,482	3,652,616	10	100	136½
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis.....Indiana.	(Road in	progres	s now o	perating	St. Louis,	Alton &	T. H. R. R.)		194.0	.....	.....	.....	1,774,867	Loss.	—	100	...
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	13,720,067	*	.....	.....	5,685,497	7,368,931	675,628	.....	289.0	1,205,686	.....	.....	1,921,274	707,492	—	100	6½
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	[Project	ed.]		.....	.....	—	100	...
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron .....Ohio.	327,795	*	.....	.....	132,411	35,000	.....	.....	13.0	24,000	234,368	664,541	73,307	11,855	—	100	...
Oct. 31, 1869	10.0	1.0	4.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	249,500	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	82,361	22,727	—	50	...
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	.....	57,051	515,465	1,895,000	143,196	131,306	116.0	.....	.....	.....	391,849	212,727	—	100	...
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jamesto n and Franklin.....Penn.	1,765,248	—	35,000	.....	603,077	1,000,000	688,228	.....	—	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	...
Dec. 31, 1869	108.0	62.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	879,833	413,027	2,000,000	3,100,000	587,179	1,632,928	225.0	.....	.....	.....	1,140,099	408,486	—	100	40
Dec. 31, 1869	37.0	—	5.9	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	and oper. b	y Chicago	& Alton.)	—	7	100	92½
Dec. 31, 1869	44.5	—	10.8	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	—	(Leased	and oper. b	y Mich'gan	Central.)	—	8	100	...
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	396,324	—	.....	.....	180,250	800,000	.....	.....	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	...
Dec. 31, 1869	487.0	94.0	29.8	143.0	80	36	11	1,028	Kansas Pacific.....Kansas & Col.	.....	.....	.....	.....	5,072,500	.....	.....	.....	439.0	963,512	.....	.....	2,225,850	639,070	—	100	...
Dec. 31, 1869	99.6	—	11.0	—	21	12	16	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,200,000	(Bonds ex	amped.)	112.0	.....	[Operated	by bondh	olders.]	.....	—	100	...
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	[No	returns.]				—	100	...
Dec. 31, 1869	31.0	—	1.3	34.0	2	2	1	20	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	31.0	[No	returns.]				—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. & E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,658	—	50	...
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	510,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,400	460,738	57,875	17,670	—	100	...
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,562	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	111
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,337	.....	.....	1,945,598	748,960	—	50	...
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,159	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	123
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	...
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1869	84.2	—	47.9	—					Little Miami.....Ohio.	3,687,854	—	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Operated by	L. M. and	Col. & X	enia.)	.....	—	100	...
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1, 1	869 to Pb	g Cin'&S	t. L.at$4	80,000p.a.	] 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6¼	.....	...
Oct. 31, 1869	28.3	3.0	24.7	—					Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	9.0	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	91¾
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore. New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	.....	.....	.....	.....	71,601	10,307	—	100	...
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	...
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	50
Jun. 30, 1870	185.0	196.0	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 961	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,964,659	1,142,118	7	100	44
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	76¼
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	...
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	...
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	125
Jun. 30, 1869	34.2	—	7.1	—					McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	...
Oct. 31, 1869	12.7	26.7	24.5	—					Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	...
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	...	...	...	....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	145
Mar. 31, 1870	19.0	—	1.6	—					Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	—	100	...
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	...
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	...
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	38
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	.....	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	...
Dec. 31, 1869	15.0	9.0	....	285.0					Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	...
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	123¼
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	...
Sept 30, 1869	13.0	—	0.5	—					Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	.....	.....	.....	.....	.....	(Oper.	by Erie.)	.....	44,008	14,434	—	100	...
Dec. 31, 1869	6.6	—	....	—					Millstone and New Brunswick.N. Jersey.	113,404	—	.....	.....	109,100	215,800	50,966	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	...
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	95,750	—	17,654	.....	.....	.....	.....	.....	7,250,668	3,020,786	14s	100	...
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	3,856,450	—	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	62¼
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	108
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	2,944,756	4,650,980	1,301,933	.....	236.0	.....	.....	.....	.....	.....	—	100	...
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	825,407	2,145,000	347,649	572,652	99.2	204,266	(Southern	R.R. Asso	ciation L	essees.)	—	100	9
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	—	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	83.5	.....	.....	.....	385,975	152,233	—	100	...
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	486.5	1,198,530	.....	.....	131,376	27,270	—	100	...
Sept 30, 1869	28.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	40.0	41,848	625,721	.....	2,115,287	759,758	—	100	...
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	23.0	24,178	617,707	356,855	79,971	6,857	—	100	...
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Sept.30, 1870	14.6	—	3.6	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,282	78,675	720,000	—	.....	.....	.....	(Leased	to Dela.,L	acka. and	West'n.)	.....	7	100	94¼
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	126,747	43.0	224,938	7,499,549	5,191,427	411,980	83,473	10	100	147¼
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,855	918,271	523,613	1,499,559	3,215,301	565,304	443,188	173.0	.....	.....	.....	1,085,594	231,576	—	100	...
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,' 55	*	.....	.....	1,157,736	3,464,050	.....	.....	182.5	324,580	.....	.....	479,317	207,933	—	100	...
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,808	201,008	57.0	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	...
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	.....	124,078	35.4	197,782	.....	.....	589,929	190,405	9	100	117½
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Oct. 31, 1869	14.9	—	2.8	—					Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	104,737	.....	.....	.....	.....	—	100	...
Oct. 31, 1869	6.0	—	....	—					Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11¼	100	...
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	...
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	240,535	3,784,198	4,792,732	372,871	120,289	—	100	...
Dec. 31, 1869	73.8	6.5	7.1	—	...	...	...	....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	(In	cluded in	United Co	mpanies)	.....	.....	10	100	127¼
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485,223	*	.....	.....	1,003,500	651,500	72,500	.....	62.3	.....	.....	.....	286,021	51,871	—	100	...
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	18	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	...
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	(Owned	and oper	ated by	Charles	Morga	n of New	York C	ity.]	1,352,364	562,383	—	100	5½
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,000	11,898,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15 586,616	6,531,131	8	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	...
Sept. 30, 1869	5.0	—	....	34.8	...	...	...	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	98¼
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	133½
Sept. 30, 1869	62.3	—	64.1	—	37	68	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,178	69,247,430	6,736,230	2,160,561	837,116	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	691.000	.....	.....	.....	(In cour	se of const	ruction)	.....	.....	—	100	...
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—					Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	...
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	...
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,953,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	...

Dec. 31, 1869	72.0	—	3.0	116.0	—	—	—	—	North Louisiana and Texas	La.										72.0										
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*				7,500,000	13000,000			331.0				2,084,486	452,124	—	100		21
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064			3,150,000	3,588,439	133,476		67.7	460,143			1,132,731	463,114	8s	50		94½
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407			5,675,377	289,010	3,218	97.6	404,631	5,252,948		671,076	168,918	—	100		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134				5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50		81
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767			3,068,400	115,600			82.5	409,036	5,935,262	19,110,436	689,626	256,271	8	100		112
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*				1,100,000	400,000			35.3	146,773			325,369	65,764	8	100		
ept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,311	2,364,400	776,000			227,017	66.0	349,958	5,909,914	9,312,721	614,199	191,642	10	100		115½
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)			145.0				281,138					
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922		122.0	532,120		31,199,413	1,045,222	356,839	6	100		90½
Dec. 31, 1869	340.0	53.0	....	—	86	43	24	1,289	Ohio and Mississippi	Ohio, Ind. & Ill.	23,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321			340.0	1,926,156	30,469,353	69,838,274	2,916,547	643,720	—	100		50½
Oct. 31, 1869	95.0	8.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000			4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50		102½
Sept. 30, 1870	130.5	12.2	32.4	—	38	73	18	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604	4,959,020	2,879,000		418,269		142.7	770,769	35,486,808	7,461,065	1,276,848	474,713	6	100		103½
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357		270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100		72
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000				9.0				169,088	29,747	—	100		....
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*			300,000	610,000					(Leased	to R.W. &	Ogdensb.)	125,564	62,782	—	100		....
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000				36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100		....
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742				336.0	1,764,760			3,213,058	894,345	—	100		....
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	....			7,000,000	3,784,136				47.6	....	nine m	onths.	1,105,219	340,861	—	100		53
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—			630,000					—	(Leased	to Erie.)			53,400	8	100		....
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	....			500,000	500,000				—	(Leased	to Erie)					100		....
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	....			284,500	85,000				—	(Leased	to Erie.)			26,500	6	100		....
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	....			342,150	160,000	36,542			—		(Leased t	o Camden	and Amb	oy.)		100		....
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452			643.0	9,574,632			17,250,812	4,757,785	10	50		124½
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,060	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000			47.0						10	50		223
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079	....			1,061,700	3,000,000				—		(Complet	ed Sept. 1	3, 1869.)			100		....
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—			1,200,000	600,000				—	(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100		....
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000				83.0		(Complet	ed July 1,	1869.)			100		....
Dec. 31, 1869	12.0	—	....	78.0	—	—	—	—	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000					12.0		(In pr	ogress.)			—	100		....
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894				82.3	164,357			245,634	97,975	3	100		....
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	291,686			46.0	124,224			196,672	9,272	—	50		....
Oct. 31, 1869	287.6	2 0	86.6	—	106	38	15	1,900	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974			289.6	2,273,856			3,262,705	loss.	—	50		58½
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900				24.3	376,303			697,620	287,492	10	50		173
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592				480.4	5,159,301	40,625,071	483,853,367	11,275,241	5,002,408	10	50		115½
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	—	339,675		1,259,100			80,555		26.5				1,077,559	274,081	10	100		116½
Oct. 31, 1869	95.9	37.9	107.5	—	69	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787		99.7	962,579			2,565,302	876,094	8	50		110½
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184			201.0	1,849,510			2,434,101	531,833	—	50		....
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917			72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50		....
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093			480.6	5,253,584			8,131,531	2,891,199	9½	100		99
Sept. 30, 1870	18.6	—	1.6	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,677	—			450,000					—					21,450	6	100		85½
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	246	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988				109.5	354,754			632,763	217,872	6	100		
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000					51.3	303,266			575,036	175,586	6	100		136
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—			350,000					—	(Leased	to Concor	d.)		24,500	7	100		
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496		26.0				80,083	22,015	—	100		113½
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500			15.0	37,960			112,572	21,542	—	100		
Sept. 30, 1870	43.4	1.0	14.5	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423	2,000,000	46,000	135,000	117,698		47.3	349,465	10,416,520	10,383,430	661,717	189,154	10	100		138½
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000				97.0				208,000	141,000	3	100		....
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859			54.0	155,070			207,799	55,879	—	50		....
Sept. 30, 1869	71.0	110.0	27.0	—	34	66	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647		181.0	637,821	16,468,686	30,164,875	1,594,002	504,247	7	100		92
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158		190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100		
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887		75.5				332,025	132,491	—	100		
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331			46.4	90,998	1,258,994	1,422,279	100,946	37,344	—	100		
Sept. 30, 1869	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	1,250,000	—			650,000	600,000				—		(Not in o	peration.)			—	100		
Sept. 30, 1869	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0	....	(No	returns.)			—	100		
Sept. 30, 1869	141.1	48.5	23.4	—	36	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,070		218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100		126
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,281,400		331,828			158.0	679,669	8,347,127	16,336,225	874,855	187,329	—	100		44
Dec. 31, 1869	132.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589,500				132.0				753,000	376,000	—	100		72½
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000				—		(Oper. by	Ind. & St.	Louis.)	611,800	—	100		29½
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000				—			abo	ut 900 000		—	100		60
Dec. 31, 1869	150.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	....	....	....		....	2,725,000				—	(Leased	to Chi. &	Alton.)		240,000	—	100		....
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.	....	(Unfi	nished)	....	2,000,000	1,000,000				—		(No	returns.)			—	100		....
May 31, 1870	158.0	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*	....	....	1,500,000	4,500,000				—	(Leased	to Terre H	aute and I	ndianapo	lis.)	—	100		....
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.	....	*	....	....	....	2,020,000				—	257,004	2,776,680	3,570,874	373,448	138,411	—	100		....
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514		—	189,152			388,693	179,941	—	100		....
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*	....	....	180,550	100,000				—	(Leased	to West J	ersey.)		16,833	6	50		....
Sept. 30, 1870	6.9	—	0.5	—	—	—	—	—	Salem and Lowell	Massachusetts.	471,492	*	....	2,524	243,305	226,900	1,287			—	....	....	....	17,000	15,518	1½	100		....
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,566	*	....	....	904,832	2,307,742	....	....		116.3	271,076	....	....	429,212	101,024	—	100		....
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	....	....	1,289,150	97,000	106,120	....		54.0	155,070	....	....	172,494	27,393	—	50		....
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	—	....	....	576,050	—	....	....		—	(Leased	to Phila. a	nd Readin	g.)	....	5	50		....
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.	....	*	....	....	....	210,000	....	....		80.0	....	....	....	....	....	—	100		....
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*	....	549,007	999,050	796,830	891,180	23,521		119.3	....	....	....	282,215	....	—	100		....
Dec. 31, 1869	235.0	—	....	—	25	10	6	200	*Selma, Rome and Dalton*	Ala. & Georgia.	....	....	....	....	2,481,062	6,079,100	....	....		200.0	....	....	....	460,000	....	—	100		....
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	*	....	....	869,450	700,000	....	....		—	(Le	ased by N	orthern C	entral.)	....	6	50		....
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*	....	....	1,227,000	800,000	....	....		45.5	....	....	....	61,504	22,091	—	100		....
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—	....	....	100,000	37,800	....	....		20.0	(Oper. b	yJeff.Mad.	and Ind.)	32,448	7,408	—	100		....
May 31, 1869	50.0	—	2.5	—	10	18	3	30	Shore Line	Connecticut.	732,900	*	....	....	677,900	55,000	....	....		50.0	....	....	....	310,182	47,424	6	100		....
Dec. 31, 1869	101.8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*	....	....	1,788,000	3,258,320	....	....		—	....	....	....	294,476	90,000	—	100		....
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000	....	....	....	230,000	500,000	....	....		—	(Leased	and oper.	by Portlan	d & Ken.)	36,000	—	100		....
Dec. 31, 1869	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	439,694	—	....	....	438,300	....	....	....		—	(Leased	& oper. by	Cen. of N.	Jersey.)	26,298	6	100		....
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,275	4,057,351	355,501	....		—	801,171	....	....	1,382,167	506,507	—	100		....
Dec. 31, 1869	50.0	—	....	133.0	8	—	—	75	South and North Alabama	Ala.	....	....	....	....	1,500,000	1,000,000	....	....		—	....	....	(In	progres	s.)	—	100		....
Nov. 30, 1869	21.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	32,426	....	9,566	259,083	160,000	7,944	21,000		11.5	49,204	1,222,256	60,911	67,982	9,513	—	100		....
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*	....	....	497,750	850,000	....	....		63.0	150,560	5,597,645	2,094,921	221,815	66,532	10	100		....
Sept. 30, 1869	123 0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	*	192,420	430,168	1,365,600	2,133,800	973,110	299,727		133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100		....
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	(cost to	completi	on.)	3,000,000	1,500,000	....	....		—	....	....	....	....	....	—	100		....
Dec. 31, 1869	72.0	—	....	209.6	11	4	2	124	Southern Minnesota	Minnesota.	....	....	....	....	....	....	....	....		—	....	....	....	....	....	—	100		....
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.	....	....	....	....	....	35,000pm	....	....		100.0	....	....	....	348,218	203,473	—	100		....
July 31, 1869	143.0	114.8	22.9	26.5	30	14	18	396	Southwestern	Georgia.	4,587,313	*	....	131,053	3,939,900	699,500	37,155	41,811		257.5	384,922	....	....	910,116	360,386	8	100		104

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶..South Carolina.	1,340,582	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island.....New York.	359,679	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	—	634	267,300	.....	.....	634	—	.....	.....	.....	.....	.....	.....	.....	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	.....	.....	.....	8,591	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	(In pro	gress to be	completed	June 187	0.)	.....	—	50	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form	a part	of the	Rondout	and Os	wego Line.)	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,254	400 000	.....	23,557	45,841	11.1	66,246	1,933,322	849,113	102,173	22,935	8	100	106
Jun. 30, 1869	—	—	—	157.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga.....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	64½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,906	.....	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.	R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,530	33,762,300	107,207,300	.....	.....	1,038.0	.....	.....	.....	8,407,853	4,203,926	—	100	37½
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch)..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,088	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	.....	.....	.....	1,582,650	.....	.....	.....	—	54,450	2,244,178	734,753	166,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased	by Vermo	nt Central	l.)	.....	—	8	100	107½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts..Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	100.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	75
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98,417	.....	140.0	.....	.....	.....	483,537	162,479	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶.....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'tn.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	....	....	—	—	—	—	—	Warwick Valley.....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,280	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	—	—	....	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	—	[In	progress.]	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	188.0	.....	.....	.....	.....	.....	—	.....	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	—	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	51
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	.....	—	No retu	rns for ye	ar.]	.....	.....	—	50	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Aug. 31, 1869	94.0	—	—	86.0	—	—	—	—	West Wisconsin.....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operat	ed during	construct	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(No	return.)	.....	.....	.....	.....	20.0	13,480	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	(Leased	to Boston,	Con.and M	ontreal.)	12,000	6	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke.....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford..N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	139,261	82,376	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR.sold	Jan.5, '70	$525,000.	5,000,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	1,857	(Leased t	o Northern	Central	L.)	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Recen't	y opened.)	1,254	.....	14,000	7	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua...N. Hampshire.	1,806,128	*	111,284	68,845	1,400,555	.....	3,801	170,079	45.7	200,728	4,701,816	7,193,226	452,547	156,860	10	100	140
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Le	ased to N	orthern C	entral.)	.....	—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	.....	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	122
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,647,683	—	.....	.....	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	1'562,005	—	.....	.....	64,000	899,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	71
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,200,000	1,130,447	74,087	68,226	102.0	(5 p. c. o	n preferre	d stock.)	431,246	184,848	—	100	50
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	.....	4,300,000	1,961,000	.....	.....	354.0	—	—	—	736,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	10,587,126	2,279,185	238,990	.....	4,797,185	7,165,256	588,689	.....	109.2	—	—	—	1,159,085	598,519	—	50	18
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,741,283	—	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	20½
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1,100,000	708,000	86,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	1,800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Drummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30,'70	0.90	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	22½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	604,000	22,300	334,093	83,267	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	58½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury..Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	776	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,782	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	800,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	.....	.....	9.0	100	100	101½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	300	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	51
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	10½	50	15	38½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	45
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,600	283,927	63,060	2½	50	7	22½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	100	100	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'69	3.54	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,530	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	230	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Sept. 30,'70	33.65	614	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	76
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	75½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	10	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,858	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	500,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	9.54	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	51
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	30
Sept. 30,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	500	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	12
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,908	36,320	Loss.	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	654	98	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	60½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.18	540	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	76½
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	8	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.35	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City)..N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	5.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	25
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	Troy &	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	42
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,782	93,936	10	50	50	68
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	.....	.....	—	25	25	....
Oct. 30, '70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	5,600	3,010	4	100	100	18
Oct. 30, '70	3.53	40	16	Worcester .....Mass.	46,205	40,000	20,000	5,026	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1876	....
Brooklyn, Prosp. P.&Flatb.: 1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1888	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	196,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	65½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	150,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	68
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	87
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	500,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	84
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	25,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.). 1st Mortgage.....1,	915,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	600,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1867	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	96
Worcester: 1st Mortgage.....	20,000	6	A.&O	1878	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	....	....
Catawissa,* pref. and guar.	2,200,000	7	7	92
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	5	88½
Chicago and Alton, pref.	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	98½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,281	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	800,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	90
Erie, preferred	8,536,910	7	7	55
Evansville and Crawfordsville pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.	5,078,224	....	....	104½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	.....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	845,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	16
" " 2d pref.	4,051,744	6	....	2
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	596,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	....	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	129½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	82
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	.....	7	7	84½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	59
Sandusky and Cincinnati, pref.	445,556	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	81
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref.	2,888,997	6	6	16
Union, preferred	.....	6	....	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	....	....
Mariposa Mining, pref.	5,774 400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 per ton	30 — @ 35 —
Pig, American, No. 1	34 — @ 36 —
Pig, American, No. 2	32 — @ 34 —
Pig, American, Forge	31 — @ 32 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes (gold)	85 — @100 —
Bar, Sweder, ordinary sizes	105 — @115 —
Bar, Refined	75 — @ 77 50
Bar, Common	— — @ 85 —
Scroll	100 — @120 —
Ovals and Half-round	95 — @105 —
Band	92 50 @ 95 —
Horse Shoe	95 — @ — —
Rods, ½@3-16 inch	82 50 @120 —
Hoop	100 — @140 —
Nail Rod per lb.	— — @ — 6½
Sheet, Russia, as to No.'s (gold)	— 11½@ — 12
Sheet, Single D. and T. Common	— 4½@ — 6
Rails, English (gold) per ton.	55 — @ 57 —
Rails, American, at Works in Penna. c'y.	70 — @ 72 —
Anvils, (Eagle) per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast (2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 12 @ — 14
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool,	do.	— 16 @ — 17
American, Spring,	do.	— 9 @ — 11
American Machinery	do.	— — @ — 12
American German	do.	— 9 @ — 12

NAILS—Duty: Cut, 1¼; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d. per 100 lb	4 75 @ — —
Cut Spikes, all sizes	5 — @ — —
Clinch	6 25 @ 6 75
Horse Shoe, Forged (No. 10 to 5) per lb.	— 19 @ — 31
Copper	— 36 @ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— — @ — 38
Straits (gold).	— 32½@ — 32½
English (gold).	— — @ — 32½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box.	8 50 @ 8 75	9 75 @ 10 25
I. C. Coke	7 25 @ 7 75	8 25 @ 8 75
Coke Terne	6 12½@ 7 12½	7 — @ 8 25
Charcoal Terne	7 75 @ 8 50	9 — @ 9 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk) per gall.	— 14 @ — 14½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 18½
Refined, Standard White (in ship'g order)	— — @ — 24½
Refined, prime White (in shipping order)	— — @ — 25½
Refined, S. W. (in jobbing lots)	— 26½@ — 27
Refined, S. W. (in tin)	— 27 @ — 29
Naptha, Refined, (65 @ 73 gravity)	— 8½@ — —
Residuum per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	(Single Thick.) 1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 18 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	16 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending May 17.

	Th. 11.	F. 12.	Sat. 13.	M. 15.	Tu. 16.	W. 17
Canton Co.	83	....	82½	83	83	
Central Pacific 6s	102½	101½	101½	102½	102	101½
Central of N. Jersey	107½	....	107½	108	108	108½
Chicago & Alton	118½	....	....	....	....	119
" pref.	....	....	....	120	....	....
" 1 M.	....	....	....	103	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	93	....
Chicago, Burl. & Q.	....	....	155	....	....	....
" 8s, 1883	....	....	113	....	....	....
Chic. & Northwestern	84½	84½	84½	84	84½	85
" pref.	96½	97½	97½	97½	97	98½
" 1st M.	97½	....	....	98½	98½	....
" S. F.	99½	....	....	....	99½	....
" Consol.	92	....	....	....	....	92
Chic., Rock Isl. & Pac.	114½	114½	114½	114½	114	114½
Chi., R. I. & Pa. 7s, 1896	102½	102½	102½	....	....	102½
Clev., Col., C. and Ind.	89½	89½	89½	89½	89½	89½
Clev. and Pittsburg	127½	127½	126	126	125	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	98	....
" 4 M.	85	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	23½	25½	24½	24½	24½	24½
" 1 M.	89½	....	88½	88	88½	88½
" 2 M.	73	73	73	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	122	122
Del. Lack. & Western	109½	109½	109½	....	108½	109½
" 1 M. 7s	....	....	99½	99½	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	24½	25	26½	27½	27½	29½
" pref.	50	....	....	....	52½	54
" 1 M. 7s, 1897	99½	....	....	....	....	....
" 2 M. 7s, 1879 94	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	90½	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	83½	....	84½	....	84½	84½
Hannibal & St. Joseph	103½	103½	102	101½	103½	104½
" pref.	104½	103½	103	102½	103½	....
" 8s, conv.	104½	....	....	104½	105	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	136	....	135½	....	135½	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	109½	108½	108½	108½	108½	109½
Lake Shore Div. bonds.	93½	94	....	....	94½	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	123½	123½	123½	123½
" S. F. 8s, 1882	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	100½	100½	....	....	....	100½
" 2 M.	97	....	....	....	....	....
Mariposa Mining Co.	6½	....	6½	6	....	....
" pref.	11½	11	10½	9½	9½	9½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	61½	62½	62½	62½	62	62½
" pref.	81½	81½	81½	81½	81½	81½
" 1st mort.	96½	....	96	96	....	....
" 2d mort.	....	....	90	....	....	....
" 8s	....	....	106½	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	95½	95½	....	95½	96½	95½
" R. & St. J. 1s.	94	94½	....	....	....	94½
Morris and Essex	93½	93½	....	93½	94	94½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	97½	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 8s, S.F. 1883	....	....	....	....	92	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Con. & Hud. Riv.	96	96½	96½	96½	96	96
" certificates	94	93½	....	93½	93½	93½
N. York and Harlem	130	130	129½	130	129	131
" pref.	....	....	....	129½	....	....
" 1 M. 7s, 1873	....	101	....	....	101	....
N. Carolina 6s, old	47½	47½	47½	48	48½	....
" new	25½	26	26	26½	27	....
Ohio and Miss.	50½	51½	....	....	50½	....
" pref.	....	....	82	....	82	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	45½	45½	45½	45½	45½	45½
Panama	....	53	....	....	....	53½
Phila. and Reading	113½	113½	....	....	113½	114½
Pitts., Ft. W. & Chi. gtd.	99½	99½	....	....	....	99½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	12	12	12	....	....	12
St. L., Alton & T. H.	....	....	29	....	28	29½
" pref.	....	....	59	....	....	....
" 1 M.	99	99	98½	....	....	....
" 2 M. pref.	....	....	....	....	87	....
" Income bds.	....	....	....	76	....	....
Tennessee 6s, old	70	70	70	70½	70½	71
" new	70	70	70	70½	70½	71½
Tol., Wab. & Western	64½	64½	64½	64	63	64½
" pref.	....	....	81	....	....	....
" 1 M.	....	94½	....	....	....	94½
" 2 M.	....	89½	....	....	89	....
" Equipment	....	....	....	....	82	....
" St. Lou. Div.	86½	86½	86½	87	87	87½
Union Pacific	33½	35½	36	36	36½	36½
" 1st mort.	94½	94	94	94	93½	93½
" L. Gt. 7s	84½	85	85½	87½	87½	87½
" Inc. 10s	86½	....	87½	88½	88½	....
Virginia 6s, old	69	....	....	....	....	....
" new	....	....	....	....	72	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109¼	109¼	109	109¾	....	....
U. S. 5s, 10-40s, reg	109	....	....	....	109¾	....
U. S. 6s, 1881, reg	116¾	117	....	117¼	117¼	117¼
U. S. 6s, 1881, coup	....	....	117¼	....	....	....
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	111¾	....	....	....
U. S. 6s, 5-20s, c. 1862	110½	111	111	111¾	111¾	111¼
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	111	....	111¾	....
U. S. 6s, 5-20s, reg. '65	....	....	....	111¼	111¼	111¼
U. S. 6s, 5-20s, c. 1865	110¼	111	111	111¼	111¼	111¼
U. S. 6s, 5-20s, r. n. '65	113¼	113	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	113	113¾	113¾	113¾	113¾	113¾
U. S. 6s, 5-20s, reg. '67	113¼	113¼	113¾	113¾	113¾	113¾
U. S. 6s, 5-20s, c. 1867	112¾	113¾	113¾	113¾	113¾	113¾
U. S. 6s, 5-20s, reg. '68	113¼	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113¾	113¾	113¾	....	113¾	....
U. S. 6s, Pac.R.R.issue	115¾	115¾	....	....	....	115¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May. 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Catawissa	....	....	....	....	....	21
" preferred	47¾	....	....	....	....	....
Camden and Amboy	128	129¼	128¾	128¾	128¾	128¾
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	93¼	....	....
" mort. 6s, '89	....	93¾	93¾	94	94	94
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	35¼	35	35¼	....	....	35¼
" 6s, 1884	....	85¾	85¾	85¾	....	85¾
" Gold L.	91¼	91¾	....	....	91¾	91¼
" R. R. L.	91	....	....	....	91¼	....
" Conv. L.	....	81¼	....	....	....	82
Lehigh Valley R. R.	62	61¾	61¾	....	....	61¼
" 6s new coup	98	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	45¾	45¾	....	....	45¾	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	54	53¾
Morris Canal	....	....	....	....	....	....
" pref.	120	....	....	....	....	120
" 1st mort	....	....	....	....	....	....
North Pennsylvania	47¼	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	90	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	41	....	....	....	....
Oil Creek & Alleg. Riv.	51¾	52	....	52	51¾	51¼
" 7s	....	86¾	....	....	86	....
Pennsylvania R. R.	62¼	62	61¼	60¾	60¾	61
" 1st M.	102	....	102	....	102	....
" 2d M.	99	....	....	....	....	....
" Gen. mort.	95¼	....	95¼	95	....	....
" " reg.	93¾	93¾	93¾	93¾	....	93¾
Penn. State, 6s, 1st series	103¾	....	....	103¼	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	....	....	109¾	....
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	103	103	103	....	....	103
" new	103¼	103	103	103	103	103
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	57	56¾	57	56¾	57	56¾
Philadelphia and Erie	....	28¼	....	28¼	....	....
" 6s	....	....	....	....	....	....
" 7s	....	90¾	91	....	....	....
Schuylkill Navigation	9	9	....	....	....	....
" pref.	18¼	....	....	18	....	....
" 6s, 1882	78	78	78	78	78	78¾
" 6s, 1876	78	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	22	23	22¼	22¼	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	25	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Baltimore City 6s, 1875	97¼	97¼	....	97¼	....	....
" 1886	....	....	....	99	....	....
" 1890	97¼	97¼	....	97¼	98	....
" 1884	....	....	....	....	98	....
" 1900	....	....	....	....	....	....
Balt and Ohio	136	136¼	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	94¼	....	....	94¼	....	94¼
Marietta & Cin. 1st M.	95¼	95¼	95¼	96	95¼	95¼
" 2d M.	82	82	82¼	82¾	82¼	82¼
Northern Central	42¼	41	....	....	....	40¾
" bonds, 1885	....	....	....	....	....	94¼
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
City Passenger R R.	22¼	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May. 17.

	Th.11.	F.12	Sat.13.	M.15.	Tu.16.	W.17
Boston and Albany	159¾	159¼	159¼	159¼	159¼	
Boston and Lowell	....	142	....	....	....	
Boston and Maine	....	154¼	153	155	154¼	
Boston and Providence	158¾	....	....	....	158	
Boston, Hartford & Erie	1¾	1	1¼	1¼	2	2¼
" 7s, new	27¼	27¼	27¼	27¼	27¼	27
Cheshire, pref.	....	....	....	....	....	83¾
Concord	....	....	....	....	....	78
Connecticut River	....	....	....	....	....	....
Eastern	....	124¾	124¾	....	124¾	
Fitchburg	....	....	....	....	140¾	
Manchester & Lawrence	....	146¾	....	....	145	
Michigan Central	123¾	123¾	123¾	....	....	123¾
Northern, N. H.	113⅝	....	112	....	....	
Ogdens. & Lake Champ	91	90¾	90¾	....	....	90¾
" pref.	108	108¼	108	....	....	
Old Colony & Newport	102¾	102¼	102¾	....	102¾	102¾
Ph., Wil. & Baltimore	....	55¾	....	....	55¼	55¾
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	35¾	35	....	36¼	36	36¼
" 6s	92¼	92¼	91¾	91¾	91¾	91¾
" Land Grant 7s	84¾	84¼	86¼	86¼	86¼	86¼
" Income 10s	85	84¾	85	....	86¼	86¼
Vermont & Canada	....	108	108	....	107¾	
Vermont & Mass.	....	....	....	....	....	
South Boston (Horse)	....	....	76½	....	....	
Cambridge	....	....	....	....	....	101¾
Metropolitan	....	....	....	76	....	
Middlesex	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls 12	....	....	11¾	11¼	11¼	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewable	3	3¼	....	....	....	....
Quincy 28	....	....	....	....	....	30½

London Stock Exchange.

	—Closing Prices.— May 5.	April 28.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	80 — 85	80 — 85
Do. do., 2d mort., 1881	70 — 75	70 — 75
Do. Penn., 1st mort., 1877	80 — 85	80 — 85
Do. do., 2d mort., 1882	70 — 75	70 — 75
Do. Consol. 7 per cent. mort. 1890	42 — 43	42⅝ — 43¼
Detroit and Milwaukee 1st mort. 7s	67 — 69	65¼ — 67¼
Do. 2d mort. 8 p. c.	67 — 69	67 — 69
Erie shares 100 dol. all paid	— —	— —
Do. sterlg. 6 p. c. convertible bonds	64 — 66	63 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 100 dol. shares, all paid	110 —111	110¼—111¼
Panama General mort. 7s, 1897	89 — 91	91 — 93
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	92¾— 93¼	92¾— 93¼
Do. $50 shares	53 — 55	55 — 55
Philadelphia and Erie 1st mort. 1881	93 — 95	93 — 95
Do. with option to be paid in Phila.	93 — 95	93 — 95

American Railroad Journal.

Saturday, May 20, 1871.

Stock Exchange and Money Market.

The Money market has steadily favored borrowers since our last on an increased offering on both bank and private account, which has had the effect of depressing call loan rates to 3@5 per cent, and rates on strictly prime to good discounts to 5½@7 per cent. per annum. At these figures the supply has been in excess of the requirements of the market, and balances have been carried over from day to day that could not be placed advantageously at even the reduced quotations. Speculation at the Stock Board has not been very brisk though the dealings toward the close indicated some revival in the demand. At the Gold Exchange there has been rather more activity, with a buoyant temper in values. The mercantile classes report an average trade in most lines, without any special pressure for pecuniary aid, apart from the accommodation extended by the city banks to their regular customers. The city banks, last week, gained $289,229 of specie, $2,158,082 of legal tender notes and $4,374,478 of deposits. They reduced their loan and discount averages $81,487 and reduced their circulation $72,826. The city bank exchanges, last week, averaged $98,271,331: and thus far, this week, 100 millions daily. The banks now hold $14,629,442 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking act. The United States Sub Treasury reported a loss of $2,041,818 of coin, and with a gain of $530,152 in the currency balance. The receipts of the office last week were $5,085,338 in coin, and $5,373,404 in currency; payments $7,127,156 in coin, and $4,843,253 in currency. The office received $2,990,000 in coin or its equivalent, from customs; and disbursed $3,572,336 of coin interest.

The specie reserve of the city banks according to the latest return is $16,196,523, against $32,453,906 same time last year. The city bank deposits are now $231,956,018 against $232,442,819 week ending May 14, 1870. The legal tender reserve amounts to $64,252,293 against $57,947,095 same time last year. The circulation now stands at $31,321,479, against $33,293,980 same time last year. The loans are now $289,231,291, against $278,883,314 at this date last year.

The subscriptions to the new refunding Five per cent. Loan now amount to abont 65⅛ millions.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $7,292,460 in currency, and $58,846,833 in coin, against a balance a week previous of $7,899,830 currency, and $61,093,322 coin.

The U. S. Sub-Treasurer retired, last week, $2,643,859 of coin certificates, received for customs.

Government revenues were on a moderate scale again last week. The excises yielded about 2⅛ millions. The customs at the port of New York, last week were $2,887,859; and at the outports, equal to about $950,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been $125,989,126.

Under the Treasury programme for May, Government will sell during the month, through the Treasury office here, Gold, as follows: Thursday, May 25, two millions. And will buy Five-Twenties as follows: Wednesday, May 24, two millions; Wednesday, May 31, two millions.

The Gold speculation has shown more animation, and the price has advanced rather sharply, he range of the week having been from 111⅛@112, and the closing quotation on Wednesday 111⅞, against 111⅛ the preceding Wednesday. The export demand has been more active, the outflow, last week, having been up to $2,883,236; on Tuesday of this week to $1,245,000, and on Wednesday, to $510,000. The Gold Exchange Bank clearances have been 29⅜ millions a day. Tuesday's clearances were up to nearly 51¼ millions, as against 29⅛ millions on Monday.

The Treasury Department balances, on Monday morning, were $98,781,000 of coin, including $19,691,000 represented by outstanding certificates; and $9,412,000 of currency.

The customs at this port on Wednesday were $360,000.

The export drain was $2,883,236 last week, against $801,127, same week preceding year. The shipments since July 1, 1870, have been $69,674,237, against $26,170,858 same time in 1869–'70.

The customs demand for Gold last week, averaged $498,334 a day; thus far, this week, it has averaged $525,500 a day, or equal to a weekly aggregate of $3,153,000. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1871, have been $2,994,481,

against $6,340,509 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $130,158,568, against $117,906,734 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $77,833,178 against $80,567,902 same time in 1869–'70.

Foreign Exchange has advanced sharply, owing in part to the inadequate supply of coins, available, without serious loss, for shipment. The demand for prime bills has been more active, and the market closed firmly. Bankers' sixty day bills on London closed on Wednesday at 110⅜@110½; sight bills on London, 110⅞@111.

The produce exports from this port, week ending with May 16, were to the currency value of $4,306,896.

Government securities have been in better request and quoted a fraction dearer, on a very scant offering of the older coin bearing bonds. Some of the new five per cent. refunding Loan bonds were delivered to city subscribers on Wednesday.

On Wednesday, Government bought in two millions of Five-Twenties at 111 23@111 49, ex-interest. The amount of bonds offered was $4,877,050.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117¼@117⅜; U. S. Five-Twenties of 1862, 111½@111⅝; U. S. Five-Twenties of 1864 at 111½@111⅝; U. S. Five-Twenties of 1865, 111½@111⅝; U. S. Five-twenties of 1865 consolidated, 113¾@113⅞; U. S. Five Twenties of 1867, 113¾@113¾; U. S. Five-twenties of 1868, 113¾@114; U. S. Ten-forties at 109¾@109⅞; U. S. Six per cent. currency bonds, 115½@115¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 3.	May 10.	May 17.
Consols	93½	93½	93⅜
U. S. 5-20's of 1862	90½	90¼	90⅜
U. S. 5-20s, 1865	90¼	90⅛	90⅛
" 1867	92½	92½	92⅜
" 10-40s	89½	89½	89¼
Erie	19¼@19¼	....	....

State bonds have been in fair demand at generally firm prices.

Railway bonds have been in good demand on investment account, and quoted stronger in price. Central Pacific Sixes closed firmly at 101¾@102. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in more request at the advanced rate of 91 per cent. and accrued interest. Fully one-half of this Loan has already been marketed, and with such promptness and success that, under orders from the Board of Directors, the Financial Agents of the Company have made the advance in the price of the bonds. Union Pacific Sixes closed at 93⅛@93¾.

Business in Railway and miscellaneous share property showed a more confident and buoyant temper toward the close, though the very latest dealings showed considerable irregularity in values.

General business has been fairly active in the line of Cotton and Breadstuffs, but slow in most other kinds of Produce. Middling upland cotton closed on Wednesday at 15⅛@15¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,665,765 bales, against 2,636,661 bales same time last year; exports 2,766,359 bales, against 1,866,088 bales same time last year; stock at the ports at latest dates, 407,884 bales, against 312,846 bales same date 1870.

Foreign goods have been less active and values have shown less firmness. The week's imports of foreign goods reached $6,561,621, including $1,795,842 of dry goods.

At the Live Stock Markets, Beeves have been in moderate demand at from 10@15 cts; Veal Calves, in moderate request at 4@9 cts; Sheep at 5@8½ cts; Lambs at 10@15 cts; Swine, 6@6¼ cts per lb., all live weight. The week's reciepts were 7,886 Beeves, 5,981 Veal Calves, 18,273, Sheep and Lambs; and 20,296 Swine.

Ocean freights have been more active and Grain rates have been again quoted higher.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 21; do. Fund Act, 1868, 30; South Carolina 6s, old, 74; do. new, Jan. and July, 64½; do. April and Oct., 62; Georgia 6s, 90; do. 7s, gold, 94¾; Virginia 6s, old, reg., 57; N. Y. State 6s, 1874, 107; do. 7s, B. L., reg., 109¼; Louisiana 6s, old, 69; Arkansas 7s, issued to M. and L. R. R. R., 62½; do. to L. R. and Ft. Smith, 55; Pacific 7s, guar. by Mo., 100; Alabama 8s, 104; Buffalo, N. Y. and Erie 1st mort., 91; Long Dock bonds, 90; N. Y. and Harlem consol. bonds, 90; Quincy and Toledo 1st mort., 82; Toledo, Peoria and Warsaw 1st mort. W. D., 89; do. 2d mort., 74⅞; Cedar Falls and Minnesota 1st mort., 83¼; Ohio and Mississippi consol. bonds, 95½; Galena and Chicago 2d mort., 95¼; Central of New Jersey new bonds, 102¼; Mil. and St. Paul 1st mort., Iowa Div., 90¾; Dubuque and Sioux City 1st mort., 96; Albany and Susq. R. R., 93½; do. 2d mort., 92; Gt. Western 1st mort., 1868, 91½; Ills. and Southern Iowa 1st mort., 85; Rome, Watertown and Ogdensburg 1st mort., 103½; St. Louis, Jacksonville and Chicago 1st mort., 92; North Missouri 1st mort., 86; St. Louis and Iron Mt. R. R., 60; do. 1st mort., 94; Joliet and Chicago R. R., 92½; Atlantic and Pacific pref., 37; Western Union Tel., 59¾; do. 7s, 95½; Quicksilver pref, 18½; Maryland Coal, 32; Consol. Coal of Md., 39; American Coal, 52; Cumberland Coal and Iron, 32; U. S. Exp., 58; Adams Exp., 82; Wells-Fargo Exp., 45, Am. Mer. Union Exp., 55; Brooklyn 6s, W.L., 95.

Philadelphia.—Sunbury and Erie 7s, 100; Warren and Franklin 7s, 90; Pennsylvania and New York Canal 7s, 99; West Jersey 7s, 101; do., 6s, 94; Huntingdon and Broad Top Mt. consol., 45; Wilmington and Reading 7s, 94; Belvidere Delaware 2d mort., 86; Penna. Canal 6s, 75¼; Big Mt. Coal, 6½; McClintock oil, ½; Pittsburg 5s, 76. The latest quotations are: City 6s, 103@103⅛; do. free of tax, 103@103⅛; State 5s, coupon, 102⅞@103; do. 6s, W. L., 101½@101⅝; do. 1st series, 103@103½; do. 2d series, 107@103; do. 3d series, 109½@110; Reading, 57⅜@57½; do. 7s, 1893, 103@104; do. mort. 6s, 1880, 97@97; Camden and Amboy, 130⅛@130⅝; do. mort. 6s, 1889, 93⅞@94; do. 1883, 93@94; do. 1889, 93@94; Pennsylvania R. R., 62¼@62⅜; do. 1st mort., 102@103; do. 2d mort., 98@99; do. Gen'l mort. coupon, 95@95; do. reg., 93¾@94; Little Schuylkill R. R., 45½@46; Morris Canal, 50@55; do. pref., 120@122; do. 6s, 93@—; Susquehanna Canal, 9@10; do., 6s, 60@61; Schuylkill Nav., 8@8½; do. pref., 17¾@18½; do. 6s, 1882, 78¼@—; Elmira and Williamsport pref., 43@44½; do. 7s, 1873, 93@94; do. 6s, 60@60; Lehigh Coal and Navigation, 35⅜@35½; do. 6s, 1884, '86@86; do. R. R. Loan, 91@91; do. Gold Loan, 92@92⅛; North Pennsylvania, 47¼@47½; do. 6s, 99@100; do., 7s, 96½@98; do. Chattle 10s, 11⅜@—; Philadelphia and Erie, 28@28¼; do., 6s, 91@91½; Minehill, 53¾@54; Catawissa, 21@21½; do. pref., 46@46¾; Lehigh Valley, 61⅜@61½; do. 6s, 98@99; do. 7s, reg., 100@100; Fifth and Sixth streets, (horse,) 41@42; Second and Third, 60½@60½; Thirteenth and Fifteenth, 24@25; Spruce and Pine, 29@31; Green and Coates, 44@46; Chestnut and Walnut, 51@52; Hestonville, 22@22½; Union, 55@—; Germantown, 30@—.

Boston.—Central Pacific 7s, gold, 1888, 102¼; Stanstead, Shefford and Chambly 7s, 1887, 84; Michigan Central 8s, 1890, 109⅛; Grand River Valley 2d mort. 8s, 1879, 103¼; Middlesex Horse R. R. 6s, 1884, 87; Cincinnati, Sandusky and Cleveland R. R., 24; do. 7s, 1890, 84; Cedar Rapids and Missouri 7s, 1894, 90; Vermont Central, old, 87½c.; do. 1st mort. 87; Missisquoi R. R. 7s, 86; Burlington and Missouri River 8s, in Nebraska, 96¼; Eastern R.R. 6s, 1885, 97½; Illinois Grand Trunk 8s, 1890, 101½; Portsmouth, Great Falls and Conway R. R., 113⅜; Indianapolis and Cincinnati R. R., 6½; Norwich and Worcester R. R., 115½; Summit Branch, 49½; Rutland pref., 84½; Conn. and Pass. Rivers R. R. pref., 90; Cape Cod R. R., 70; Boston Water Power Co., 44⅛; Cary Imp., 15¼; Waverly Land, 2; Ophir (N. S.) gold, 12c.; Bullion consol., 60c.; Massachusetts 5s, 99; Maine 6s, 1880@1889, 100¼; Boston 5s, 98; do. 6s, 1876, gold, 108¼; Charlestown 5s, 1883, 90; Rockland 6s, 1891, 90½; Albany 6s, 1875, 96; do., 1879, 95; do. 1891, 97½; do. 1892, 95½; do. 1894, 97; do. 1896, 94½; Minneapolis 10s, 1877, 104¼; St. Louis 7s, 1877@1885, 99; Cincinnati 6s, 1882, 93¾; do. 7-30s, 1878, 105⅜; Chicago 7s, 100; Belfast 6s, 1898 90; Bath 6s, 1893, 90⅝; Brooklyn 6s, 1891, 94¾; Rockland 6s, 1895, 90⅝; Allouez Mining Co., 4⅞; Astor, 1; Canada, 70c.; Dana, 1⅛; Great Western, 65c.; Hanover, 3; Hungarian, 55c.; Humboldt, 1¼; Hancock, 2⅛; Manhattan, 50c.; Madison, 60c.; Native, 50c.; Petherick, 2; Pontiac, 62½c.; Ridge, 2; South Side, 50c.; Star, 60c.; Superior, 55c.; Tremont, 70c.; Winthrop, 75c.

Baltimore.—Pittsburgh and Connellsville bonds, 95⅝; Western Maryland 3d mort. guar., 92; Orange and Alexandria 4th mort. 8s, 78½; Orange, Alex. and Manassas bonds, 80; Virginia 6s, old, reg., 56⅞; do. 6s, 1866, 72; Memphis 6s, 56; George's Creek Coal, 70. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95⅝@95¾; Baltimore and Ohio, 136@140; do. 6s, 1875, 96@97; do. 1880, 96@96; do. 1885, 94½@95; Northern Central, 40@40½; do. 6s, 1885, 94@94¼; do. 1900, 88@88½; do. 6s, 1900, gold, 94⅜@95; N. W. Va. 1st mort., 97⅛@98; do. 2d mort., 97¼@97⅝; do. 3d mort., 1885, —@97½; Marietta and Cincinnati 7s, 1892, 95½@96; do. 2d mort., 82½@82⅝; Central Ohio, 29½@30½; do. 1st mort., 84½@85; Western Md. 1st mort. 6s, 1890, 78@80; do. guar. by Baltimore City, 92@94; do. 2d mort. guar., 90@93; do. 2d mort. pref., 59@60; do. 6s, guar. by Washington Co., 85½@87; do. 6s, 3d mort. guar., 91⅜@92;

Richmond and Danville bonds, 74½@76; Orange and Alexandria 1st mort. 6s, 85@—; do. 2d mort. 6s, 77½@77½; do. 3d mort. 8s, 83@85; do. 4th mort. 8s, 78@79; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 8s, 83@85; do. 6s 1st mort., —@90; do. 6s, 2d mort., 74½@75; Baltimore 6s, 1875, 98@98½; do. 1884, 97@98; do. 1890, 98@—; do. 1893, 98@—; do., 1900, 97½@97½; do. 5s, 1838-'70, 80@81; Memphis City 6s, 55⅞@56; Maryland Defense Loan, 1883, 105@—; City Passenger R. R., 22@22¼; George's Creek Coal, 70@71; Baltimore Copper, 0.50@1.00; Santa Clara, 1@1.87; Atlantic Coal, 1@2.25.

THE GREAT NATIONAL LOANS.

☞ NEW FIVE PER CENT. BONDS OF THE UNITED STATES.

The Treasury Department is now able to promise that the registered Certificates of Stock, and a good part of the Coupon Bonds, of the New Loan of the United States, bearing Five per cent. Interest, payable quarterly in Gold, will be ready for delivery early in the present month. The Subscriptions to the Loan now amount to $62,000,000, and it is expected that the Subscriptions and Sales will progress more rapidly when the Certificates and Bonds are ready for market abroad as well as at home. The whole sum of Five per Cents offered to the public generally, and to the holders of United States 5-20 Bonds, without qualification, is $200,000,000. When this amount, to which preference is thus given, is taken up, the remainder of the Five per Cents, $300,000,000, embraced in the New Loan of July 14, 1870, for refunding the Public Debt, will be offered in connection with $300,000,000 Four and one half per Cents, and any part of $700,000,000 of Four per Cents, the one running fifteen years and the other thirty years.

The following is a copy of the New Five per Cent. Bond, under and pursuant to the New Loan Act of Congress:

FORM OF 5 PER CENT BOND.

INTEREST | FUNDED LOAN OF 1881 | 5 PER CENT.

UNITED STATES OF AMERICA

ARE INDEBTED TO THE BEARER IN THE SUM OF .... DOLLARS.

THIS BOND is issued in accordance with the provisions of an Act of Congress entitled "An Act to authorize the refunding of the National Debt," approved July 14, 1870, amended by an Act approved January 20, 1871, and is redeemable at the pleasure of the United States, after the firs day of May, A. D. 1881, in Coin of the standard value of the United States on said July 14, 1870, with interest in such Coin, from the day of the date hereof, at the rate of FIVE PER CENTUM per annum, payable quarterly, on the first day of February, May, August, and November, in each year. The principal and interest are exempt from the payment of all Taxes or Duties of the United States, as well as from taxation in any form, by or under State, municipal or local authority.

WASHINGTON, ... , 18....

Entered .... Recorded ....

....

Register of the Treasury.

Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000, and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depository of the Government, quarterly, on the first days of February, May, August and November, in each year.

The Interest on the Registered Stock of this Loan, it is determined by the Treasury Department, will be paid as conveniently to the holder as on the Coupon Stock, and personal attendance, or attendance by proxy at the Treasury, to draw and receipt for the Interest will be dispensed with, *whenever the check of the United States Treasurer, mailed punctually to the address and order of each holder, on or before every quarter-day, is preferred to such attendance.* This check, payable in Gold Coin at the Treasury in New York, (or such other office as the Stock is registered at,) will be negotiable or collectable on the indorsement of the owner or owners of the Stock. In pursuance of this arrangement, the subscribers to, or purchasers of, the Stock in its registered form (which is a complete protection against theft or other losses incident to Coupon Bonds payable to Bearer) are advised to give their Post-office address in full, and to notify of any change in the address between quarter days.

The whole proceeds of the new loan will be applied to the payment or redemption and cancellation of the 5-20 years six per cent. bonds, and, in addition to these proceeds, the 5-20s are now being reduced by purchase at the rate of $10,000,000 per month.

The entire effect, therefore, of the New Loan, in connection with the existing Sinking Fund process of the Treasury, is to reduce both Principal and Interest of the Public Debt of the United States. *The Loan creates no additional supply of Government Stocks*, while the application of the surplus revenues derived in Gold from Customs is constantly lessening, as it has been doing for two years past, the Funded Stocks bearing six per cent. Gold Interest.

The 1st of May schedule of the Public Debt, which has just been published by the Secretary of the Treasury, shows a reduction in these Stocks since the April schedule of $12,215,700 and a further lessening of the yearly interest charge thereon of $732,942. This leaves the total yearly interest charge in Gold $111,982,034. In the same month the Treasury paid and canceled $4,470,000 of the Three per Cent. Currency debt, reducing the whole of this debt bearing interest to $51,023,000, and the yearly interest charge thereon to $1,587,470.

The proposed further reduction of the annual interest charge upon the Public Debt by refunding is as follows:

By exchange of $500,000,000 United States six per cents for new five per cents of 1861	$5,000,000
By exchange of $300,000,000 United States six per cents for four and a half per cents of 1866	4,500,000
By exchange of $700,000,000 United States six per cents for four per cents of 1901	14,000,000
Total saving per annum by refunding	$23,500,000

The large and rapid accumulation in the last few years of private capital now retired from active business, and of the cash Savings and Life Insurance premiums deposited with or intrusted to the provident institutions of the country—all seeking the most undoubted security, pledged to be kept free of all taxes, under national or local authority, and content, provided this object be assured, with moderate rates of interest—will no doubt ultimately absorb so much of these New Stocks as may not be taken in voluntary conversion of United States 5-20s, or marketed abroad.

C. C. NORVELL,
In charge of United States Loan Advertising.

TREASURY OFFICE, NEW YORK, May 2, 1871.

PROGRESS OF REDUCTION OF THE NATIONAL DEBT.

	Debt of the U. S. less cash in the Treasury.	Decrease of debt during the preceding month.	Total decrease from March 1, 1869, to date.	Monthly interest charge.	Decrease in monthly inter't charge.
1869—March 1.	$2,525,463,260	$....	$....	$10,532,462	$.....
April 1	2,525,196,461	266,798	....	10,526,238	6 224
May 1.... ..	2,518,797,391	6,399,070	6,665,868	10,522,835	9,626
June 1.... ..	2,505,412,613	12,384,777	20,050,646	10,507,090	25,372
July 1.... ..	2,489,002,480	16,410,132	36,460,779	10,476,840	55,622
Aug. 1.... ..	2,481,566,736	7,435,744	43,896,523	10,383,568	148,893
Sept. 1.... ..	2,475,962,501	5,604,234	49,500,758	10,333,518	198,943
Oct. 1.... ..	2,468,495,072	7,467,429	56,968,187	10,252,933	279,528
Nov. 1.... ..	2,461,131,189	7,363,882	64,332,070	10,194,903	337,558
Dec. 1.... ..	2,453,559,735	7,571,454	71,903,524	10,130,625	401,836
1870—Jan. 1.... ..	2,448,746,953	4 812,781	76,716,306	10,061,506	470,956
Feb. 1.... ..	2,444,813,288	3,933,664	80,649,971	10,022,498	509,964
March 1.	2,438,328,477	6,484 811	87,134,782	10,007,312	525,149
April 1.... ..	2,432,562,127	5,766,349	92,901,132	9,982,350	550,112
May 1.... ..	2,420,864,334	11,697,793	104,598,925	9,936,759	575,703
June 1.... ..	2,406,562,371	14,301,962	118,900,888	9,926,762	605,699
July 1.... ..	2,386,358,599	20,203,772	139,104,660	9,886,812	645,649
Aug. 1.... ..	2,369,324,476	17,034,123	156,188,784	9,854,633	677,829
Sept. 1.... ..	2,355,921,150	13,403,325	169,542,109	9,814,590	717,872
Oct. 1.... ..	2,346,913,652	9.007,498	178,549,607	9,768,940	763,522
Nov. 1.... ..	2,341,784,355	5,129,296	183,678,904	9,718,436	814,025
Dec. 1.... ..	2,334,308,494	7,476,860	191,154,765	9,686,164	846,298
1871—Jan. 1.... ..	2,332.067,793	2,240,700	193,395,466	9,644,043	888,418
Feb. 1.... ..	2,328,026 807	4,040,986	197,436,453	9.610,386	922,076
March 1....	2,320,708,846	7,317,960	204,754,413	9,571,007	961,455
April 1.... ..	2,309,697,596	11,011,250	215,765,663	9,527,212	1,005,249
May 1.... ..	2,303,573,543	6,124,053	221,889,716	9,459,959	1,072,503

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business April 30, 1871.

WILLIAM A. RICHARDSON, Acting Secretary of the Treasury.

Journal of Railroad Law.

RAILROAD COMPANIES—DUTY OF COURT, WHERE JURY MISAPPLY LAW—RULE OF NEGLIGENCE—WHEN FENCES MUST BE KEPT IN REPAIR.

The late case of the Illinois Central Railroad Company *vs.* Swearington (47 Ill. 206) was an action brought by Swearington against the company to recover the value of three horses of the plaintiff, killed by a train on defendant's road, which passed through plaintiff's land.

The following is the able opinion of the court delivered by

WALKER, J.—It is insisted that the first of Appellee's instructions is wrong, and misled the jury. It informs them that they may take the testimony of farmers as to the sufficiency of the fence to turn stock; and it is contended, that there is no evidence in the record that farmers had testified on that question. Even if there was no evidence, from which it might be inferred that a portion of the witnesses were farmers, still we cannot inquire how the jury could have been misled by it. Nor can we infer as suggested, that the jury would conclude that they were authorized to hear such evidence after they had retired. If there was no such evidence, then the instruction had no possible application to the case. The court will never reverse simply because an instruction asserts a mere abstract rule of law, but it must be calculated to mislead, and the court must see that it may have misled the jury in finding their verdict.

The last clause of the second instruction is complained of as being too general. It asserts that appellants were bound to keep the fence in repair, so it was at all times sufficient to turn stock. Had this instruction not been limited by other instructions given, it would perhaps have been too broad, but it was sufficiently limited the by third instruction given for appellants. These instructions are neither repugnant to each other, or numerous and lengthy as to have left any doubts on the minds of the jury as to their meaning. We can see no error in giving this instruction, when considered in connection with appellant's instruction.

Was the verdict of the jury against the weight of evidence, and against the instructions? We, after a careful examination of all the evidence in the case, can find no neglect or default on the part of appellants. Appellee built the fence himself, and he does not say in his evidence that it was insufficient to turn stock, nor does his evidence show that it was out of repair at the time the stock was killed. Nor does his other witness state that the fence was insufficient or out of repair. Appellants state that the place where the horses got over the fence was a crossing where the neighbors frequently passed, and that boards were sometimes knocked off so as to render the fence insufficient until it was repaired; but there is no evidence that it was in that condition at that time. And even if planks had been broken off from that cause, the road would not be liable until they had a reasonable time to repair the injury, or had been notified of its condition before the horses were killed. Considering the evidence of appellee, disconnected and apart from that of appellants, it would be highly questionable whether it would sustain the verdict.

Appellant's, if it can be believed, shows that the fence up to within a few hours of the time when the horses were killed, was in good repair. Donohue swears that he saw the fence twice on the Saturday one of the horses was killed, the last time about four o'clock in the afternoon, and that it was then in good repair. Then he again saw it on Monday morning following; that one of the horses was killed on Saturday night, and the others were killed on the next night. That the next morning when he saw the fence, the planks had been nailed on the posts but the top board had been freshly broken, and the next one split and knocked off; there was hair on the boards, and it had all been recently done. When the proper agent of the company whose duty it was to look to and keep the fence in repair, is shown to have seen it in good repair on Saturday afternoon at four o'clock, and again on Monday morning, we are at a loss to understand how there was any neglect of duty on the part of appellants. This would seem to be reasonable diligence in the discharge of their duty to the public and to the owners of stock along the line of the road.

The instructions fairly presented the law, and had the jury regarded them and applied the rules they announce to the facts, they would have arrived at a different conclusion and returned a different verdict. We regard it manifestly against the instructions and the evidence, and the court below should have granted a new trial. The judgment of the court below is reversed and the cause remanded.

Judgment reversed.

Tunnel under the Detroit River.

The recent consolidation of the Michigan Central and Canada Great Western Railroads is to be immediately followed by the construction of the projected tunnel under the Detroit river, to connect Detroit with the Canada shore. The tunnel—or tunnels, rather, for there will be two, each with a single track—will be 8,568 feet long, and of a circular shape. The adoption of two single-track tunnels, instead of one with a double track, has been decided upon for several reasons. The double tunnel will considerably reduce the amount of excavation, the liability to accidents will be greatly lessened, and there is also the not unimportant reason that in the event of any damage occurring to one, the other would be available, and thus the stoppage of trains be avoided. The two are to run parallel, fifty feet apart, the interior diameter of each being eighteen feet six inches. The masonry is to be two feet thick in all those portions under the bed of the river, but at each bank it will be but one foot six inches. The tunnels will not be at any point less than 20 feet from the surface of the hard clay. The grade will be one in fifty on each side of the river, with 1,000 feet of level line under the river's bed. There is also to be a small tunnel of five feet diameter considerably below the main lines, and midway between them, for the purpose of drainage. It is estimated that the whole work can be completed within two years, and will cost $2,650,000. The Canadian Parliament has chartered a corporation called the 'Detroit River Transit Company,' which will have charge of the work, and necessary action in the way of incorporation has also been taken in Michigan by the leading promoters of the undertaking. The Canadian company has a capital of $3,000,000, and is empowered to issue stock and bonds and consolidate with any Michigan organization. This submerged road will not only be the most important in this country, but the greatest subaqueous tunnel in the world. To the Great Western road it must be of great value, as it will obviate the breaking bulk at that point, and thus avoid the trouble and loss of time always attending ferry transportation, and must materially increase the value of one of the chief lines connecting the Atlantic coast with the great West.

Railroads in Virginia.

A general meeting of the stockholders of the Potomac Railroad Company, owning the Washington and Aquia Creek line, was held at the office of the Richmond, Fredericksburg and Potomac Railroad on Saturday, the 6th inst., in Richmond, Va. The president reported the financial negotiations not yet sufficiently forward to put the whole line under construction, but land would be condemned for the connection with the Richmond, Fredericksburg and Potomac Railroad north of Fredericksburg, for making an all-rail line to Alexandria and Washington. When the work is commenced it will be at Shipping Point, at the mouth of Quantico creek, this branch of the line to be leased to the Fredericksburg road. The following officers were elected: President. P. V. Daniel, Jr.; secretary, J. B. Winston; directors, Edgar Snowden, Jr.; of Alexandria; Lieut. Gov. John S. Mayre, of Fredericksburg, and Major W. B. Myers, Ed. Cohen and James Alfred Jones, of Richmond.

On Monday, the 8th inst., a called meeting of the stockholders of the Richmond, Fredericksburg and Potomac Railroad Company was held in Richmond, at which the officers submitted a report and resolutions, which were adopted. The report intimates confidence that the competing road authorized by the last Virginia Legislature will not be built. The resolutions authorize 1st, the issue of convertible 8 per cent. coupon bonds to an amount not exceeding $150,000, payable in Richmond or Philadelphia; 2d, that a deed of trust be executed to secure the payment of bonds or certificates which have been or may be issued under previous resolutions, together with those now authorized; 3d, should further funds be needed may obtain the same by bonds on convertible certificates, interest not to exceed 8 per cent., or guaranteed 7 per cent. stock, as shall be deemed advisable; 4th, and that to secure such further loan, together with all other guaranteed stock except that authorized May 27, 1857, a second lien by deed of trust may be created; provided that the aggregate thus secured shall not exceed $500,000.

National Junction Railroad.

We stated some days ago that the directors of the National Junction Railroad had, at a late meeting determined that work should go on at once, and they have pushed the matter so thoroughly that the work of building the road will be commenced on 1st of June next, the money for the purpose having mostly been raised and furnished by H. D. Cooke, Esq. It will strike out from a point on the Baltimore Railroad, at a point outside the city limits, pass around the northern portion of the city, cross Rock creek, at Olive street, thence by tunnel to Prospect street, where a short tunnel will bring it to the piers of the aqueduct bridge, over which it will cross, and by means of the Berne Bank Railroad, now being constructed by the Alexandria Canal, Aquedut and Bridge Company, connect with the Orange and Alexandria Railroad at their depot in Alexandria, thus making a continuous line from New York to New Orleans. The directors have guaranteed to the proprietors of the Aqueduct bridge the sum of $50,000 annually in tolls. It is contemplated also to run a lateral branch from some point on the Virginia side of the Potomac, to connect with the Piedmont and Potomac Railroad leading to Cincinnati. Besides, the Metropolitan Railroad Company contemplate running a branch from their

road to Georgetown, with a depot there. The entire connection between the Baltimore Railroad to the Orange and Alexandria Railroad will cost three quarters of a million of dollars, and Cooke has alone one subscription of $250,000.—*Wash. Star.*

Tax on Interest and Dividends, etc.

IMPORTANT DECISION OF THE ATTORNEY GENERAL.

Commissioner Delano, in his annual report on the operations of the Internal Revenue system for the year 1870, called the attention of Congress to certain defects, ambiguities and contradictions appearing in the act of July, 1870, affecting the construction of the law imposing a tax on dividends, etc., and in which it was maintained that corporations could not be required to pay taxes upon the dividends payable during the last five months of 1870. The suggestions of Commissioner Delano were not regarded, and the existing doubts in the several points involved were not disposed of by Congressional legislation. Acting Commissioner Douglass maintained that it was not the intention of Congress to suspend the tax, and construed the act of July 14, 1870, "to reduce the internal taxes, and for other purposes," as not affecting the right to collect taxes above referred to. The present Commissioner, General Pleasonton, in January last issued an order in which he stated upon careful consideration of the question he was of the opinion that sections 15 and 16 of that act did not authorize the levying and collecting of a dividend tax upon the dividends declared during the last five months. He revoked all previous rulings, and directed that when assessments of this tax had been made, but not passed to the Collector, that they be struck from the lists, and that where they had been received by the Collector he should assist in preparing claims for abatement or refunding, as the tax had or had not been paid. On the question of refunding, in compliance with Commissioner Pleasonton's decision, the Second National Bank of Elmira, New York, filed a claim, which was duly considered in the office of the Secretary of the Treasury, and it was decided that the construction placed upon the act of Congress was not sustained by the letter of the law. The entire subject was therefore referred to the Attorney General for his opinion, embraced in the following questions:

1. Is the tax on interest or coupons paid on bonds or other evidences of debt imposed by the 15th section of the above mentioned act applicable to interest paid subsequently to August 1, 1870, and prior to January 1, 1871?
2. Is the tax on dividends of earnings, incomes or gains imposed by the same section applicable to dividends declared subsequently to August 1, 1870, and prior to January 1, 1871?
3. Should the officers and employees of the United States, and Senators, Representatives and Delegates in Congress, from whose pay or salary a tax at the rate of five per cent. per annum has been withheld continuously since December 31, 1869, be required to include in their income returns for 1870 the pay or salary received by them during the last five months of 1870, on which tax has been withheld?

The Attorney General decided all the questions in the affirmative, reversing the ruling of the Internal Revenue Bureau, and holding that the taxes imposed under the sections could be legally collected. The amount of the tax involved is about $5,000,000, and the decision of the Attorney General is regarded as one of the most important emanating from the Department of Justice.

New York and Albany, West Side, R. R.

The preliminary organization having been completed and thorough surveys made of the several routes, under the direction of C. W. Wentz, Chief Engineer, the Directors are now prepared to estimate with accuracy the probable cost of this road, and, with the legislation recently obtained, are ready to take speedy and efficient measures to fill up the balance of the stock, and at the earliest day possible, commence the vigorous prosecution of the work.

The cities and towns on the west side of the Hudson will be asked, it is understood, to subscribe about three millions to the stock. The municipal subscriptions, although only about one-quarter the cost of a first-class road—such as this is intended to be—will be a guarantee of the good feeling and confidence of the people along the line, and enable the Directors to raise the balance of the capital without difficulty.

The importance of this road is becoming more apparent every day. Upon the East side of the river are the Housatonic, Harlem, Hudson River, and Dutchess and Columbia, parallel roads, within less territory than will be tributary to this one road on the west side. The local business alone will make the latter pay as soon as completed, while most of the contemplated roads on the west side will in addition be tributaries to it. The population to-day is larger on the west side of the river than on the east, including Albany and Rockland on the west and Rensselaer and Westchester counties on the east. The increase of business will be such that the diversion from the roads upon the east side will be scarcely felt.

The business of the Albany and Susquehanna for April last is more than sixty per cent. over the corresponding month of last year. This is only an illustration of the rapid increase of business upon most of the railroads in this country.

The building of the New York and Albany West Side road has become a necessity to Albany and the towns along the west side. The public and local benefits will alone be more than the municipalities are asked to subscribe, with almost the certain prospect that there will be no loss upon any of the stock. Built for cash, as it will be, there will probably be no better paying railroad in the State.

If those interested and to be benefitted will only act promptly, the Directors will be able to put the road under contract within the next sixty days and complete it within the next eighteen months.—*Albany Journal.*

Cincinnati, Hamilton and Dayton R. R.

The gross earnings of this road for the year ending March 31, 1871, were $1,270,621 98; transportation expenses, $627,295 93—leaving a balance for interest on bonds, taxes and dividends of $643,326 05; number of passengers carried, 753,787; tons of freight moved in narrow gauge cars, 486,030. The net earnings have been 12.68 per cent., out of which two cash dividends of four per cent. each, free of tax, have been paid to the stockholders. The operating expenses have been 49.36 per cent. of the gross earnings. Earnings per mile, $21,177 03. The President in his report says:

Since the last annual report the project of constructing another road between Dayton and Cincinnati, through the Miami and Millcreek valleys, appears to have taken a definite shape, under the name of the Springfield and Cincinnati Railway Company. It is understood to have made arrangements for a lease of that portion of the Cincinnati, Sandusky and Cleveland road lying between Springfield and Dayton, and have surveyed and projected a line from the latter point to Cincinnati by the way of Franklin, Middletown, Sharon, Lockland, &c. This enterprise is intended to furnish a line for the use of the New York Central, Lake Shore, Cleveland, Columbus and Cincinnati, and Cincinnati, Sandusky and Cleveland Railway Companies, to Cincinnati and the Southwest. While it is not supposed, on our part, to be called into existence by any public necessity, and from its proximity to our road will become a competitor for a portion of our business, we should have been glad, on our own account, not to have to encounter its rivalry, and willing to have made reasonable sacrifices to obviate the same; still we are nevertheless bound to contemplate that it will be put into actual operation, with whatever consequences the necessities of the case entail. We feel confident, however, that by diligent cultivation of our advantages, strict economy and prudent management, the property of this company and its net increase will continue to satisfy the just and reasonable expectations of the stockholders.

Narrow Gauge Railroads.

Narrow gauge railroads, on account of their cheapness, and their practicability in places where it would not be possible to construct roads of the ordinary gauge, are attracting much attention in many parts of the United States and the Canadas. Many of the most prominent engineers and practical railroad builders of the country are turning their attention in this direction. One of these railroads, an experimental line of thirty miles, has recently been undertaken in Missouri, running from Cape Giradeau through Jackson, Millersville, and up the White-water valley to the iron banks in Bollinger county, of which one mile has been finished. The cost of this mile, as given by the Cape Giradeau *Argus*, is as follows:

Clearing track half distance, $200 per mile	$100 00
Grading, six feet wide at top	1,500 00
3,500 ties, six feet long, 12½c. each	437 50
38⅛ tons T iron, 32 lbs. per yard, at $80 per ton	3,100 00
Chairs and spikes	400 00
Cost of laying track	400 00
Ballasting, 2¼ feet wide	200 00
Contingent expenses	200 00
Engineering	150 00
Total cost of one mile	$6,537 50
Total cost of 30 miles at same rate	$196,125 00
Add for bridges, culverts, &c	16,875 00
Total estimated cost of 30 miles	$213,000 50

The *Argus* then gives the cost of the rolling stock for the entire road, as follows:

Two eight ton locomotives, at $4,500 each	$9,000 00
Four passenger cars (20 seats) $1,200 each	4,800 00
Thirty platform cars at $300 each	9,000 00
Ten box cars at $500 each	5,000 00
Total	$27,000 00

—making the total cost of 30 miles of road and equipments, $240,000 50.

The right of way of this line is only thirty feet, which is cut out twelve feet wide where it runs through forests. The road bed is 6 feet wide on top, following the rise and fall of the ground where it does not exceed 70 feet to the mile, and winding round through hills and steep grades in curves of 200 feet radius—less than one-third that required for the ordinary gauge.

☞ The following gentlemen have been elected directors of the Sioux City and St. Paul Railroad Company: Horace Thompson, A. H. Wilder, E. F. Drake, St. Paul; S. T. Davis, Sioux City; George I. Leney, Adrian Iselin, Daniel S. Miller, New York; George H. Mackay, Alex. H. Rice, Boston.

Atchison, Topeka and Santa Fe Railroad.

We are glad to announce that an agreement was yesterday made and signed by and between the County Commissioners of Atchison county and the Atchison, Topeka and Santa Fe Railroad Company, including the following stipulations:

Work is to be commenced on this end of the road by the 1st of June, proximo. The road is to be completed and running to the south line of Atchison county by Jan. 1, prox. The road is to finished and running to Topeka, by Oct. 1, 1872. It is to be built on a direct line from Atchison to Topeka, running not to exceed two miles east of Grasshopper Falls. These conditions were duly signed by the president of the road and the chairman of the executive committee and by the board of Commissioners of Atchison county. They are entirely satisfactory to our people and will be universally approved. We take pleasure in heartily endorsing the terms and agreement, and we cordially thank the County Board for their action.

The Atchison, Topeka and Santa Fe Railroad is to be no longer a misnomer and a myth, but an accomplished fact. Kansas is to have another great State highway traversing her limits from her northeastern to her southwestern boundaries. The Atchison, Topeka and Santa Fe road is to be made a line as important to the State and as great a national highway as is the Kansas Pacific.

The direction of this road is most admirable. From Chicago, through Burlington, Iowa, and Atchison and Topeka, Kansas, to Santa Fe, the line of the road is as straight as the flight of a bird through the air. And as this road presses on, it will become the great continental highway from the Great Lakes to the Pacific. Avoiding the heavy snows and mountain ranges of the more northern roads, it threads one of the best sections of the West and one peculiarly favorable to railroad building. Thus, in direction, in the country it traverses, in the great interests it will unite to push it on, the Atchison, Topeka and Santa Fe road unites elements that must make it one of the most important lines of travel and trade on the Continent. With the richest and most beautiful country on the Continent immediately tributary to our city, and these great lines of railroad threading the most distant regions and converging here, who can doubt the future of Atchison?"—*Atchison Champion.*

Price Edwards Island Railway.

The gauge of the proposed railway is to be three feet six inches. The contractors are required to accept, in payment, the debentures of the Colony, redeemable in thirty years. These securities are to be taken at par, and the cost of the railway, including full equipment, stations, fencing, and deep water wharves, is not to exceed sixteen thousand dollars per mile. It is also required that the contractors shall give security in a very large amount for the performance of the work. Mr. J. Edward Boyd is expected to enter on his duties of preparing specifications, &c., about the 12th, and then the Government will call for tenders for the immediate construction of the road—*St. John News, May* 10.

☞ At a recent meeting of the stockholders of the St. Johnsbury and Montpelier Railroad Company, it was voted to join with the Essex County and Lamoille Valley Railroads in a joint mortgage, each mortgage to assume only its *pro rata* a mile of the mortgage, and the stock subscriptions of each road to be expended upon their own road. The following gentlemen were chosen directors: Messrs. William B. Hatch of New York, Horace Fairbanks, Calvin Morrill of St. Johnsbury, S. S. Gould of West Concord, and William B. Hartshorn of Lunenburg.

☞ All of the Shepaug Valley Railroad bonds, amounting to $350,000, have been taken, and the road from Litchfield to Hawleyville, on the Housatonic, will be completed by September.

Baltimore and Potomac Railroad.

The construction of the Baltimore and Potomac railroad, constituting the road between Baltimore and Washington, in connection with the Northern Central and Pennsylvania railroads, is being rapidly pushed forward, and it is confidently asserted that before the close of the present year regular trains will be running between Baltimore and Washington city. At the point where the road crosses the Annapolis and Elkridge railroad some twenty construction cars from the Harrisburg Car works and a steam engine procured in Philadelphia, are employed, with a large gang of hands, engaged in laying the tracks in both directions from that point. The bridges by which the road is to cross the Big and Little Patuxent rivers are in course of construction by the Keystone Bridge Company at Annapolis. Nearer home, the work on the tunnel through the western section of the city, has been resumed with vigor. The contractor, Mr. Rutter, has a force of nearly one hundred men at work, at the terminus of the already finished portion of the tunnel between the Falls turnpike and the track of the Northern Central railway, on the northern border of the city. Others are at work on Wilson street, near McCulloh, as well as on Winchester, near Stricker street.—*Baltimore Sun.*

Central (Arkansas) Railroad.

Now that the Memphis railroad is completed, and the Cairo and Fulton well under way, we know of no road which interests our people more directly than the Central. This road runs on almost an air line from this city to Helena, and when completed will afford an outlet for the valuable products of a country as rich as any in the state. The Helena papers report that the first twenty miles of this road are graded and tied, and that the work is progressing very satisfactorily. The road has state aid to the amount of $15,000 per mile, which added to county and private subscriptions is said to be sufficient to build the road. The work, generally speaking, is light, and if report proves a good judge, the road will be completed inside of two years.—*Little Rock Gazette.*

☞ Ground has been broken upon that portion of the Maine Central Railroad between Morrill's and Woodford's corners in Deering, formerly Westbrook. It is proposed to build a double-track road, in place of the one now used jointly by the Portland and Rochester, and Maine Central Railroad. It will be about one mile in length, and is expected to be completed some time in July. The contract for building has been given to Messrs. Hedge & Leavitt.

☞ The earnings of the European and North American Railway in April, 1871, were $19,180 96, against $14,488 30 in April 1870, and $12,172 21 in April, 1869.

☞ A company has been organized at Fort Madison, Iowa, for the purpose of building a suspension bridge over the Mississippi river at that point. Capital stock, $1,200,000.

☞ The right of way for nearly the entire length of the Rhinebeck and Connecticut railroad has been secured. The price paid was $12,000. The road will be nineteen miles long.

☞ It is proposed to extend the Portchester, Ridgefield and Danbury (Conn.) Railroad to Newtown and Brookfield.

☞ Alna (Me.) has voted to loan its credit to the amount of $40,000 to aid in construction of the Kennebec and Wiscasset Railroad.

☞ The Carleton Branch (N. B.) Railway was formally opened on the 6th inst.

☞ The gross receipts of the Hanover Branch railroad during the past year were $77,847 35, and the expenditures $52,054 99, leaving a balance of $25,792 36; of which, $8,600 was paid as subscription to the Frederick and Penna. Line R. R. Co.

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It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

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THE ANNUAL MEETING OF THE SHAREholders of the ILLINOIS CENTRAL RAILROAD COMPANY, for the election of Directors and the transaction of other business, will be held at the office of the Company in the city of Chicago on WEDENSDAY, the thirty-first day of May instant, at 12 o'clock noon.

The transfer books of the Company will be closed from and after the thirteenth instant, and until the first day of June proximo.

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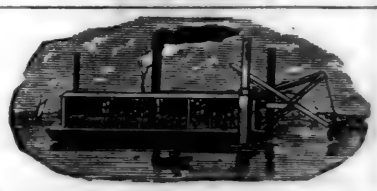
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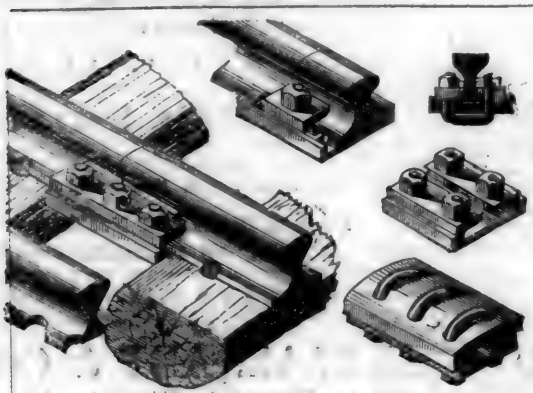
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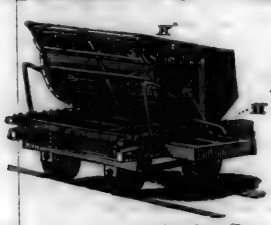
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SECOND QUARTO SERIES, VOL. XXVII., No. 21.] SATURDAY, MAY 27, 1871. [WHOLE No. 1,831, VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, May 27, 1871.

"Wilderness Railroads."

The census returns of 1860, gave 460,112 as the sum total to the population of Nebraska, Wyoming, Utah, Nevada and California—the district now traversed by the Union and Central Pacific Railroads. Work was commenced on the road at both ends in the winter of 1863. Between the two dates mentioned, owing to the war, it is evident that the far West could not have received much of an addition to its population. Looking back now, it is easy to see why so many of its friends, even, prophesied that financially the road would be a failure. They regarded the enterprise as one of political necessity, but could see no money in it. Its route for the most part lay through a wilderness incapable of agricultural settlement. Of the whole number of inhabitants above given, all but 90,118 were in the State of California.

With the exception of a little over 600 miles on the eastern portion, the road would run at an average altitude of over 5,000 feet above the level of the sea; for a distance of 450 miles (from near Cheyenne to Wasatch) would be entirely above 6,000 feet, and twice it would reach a height of over 7,000 feet, and once of over 8,000. What could be hoped in the way of local traffic from a country so unsettled and and so little capable of settlement? California might do something, but could a sufficient commerce spring up, with less than five hundred thousand people, to make a railroad so costly, so liable to obstruction from snow, and so expensive in operation, a paying institution? We do not wonder that people were incredulous. The important foreign trade that would be opened, it was thought, might, with the local traffic, pay something over operating expenses. How have these anticipations conformed to the reality?

The earnings of the Central and Union Pacific Railroad were fourteen millions in 1870—the net receipts over operating expenses being in excess of six millions. In other words, in the first year of its through business it earned enough over and above running expenses to pay six per cent. on a fair estimate of its cost. In six years the Central Pacific (forming one-half of the through line) has earned ten millions net, being nearly six millions more than the interest on its bonds and all the cost of operating. Sixty-five per cent. of this came from local traffic, and one year only of through business is included in it. The authorities of the Central Pacific estimate the earnings of their road for 1871 at ten millions, and President Thomas A. Scott, of the Union Pacific, places the earnings of that road this year at nine millions, making $19,000,000 for the through line from San Francisco to Omaha. Of this at least $9,000,000 will be net above running expenses, or 9 per cent. on a reasonable estimate of the entire cost of the road. The first mortgage bonds of the Central Pacific, bearing six per cent. interest, and secured only on the road, are now selling at 102, while those of the Union Pacific, after no artificial depression, are rapidly approaching par. So oppositely to all expectation has the operation of the road turned out!

Since the commencement of the Union and Central Pacific, San Francisco has grown from being a city of sixty thousand inhabitants, to be a city of a hundred and fifty thousand. But, including that, the total population of the belt of States and territories through which the road runs is only 788,270, and this number of people, with aid from a portion of Colorado (population 39,681), furnishes business to the Union and Central Pacific at the rate of fourteen to nineteen million dollars per year. This brings up the rather curious question, how many inhabitants are necessary in a given district to make a railway pay?

The history of the Kansas Pacific is another case in point. It was left by Congressional legislation incomplete and at a dead standstill in the heart of the "buffalo range," 375 miles west of the Missouri river, and hundreds of miles east of any town, cultivated field or mining camp. Here, for the year 1869, are the figures of "the road that ended nowhere:"

Freight—ordinary		$1,128,648 50
Freight—Government		227,658 06
Freight—Denver extension		144,212 71
		$1,500,419 27
Passengers—ordinary	$536,478 52	
Passengers—U.S. troops	85,313 42	
Expresses	30,179 25	
United States mails	65,550 00	—717,521 19
Miscellaneous sums—rents, etc		7,909 65
Total		$2,225,850 11
Working expenses		1,386,180 02
Net proceeds to balance		$839,670 09

The trade came from Colorado, New Mexico and Arizona. It is all plain enough now, but what hard headed, shrewd business men would build a road with hope of dividends, and have its terminus on a trackless prairie, even though they have this precedent before them?

And now comes the Northern Pacific, certainly with greater probabilities of success than were before the Union and Central Pacific. While it equals the other in mineral wealth, the country through which it runs is most inviting to the farmer. Indeed, testimony shows it to be of special agricultural value. It reaches no great, continuous altitude—4,950 feet being the highest, and that is reached but once, and is held for only a few miles. On account of its lower altitude, and by reason of the warm, moist winds from the Pacific passing over the broken-down mountain ranges, it traverses a region that is specially favored in climate. Leaving out California on the Union and Central Pacific, and also excluding Minnesota on the Northern Pacific, and the latter road has 104,752 more people to contribute to its local business than awaited the opening of the Union and Central Pacific, and only 23,592 less than give support to the latter road now.

Including those two States, which would not be unfair, inasmuch as the Northern Pacific will have in Minnesota, with its main and branch lines, over eight hundred miles of road, draining two-thirds of the entire State—including these two States, the tributary population of the Northern road in all is 639,433, or 179,321 more than were at first reached by the Union Central Pacific, and only 148,837 less than give aid to it now. The fact that last year eighteen million pounds of freight were wagoned over a rugged country five hundred miles into Montana, at a cost of fifteen cents per pound, gives some hint of the local business that will come to the Northern road, and that awaits its completion. This is exclusive of that which kept employed numberless pack mules, and a fleet of over twenty steamers on the Missouri river. The Montana miners spent last year on freighting the sum of four millions of dollars.

Besides the above will be the carrying trade for the merchants, who, in Dakota, Montana and Idaho represent an employed capital of $21,500,000; the transportation of Dakota, Montana and Idaho cattle; the bringing eastward of ores for smelting and refining, and the freighting of the products of Oregon and Washington Territory, which are similar to those of California, only that the salmon fisheries and the lumber trade will form thereto a very welcome addition. By reason of its shortening the distance to China and Japan more than a thousand miles, it has, with its easier grades and its greater exemption from snow, by far the strongest hold on trans-continental freight. It must be remembered, too, that the Northern Pacific will at once and permanently enjoy all there is, or is to be, of business coming from the Northwestern British Provinces and the Hudson's Bay Company. That this will contribute not a little to swell the volume of Northern Pacific traffic there is no doubt. The Northern Pacific road will not be, in any sense, a rival of the Union and Central line for local traffic—each has an ample field of its own, the two routes being four hundred miles apart at their nearest approach.

The Union-Central Pacific was completed May 10, 1869. During the progress of the road the population of the country tributary to it was nearly doubled, while that of San Francisco was trebled. All that it lacks to make a certainty that the Northern Pacific will earn fourteen millions per year the first year after its completion, is the assumption that it will then have a great commercial city like San Francisco on Puget Sound, as its western terminus. Without such a city it is conceded that it would still do a business amounting to from seven to ten millions per year. But the figures given are suggestive. What, principally within the last five years, has added 100,000 to the population of San Francisco? Surely nothing so much as the summons of iron knocking at the Golden Gate. If a road can add 100,000 people in five years to an existing city, cannot another one in the same time build up a city of 100,000, especially if, by reason of its shorter oceanic distance, it is demonstrable that it will necessarily control foreign shipments?

Few doubt that if the land lying along the Union Pacific had been as available for agriculture as the lands of its Northern compeer, the population along the route would have trebled as well as that of its terminal city. Here, then, the case will probably stand: The Northern Pacific, on its completion, will find a flourishing city awaiting it on Puget Sound, inferior, of course, in size to San Francisco, but still a thriving, well grown city, as helpful to it as the other to its Southern rival. It will, during its progress, on account of its fertile lands, more than quadruple the population west of Minnesota, and so bids more than fair to equal the first through business of the Union and Central Pacific, while for the succeeding years its returns will be vastly greater. —*Chicago Journal.*

Rensselaer and Saratoga Railroad.

After a good deal of negotiation during the past few months, which was supposed to have been permanently suspended, the Rensselaer and Saratoga Railroad, with all its property business and belonging, has passed permanently into the hands of the Delaware and Hudson Canal Company at a fixed rent, which must be satisfactory alike to the shareholders and the lessees. It is understood to be at the rate of eight per cent. To the lessees this property must prove a very valuable one. The character, standing and reputation of the Delaware and Hudson Company are very high. Their business is coal; they seek a market for coal. They know that the possession of any extended line of railroad, which furnishes an avenue for coal at a fair price, is a profitable investment. They have been shrewd enough to see that by the possession of this property they can lay down coal at their depots in Whitehall and Rutland for the supply of Northern New York, Canada and Western New England at prices which shall be in successful competition with that received by canal, or at Boston by ocean navigation.

To the stockholders of the Rensselaer and Saratoga road this result must be highly satisfactory. They took the road when it was but twenty-five miles in length; they part with one hundred and eighty-one miles—practically with three hundred miles, for they own a controlling part of the Champlain steamers. The accretion has been by lease, by purchase, by consolidation, by long-headed management generally.—*Troy Times.*

Housatonic Railroad.

The receipts from operations of this road for the years ending December 31, 1869 and 1870, were as follows:

	1869.	1870.
From freight	$420,053 14	$454,610 70
" passengers	207,879 36	208,304 10
" mails	7,186 00	10,927 00
" express	8,980 63	10,000 00
" rents	1,127 80	1,326 52
" wharfage	1,752 86	1,602 41
" milk	44,162 75	53,938 82
" dividends	50,996 00	11,388 00
" miscellaneous	1,669 40	.....
	$748,807 94	$752,097 55
Expenses, viz:		
Repairs of road	$188,445 35	$240,402 07
" engines	29,565 90	39,617 35
" cars	51,147 32	79,189 99
" buildings	13,681 38	30,642 46
" tools	4,820 10	4,989 63
" dock	4,481 86	6,113 48
Wood and coal	62,495 22	50,932 59
Oil, tallow and waste	7,066 25	5,137 23
Stationery, etc.	4,588 69	3,391 21
Freight expenses	69,115 86	72,536 56
Passenger expenses	34,808 70	37,208 26
Contingent expenses	525 99	1,376 70
General expenses	8,492 73	13,866 56
Damages	16,638 29	5,946 25
Advertising	810 31	434 03
Rent of cars	6,118 77	10,570 92
Insurance	545 25	992 20
Gas light	1,134 17	985 16
Profit and loss	28,986 83	740 00
	$533,463 97	$605,072 60
Balance	$210,343 97	$147,024 95
From which deduct—		
U. S. tax on passengers and mail	$4,197 18	
State tax on debt and capital stock	7,568 24	
Rent of Stockbridge and Pittsfield railroad	31,409 00	
Rent of Berkshire railroad.	42,000 00	
Rent of West Stockbridge railroad	687 50	
Coupon interest	21,367 94	
Discount and commissions.	2,580 00	
	$109,813 86	
Less interest received	608 01	
		109,205 85
Net gain after deducting all expenses.		$37,819 10
Add surplus December 31, 1869		153,257 43
Total		$191,076 53
Paid dividend Jan. 3, 1870.	$49,684 21	
" " July 1, 1870.	49,684 21	
" " Dec. 31, 1870	47,200 00	
		146,568 42
Total amount at credit of profit and loss December 31, 1870		$44,508 11

The company have 18 engines, 1 twelve wheel, 11 eight wheel and 2 four-wheel passenger cars, 8 baggage, 105 box, 164 flat, and nine cattle cars, and 25 box cars (Red Line). The report says:

It will be seen by reference to the abstracts of receipts, that the gross earnings for the year exceed those of 1869 by $47,897 11; say receipts for 1870 ..... $752,097 55
Deduct dividends received 11,388 00
$740,709 55
Receipts for 1869 ..... $743,807 94
Deduct dividends received 50,996 00
692,811 94
Showing an excess of gross receipts for 1870 of $47,897 11

The expenses incurred and paid, during the last year, for the large quantity of new rails, (2,100 tons) together with the additional rolling stock, new buildings, bridges, etc., necessitated the sale of $50,000 (of the $100,000 six per cent. bonds due in 1889, and authorized August, 1869, to be issued,) at ninety-six per cent. and accrued interest.

To meet the increasing business, additional new rails and rolling stock have been ordered and will soon be placed on the road. All the new engines ordered are coal burners, and the old ones are being changed, as our experience proves a saving of at least twenty-five per cent. above the burning of wood.

As regards dividends earned and paid, and the prospect of no diminution for the future, may be learned and inferred by the statements herewith.

CONDENSED BALANCE SHEET, DEC. 31, 1870.

Railroad and equipment	$2,105,558 52
Cash on hand and in bank	17,188 49
Cash in hands of Willets & Co	39,650 79
Real estate	11,859 76
Bridgeport Steamboat Co. stock	120,000 00
Stockbridge and Pittsfield R. R. Co.	5,992 76
Accounts receivable	13,113 92
Sinking fund	85,458 24
Due from stations	56,723 15
Wood lots	2,140 23
Materials on hand	64,004 89
	$2,521,690 75
Capital stock (old) 8,200 shares	$820,000 00
" " (pref'd) 11,800 shares	1,180,000 00
Bonds due 1877	191,000 00
" " 1885	100,000 00
" " 1889	50,000 00
Bills payable	21,023 28
December expenses paid in January	48,856 89
Rent of Stock and P. R.R. in January	15,704 50
" " Berkshire R. R. " "	3,500 00
" " W. Stockbridge R.R. "	62 50
Book accounts	1,956 08
Unclaimed dividends	14,954 00
Coupon interest accrued not paid	11,876 66
Accumulated sinking fund profits	23,248 73
Profit and loss	44,508 11
	$2,521,690 75

President.—DAVID LEAVITT.
Vice President.—WILLIAM H. BARNUM.
Directors.—David Leavitt, Samuel Willetts, Wm. H. Barnum, Geo. W. Peet, Geo. H. Noble, Horace Nichols, Wm. D. Bishop, David S. Draper, Charles A. Peck.
Sec. and Treas.—CHARLES K. AVERILL.
Superintendent.—H. W. FRANKLIN.

☞ The Memphis and Ohio Railroad has notified the Comptroller of the State of Tennessee that it is ready to retire its indebtedness to the State, amounting to about two and a-half millions in Tennessee State bonds. It is reported and believed in Nashville that the Memphis and Charleston Railroad has bought enough Tennessee bonds to clear it of indebtedness to the State, which was $1,984,000 according to the Comptroller's published report. As both these railroads were solvent, and protected the State on its bonds issued to them, this retiring of their indebtedness

to the State would simplify matters for both parties in a legitimate business way.

United Companies' Lease.

The attention not only of parties pecuniarly interested in the United Canal and Railroad Companies of New Jersey and in the Pennsylvania Railroad Company, but the business public and railroad men generally, has been largely directed to negotiations, which it is known have been for some months going on for the consolidation of the works named and the virtual extension of the Pennsylvania Railroad through to New York. These negotiations have progressed to the formation of a lease and contract "between the United Companies of New Jersey and the Philadelphia and Trenton Railroad Company, of the one part, and the Pennsylvania Railroad Company of the other part," by which the lessors demise all their canal and railroads, and property, real and personal, rolling and floating stock, &c., to the lessees for a term of 999 years, (provided that nothing shall be taken to affect the right of corporate existence of the lessors,) for the rent of $1,948,500, being equal to $10 per share, annually, on all the present outstanding capital stock of the lessors, clear of all taxes, payable quarterly on the first days of July, October, January and April—the first two quarterly payments to be made together on the first day of July, 1871. The following is a carefully prepared digest of this Lease, which covenants in substance as follows:

I. The lessee to pay the rent at all times during the said term, notwithstanding any future action of any of the corporations or their stockholders; and in order to secure the individual interests of each stockholder of the lessors, the right is given to him to prosecute such suits as may be necessary to recover his proportionate part of the rent, and to use, if necessary, the name of the corporations lessors for that purpose; this provision, if desired, to be endorsed on the certificates of stock.

II. The lessee to pay all taxes, transit duties and other charges assessed or imposed on the lessors during the said term.

III. The lessee to defend all actions, and pay all amounts that may be recovered against the lessors, and indemnify them from all claims, &c., during the said term.

IV. The lessee to maintain and operate the demised works at its own expense, and to keep the same in thorough repair, working order and condition, fully supplied with rolling and floating stock and equipment, at least equal to that now used, so that the traffic and business shall be encouraged and developed, and full public accommodation given on reasonable terms.

V. The lessee to keep up the sinking funds of the lessors, and to pay all their debts and obligations as they shall become due.

VI. As the several loans of the lessors shall become due, they are to deliver to the lessee a corresponding number of the bonds secured by the mortgage of April 20th, 1871, whereby to discharge the same, any difference in value to be made up by the lessee. The difference between the total funded indebtedness and the amount authorized to be raised by the mortgage, to be applied only to permanent improvements on the works.

VII. The title of all after-required property to be taken in the name of the lessors respectively, and such property to be subject to the lease.

VIII. To aid in the development of the "Harsimus Cove" property, the lessors, whenever the lessee shall have spent $400,000 in improving the same, to issue to the lessee 3,000 shares of their stock, and so from time to time until $3,000,000 shall have been so spent in such improvements, and 22,500 shares of stock issued. No other or further stock to be thereafter issued by the lessors. The stock so issued to bear the same rate of rent as the present stock, and to be paid in like manner, clear of all taxes.

IX. The lessee to assume all the contracts, liabilities and other obligations of the lessors. All rights under existing leases to remain in full force in the event of the future re-entry by the lessors.

X. The lessee to pay $10,000 a year, to enable the lessors to keep up their corporate organization—the first half-yearly payment to be made July 1, 1871; and to provide suitable offices in Philadelphia, Trenton and New York, for the accommodation of the directors and officers of the lessors.

XI. Such of the property of the lessors as may not be necessary for the use of the works may, with their assent, be sold, and the proceeds applied either to the permanent reduction of the funded debt, or to permanent additional improvements on the works.

XII. The accounts of the lessee to be open to the inspection of the President and officials of the lessors—the lessees to furnish annually on or before April 1st, a detailed statement of the business for the previous year ending December 31st, and the works and premises themselves to be likewise open to inspection and examination.

XIII. In case of default (continued for ninety days) in paying the rent, or performing these covenants and agreements, the lessors to have the right to re-enter upon the premises, to hold as of their original estate: the rent to be apportioned to the time of re-entry; no claim for damages for breach of covenant to be affected thereby.

XIV. At the end of the term, the lessees to redeliver the works and premises to the lessors.

XV. Covenant for further assurance.

XVI. These covenants to bind both parties their successors and assigns.

The Lease of which the above is a full and clear abstract, the Directors of the "United Companies" of New Jersey, submit and recommend to the stockholders of each of the several companies forming the United Companies, for their approval and ratification, in form and language as follows:

"The undersigned, stockholders to one or more of the united canal and railroad companies of New Jersey, to wit: The Delaware and Raritan Canal Company, the Camden and Amboy Railroad and Transportation Company, and the New Jersey Railroad and Transportation Company, do hereby consent to the lease and contract between the said United Companies and The Philadelphia and Trenton Railroad Company, of the one part, and The Pennsylvania Railroad Company, of the other part, referred to in the following resolution of the Directors of the said united companies, passed on the thirteenth day of May, 1871.

"Resolved, That the Directors of the united companies, viz: The Delaware and Raritan Canal Company, the Camden and Amboy Railroad and Transportation Company, and the New Jersey Railroad and Transportation Company, corporations of the State of New Jersey, do hereby declare that it does to them seem expedient to lease the property and franchises of the said united companies, and of each of them to the Pennsylvania Railroad Company on the terms and conditions set forth in the instrument of lease this day read to the Board."

Date.	Witness.	Name of Stockholder.

The committee intend sending a full abstract of the Lease to the stockholders, and a copy of the Instrument agreed upon is to be placed for examination by all stockholders who desire to read it in full, at the office of Samuel Welsh, chairman of the committee, 218 South Delaware avenue, Philadelphia; with Robert F. Stockton, in Trenton; with Alfred L. Dennis, in Newark; and at the Office of the New Jersey Railroad Company, No. 111 Liberty street, New York, at any of which points stockholders favorable to the ratification of the Lease may leave their names.

To perfect the Lease as proposed the assent of two-thirds of the entire stock of each of the three companies composing the United Companies is required. The capital of the New Jersey Railroad is represented by 62,500 shares, consequently the assent of 41,667 shares must be given. The capital of the Camden and Amboy is represented by 50,000 shares, requiring for approval the assent of 33,334 shares. The capital of the Delaware and Raritan Canal is represented by 49,996 shares, requiring for approval the assent of 33,331 shares.

Railroad and Real Estate Securities.

If we compare first-class Railroad Bonds with good Real Estate mortgages as an investment for the people generally, each will be found to have peculiar advantages of their own. For example—a Railroad Bond is readily and always negotiable; its cash value is known by all bankers, and hence it can be used as collateral at bank for temporary loans; the interest it bears is regularly and promptly paid, without trouble or expense to the holder; the investor in Railroad Bonds, unlike the owner of Real Estate mortgages, has no anxiety about the *title* to the property on which his bond is secured, insurance on buildings, or the annual payment of taxes, on which the continued soundness of that title depends.

On the other hand, it is to be admitted, that a first mortgage on valuable Land is one of the best possible securities. The property can neither run away nor burn up. Its value is not affected by speculative combinations, nor by fluctuations in the amount of Railroad traffic. The actual value of good land steadily increases with the steady growth of population.

It is because the 7-30 Bonds of the Northern Pacific Railroad are both a first-class Railroad security, and a Real Estate mortgage, on lands worth twice the amount secured, that we commend them to those of our readers who desire an investment that is safe beyond question, while readily negotiable and bearing a good rate of interest. They are a first lien, not only on a great Railroad and its traffic, but *in addition* are a first mortgage on valuable lands at the rate of 50 acres to each $100 of indebtedness. Add to this the fact, that the rate of interest (7 3-10 per cent. gold,) is more than 8 per cent. currency, and that the bonds are always exchangeable at 10 per cent. premium for the lands on which they are secured, (practically giving the power of foreclosure at will,) and it is easy to explain the high favor with which these securities are now regarded. Central Pacific R. R. Bonds, secured only on the Railroad itself, and bearing only *six* per cent. gold interest, are now selling at 103, and they are well worth the price. In the light of this fact, it is not unsafe to predict that Northern Pacific, bearing SEVEN AND THREE-TENTHS per cent. gold interest, secured both on the Railroad and on 23,000 acres of land to each mile of track, and now selling at par, will at an early day be worth 1.10. —*Philadelphia Press.*

☞ The Maryland *Republican* says that Capt. Robert Irwin, Sons & Co., who are the contractors for building the Queen Anne's and Kent county railroad, a distance of twenty-six miles from Massey's Cross Roads to Centreville, have nearly completed their work. The road is now all graded, and some twenty-two miles of track laid, with cars running regularly on it. They expect to finish the work about the middle of June, after which efforts will probably be made looking to an extension of it six miles farther to tide-water at Queenstown.

Connecticut River Railroad.

At a special meeting of the stockholders of this company held in Boston, Mass., on the 16th inst., it was voted unanimously, that the directors be authorized to contract with the Mount Tom and East Hampton Railroad Company and obtain a lease of the road of said company, and that in order to secure the construction of said road, they be authorized to guarantee the payment of dividends and interest on the stock and indebtedness of said company at the rate of seven per cent. a year, free of all taxes and assessments and expenses to the company or its stockholders, payable semi-annually on the actual cost of the road, not exceeding one hundred thousand dollars, it be condition in said contract and lease that this company, whenever thereto duly authorized, and after one year from the date hereof, upon giving six months' notice, shall have the right to purchase said stock and indebtedness at par, and that the certificates of stock and other evidences of debt of said Mount Tom and East Hampton Railroad Company shall be issued subject to said conditions.

Rondout and Oswego Railroad.

To a young and growing country such as ours, with its vast uncultivated lands and undeveloped resources, there is probably no agency more essential than railroads, and none, perhaps of late years has played a more important part in the development of the country. From every commercial centre stretch forth these arteries of trade, annihilating distance, bringing the people in closer communion, adding to the material wealth, and bearing to our doors the varied products of the land. While the West has manifested great interest and activity in her railroad enterprises our own State has not been lacking in zeal, as the numerous railroads built within the past few years and others in process of construction fully attest. In the counties bordering on the Hudson there has been a marked activity in this respect, until now there is scarcely one but has its railroad projects. Dutchess county has about completed one enterprise—the Dutchess and Columbia Railroad—and has another, the Rhinebeck and Connecticut Railroad, under way. Orange county has constructed several lines of transportation, and boasts of a score of others in view. In Ulster the Wallkill Valley Railroad pierces a rich and fertile section, and will shortly be completed through the entire county. A branch of the Midland is already in operation as far as Ellenville, and its ultimate extension to Kingston is assured. But probably the most important route in that section is the Rondout and Oswego Railroad, having its western terminus at Oneonta, Otsego county, and its eastern at Rondout, on the Hudson, the outlet of the trade of Ulster, Delaware and Sullivan counties, and at which place is located the coal depot of the Delaware and Hudson Canal Company. Already thirty-six miles of road are in successful operation, about twenty-five miles more are graded and ready for the rails, leaving only thirty-eight miles to be completed. When this shall have been done, it will with its connections extend across the entire State, from Oswego to New York, shortening by twenty-five miles the distance between those places. With the completion of the Rhinebeck and Connecticut Railroad, only twenty miles, it will form the shortest and most direct route from the West to the Eastern States—to Hartford, Boston, Providence, &c. Thus far the business of the road has surpassed all anticipations, and at times its facilities have been overtaxed to meet the demands for transportation. Last September a change in the officers of the road was made and the following gentlemen elected:—John C. Brodhead, President; O. M. Allaben, Vice President; Anthony Benson, Secretary and Treasurer, and F. J. Hecker, Superintendent. The new management have displayed commendable zeal in pushing forward the work of construction, and by their popular, economical and progressive policy have secured the confidence and esteem, not only of the stockholders, but of the people of the towns which have so generously extended their material aid. The finances of the company are managed with great prudence and care, and are in a healthful and flourishing condition; and if the management continue in their vigorous and energetic policy it will be but a few months ere we can chronicle the successful completion of the work.

Pennsylvania Railroad Company.

The aggregate receipts of this company from the operations of its works, including the Philadelphia and Erie Railroad, for the years 1869 and 1870, have been as follows:

	1869.	1870.
Pennsylvania R. R. and branches	$17,250,811 73	$17,531,706 82
Philadelphia & Erie R. R.	3,262,705 29	3,144,044 71
Pittsb'g, Ft. Wayne & Chicago Railway (six months in 1869)	4,146,882 22	8,118,595 60
Erie and Pittsburg Railway 10 m'ths	....	870,859 23
Total gross earnings	$24,660,399 24	$29,665 206 36
Deduct expendit's.	19,637,573 64	23,265,317 51
Net earnings	$5,022,825 60	$6,399,888 85

The following exhibits the earnings and expenditures of the Pennsylvania Railroad and branches for the same years:

Earnings:	1869.	1870.
From first class passengers	$3,500,071 06	$3,595,371 20
From emigrant passengers	131,065 93	162,671 92
From U. S. mail	118,961 91	146,743 45
From express	302,654 54	310,785 78
From freight	12,932,656 88	12,793,160 47
Rent of property	62,226 83	126,999 08
Miscellaneous,	208,174 58	395,974 92
Gross earnings	$17,250,811 78	$17,531,706 82
Expenditures for—		
Conducting transp.	$3,503,792 57	$3,562,084 69
Motive power	3,679,195 15	3,240,606 69
Maintenance of road	3,341,568 10	3,058,685 78
Maintenance of cars	1,464,859 22	1,186,945 17
General expenses	213,852 56	211,762 82
Total expenses	$12,203,267 60	$11,260,085 15
Earnings less exp.	$5,047,544 13	$6,271,621 67

The number of miles of single track in use on the road and branches, including sidings and second tracks at the close of each year was as follows:

	1869.	1870.
Main Line, including sidings	881.70	889.10
Branches owned	54 50	58.20
" leased.	226.50	227.10
Private sidings and branches	42.50	51.60
Total length in miles	1,205.20	1,226.00

The number of locomotives on the road at the commencement of the years 1869 and 1870, was 434 477
And at its termination 477 482

The mileage of engines in each year, was as follows;

	1869.	1870.
Passenger engine mileage	2,302,968	2,472,434
Freight "	6,904,888	7,358,537
Distributing "	366,776	354,262
Total mileage	9,574,632	10,185,233

The number of cars on the road at the end of each year as follows:

	1869.	1870.
Passenger, baggage and express.	346	354
Freight and coal	7,011	7,502
Other cars (in maintenance department	750	707
Individual cars	3,798	4,786
Total	11,905	13,348

The number and mileage of passengers carried was as follows:

	1869.	1870.
Passengers	4,229,363	4,352,769
Miles traveled	144,728,652	150,850,087

The tons of freight and the miles each ton was carried, was as follows:

	1869.	1870.
Merchandise	2,662,667	2,877,012
Coal	2,329,358	1,550,389
Fuel and material	410,966	376,650
Total (tons)	5,402,991	5,804,051
Total tonnage moved one mile	752,711,312	825,979,692

The shipments of oil during the year amounted to 678,278 bbls., against 627,473 bbls. in 1869—an increase of 50,805 bbls.

PHILADELPHIA AND ERIE RAILROAD.

The earnings of the Philadelphia and Erie Railroad for the years 1869 and 1870 compare as follows:

	1869.	1870.
From passengers	$672,964 46	$606,438 31
" freight	2,507,082 93	2,459,154 52
" express matt'r	31,327 51	33,111 95
" mails	24,616 67	25,000 00
" miscel. sources	26,713 72	20,339 93
	$3,362,705 29	$3,144,044 71

The operating expenses for the same years were:

Transportation	$671,606 07	$712,179 28
Motive power	749,641 82	736,926 66
Maintenance of way.	733,415 17	867,912 25
" cars.	213,546 07	260,710 23
	$2,368,209 13	$2,577,728 42
Leaving a balance of.	$894,496 16	$566,316 29

PITTSBURG FT. WAYNE AND CHICAGO RAILWAY.

The earnings of the Pittsburg, Fort Wayne and Chicago Railway under its lease to this company, for the year ending December 31st, 1870, were.... $8,118,595 60
And the expenses during the same period were.... 4,371,987 53
Balance $3,746,608 07
The annual rent, with the interest on the bonds of the company, expenses of maintaining the organization, annual contribution to sinking fund, &c., &c., amounted to 2,680,024 42
Showing a surplus of the lease of... $1,066,583 65

ERIE AND PITTSBURGH RAILROAD.

The earnings of the Erie and Pittsburgh Railroad for ten months ending December 31, 1870,

were	$870,859 28
And the expenses for the same period were	383,425 76
Balance	$487,433 47
The interest on the bonds of the company, expenses of maintaining organization, etc., during this period amounted to	258,857 00
Showing a profit of	$228,576 47

—giving a profit on the leases of these two roads of $1,295,160 12.

GENERAL ACCOUNT.

The General Account, showing the financial condition of the company December 31, 1869 and 1870, presents the following balances:

	1869.	1870.
Capital stock	$33,493,112 50	$33,850,000 00
Funded debt, viz:		
1st mort. 6 per ct. due in 1880	4,972,000 00	4,972,000 00
2d mort. 6 per cent. due in 1875	4,866,840 00	4,866,840 00
General mort. 6 per ct. due in 1910	6,826,500 00	15,784,500 00
Bonds due State 5 per cent.	6,082,538 14	5,924,716 63
Mortgages and ground rents	102,809 32	102,809 32
Short bonds, 6 per ct. due in 1871	1,114,224 00	1,109,224 00
Total capital and debt	$57,458,023 96	$66,610,089 95
Bills and accounts payable	5,573,323 10	4,962,783 83
Contingent	1,000,000 00	1,000,000 00
Balance	998,955 46	524,391 91
Total debit side	$65,030,302 53	$73,097,215 69
Cost of road and appurtenances	$14,087,741 13	$14,247,968 11
Philadelphia and Columbia R. R.	5,375,733 43	5,375,733 43
Equipment	6,182,448 17	6,974,191 22
Real estate and telegraph line	4,271,506 88	4,726,419 55
Extension of road to the Monongahela & Delaware Rivers	2,475,437 10	2,482,594 69
Total	$32,392,866 71	$33,806,907 00
Harrisburg & Lancaster Railroad stock	768,250 00	829,750 00
Connecting Railway stock	1,277,350 00	1,277,350 00
Pennsylvania canal stock	1,101,156 00	1,101,156 00
Stock and bonds upon the line of railway between Pittsburg & Columbus	7,676,695 31	6,808,153 88
Philad'lphia & Erie R. R. stock	779,637 26	779,637 26
Bonds and stocks of municipal and other railroad companies	6,019,221 01	13,438,740 03
Bills and accounts receivable	8,086,147 79	8,568,549 10
Bonds and stocks in sinking fund	2,433,432 35	2,433,433 35
Fuel and materials on hand	1,899,428 49	2,221,146 33
Advanced to Philadelphia and Erie R. R.	946,191 50	225,534 14
Balance in hand of agents and treasurer	1,650,926 10	1,576,858 60
Total credit side	$65,030,302 52	$73,097,215 69

The following summary exhibits the condition of the capital account for the past sixteen years embracing the whole period since the completion of the line:

	Share Capital.	Bonds and Mortgages.	Total Amount.	Cost of Property.
	$	$	$	$
1855.	12,355,525	7,519,096	19,874,621	18,483,489
1856.	12,646,625	8,516,841	21,163,466	19,048,968
1857.	13,206,625	14,929,940	28,136,565	27,266,981
1858.	13,240,225	14,094,451	29,334,676	27,670,672
1859.	13,849,125	16,469,159	29,818,284	28,484,321
1860.	13,261,960	16,680,804	29,942,764	28 846,442
1861.	13,264,100	16,936,764	30,200,864	29,587,678
1862.	13,274,100	16,696,764	29,970,864	29,888,552
1863.	13,430,250	16,949,124	30,379,374	30,592,298
1864.	19,896,060	16,802,724	36,698,184	31,024,891
1865.	20,000,000	16,750,124	36,750,124	31,809,334
1866.	20,000,000	18,209,040	38,209,040	29,013,854
1867.	21,045,750	19,687,573	40,733,323	29,115,019
1868.	27,040,762	21,266,182	48,306,894	29,761,533
1869.	33,493,112	23,964,912	57,458,024	32,392,867
1870.	33,850,000	32,760,090	66,610,090	33,806,907

The earnings and expenses of the railroad and dividends for the same years have been as follows:

	Gross Earnings.	Operating & Repairs.	Profits on operations.	Div'ds.
1855.	$4,270,070	$2,340,788	$1,829,277	6
1856.	4,720,124	2,814,568	1,905,626	6
1857.	4,855,659	3,000,743	3,854,826	3½
1858.	4,186,331	3,021,885	2,163,436	5½
1859.	5,362,355	2,130,738	2,231,617	6
1860.	5,982,701	3,636,659	2,296,042	6
1861.	7,300,001	3,653,063	3,646,938	6
1862.	10,304,291	5,431,073	4,873,218	8
1863.	11,891,415	6,780,000	5,111,413	9
1864.	14,759,058	10,693,944	4,065,114	10
1865.	17,459,169	13,270,058	4,189,111	10
1866.	16,583,883	12,790,909	3,792,974	9
1867.	16,340,156	12,080,299	4,259,857	6
1868.	17,233,497	11,860 984	5,372,513	8
1869.	17,250,812	12,203,268	5,047,544	10
1870.	17,531,707	11,260,085	6,271,622	10

Stock dividends, May, 1864, 30 per ct.; May, 1867, 5 per ct.; and May 1868, 5 per cent.

The company entered on possession of the Philadelphia and Erie Railroad on the 1st of February, 1862, since which date the earnings and expenses thereof has been as follows:

	Gross Earnings.	Operating & Repairs.	Earn'gs less Expenses.
1862*.	$425,687	$226,647	$199,040
1863.	725,670	336,596	389,074
1864.	1,131,148	838,594	292,554
1865.	2,074,140	1,746,052	328,088
1866.	2,541,052	2,086,975	454,077
1867.	2,833,760	2,010,873	322,887
1868.	2,804,250	2,067,001	737,249
1869.	3,262,705	2,368,209	894,496
1870.	3,144,044	2,577,728	566,316

* 11 months.

Narrow Gauge Railroads.

Several narrow gauge railroads are projected in Pennsylvania. A company has been chartered to build a road of thirty inch gauge from Philadelphia, to connect with the Pennsylvania Railroad in Chester county, passing through Upper Darby, Hereford, Maple, Newtown, and Paoli. In a week or two work will be begun on another narrow gauge road from Bell's Mills Station on the Pennsylvania Railroad in Blair county, across the Allegheny Mountains through Bell's Gap, a distance of twelve miles, which will afford an outlet for the coal, lumber, and iron of an important mountain district. Some of the gradients on this line will be over one hundred feet to the mile. The Lancaster and Reading Narrow Gauge Railroad Company has been incorporated, with the right to build a road with a gauge not exceeding four feet, from Lancaster to Reading; also to construct branches. There is also a movement on foot to build a narrow gauge road from Media to Chester, in Delaware county.

Texas Pacific Railroad.

The first annual meeting of the stockholders of this company was held on the 23d inst. in the office of the company, corner of Warren and West streets, Mr. Marshall O. Roberts, chairman. General Sprague, Judge Ebbetts and Colonel Hart were appointed tellers, and after a full vote had been polled the regular ticket for Board of Directors for the ensuing year was declared elected almost unanimously, viz: Moses Taylor, Marshall O. Roberts, Thomas A. Scott, Samuel J. Tilden, Edwards Pierrepont, Henry G. Stebbins, George W. Cass, W. J. Walters, Henry D. Newcomb, E. W. Rice, Henry S. McComb, John W. Forney, John McManus, John J. Harris, William R. Travers, George W. Quintard and J. W. Throckmorton.

At the meeting of the directors subsequently held the following officers were elected: President, Marshall O. Roberts; Vice-President, Henry G. Stebbins; Treasurer, Edwards Pierrepont; Secretary, E. B. Hart. Executive Committee—Thomas A. Scott, Edwards Pierrepoint, Henry G. Stebbins, W. R. Travers, G. W. Cass, W. J. Walters.

A committee of three was appointed to prepare by-laws, to be submitted to the next meeting for consideration.

Atlantic, Mississippi and Ohio Railroad.

The stockholders in the consolidated corporation met at Lynchburg on the 18th inst. Gen. Wm. Mahone, President, submitted his annual report. Among other matters the following facts were exhibited. The year before the war the roads from Norfolk to Bristol, operating under separate organizations, earned $1,241,862 01, and for the year following the close of the war, $1,064,258 10; while for the year ending September 30th, 1870, the figure was $1,925,686 51—showing an increase since the war of $871,524 40, or 83 per cent. The net earnings were in round numbers $756,000, after allowing for discount on moneys borrowed $107,000. This item will not appear in the future, giving a net income of $863,000, which would pay the interest at seven per cent. on about $12,000,000 bonds. The business committee subsequently submitted their report, which was adopted, and among other things empowered the President and directors to execute a mortgage on the company's property, not exceeding $15,000,000; recommended that the company conduct an express business over its roads, and appointed a committee to go to Louisville and arrange to connect with the Louisville and Nashville railroad. The old board of officers was re-elected.—*Balt. Sun.*

☞ The Annual Report of the Hanover Branch Railroad Company, shows that this company, under the careful management of Captain Eichelberger and his efficient corps of officers, is in a flourishing condition. A dividend of five per cent., clear of taxes, on the capital stock for the past six months, has been declared payable in May.

☞ Notice is given that the third instalment of 25 per cent. of the principal of the repair bonds of the Chesapeake and Ohio Canal Company, guaranteed by the State of Virginia, with interest thereon to the 20th instant, will be paid on the presentation of said bonds at the banking house of Alexander Brown & Sons, Baltimore, Md.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	---- ----	---- ----
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	25,879,923	---- ----	---- ----
" " " pref.. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar. '71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,880,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	---- ----	---- ----
Berkshire*.....100	600,000	J. A J&O	Apl.'71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,500	---- ----	---- ----
Do. do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ...100	3,760,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Apl.'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	May '71 3
Brooklyn City & Newt'n..100	399,800	---- ----	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buff., New York & Erie*..100	980,000	M. & N.	May '71 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	377,100	---- ----	---- ----
" " pref. 50	753,695	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	July '69 3
Cape Cod 60	915,577	J. & J.	D., '70 $2½
Cape May and Millvi le* 50	447,000	J. & D.	Dec. '70 3
Catawissa, ... 50	1,159,800	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna..* 50	339,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,800	J. & J	July'70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,425,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct. 61 2½
Chemung*.....100	350,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,055,925	J. & J.	Dec. '70 7
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '71 5
" " pref..100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy - 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*..100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*..100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	14,676,620	J. & D.	Dec.'70 5
" " pref.100	20,370,293	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,600,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	---- ----	J'n &J'ly	Jan.'68 2
" Street	---- ----	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,846	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind.... 100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	May'71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Dec. '70 2
Concord 50	1,800,000	M. & N.	May '71 5
Concord & Ports., guar....100	110,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn 100	500,000	---- ----	---- ----
Conn. & Passump. R. pref. 00	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	---- ----	---- ----
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee.....100	452,350	---- ----	---- ----
" " pref.100	2,095,000	---- ----	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100	---- ----	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	4,002,600	J. & J.	Dec. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	1,309,200	---- ----	Jan. '71 3
East Tenn., Va. and Ga....100	1,969,524	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'71 2½
Do.* do. pref. 50	500,000	J. & J.	Dec.'70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,446	---- ----	---- ----
Fitchburg 100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) ... 50	150,000	J. & J.	Jul. '67 2
Granite..... 100	---- ----	M. & S.	Mar.'71 4
Green and Coates St.(Ph.)	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,706,925	J.A.J&O	Apl. '71 3
Hannibal and St. Joseph..100	4,151,700	---- ----	Aug'70 3½
Do. do pref.100	5,078,224	---- ----	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820,000	---- ----	---- ----
" pref 100	1,180,000	J. & J.	Feb. '71 3
Huntingdon & B'd Top ... 50	615,950	---- ----	---- ----
" " pref. 50	212,350	J. & J.	Jn. '68 3½
Illinois Central.....100	25,280,240	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'71 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '71 4
" " guar.100	533,500	F. & A.	Feb.'71 4
Lackawanna & Bloomsb... 50	1 355,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,558	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Apl.'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J. S.D.	Mar. '71 2
Little Schuylkill* 50	2,846,100	J. & J.	Jan.'71 3½
Lomb. and South St (Ph.) 25	90,030	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex..... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & Bd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central..... 100	3,400,500	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	---- ----	---- ----
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	---- ----	Dec. '70 2
Memphis and Charleston..100	5,812,726	---- ----	June'69 3
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec '70 5
Michigan Central 100	13,225,848	J. & J.	Dec. '70 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,378	J. & J.	Jan. '71 5
Millville and Glassboro' ...100	405,320	F. & A.	Feb. '70 5
Milw. & St. Paul..... 100	11,422,664	---- ----	Dec.'70 7s
" " pref..... 100	10,424,903	---- ----	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,858,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,289,820	---- ----	---- ----
Montgomery & W. Point..100	1,844,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	---- ----	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell..... 100	720,000	M. & N.	May '71 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck..... 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	A. & O.	Apl. '71 4
New Haven & N. London..100	788,538	---- ----	---- ----
N Haven & Northampton.100	1,500,000	J. & J.	Jan.'68 3
New Jersey..... 100	7,297,200	F. & A.	Feb. '71 5
New London Northern....100	1,008,500	---- ----	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem..... 50	8,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	Jan. '71 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	Dec. '70 4
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Potersb'g guar..100	137,500	J. & J.	July '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	---- ----	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	---- ----	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	Jan.'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi..... 100	19,995,847	---- ----	---- ----
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Apl.'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	Dec. '70 3
Orange and Newark 100	599,350	---- ----	---- ----
Oswego and Syracuse..... 50	452,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	---- ----	---- ----
Panama..... 100	7,000,000	J.A.J&O	Jan. '71 3
Paterson and Ramapo.....100	218,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Petersburg..... 100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28,849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J. S.D.	Jun. '71 3
Phila. and Trenton*..... 100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. gtd.*100	13,665,000	J.A.J&O	Jan.'71 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	Apl. '71 3
Portland and Kennebec....100	616,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock...100	202,400	A. & O	Apl. '70 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portam'th...100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston..... 100	---- ----	---- ----	Jul. '69 3
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	---- ----	---- ----
Richmond and Petersb g..100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport 100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	Dec.'70 4
Rutland preferred..... 100	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute..100	2,500,000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	---- ----	---- ----
Sandusky and Cincinnati.100	2,959,000	---- ----	---- ----
" " pref.100	446,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,227	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,299,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,060	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	568,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	---- ----	July'70 2
17th & 19th streets (Ph.).. 50	130,000	---- ----	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'71 3
Shore Line..... 100	658,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	---- ----	May'70 -
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	---- ----	---- ----
South Shore 100	259,685	---- ----	Jul. '68 3
South Western, Georgia..*100	1,959,900	F. & A.	Feb.'71 4
Staten Island..... 100	600,000	J. & J.	Jul. '67 4
Stony Brook..... 100	297,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,988,141	---- ----	---- ----
Stockbridge & Pittsfield*100	448,700	---- ----	---- ---3½
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,180	---- ----	---- ----
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama .100	995,921	---- ----	---- ----
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.).....100	1,750,000	---- ----	May '70 -
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	---- ----	---- ----
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,300,000	---- ----	---- ----
Tol., Wabash and West....100	14,700,000	---- ----	---- ----
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111	---- ----	---- ----
Troy and Greenbush*..... 50	274,400	J. & D.	Dec'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,476	J. @ J.	Jan. '71 4
Utica and Black River..... 100	1,666,000	J. & J.	July '70 3
Vermont and Canada*..... 100	2,500,000	J. & D.	Dec. '70 4
Vermont Central..... 100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,360,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	---- ----	---- ----
Virginia Central 100	2,353,675	---- ----	---- ----
Virginia and Tennessee....100	3,506,300	---- ----	---- ----
Western Union 100	2,707,693	---- ----	---- ----
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon..... 100	1,463,775	---- ----	---- ----
Winchester and Potomac....	---- ----	J. & J.	Jan. '71 3
Warren..... 100	1,547,650	---- ----	---- ---3½
Worcester and Nashua ... 75	1,400,555	J. & J.	Dec.'70 5

CANALS.

Chesapeake and Delaware 50	1,983,568	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,596	---- ----	---- ----
Delaware Division..... 50	1,833,350	F. & A.	Feb. '71 4
Delaware and Hudson.....100	15,000,000	F. & A.	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	84,000	---- ----	---- ----
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation.. 50	725 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania 50	4,300,000	---- ----	---- ----
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	---- ----	---- ----
Union..... 50	2,907,556	---- ----	---- ----
" preferred 50	---- ----	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh'p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal..... ..... —	---- ----	J. & J.	Jan.'71 4
Lackawanna Coal..... ..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	---- ----	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'71 5
Roaring Brook Coal..... —	200,000	---- ----	Dec'66 2½
Short Mt. Coal..... 50	800,000	---- ----	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	---- ----	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	---- ----	July'70 3
United States Express 50	4,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,823	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,652
1868	64,463	80,957	81,306	96,481	106,835	164,729	259,590	251,832	262,770	293,422	286,562	342,743	2,309,787
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,806	7,983,513
1871	536,495	481,085	580,340	758,250	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,560	153,294	1,673,706
1864	100,991	154,418	195,803	162,728	178,786	206,090	224,257	312,165	354,554	320,879	307,393	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,255	357,954	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	299,249	329,851	371,544	321,597	387,269	322,638	360,223	325,039	271,247	3,695,153
1867	243,787	167,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	556 621	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	401,264	4,849,405
1871	343,650	340,301	384,372	393,664	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	550,621	747,942	702,091	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,789
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,083	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	763,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,606	218,347	271,425	287,451	293,396	262,793	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	255,367	341,783	320,025	293,016	271,555	242,621	3,095,966
1870	203,060	226,897	244,182	248,646	260,169	274,021	249,355	319,012	317,887	339,259	319,573	284,156	3,273,719
1871	272,826	266,790	313,199	283,399	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,643	206,246	269,282	261,079	362,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	342,029	511,305	478,576	496,470	437,079	424,581	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	709,256	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,756	641,589	643,887	518,088	7,181,208
1866	603,053	505,256	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	617,071	440,271	477,027	516,493	525,242	709,327	758,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	951,650	685,401	651,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,077	8,823,481
1870	623,383	661,759	901,320	565,087	684,589	712,647	627,216	899,062	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	600,845	588,661	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,806	113,504	112,952	123,892	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,590	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,006	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,860	131,019	109,629	1,390,822
1870	90,177	98,276	101,379	106,246	110,218	111,117	111,127	118,407	132,998	153,531	144,023	141,316	1,418,809
1871	130,883	126,224	140,740	118,173	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,096	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258 604	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30 ,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	295,780	263,244	346,781	408,445	410,802	405,510	346,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	405,196	405,083	324,986	359,646	429,161	493,640	414,604	308,609	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,903	464,778	506,296	412,934	330,373	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	380,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	368,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,756	442,665	441,685	470,703	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	309,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,083,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 889	6,517,646
1869	454,590	330,400	420,951	460,288	610,844	678,923	586,531	525,547	724,732	1,040,102	801,195	450,000	7,225 009
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	805,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	483,884	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,583	231,662	235,513	215,436	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,000	264,090	235,240	200,820	255,726	2,833,399
1871	183,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,468	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,136	255,925	247,262	305,454	278,701	310,762	302,426	281,613	3 .56 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,622	322,521	365,371	379,367	326,066	272,053	3,459,319
1868	211,973	231,351	266,906	252,149	234,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,994,041
1869	180,366	216,080	221,459	214,400	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318,957	366,187	316,054	250,471	3,188,137
1871	245,982	258,564	384,599	243,650	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	320,243	298,708	271,297	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	319,765	285,416	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,906	254,235	388,725	414,707	415,904	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	699,084	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,287	1,140,301	996,841	1,252,386	855,742	887,793	874,974	436,900	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,396	589,924	8,735,985
1869	479,236	595,460	755,433	904,834	499,463	830,680	1,232,903	1,454,026	1,294,621	1,235,306	1,476,405	828,447	11,516,904
1870	479,872	574,706	679,332	514,493	593,906	617,058	569,697	1,1?9,489	1,241,903	1,199,094	1,143,300	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,128	170,485	165,099	162,532	166,015	222 945	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	250,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	165,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,896	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	196,889	202,238	206,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,306	175,453	163,286	150,556	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,623	110,242	107,624	126,012	127,412	129,775	124,998	123,948	1,372,226
1871	126,218	122,373	144,533	125,212	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	392,906	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	336,825	290,529	293,344	283,833	434,209	450,203	429,898	323,270	309,439	4,013,208
1869	284,193	246,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,509	323,377	434,264	4,252,343
1870	312,133	293,645	295,278	318,699	340,802	348,632	322,756	466,431	508,042	451,293	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	458,076	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	622,560	617,586	758,467	909,655	837,288	716,829	5,709,183
1870	538,529	500,120	539,228	706,603	802,586	746,450	643,058	664,051	728,521	719,698	570,168	505,053	7,054,094
1871	479,573	373,925	499,699	584,540	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities May 1, 1871.					
Loan of June 14, 1858 ..... registered	96,035,000	5	Jan. & July.	1874	105½
.. .. coupon	13,965,000	5	" "	1874	106½
Loan of February 8, 1861 ..... registered	13,551,000	6	Jan. & July.	1880	117
.. .. coupon	4,864,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861.....registered	123,513,050	6	Jan. & July	1881	117½
.. .. coupon	65,085,050	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s).....registered	107,564,600	6	May & Nov.	1882	111½
.. .. .. (5-20s).....coupon	383,401,050	6	" "	1882	111½
Loan of March 3, 1863.....registered	53,075,450	6	Jan. & July.	1881	117½
.. .. coupon	21,924,550	6	" "	1881	117½
Loan of March 3, 1864 (5-20s).....registered	3,089,500	6	May & Nov.	1884	111
Loan of June 30, 1864 (5-20s).....registered	53,692,600	6	May & Nov.	1884	111½
.. .. .. (5-20s).....coupon	45,700,000	6	" "	1884	111½
Loan of March 3, 1865 (5-20s).....registered	54,605,800	6	May & Nov.	1885	111½
.. .. .. (5-20s).....coupon	125,313,550	6	" "	1885	111½
.. .. .. 2d series (5-20s).....registered	72,476,900	6	Jan. & July.	1885	113½
.. .. .. (5-20s).....coupon	182,986,600	6	" "	1885	113½
.. .. .. 3d series (5-20s).....registered	91,299,100	6	Jan. & July.	1887	113½
.. .. .. (5-20s).....coupon	244,099,500	6	" "	1887	113½
.. .. .. 4th series (5-20s).....registered	11,114,500	6	Jan. & July.	1888	113½
.. .. .. (5-20s).....coupon	28,539,950	6	" "	1888	113½
Loan of March 3, 1864, (10-40s)....registered	137,192,600	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s).....coupon	57,374,700	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71.registered	.....	5	F. M. A. & N.	1881	...
.. .. coupon	.....	5	" "	1881	...
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	...
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	...
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	36,345,000	3	.....	Dem.	...
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	...
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	...
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95–'99	115½
U. S. Notes and Fractional Currency.....	396,367,797	mtl.	.....	.....	...
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	...
.. — .. .. (extended).....	2,414,800	5	" "	'83–'86	...
.. — .. .. (sterling).....	388,000	6	June 1.	1870	...
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	...
.. — .. .. (" ")..	712,800	5	" "	1886	...
.. — .. .. (new).....	1,316,700	8	" "	'86–'88	104
Arkansas—State Bonds (refunded).....	4,430,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's).....	.....	7	April & Oct.	1900	...
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111
.. — .. 1860.....	138,500	7	" "	1880	...
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	...
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	...
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	...
Connecticut—War Bonds, of 1861, (10–20s)..		6	Jan. & July.	'81–'82	...
.. — .. of 1863, (20s)..	5,927,000	6	" "	1883	...
.. — .. of 1864, (10–20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	...
.. — .. (various) registered	867,500	6	Various.	Var.	...
Florida—State Bonds 1868.....	500,000	6	Jan. & July.	1898	...
.. .. 1869.....	200,000	6	" "	1889	...
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	...
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71–'74	87
.. — " " " 1842 to 1848.....	275,000	7	Various.	'72–'74	93
.. —Atl. and Gulf R. R. 1858 to 1860.....	500,000	6	Feb. & Aug.	'75–'96	87
.. —Bonds (Act March 12, 1865).....	3,700,000	6	Jan. & July.	1880	94½
Illinois—Interest Bonds of 1847.....	920,696	6	" "	1877	100
.. — " Stock of 1857.....	134,311	6	" "	1877	...
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	...
.. —Normal University Bonds.....	45,000	6	" "	1870	...
.. —Thornton Loan Bonds	105,000	6	Mar. & Sept.	1870	...
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	...
Indiana—State Bonds.....	.....	5	" "	1866	...
.. —War Loan Bonds.....	204,000	6	May & Nov.	1868	...
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	...
Kansas—State Bonds	100,675	6	" "	'93–'84	...
.. —	1,059,500	7	" "	'76–'89	...
.. — .. military	176,000	7	" "	1880	...
Kentucky—State Bonds of 1841–'42.....	913,000	6	April & Oct.	'71–'72	...
.. — .. .. of 1843	180,000	5	" "	1873	...
.. — .. .. military.....	309,300	6	Various.	1895	...
Louisiana—Charity Hospital.....	96,000	6	Mar. & Sept.	1872	...
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	'70–'79	...
.. —	2,052,000	6	Various.	'93–'00	60
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	...
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	...
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	...
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86–'88	...
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1860.....	474,000	7.3	Mar. & Sept.	1899	...
.. —Penitentiary Bonds of 1860.....	500,000	7	" "	1909	...
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	...
Maine—State Bonds	301,000	6	Various.	'76–'78	...
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	...
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	...
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	...
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,258,888	6	J. A. J. & O.	1890	...
.. — .. .. converted	448,500	5	" "	1890	...
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	6	" "	1890	...
.. — .. .. .. converted	1,687,345	6	" "	1890	...
.. — .. .. of 1834...	1,403,148	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	209,000	3	" "	1890	...
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,429	6	" "	1889	...
.. —Susq. and Tide-Water Canal Stg..	773,000	6	" "	1865	...
.. — .. .. .. converted	215,622	5	" "	1865	...

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	...
.. —Defense Loan Bonds.....	3,051,398	6	" "	1883	105½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	...
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74–'75	...
.. —	275,000	5	April & Oct.	'73–'74	...
.. —	320,000	5	May & Nov.	'72–'80	97½
.. —	133,000	6	June & Dec.	'72–'77	...
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71–'76	...
.. — .. .. of 1863	600,000	5	" "	'77–'78	...
.. —Coast Defense Loan.....	858,000	5	" "	1883	...
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	...
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	...
.. — .. .. (stg.).....	4,000,744	5	" "	1894	...
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	...
.. —T. & G. R.R. & Hoosac T. stg.	3,506,560	5	" "	'88–'90	97½
.. —	985,500	5	" "	'91–'95	...
.. —Southern Vermont R. R.....	200,000	5	" "	1890	...
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	...
.. —Norwich & Worcester	400,000	6	" "	1877	...
.. —Bos., Hartf. & Erie (stg.)	3,599,224	5	" "	1900	...
Michigan—Renewal Loan Bonds.....	150,000	6	" "	1878	...
.. —Two Million Loan Bonds	1,621,000	6	" "	'73–'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	...
.. —Sault St. Marie Canal Bonds	96,000	6	Jan. & July.	1879	...
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77–'79	...
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	...
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	...
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41–'71	...
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	...
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	...
.. —Railroad Loans.....	13,112,000	6	" "	'74–'90	95½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	70
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73–'87	94½
Nebraska—(No Debt).....	.....	.....	.....	.....	...
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	...
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71–'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71–'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71–'84	...
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'96	107½
.. — .. of 1864.....	593,400	6	" "	'97–'02	...
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	109½
.. — .. Bonds.....	21,000,000	7	" "	1877	109½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	...
.. —	800,000	6	" "	1878	...
.. —	248,000	5	" "	pleas.	...
.. —	900,000	5	" "	1875	102½
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	...
.. —	5,150,100	6	" "	1873	...
.. —	2,099,000	6	" "	1874	107
.. —	473,000	6	" "	1875	...
.. —	880,000	6	" "	1877	...
.. —	1,106,420	5	" "	1874	...
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71–'91	...
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71–'91	48
.. —State Bonds for R. R. (new).	5,626,000	6	Jan. & July.	'92–'98	...
.. — .. .. (new).	1,739,000	6	April & Oct.	'92–'98	27
.. —Funding &c. Bonds of '66–'68	2,800,400	6	Jan. & July.	1990	...
.. —	1,821,400	6	April & Oct.	1899	30
.. —Special Tax Bonds.....	11,407,000	6	" "	1900	...
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	19½
.. — .. (").....	1,600,000	6	" "	1875	...
.. — .. (").....	4,095,399	6	" "	1881	...
.. — .. (").....	2,400,000	6	" "	1886	105
.. —Union Loan (Columbus).....	388,975	6	May & Nov.	1871	...
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74–'84	...
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	...
.. —	4,731,300	6	" "	1872	102½
.. —	90,400	5	" "	1877	...
.. —	7,890,550	6	" "	1877	107½
.. —	726,950	5	" "	1882	...
.. —	9,237,050	6	" "	1882	109½
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	101½
.. —State Stocks (old).....	354,000	5	Jan. & July.	1882	...
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77–'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1852	...
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	...
.. — .. of 1863.....	239,000	6	April & Oct.	1883	...
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	...
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	...
.. — .. bonds (stg.).....	484,445	5	" "	1893	...
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74–'78	...
.. —State Capitol bonds.....	1,997,738	6	" "	'71–'90	74
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87–'97	...
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	...
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	...
Tennessee—*State Bonds proper	1,308,640	5	April & Oct.	Var.	...
.. —*	239,166	5½	" "	"	...
.. —*	1,706,060	6	" "	"	...
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	71½
.. —*Railroad Endorsements	2,172,000	6	" "	"	...
.. —*Funding Bonds	4,069,562	6	" "	"	71½
Texas—No legal debt.....	.....	.....	.....	.....	...
Vermont—War Loan Bonds.....	1,025,000	6	June & Dec.	'71–'78	101½
.. — .. Certificates	201,000	6	" "	'71–'78	...
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	57
.. — .. Bonds .....coupon	11,103,000	6	" "	"	60
.. — .. .. stg.....	1,866,000	5	" "	"	...
.. —Funding Stock of 1866....registered	1,872,988	6	" "	"	71½
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	74½
.. — .. .. (sterling).....	486,250	5	" "	"	...
West Virginia—Probably a third of the Debt	of Virginia.	...	.....	.....	...
Wisconsin—War Loan Bonds.....	104,000	6	Jan. & July.	'77–'89	...

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	651,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'80–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1890	27½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	3,500,000	7*	May & Nov.	New York.	1919	90
Burlington and Missouri River:						
Land Grant Mortgage	4,696,608	7	April & Oct.	New York.	1893	94½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £288,600	1,296,824	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & £154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	96
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	866,000	6	June & Dec.	" "	1889	93½
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1880	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	(125,000	6	Jan. & July.	(Boston.	99–'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	48
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	85½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,600,000	7	April & Oct.	New York.	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'96–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	94½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	102½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	102½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	94
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	81½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	978,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	103
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1893	93
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1893	113
Trust Mortgage, convertible	150,000	8	" "	" "	1893	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1901	96
Chicago and Milwaukee, (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	99½
Funded Coupons	755,000	7	May & Nov.	" "	1885	91
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1886	90½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	200,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	92
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1896	92
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1858	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1896	103
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	78
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	80½
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1898	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1894	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1896	....
2d Mortgage	65,000	7	" "	" "	1859	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	84½
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68–'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,350,000	7	May & Nov.	" "	1876	96
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1896	95
Consol. S. F. Mort. $5,000,000	528,000	7	May & Nov.	" "	1900	93

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	87½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	73
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,493,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	" "	'76–'77	100½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	96
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	793,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1906	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1883	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,500,000	1,033,000	7	March & Sept.	" "	1881	92
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	93
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1876	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	505,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1890	....
Mortgage (new)	136,400	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1899	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	'68-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	100
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	570,000	5	April & Oct.	"	1872	80
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1856	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94
3d Mortgage	6,000,000	7	" "	" "	1883	92
4th Mortgage	4,441,000	7	April & Oct.	" "	1889	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	83½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95½
Georgia:						
Bonds	552,000	7	J. & J.	Augusta.	70'-76	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1856	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1888	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	92½
Greenville and Columbia:						85½
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1856	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1891	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	104½
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	....
Harrisburg and Lancaster:						109
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1895	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	99
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	84½
Consol. Mortgage	887,045	7	April & Oct.	"	1895	42½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	104
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	85
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1988	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1886	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1885	100
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	95½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	560,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	100
1st Mortgage (Hazleton)	134,500	6	April & Oct.	" "	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1850	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	55
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	96
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	83
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortg., dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100½
2d Mortgage	2,693,000	7	" "	" "	1877	97
Detroit, Monroe & Toledo Mort.	934,000	7	Feb. & Aug.	" "	1876	97
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,475,000	7	Jan. & July.	New York.	1898	96½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1895	106
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	97
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90½
Mississippi Central:						
1st Mortgage	1,250,000	7	May & Nov.	New York.	1878	....
2d Mortgage	1,907,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	650,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	656,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,560,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,466,176	6	Jan. & July.	New York.	90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,872,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	80,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wn.						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,995,626	6	May & Nov	New York.	1883	93
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	92
Bonds for real estate	162,000	6	" "	" "	1883	90
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	90½
New York and New Haven:						
1st Mortgage	1,039,500	6	April & Oct.	New York.	1876	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'77	98
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						....
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	"	"	1893	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	86
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	64½
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	99
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	May & Nov.	"	18—	98½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	(red	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	80
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$330,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	965,000	7	Jan. & July.	Boston.	1870	100½
Equipment Bonds	300,000	8	" "	"	'69–'75	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div	850,000	7	" "	" "	1872	101½
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	95½
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	85½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	104
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	83
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	85½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1862	78½
Va. State Loan	240,992	6	" "	" "	1887	80½
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	486,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	....
St. Louis Loan	700,000	6	" "	" "	'71–'73	100
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1876	....
2d Mortgage, Sterling	749,950	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,509,350	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1900	95
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	
2d Mort. } Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	102
2d M. stg. }	2,283,840	6	" "	London.	1875	99
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	96½
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						101
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	99½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	250,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	50
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	95½
2d Mortgage	4,000,000	6	" "	"	1901	82½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1896	91½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						....
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	....
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1886	....
Bonds of 1857, convertible	143,500	6	" "	"	1886	96
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	99½
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	82
Philadelphia and Trenton:						103½
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						94
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1896	95½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov	N. Y. & Lond.	1890	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	$11,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$220,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	200,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	406,500	6	" "	Richmond.	'75–'90	75
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,500	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,000	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	98
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	103½
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	89½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	56
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	95½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,565,000	7	April & Oct.	New York.	1894	91
2d Mortgage ($5,000 per mile)	300,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,000,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	150,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	660,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $6,000 per mile	500,000	7	Jan. & July.	New York.	1880	....
Schuylkill and Susquehanna:						
1st Mortgage	$1,000	6	Jan. & July.	Philadelphia	1879	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	200,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'60–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1859	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'88	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	6	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	8*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1855	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	90
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	90
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1896	76½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	89
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	350,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	92
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	86½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	85
Union Pacific—Central Branch:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,000,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	8*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1888	87
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	103
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	293,300	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	164,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	75½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1885	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	83½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	600,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	94
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1900	101
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	84½
New Preferred mortgage	600,000	6	.....	.....	....	92
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,500,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'97	....
1st Mortgage guar. by State	.....	6	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1861	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,918	6	J A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	87
3d Loan	2,000,000	6	" "	"	1897	91½
Gold Loan	2,000,000	6*	.....	"	1884	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93½
Convertible Loan	1,496,879	6	" "	"	1877	84
Monongahela Navigation						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Essex Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage	302,750	6	" "	"	1876	86
Boat Loan	252,057	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	79½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	79½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	79
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	91
Preferred Interest Bonds	525,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	13
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga..... Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*			2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	94
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley..... Pennsylvania.	7,913,532	*			2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	—				425,000			68.0	116,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot..... New Hampshire.	506,000	—			246,018	150,000				(Leased to Cheshire.)				7,500	—	100	....
Jun. 30, 1869	86.7	—	8.8	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶..... Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶..N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....		(Leased & oper. by Grand Trunk of Canada.)					4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris ..N. Y.	217,345	—	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,381,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	128
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	7½
Dec. 31 1869	29.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquam*....Michigan.	1,791,776	*	289,595	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,300	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders. —No returns.)					—	100	....
Sept. 30, 1870	21.2	—	—	—					Berkshire..... Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....					42,000	42,000	7	100	50½
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning..... New York.	582,346	—	.....	.....	250,000	.....	.....	.....		(Leased to Fall Brook Coal Co.)					7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	168	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3 546.638	751 902	19,164,806	1,764,520	2,468,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 814	10	100	187
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg .....Mass	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	16	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Boa., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	34
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell..... Mass.	2,653,300	*	618,198	529,882	2,215,000	765,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	142
Sept. 30, 1870	74.3	8.5	64.8	—	46	60	24	1,183	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	285,631	10,629	4,471,274	—	—	1,000,979	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	154
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,700,000	*	504,422	.....	3,[illegible]0,000	—	—	504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,507	10	100	157½
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....		(Leased to Erie.)					—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,067	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,262	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron..... Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased & oper. by Grand Trunk of Ca.)			96,338		—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....		(Leased and operated by Erie.)					7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...r'enn. & N. Y.	526,127	—	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No returns 175 miles recently completed.)					—	100	....
Apr 10, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,632,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	116
Dec. 31, 1869	61.2	61.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	130½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec 31, 1869	23.0	7.1	2.8	—					Camden and Burlington Co..New Jersey.	712,362	—	.....	.....	332,925	380,000	.....	.....		(Leased & oper. by Camd & Amboy.)			42,447		3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	42,260	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,169,260	212,924	92,010	5	100	70
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville..... New Jersey.	809,380	—	.....	.....	447,000	200,000	202,205	.....	—	(Leased and oper. by West Jersey.)					6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	42
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110	—	.....	.....	589,110	.....	.....	.....		(Leased to Dela., L. and W.)			54,000		9	100	....
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota .....Iowa.	3,402,000	—	.....	.....	1,701,000	1,701,000	.....	.....		(Leased and oper. by Illinois Central.)					—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000	—	.....	.....	8,000,000	7,620,000	.....	.....		(Leased and oper. by Chic. and N.W.)			475,300		—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	112½
Jun. 30, 1869	137.0	—	25.8	—	44	28	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	10,515 195	970,890	49,521	3½	100	25½
Dec. 31, 1869	742.0	130 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742 0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)				—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,722,075	—	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung..... New York.	400,000	—	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie & N.Centrl.)			30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....		(No returns published.)						—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire..... New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley ..... Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	437,500	.....	—	(Leased to Phila. and Read.)			101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	119½
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,021,773	2,604,594	10	100	158
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)				—	100	....
May 31, 1870	81.3	1 1	16.7	—					Chicago, Iowa and Nebraska .....Iowa.	5,000,000	—	.....	.....	3,916,000	810,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			557,950		10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,818	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	87½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	118½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana..... Ohio & Ind.	1,894,477	*	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	—	—	—	—	(Leased and oper. by Kentucky Central.)					—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,863,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	23½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	.....	.....	11,620,000	1,907,000	.....	.....	390.4	2,155,245	29,770,918	95,130,680	2,962,614	929 384	7	100	9½
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,346	307,981	.....	.....	2,056,760	1,662,100	.....	.....		(Leased	to Atl. &	Gt. Western.)	.....	.....	8	100	....
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,615	2,283,265	.....	.....	6,300,476	3,883,500	.....	610,497	225.0	1,665,141	.....	.....	2,383,670	908,306	8	50	125
Oct. 31, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	38,589,369	*	.....	.....	13,000,000	18,814,000	1,725,369	.....	588.0	3,655,909	38,605,620	41,064,199	3,529,411	262,452	—	100	28½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200	.....	.....	.....	1,786,200	248,000	.....	.....		(Leased	& operate	d by Little	Miami.)	.....	6½	100	....
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*	136,029	92,610	1,500,000	.....	75,000	155,689	119.5	544,126	9,598,097	14,984,458	806,150	153,166	10	50	155
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,500	300,000	.....	27.0	39,460	556,055	361,137	75,480	27,338	—	100	....
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	1,108,859	.....	.....	.....	350,000	.....	.....	.....		(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	91½
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River	Massachusetts.	2,100,430	*	164,854	180,425	1,700,000	250,000	70,000	216,110	58.4	262,936	7,954,321	6,466,931	591,972	197,174	10	100	147
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	.....	215,000	.....	1,278,300	1,000,000	.....	.....		(Leased	to Phila.	& Trent.)	.....	.....		50	....
Mar. 31, 1869	14.6	—	1.1	—	.....	.....	.....	....	Contoocook River	New Hampshire.	267,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	(Oper.	by Northern	N. H.)	38,458	15,931	—	100	....
Dec. 31, 1869	34.0	—	19.0	—	28	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	.....	.....	1,500,000	3,443,000	.....	.....	34.0	337,200	.....	.....	791,053	75,118	—	50	....
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	.....	1,316,900	352,300	.....	.....	74.0	226,576	.....	.....	523,993	143,479	8	50	110
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,788	11,200	26,891	400,000	300,000	.....	6,454	28.0	98,222	1,549,669	959,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	313,910	15,600	300,000	.....	413,150	510,000	.....	.....		(N	ot yet in o	peration.)	.....	.....		100	....
Apr. 30, 1869	—	—	—	117.5	.....	.....	.....	.....	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....		(U	nder cons	truction.)	.....	.....		100	....
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	567,268	.....	261,099	2,393,140	4,278,300	112,579	.....	141.4	.....	.....	.....	1,061,856	421,277	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	...
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	.....	.....	.....	309,276	716,000	.....	.....		(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	....
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	.....	.....	.....	891,206	892,760	.....	.....		(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	6	100	....
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	.....	.....	14,100,600	3,308,000	2,190,000	.....	253.4	1,820,253	.....	.....	2,417,324	637,845	10	50	110
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*	.....	.....	3,872,500	4,310,000	.....	.....	184.0	.....	.....	.....	830,241	365,392	—	100	....
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	.....	.....	1,615,618	666,267	—	100	....
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	.....	.....	.....	480,000	.....	.....	.....		(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	....
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	54,767	3,662,123	960,000	653,956	153,124		(Leased	& oper. by	Ill. Centr.)	1,290,589	.....	7	100	86
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*	.....	.....	1,000,000	550,000	.....	.....	79.0	.....	.....	.....	188,832	.....	—	100	....
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	.....	.....	.....	280,000	.....	.....	.....		(In	progres	s.)	.....	.....		100	....
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	.....	.....	.....	700,000	1,000,000	.....	.....		(Leased	to Boston,	Hart.&Fis	hkill.)	.....	.....	100	....
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	.....	2,500	.....	89,800	175,000	2,000	.....		(Leased	to Penney	lvania.)	.....	.....		50	....
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶	Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	124½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....		(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)		100	....
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	.....	.....	.....	392,550	.....	.....	.....		(Leased	to Phila.	& Readin	g.)	.....	6	50	....
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	.....	.....	.....	1,309,200	495,900	.....	.....		(Leased	to Phila.	& Readin	g.)	.....	7	50	76
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	539	East Tenn. Va., & Georgia ¶	Tenn. & Ga	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,562,958	270.0	.....	.....	.....	1,278,864	562,682	—	100	....
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶	Tenn.	.....	.....	.....	.....	(Consolid	ated in t	he East	Tennesse	e, Virg	inia and	Georgia.)	.....	.....	.....	—	.....	....
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	.....	.....	—	.....	....
Sept. 30, 1869	46.6	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....		(Leased	to Norther	n Central.)	25,000	25,000	5	100	....
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,288,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....		(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	56½
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,910	23,398,800	.....	.....	845.7	7,761,579	128,455,168	817,829,190	16,721,500	2 179,395	—	100	30½
Oct. 31, 1869	83 7	8.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	.....	999,600	2,577,590	.....	57,809	101.2	484,530	.....	.....	824,611	383,028	—	50	....
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶	Maine.	2,094,883	148,659	.....	.....	.....	3,000,000	.....	.....		58,493	.....	.....	129,726	56,198	—	100	....
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*	.....	.....	[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	....
Jun. 30, 1869	23.5	—	....	5.46	.....	.....	.....	.....	Europ. & N. American W. Div.	N.Bruns.	1,743,037	*	.....	.....	803,750	1,853,907	18,001	.....		(No	t in comp	lete opera	tion.)	.....		100	....
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,577	132.0	306,838	.....	.....	516,804	166,699	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	.....	....
Sept. 30, 1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*	21,174	491	150,000	.....	269,460	.....	5.8	10,846	350,016	.....	26,815	3,800	—	100	....
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	90,000	.....	.....	60		(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	....
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg	Massachusetts.	3,640,000	*	300,579	200,661	3,640,000	.....	.....	501,231	93.7	538,088	20,328,234	13,563,559	1,085,937	252,285	8	100	141
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	.....	.....	.....	150,000	100,000	100,000	.....		(Oper. b	y Belvide	re Delaw	are.)	.....	.....	—	.....	....
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,299,094	*	173,576	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	.....	.....	466,787	232,707	—	100	....
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	.....	....
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*	.....	.....	800,000	1,500,000	.....	.....		(Not	in complet	e operatio	n.)	.....	.....	—	.....	....
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,266	.....	230,845	.....	99,266	.....	23.0	12,800	.....	.....	69,807	2,038	3	100	....
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	[Operat	ed by Rec	eiver.]	.....	.....	—	.....	....
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823	.....	.....	1,352,029	501,807	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	.....	.....	.....	.....	*Grand Rapids and Indiana*	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.]	.....	.....	....
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....		[Owned	and oper.	by Mich.Ce	ntr.since A	pl.1870.]		100	....
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶	Canada.	90,720,865	*	.....	.....	.....	.....	.....	.....	1,380.0	7,071,893	.....	.....	7,153,924	1,607,631	—	100	....
July 31, 1869	229.0	106.5	132.0	—	99	146	45	1,829	Great Western ¶	Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	783,218	280,895	334.5	2,676,393	.....	.....	3,934,114	1,780,516	4	100	....
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,902,157	.....	.....	164.2	125,000	.....	.....	365,528	146,211	—	100	....
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,073	*	.....	.....	8,000,000	8,938,000	1,009,073	.....	275 0	.....	.....	.....	2,041,997	.....	—	100	103½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	.....	28,000		(Leased	to Penney	lvania.)	.....	.....	7	50	110
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut.	3,407,286	*	.....	.....	4,800,000	744,000	.....	.....	75.0	578,810	.....	.....	1,568,362	513,594	10	100	169
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.	Cont. & R. I.	4,704,666	*	.....	.....	2,037,939	2,055,500	.....	.....	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	....
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900	.....	1,809,555	500,000	100,000	.....	32.0	20,800	.....	.....	60,495	3,008	—	100	....
Dec. 31, 1869	74.0	—	8.9	—	12	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2,000,000	291,000	123,768	153,257	119.8	.....	.....	.....	743,898	166,231	—	100	....
Dec. 31, 1869	144.0	36.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶	Texas.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....	125.0	.....	.....	.....	1,040,400	601,933	—	100	....
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	[Is being	continue	d to Whar	ton Color	do Riv.]	—	100	....
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,537	*	.....	.....	16,020,000	4,309,220	.....	.....	150.0	1,978,880	106,998,818	114,943,123	6,484,967	2,713,490	6	100	....
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt	Penn.	2,202,174	*	.....	.....	706,580	1,927,614	.....	.....	58.8	191,777	.....	.....	291,564	5,882	—	50	....
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,508	R.)	970.9	5,414,408	53,306,016	253,336,118	8,823,482	3,952,516	10	100	136
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progres	s is now o	perating	St. Louis,	Alton &	T. H. R.		194.0	.....	.....	.....	1,774,867	Loss.	—	100	....
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*	.....	.....	5,685,497	7,358,931	675,628	.....	289.0	1,205,686	.....	.....	1,921,274	707,492	—	100	6
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....		[Project	ed.]	.....	.....	.....	—	100	....
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*	.....	.....	132,411	35,000	.....	.....	13.0	24,000	234,368	664,541	73,307	11,855	—	100	....
Oct. 31, 1869	10.0	1.0	4.0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	32,361	22,727	—	50	....
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	.....	87,031	515,465	1,895,000	148,199	131,398	116.0	.....	.....	.....	391,849	212,727	—	100	...
Oct. 31, 1869	43.2	1.5	2.5	18.0	—	—	—	—	Jamestown and Franklin	Penn.	1,765,248	.....	35,000	.....	603,077	1,000,000	688,228	.....		(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	....
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,160,000	587,179	1,632,923	225.0	.....	.....	.....	1,140,099	403,486	—	100	40
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....		(Leased	and oper. b	y Chicago	& Alton.)		7	100	52½
Dec. 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	800,000	800,000	.....	.....		(Leased	and oper. b	y Mich'gan	Central.)		8	100	....
Oct. 31, 1869	4.6	—	5.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	.....	.....	.....	180,250	800,000	.....	.....	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	....
																			439.0	963,512	.....	.....	2,225,850	839,670	—	100	....
Dec. 31, 1869	487.0	34.0	22.8	143.0	80	33	11	1,025	Kansas Pacific	Kansas & Col.	.....	.....	.....	.....	5,072,566	.....	.....	.....	112.0	.....	(Operated	by bondh	olders.)	.....	—	100	....
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,209,000	[Stock sw	amped.]	16.0	[No	returns.]		.....	.....	—	100	....
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	31.0	[No	returns.]		.....	.....	—	100	....
Dec. 31, 1869	31.0	—	1.3	34.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee	.....	.....	.....	.....	.....	.....	.....	.....					.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,336,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	856,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....		37.0	29,970	668,490	460,738	57.875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	28,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	113½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000										100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	124½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	280,758	32,950	750	.....	241,200	—	42,000	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	.....	....
Jun. 30, 1869	84.2	—	47.9	—					Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....		(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1	869 to Pb	g Cin'& S	t. La[$4	60,000p.a.	] 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	.....	....
Oct. 31, 1869	28.3	3.0	24.7	—					Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....		(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	98½
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71.601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 209	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville..Ky. and Tenn.	13,950,705	*	3,555 951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence... Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	—	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869,n	o accoun	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,576	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—					McMinnville and Manchester.¶..Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—					Mahanoy and Broad Mountain.....Penn.	2,272,344	*	88,070	.....	2,035,015	250,000	217,907	.....		(Leased	to Phila.&	Reading.)	128,580	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49.500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	.....	.....	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72.124	22,999	1.000.000	—	5,609	90,514	26.0	81,204	1,621,977	942,664	585,638	160,639	—	100	44
Mar. 31, 1870	19.0	—	1.6	—					Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	182,510	102,110	10	100	160
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,020,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	.....	.....	—	103	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	1,391,346	147,681	—	50	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	536	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,514	1,013,329	5,312,725	4,110,937	565,544	189,864	291.0	954,510	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1.582.000	99,842	.....	82.6	299,091	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,280	2,52[illegible]00	590,810	.....	130.6	457,576	3,638 132	.....	408,525	464	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0					Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	799,649	98,840	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,029,980	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	124½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—					Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	215,800	50.966	.....		(Oper.	by Erie.)	.....	44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—					Millstone and New Brunswick..N. Jersey.	113,404	*	.....	.....	95,750	—	17,654	.....		(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14a	100	62½
Oct. 31, 1869	24.5	58.8	52.3	—					Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	108
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,282,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,085	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 000	.....	.....	.....	23.0	24,1 8	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	101	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,890,100	11,779,000	.....	.....		[Leased	to Dela., L	acka. and	West'n.]		7	100	94½
Sept.30, 1870	14.6	—	3.0	—	14	17	8	360	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	.....	.....	126,747	43.0	224,938	7,499,849	5,191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept.30, 1869	120.0	12.5	8.6	—	28	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,868	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....		(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71.547	161,764	1,838,900	146,000	32,203	201,008	52.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	9b	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	.....	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.6	—					Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....		(Leased	& oper. by	P.Ft.W.&	Chicago.)		11½	100	....
Oct. 31, 1869	6.0	—	....	—					Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....		(Owned	& oper. by	P., W.& B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	.....	33.9	—	87	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....		(In	cluded in	United Co	mpanies)		10	100	125
Dec. 31, 1869	78.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	1,352,364	562,383	—	100	5½
Sept. 30, 1869	297.8	298.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,200	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,783	15 596,616	6,531,131	8	100	46
Sept. 30, 1869	441.8	293.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,886,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	99½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....									
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	138½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	160
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....		(In cour	se of con-	truction)	.....	.....		100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	651,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,185	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—					Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....		(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,691	.....	1,798,000	793.000	253,717	.....	81.0	138,330	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110.523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	264,164	108,725	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) siguify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶..South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700.000	200,000	.....	.....	13.0	.....	.....	.....	180.000	.....	—	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	—	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	.....	634	267,300	—	—	634	—	.....	.....	.....	8,591	7,956	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	(In progress to be completed June 187 0.)		.....	.....	—	50	....
Sept. 30, 1869	81.0	—	10-8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,650	.....	.....	81.0	271,077	5,812,876	16,078,940	519,307	132,664	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)						—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	108	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,254	400 000	.....	23,557	45,841	11.1	66,846	1,933,322	849,113	102,173	22,935	8	100	106
Jun. 30, 1869	—	—	—	137.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	166,284	1,988,150	346,000	163,913	1,049,365	84.0	503.198	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843.402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	1,279,043	671,445	12	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	454.8	46.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	1,072,995	.....	—	100	....
Sept. 30, 1869	35.0	—	8-8	—	13	13	6	222	Troy and Boston.....New York.	2.296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	4,252,343	1,200,938	—	100	64½
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			529,680	236,987	—	100	....
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt & Mass. R. R.)			.....	.....	7	100	49½
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	.....	—	100	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106.945.978	*	5,591,000	654,530	swamped 33,762,300	107,907,308	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4.200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]			8,407,558	4,203,926	—	100	37½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	—	54,450	2,244,178	734,758	166,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased by Vermont Central.)			.....	.....	8	100	107½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10.500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,363,273	456,651	.....	—	100	75
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)			.....	.....	2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	182	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98.417	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,307	8,727,610	17,634,855	483,537	162,479	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased by Del. Le c.&W'tn.)			929,186	318,688	—	100	....
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			454,758	164,618	7	100	87½
Dec. 31, 1869	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)						7.0				58,123	18,448	7	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	—	—	....	93.0	—	—	—	—	West Shore Hudson River....New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	261,280	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		1,942,000	.....	.....	.....	138.0	[in progress.]			.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	—	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased to Pennsylvania.)			.....	.....	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	[No	w forming a division of the Milwaukee and St. Paul						—	No returns for year.]					—	50	51
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,160	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Aug. 31, 1869	94.0	—	....	56.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operated during construct'n by M.& St.Pa'l.)					—	100	....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	200,000	.....	.....	.....	20.0	13,430	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased to Boston Con.and Montreal.)			12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no returns.)			.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR.sold	Jan.5, '70	$525,000.	5,000.000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8.286	.....	734.812	789,300	.....	.....	19.3	[no returns.]			139,261	82,875	—	100	....
Sept. 30, 1869	102.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076.968	*	11,662	184,126	1,463,775	1,484,666	272,624	.....	181.0	1,857	(Leased to Northern Central.)				—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	(Recen'ly opened.)		1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	1,160,782	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	140
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308.019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	122
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	.....	.....	4,999,600	(See Cam. & Amb.R.R.)			161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	.....	.....	64,000	899,750	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	71
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,200,000	1,130,447	74,087	68,226	102.0	(5 p. c. on preferred stock.)			735,303	258,436	—	50	44
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	.....	4,300,000	1,961,000	—	—	354.0	—	—	—	431,246	184,848	—	100	50
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	—	109.2	—	—	—	1,159,085	598,519	—	50	18
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,253	—	.....	.....	2,002,746	2,632,310	195,232	—	45.0	—	—	—	167,435	81,714	—	50	20½
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,594,000	—	.....	.....	1,100,000	708,000	86,000	—	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
..31 1869	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	53,800,000	600,000	.....	—	—	—	—	—	124,895	39,061	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany.....N.Y.	150,309	90,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown.....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,045	.....	6	100	100	22½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,500	334,093	83,267	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	125,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	800,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	900,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn. Prosp. P. & Flatb..N.Y.	587,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,662	50,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	.....	.....	9.0	100	100	102½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	50	19½
Oct. 31, '69	9.06	159	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	50	44
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn)...N.Y.	647,364	500,000	214,000	29,131	144,047	15,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,000	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie Cit'y .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	280,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	306,138	61,719	6½	50	49½	42
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	800	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	10½	50	15	33½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	.....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	43
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,290	164,400	1,500	283,927	63,060	2½	50	7	21½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept. 30,'68	2.50	.....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	.....	.....	—	100	100	....
Dec. 31, '68	10.47	.....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	...	...	....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,376	6,258	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	45	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Sept. 30,'70	33.66	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	76
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	75½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,19	1,920	1,920	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	107	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	.....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	51
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,355	8.	50	25	30
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham...Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	000	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	12
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	50	60½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	5.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	5.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	76½
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000	—	—	8,798	2,522	6.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	5.45	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	25
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. 3	yTroy&	Lansb.	—	100	100	....
Oct. 31, '69	28.25	548	50	Union (Phila.).....Pa.	787,341	400,000	303,000	—	463,368	112,426	20	50	20	43
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Sept. 30,'69	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28 824	11	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	10)	100	100	....
Oct 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	68
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,129	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,592	15,800	5,000	15,966	.....	.....	—	25	25	....
Oct. 30, '70	2.25	—	—	Winnisimmet (Boston).... Mass.	62,152	62,900	—	—	3,690	3,010	4	100	100	18
Oct. 30, '70	3.35	40	12	Worcester.....Mass.	46,205	40,000	20,000	8,000	17,487	Loss	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	604,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1876	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	278,000	7	M.& N.	1876	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	630,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	89½
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N.	1872	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	174½
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A.& O.	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	87
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	84
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M.& N.	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1890	....
Salem: 1st Mortgage	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.). 1st Mortgage	1,015,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&O.	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O.	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1897	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1883	....
West Hoboken: 1st Mortgage	61,000	7	M.& N.	1876	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1878	90
Worcester: 1st Mortgage	20,000	6	A.&O.	1878	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	88
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	20
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	88½
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	96½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	93
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	50
Erie, preferred	8,536,910	7	7	56
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	102
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20
" " 2d pref.	4,051,744	6	...	9
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	585,500	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	79½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	7	7	94½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60½
Sandusky and Cincinnati, pref.	445,548	6	6	36½
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	81
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	119
Schuylkill Navigation, pref.	2,888,997	6	6	35
Union, preferred	.. ..	5	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	9½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	30 —	@ 35 —
Pig, American, No. 1		34 —	@ 36 —
Pig, American, No. 2		32 —	@ 34 —
Pig, American, Forge		31 —	@ 32 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		105 —	@115 —
Bar, Refined		75 —	@ 77 50
Bar, Common		82 50	@ 85 —
Scroll		100 —	@120 —
Ovals and Half-round		95 —	@105 —
Band		92 50	@ 95 —
Horse Shoe		95 —	@ — —
Rods, ⅜@3-16 inch		82 50	@120 —
Hoop		100 —	@140 —
Nail Rod	per lb.	— —	@ — 6½
Sheet, Russia, as to No.'s	(gold)	— 11½	@ — 12
Sheet, Single D. and T. Common		— 4½	@ — 6
Rails, English	(gold) per ton.	56 —	@ 58 —
Rails, American, at Works in Penns.	c'y.	70 —	@ 72 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 12	@ — 14
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool,	do.	— 16	@ — 17
American, Spring,	do.	— 9	@ — 11
American Machinery	do.	— —	@ — 12
American German	do.	— 9	@ — 12

NAILS—Duty: Cut, 1¼; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb	4 75	@ — —
Cut Spikes, all sizes		5 —	@ — —
Clinch		6 25	@ 6 75
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19	@ — 31
Copper		— 36	@ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— —	@ — 38
Straits	(gold)	— —	@ — 32½
English	(gold)	— —	@ — 32

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	8 50 @ 8 75	9 75 @ 10 —
I. C. Coke	7 25 @ 7 75	8 25 @ 8 75
Coke Terne	6 12½ @ 7 12½	7 — @ 8 25
Charcoal Terne	7 75 @ 8 50	9 — @ 9 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— —	@ — 14½
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 18½
Refined, Standard White (in ship'g order)		— —	@ — 25
Refined, prime White (in shipping order)		— —	@ — 26
Refined, S. W. (in jobbing lots)		— 27	@ — 27½
Refined, S. W. (in tin)		— 28	@ — 29
Naptha, Refined, (65 @ 73 gravity)		— 8½	@ — —
Residuum	per bbl.	4 —	@ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	22 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 33 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending May 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.	W. 24.
Canton Co.	85	85	....	....	....	....
Central Pacific 6s	101½	102	....	....	101½	....
Central of N. Jersey	110½	114½	113½	114½	113½	112½
Chicago & Alton	119	119½	119½	....	....	119½
" pref.	....	121	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	93	....	....	....	....	....
Chicago, Burl. & Q.	....	....	159	....	158	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	86½	86	85½	86½	85½	85½
" pref.	98½	98½	....	98½	....	....
" 1st M.	99	99½	....	....	99½	....
" S. F.	....	....	....	....	....	....
" Consol.	....	92	....	....	93	....
Chic., Rock Isl. & Pac.	115½	114½	115½	116½	116½	117½
Chi., R. I. & Pa. 7s, 1896	....	102½	....	103	103	....
Clev., Col., C. and Ind.	89½	89½	89½	....	89½	89½
Clev. and Pittsburg	127	127½	127	127	126½	125½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	24½	24½	23½	23½	....	23½
" 1 M.	88	88	....	....	87½	....
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	124	....	124½	....
Del. Lack. & Western	109½	110½	110	109½	110	109½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	92	....	....	....	....
Dubuque & Sioux City	86	....	....	....	....	....
Erie Railway	34	31½	30	31½	30½	30½
" pref.	56	56	55	....	56	....
" 1 M. 7s, 1897	99½	99½	100	100	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	91	....	90½	....	92	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	83½	....	....	....	....
Great Western 2d mort.	....	85½	....	....	....	....
Hannibal & St. Joseph	104½	105½	....	104½	104½	105½
" pref.	104	104½	103½	....	....	102
" 8s, conv.	....	104½	104½	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	136	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	111½	112½	112½	114½	114½	113½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	123½	124	124	124½	124½	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	100½	100½	101	....	....	....
" 2 M.	....	97	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	6
" pref.	9½	9½	10½	10	9½	9½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	62½	62½	62½	62½	....	62½
" pref.	81½	81½	81½	....	81½	81½
" 1st mort.	96	....	96	96	....	96½
" 2d mort.	....	....	....	....	....	....
" 8s	107	....	107	....	....	107
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	95½	....	95½	95½	....	95½
" H. & St. J. 1s.	94½	....	....	....	....	....
Morris and Essex	94½	94	94	94	94	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	97½
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	....	92½	92½	....	92½	92½
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	98½	100½	100½	100½	99½
" certificates	93½	94½	95	95	....	94½
N. York and Harlem	133½	133	130	133	133½	133½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	....	48	48½	48	48
" new	27½	27	27	....	....	....
Ohio and Miss.	....	51½	51½	52½	51½	....
" pref.	....	82	....	....	79½	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	45½	46	45½	46½	46½	....
Panama	52½	52½	....	52	51	50
Phila. and Reading	114½	114½	....	114½	115½	116
Pitts., Ft. W. & Chi. gtd.	99	....	99	99½	99½	99½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	12½	13	....	....	12½
St. L., Alton & T. H.	29½	30½	30½	30½	30½	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	99½
" 2 M. pref.	....	....	86	86	....	....
" Income bds.	....	77	77	....	....	78
Tennessee 6s, old	71	70½	70½	71½	71½	71½
" new	71	70½	70½	71½	71½	71½
Tol., Wab. & Western	64½	64½	64½	64½	64½	63½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	94	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	88	89	89½	....	90	....
Union Pacific	36½	37	36½	36½	36½	36½
" 1st mort.	93½	93½	93	93	92½	....
" L. Gt. 7s	87½	87	....	....	....	86½
" Inc. 10s	....	89	88½	88	87	84
Virginia 6s, old	....	....	65½	65½	66½	....
" new	72	72½	....	72	....	74½

New York Stock Exchange.

Actual Sale Prices for the week ending May 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	109¾	110	....	109¾	....	109¾
U. S. 5s, 10-40s, reg.	109¾	109¾	....	....	....	109¾
U. S. 6s, 1881, reg.	....	....	117¾	....	....	117¾
U. S. 6s, 1881, coup.	....	....	117¾	....	....	117¾
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	111¾	....	....	....	....	111¾
U. S. 6s, 5-20s, c. 1862	111¾	....	111¾	....	....	111¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	111¾	....	111¾	....	....	111¾
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	111¾	....	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	113¾	....	....	....
U. S. 6s, 5-20s, c. n. '65.	113¾	114	....	113¾	113¾	113¾
U. S. 6s, 5-20s, reg. '67	....	....	113¾	113¾	....	....
U. S. 6s, 5-20s, c. 1867.	114	....	113¾	113¾	113¾	113¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	114¾	114	....	....	....	113¾
U. S. 6s, Pac.R.R.issue	115¾	....	....	....	115¾	115¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Catawissa	21	21¼	....	22	....	21
" preferred	46	....	46¼	....	44x	....
Camden and Amboy	130	130	130¼	132	131¾	131¾
" 6s, 1875	....	....	99	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	94	94	94	94	94	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	35¾	35¾	36	36	36¾	37
" 6s, 1884	....	....	....	....	86¼	86
" Gold L.	92¾	92	92¾	....	93¼	93¾
" R. R. L.	....	....	91¾	91¾	....	....
" Conv. L.	82	....	....	....	....	....
Lehigh Valley R. R.	61¾	62	62¾	62¼	62¼	62¼
" 6s new coup.	....	....	....	....	100	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	45¾	46	....	46¼	46¼	46¾
" 7s	....	....	....	....	....	....
Minehill	54	....	....	54	54	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	119	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	47¼	47¾	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	96¾	96¾	....	....	96¾	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	40¾	40¾	41	....	41	41
Oil Creek & Alleg. Riv.	52	52¼	....	....	52¼	52¼
" 7s	85¾	84¾	85	....	85¾	....
Pennsylvania R. R.	62¼	62¾	62¼	....	62¼	61¾
" 1st M.	....	....	102	....	....	....
" 2d M.	....	....	99	....	....	....
" Gen. mort.	95¾	....	95¾	95¾	....	96¼
" " reg.	....	....	....	....	....	94¾
Penn. State, 6s. 1st series	103¾	....	102	102	102	102¾
" 6s, 2d series	107¾	....	107¾	107¾	....	....
" 6s, 3d series	109¾	109¾	....	109¾	....	....
" 6s, W L.	101¾	...	101¾	....	....	....
Philadelphia City, 6s	103	103	102¾	....	....	....
" new	103¾	103	103	102¾	103	102¾
Philad., Germ. & Nor.	86	....	....	....	....	....
Phila. & Reading	57¾	57¾	57¾	57¾	57¾	57¾
Philadelphia and Erie	28	....	28	....	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	91	....	91¾
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	18
" 6s, 1882	79	79¾	....	79¾	79¾	....
" 6s, 1876	79	....	....	....	....	....
" 6s, 1872	....	....	79¾	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	60¾	61	61	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	22¾	22¾	22	22	22	21¾
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	60¾	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Baltimore City 6s, 1875	98¾	....	98¾	99¾	....	....
" 1886	99¾	....	....	....	....	....
" 1890	98¾	....	98¾	99¾	99¾	99¾
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	138	....	....	....	....	....
" bonds, 1875	....	96¾	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	95¾	95¾	96	96	....	....
" 2d M.	82¾	82¾	....	83	....	....
Northern Central	40¾	....	....	....	....	....
" bonds, 1885	....	94¾	....	....	....	....
" " 1900	....	....	....	89	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
City Passenger R. R.	22¼	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May. 24.

	Th.18.	F.19	Sat.20.	M.22	Tu.23.	W.24
Boston and Albany	159	....	157	157	157	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	153	....	....	154	....
Boston and Providence	....	158¼	....	....	157¼	....
Boston, Hartford & Erie	2¼	....	....	....	....	....
" 7s, new	26¼	27¼	27¾	27¼	....	27¾
Cheshire, pref.	88	88	....	....	....	88¼
Concord	....	79	....	....	....	77¾
Connecticut River	....	....	....	....	....	....
Eastern	124¾	124¾	124¾	....	....	124¾
Fitchburg	....	141	....	....	....	141
Manchester & Lawr'ce	....	151	152¾	155	160	....
Michigan Central	123¾	123¾	123	124	124¾	125
Northern, N. H.	112¾	112	....	....	....	....
Ogdens. & Lake Champ	91	90¾	90¼	90	90	90
" pref.	....	....	....	....	....	....
Old Colony & Newport	102¾	102¾	....	....	....	103
Ph., Wil. & Baltimore	55¾	55¾	55¾	....	....	57¾
Portl'd, Saco & Ports.	138	....	....	....	....	....
Union Pacific	37	37	....	....	37	....
" 6s	91¾	91	....	91	89	90
" Land Grant 7s	86¾	....	86	85¾	85	85¾
" Income 10s	85¾	86¾	86	86¼	....	84¾
Vermont & Canada	107¾	....	....	....	....	x103¾
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	76¼	....	....	....	....
Cambridge	102	....	102¼	....	....	102¾
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	20
Copper Falls	12¾	10¾	10¾	11¼	11¼	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewable	....	....	....	....	....	3¾
Quincy	30	30	....	50	....	50

London Stock Exchange.

	Closing Prices. May 5.	May 12.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	80 — 85	83 — 88
Do. do., 2d mort., 1881	70 — 75	73 — 78
Do. Penn., 1st mort., 1877	80 — 85	83 — 88
Do. do., 2d mort., 1882	70 — 75	73 — 78
Do. Consol. 7 per cent. mort. 1890	42 — 43	42¾ — 43
Detroit and Milwaukee 1st mort. 7s	67 — 69	68 — 70
Do. 2d mort. 8 p. c.	67 — 69	68 — 70
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	64 — 66	63 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c	100 —102	100 —102
Do. 100 dol. shares, all paid	110 —111	109¾—110¾
Panama General mort. 7s, 1897	89 — 91	80 — 85
Penn. R. R. bonds, 2d mort. 6 per ct.	98 — 98	97 — 99
Do. General mort. 6 p. c. 1910	92¾ — 92¾	93 — 94
Do. $50 shares	53 — 55	55 — 56
Philadelphia and Erie 1st mort. 1881	93 — 95	93 — 95
Do. with option to be paid in Phila.	93 — 95	93 — 95

American Railroad Journal

Saturday, May 27, 1871.

Stock Exchange and Money Market.

Money has been in very liberal supply all through the week, and the comparatively moderate wants of borrowers have been promptly provided for at 3@5 per cent. on call, with some larger advances reported to the prominent Government dealers as low as 2 per cent.,—an exceptional rate; and 5@7 per cent. per annum as the extremes on marketable grades of business paper. The speculative demand has been less urgent, for use at both the Stock and Gold Boards, particularly toward the close. The mercantile call has also been on a restricted scale. The last city bank statement was, on the whole, deemed quite favorable to continued ease. The city banks, last week, reported a loss of $933,710 of specie, with a gain of $2,269,029 of legal tender notes and $1,637,998 of deposits. They enlarged their loan and discount averages $205,240 and reduced their circulation $116,513. The city bank exchanges, last week, averaged $107,519,865; and thus far, this week, 106 millions daily. The banks now hold $15,584,390 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The United States Sub Treasury reported a loss of $1,682,407 of coin, and of $518,782 in the currency balance. The receipts of the office last week were $5,196,779 in coin, and $4,527,264 in currency; payments $6.879,186 in coin, and $5,046,046 in currency. The office received $2,768,000 in coin or its equivalent, from customs; and disbursed $2,221,436 of coin interest.

The specie reserve of the city banks according to the latest return is $15,262,813, against $14,116,935 same time last year. The city bank deposits are now $233,594,016 against $226,552,926 week ending May 21, 1870. The legal tender reserve amounts to $66,521,322 against $59,023,306 same time last year. The circulation now stands at $31,204,966, against $33,191,648 same time last year. The loans are now $289,436,531, against $280,261,077 at this date last year.

The subscriptions to the new refunding Five per cent. Loan now amount to about 66 millions.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $7,033,394 in currency, and $57,885,346 in coin against a balance a week previous of $7,292,460 currency, and $58,846,883 coin.

The U. S. Sub-Treasurer retired, last week, $2,380,801 of coin certificates, received for customs.

Government revenues have been equal to a fair average. The excises yielded about 2¼ millions. The customs at the port of New York, last week were $2,574,802; and at the outports, equal to about $850,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been $128,142,744.

Under the Treasury programme for May, Government will buy during the month, through the Treasury office here, Five-Twenties as follows: Wednesday, May 31, two millions.

Gold has been in less confident speculative demand, and with a more liberal offering of foreign exchange, the price has been weakened, the range of the week having been from 111⅜@112¼, with the closing quotation on Wednesday at 111½ against 111⅞ the preceding Wednesday. The customs call has been fair, while the export movement has been on a reduced scale. The outflow, last week, was $2,417,998; on Tuesday of this week to $350,800, and on Wednesday, to $510,000. The Gold Exchange Bank clearances have been about 51½ millions a day. Friday's clearances were up to nearly 82⅝ millions, as against 87⅞ millions on Monday.

The Treasury Department balances, on Wednesday morning, were $93,378,000 of coin, including $17,729,000 represented by outstanding certificates; and $5,700,000 of currency.

The customs at this port on Wednesday were $513,000.

The export drain was $2,417,998 last week, against $716,496, same week preceding year. The shipments since July 1, 1870, have been $72,092,235, against $26,887,854 same time in 1869–'70.

The customs demand for Gold last week, averaged $460,500 a day; thus far, this week, it has averaged $535,000 a day, or equal to a weekly aggregate of $3,210,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $13,403 and since Jan. 1, 1871, $3,024,530 against $6,916,632 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $132 912,992, against $120,794,128 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $80,054,605 against $82,027,861 same time in 1869–'70.

Foreign Exchange has been in better supply and less demand at a shade easier figures. Bankers' sixty day bills on London closed on Wednesday at 110¼@110⅜; sight bills on London, 110⅝@110¾.

The produce exports from this port, week ending with May 23, were to the currency value of $3,473,666.

Government securities have been offered quite sparingly, and notwithstanding the depression in Gold, and Foreign Exchange, prices have been very well supported, though the demand has not been active.

On Wednesday, Government bought in two millions of Five-Twenties at 111 10@111 25, ex-interest. The amount of bonds offered was $5,216,800.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117¼@117⅜; U. S. Five-Twenties of 1862, 111⅛@111¾; U. S. Five-Twenties of 1864 at 111⅛@111⅜; U. S. Five-Twenties of 1865, 111⅛@111⅜; U. S. Five-twenties of 1865 consolidated, 113⅝@113¾; U. S. Five Twenties of 1867, 113¾@113⅞; U. S. Five-twenties of 1868, 113⅞@114; U. S. Ten-forties at 109⅝@109¾; U. S. Six per cent. currency bonds, 115⅝@115⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 10.	May 17.	May 24.
Consols	93½	93⅜	93⅛
U.S. 5-20's of 1862	90¼	90¾	90 7/16
U. S. 5-20s, 1865	90⅛	90⅛	90⅛
" 1867	92⅛	92⅜	92 7/16
" 10-40s	89½	89¼	88¾
Erie			25⅜

State bonds have been in moderate demand and generally quoted about firm in price.

Railway bonds have been in fair request, mainly on investment account, at higher figures. Central Pacific Sixes closed firmly at 102¾@103. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been quite actively sought after at 91 per cent. and accrued interest. Union Pacific Sixes closed at 92⅛@92¼.

Business in Railway and miscellaneous share property has been moderately active and, in the main, strong and buoyant as to values.

General business has been less active, and prices of Produce, in most instances, have favored buyers,—the main exceptions having been Cotton, Pork, Petroleum, and Naval Stores, which have been quoted stronger. Middling upland cotton closed on Wednesday at 16⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,716,540 bales, against 2,681,358 bales same time last year; exports 2,846,864 bales, against 1,912,987 bales same time last year; stock at the ports at latest dates, 359,816 bales, against 298,462 bales same date 1870.

At the Live Stock Markets, Beeves have been in less demand at from 10½@14 cts; Veal Calves, in fair request at 4@9 cts; Sheep at 5@8⅛ cts; Lambs at 8@14 cts; Swine, 5¼@5¾ cts per lb., all live weight. The week's receipts were 7,671 Beeves, 6,162 Veal Calves, 19,865 Sheep and Lambs; and 20,523 Swine.

Foreign goods have been generally quiet and values irregular and weak. The week's imports of foreign goods reached $7,460,904 including $2,059,808 of dry goods.

Ocean freights have been moderately active and Grain rates, especially by steamships, have been again advanced.

The banking house of Jay Cooke, McCulloch & Co., of London, has been designated by the Secretary of the Navy as foreign financial agent for the navy department.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 87; do. 7s, 93; do. 7s, gold, 94½; South Carolina 6s, new, Jan. and July, 64½; do. April and Oct., 62; Brooklyn 6s, W. L., 94¾; North Carolina 6s, special tax, 19¾; do. Fund Act, 1866, 38½; do. 1868, 30; Louisiana 6s, old, 69; Ohio 6s, 1881, 105; N. Y. State 6s, 1874, 107; do. 7s, Bounty Loan, coupon, 109½; do. reg., 109⅝; Long Dock bonds, 91⅞; Buffalo, N. Y. and Erie 1st mort., 93; Toledo, Peoria and Warsaw 1st mort. W. D., 89; do. 2d mort., 76⅛; Cedar Falls and Minnesota R. R., 85¾; Mil. and St. Paul 1st mort., Iowa Div., 90⅞; Cleveland and Pittsburg consol. bonds, 93; Central of New Jersey new bonds, 102½; St. Louis, Jacksonville and Chicago 1st mort., 93; Pacific 7s, guar. by Mo., 100; N. Y. and Harlem consol. bonds, 90¾; Gt. Western 1st mort., 1868, 92¼; Quincy and Toledo 1st mort., 84; Am. Dock and Imp. 7s, 98; St. Louis and Iron Mt. R. R., 61½; do. 1st mort., 95¾; New Jersey R. R., 128; Albany and Susq. R. R., 94; do. 2d mort., 92½; Wilkesbarre Coal, 58; Maryland Coal, 35; American Coal, 60; Consol. Coal of Md., 44¼; Cumberland Coal and Iron, 33; Western Union Telegraph, 59⅞; Quicksilver pref, 19½; U. S. Exp., 55⅞; Am. Mer. Union Exp., 56; Adams Exp., 81½; Wells-Fargo Exp., 46; Central gold, 0.12; Grass Valley gold, 0.15; La Crosse gold, 0.25; Rocky Mt. gold, 0.06.

Philadelphia.—Warren and Franklin 1st mort., 90⅛; Huntingdon and Broad Top Mt. consol. bonds, 42½; Pennsylvania and New York Canal 7s, 99½; Camden and Burlington Co. R. R. 6s, 87; Morris Canal 2d mort., 86; Harrisburg and Lancaster R. R. 6s, 95; West Jersey 7s, 101¼; Phila and Reading 6s, 1844–'80, 96; do. deben. bonds, 82; Wilmington and Reading 7s, 94; Pennsylvania Canal bonds, 77; Philadelphia and Trenton R. R., 130; Fifth and Sixth Streets R. R., 42; McClintock oil, ⅝; Feeder Dam, ⅜; Allegheny County 5s, 80. The latest quotations are: City 6s, 102⅛@103; do. free of tax, 102⅞@103; State 5s, coupon, 102⅞@103; do. 6s, W. L., 101½@101¾; do. 1st series, 102@103¼; do. 2d series, 107@107¾; do. 3d series, 109@109½; Reading, 57⅝@57¾; do. 7s, 1893, 103@104; do. mort. 6s, 1880, 96@97; Camden and Amboy, 130¼@130½; do. mort. 6s, 1889, 93⅜@94⅝; do. 1883, 92¼@93¼; do. 1889, 93@94; Pennsylvania R. R., 61⅞@62; do. 1st mort., 102¼@102¼; do. 2d mort., 98@99; do. Gen'l mort. coupon, 95¼@95½; do. reg., 94¼@94½; Little Schuylkill R. R., 46¾@47; Morris Canal, 50@53; do. pref., 119@120; do. 6s, 90@—; Susquehanna Canal, 9½@10¼; do. 6s, 60@62; Schuylkill Nav., 79½@80; do. pref., 17⅞@18½; do. 6s, 1882, 79½@80; Elmira and Williamsport pref., 44@44; do. 7s, 1873, 94@95; do. 5s, 60@60; Lehigh Coal and Navigation, 86⅛@86¼; do. 6s, 1884, 86½@87; do. R. R. Loan, 91@91½; do. Gold Loan, 93@93½; North Pennsylvania, 47@48; do. 6s, 99@100; do., 7s, 96@97; do. Chattle 10s, 112@—; Philadelphia and Erie, 28@28⅛; do. 6s, 90½@91½; Minehill, 54@54¼; Catawissa, 21@22; do. pref., 45¾@46¼; Lehigh Valley, 62¼@62⅜; do. 6s, 100@—; do. 7s, reg., 100@100; Fifth and Sixth streets, (horse,) 41@42; Second and Third, 60½@60½; Thirteenth and Fifteenth, 24@25; Spruce and Pine, 30½@31; Green and Coates, 43@46; Chestnut and Walnut, 50@52; Hestonville, 22@22; Union, 55@—; Germantown, 30@—.

Boston.—Vermont Central, 1st mort., 87; do. 2d mort., 44¼; Stanstead, Shefford and Chambly 7s, 83½; Cincinnati, Sandusky and Cleveland R. R., 28⅞; do. 7s, 1890, 84½; Cedar Rapids and Missouri 7s, 1894, 90; Michigan Central R. R. 8s, 1890, 109; Grand River Valley 2d mort. 8s, 1879, 103¾; Central Pacific 7s, 1893, 102½; Detroit, Hillsdale and Indiana 8s, 1890, 89½; Eastern R. R. 6s, 1874, 100; Burlington and Missouri 8s, in Nebraska, 96¼; Carthage and Burlington 8s, 1879, 99; Keokuk and St. Paul 8s, 100; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 93¾; Missouri River, Ft. Scott and Gulf 10s, 1st mort., 102¼, Indianapolis and Cincinnati R. R., 6; Rutland R. R., 40; pref., 84½; do. 8s, 1880, 100½; do. 7s, 1880, 86; Conn. and Pass. Rivers R. R. pref., 93; Portsmouth, Great Falls and Conway R. R., 115¾; Summit Branch, 48¾; Boston Water Power Co., 44; Cary Imp., 18½; Waverly Land, 4⅛; Essex Co., 133½; Maine 6s, 1889, 100¼; Cook Co., Ills., 7s, 100; Belfast 6s, 1885, 91½; do. 1898, 91; Chicago 7s, River Imp., 100; do. Water Loan, 100¼; Bangor 6s, mun., 91; Cincinnati 7 30s, 1886, 105½; Minneapolis 8s, 1890, 100; Springfield, Ills., 10s, 1885, 112¼; St. Louis County 7s, 1879, 94; do. 1885, 99; Charlestown 5s, 1882, 90¼; Albany 6s, 1894, 96¾; St. Louis City 6s, 90; Boston 5s, 1883, gold, 98; Cambridge 5s, 1893, 96; Allouez Mining Co., 4¾; Astor, 62½c.; Dana, 1; Eagle River, 40c.; Hanover, 8; Hancock, 2¼; Hungarian, 50c.; Minnesota, 3; Petherick, 1½; Star, 40c.

Baltimore.—Virginia 6s, old, reg., 57; do. 1866, 72½; do., 1867, 67¼; Maryland Defense bonds, 105¾; Western Maryland 3d mort. guar., 92; Pittsburgh and Connellsville bonds, 95⅞; Orange, Alex. and Manassas bonds, 80½; Orange and Alexandria 2d mort. 6s, 78; do., 4th mort. 8s, 78½; Parkersburg R. R., 7½; Memphis City 6s, 56¼; Baltimore Copper, 0.50; George's Creek Coal, 70. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95¾@96; Baltimore and Ohio, 136@140; do. 6s, 1875, 96@96½; do. 1880, 96¼@96½; do. 1885, 95@95; Northern Central, 41@41¼; do. 6s, 1885, 94@94¾; do. 1900, 89@—; do. 6s, 1900, gold, 93½@93¾; N. W. Va. 1st mort., 98@100; do. 2d mort., 98@98¾; do. 3d mort., 1885, 97@98; Marietta and Cincinnati 7s, 1892, 95@96; do. 2d mort., 82¾@83; Central Ohio, 29⅝@30½; do. 1st mort., 84¼@85; Western Md. 1st mort. 6s, 1890, 78½@80; do. guar. by Baltimore City, 92@94; do. 2d mort. guar., 90@93; do. 2d mort. pref., 58@60; do. 6s, guar. by Washington Co., 86½@87½; do. 6s, 3d mort. guar., 92@93; Richmond and Danville bonds, 75@76; Orange and Alexandria 1st mort. 6s, 85@—; do. 2d mort. 6s, 78@—; do. 3d mort. 8s, 84@85; do. 4th mort. 8s, 78½@79; Orange,

Alex. and Manassas 7s, 81@82; Virginia and Tennessee 8s, 84@86; do. 6s 1st mort., 85@90; do. 6s, 2d mort., 74¼@75; Baltimore 6s, 1875, 99@99¼; do. 1884, 9.@98; do. 1890, 98⅜@99½; do. 1893, 98@—; do., 1900, 99¼@100; do. 5s, 1838–'70, 80@81; Memphis City 6s, 56½@56¾; Maryland Defense Loan, 1883, 105½@—; City Passenger R. R., 22@26; George's Creek Coal, 68@71; Baltimore Copper, 0.50@1.00; Santa Clara, 1@1.87; Atlantic Coal, 1@2.25.

☞ The Nashua and Lowell Railroad Co. have increased their capital from $720,000 to $800,000, making new stock at the rate of one new share to five shares of old stock.

THE GREAT NATIONAL LOANS.

☞ NEW FIVE PER CENT. BONDS OF THE UNITED STATES.

The Treasury Department is now able to promise that the registered Certificates of Stock, and a good part of the Coupon Bonds, of the New Loan of the United States, bearing Five per cent. Interest, payable quarterly in Gold, will be ready for delivery early in the present month. The Subscriptions to the Loan now amount to $62,000,000, and it is expected that the Subscriptions and Sales will progress more rapidly when the Certificates and Bonds are ready for market abroad as well as at home. The whole sum of Five per Cents offered to the public generally, and to the holders of United States 5 20 Bonds, without qualification, is $200,000,000. When this amount, to which preference is thus given, is taken up, the remainder of the Five per Cents, $800,000,000, embraced in the New Loan of July 14, 1870, for refunding the Public Debt, will be offered in connection with $300,000,000 Four and one half per Cents, and any part of $700,000,000 of Four per Cents, the one running fifteen years and the other thirty years.

The following is a copy of the New Five per Cent. Bond, under and pursuant to the New Loan Act of Congress:

FORM OF 5 PER CENT BOND.

INTEREST | FUNDED LOAN OF 1881 | 5 PER CENT.

UNITED STATES OF AMERICA

ARE INDEBTED TO THE BEARER IN THE SUM OF

..... DOLLARS.

THIS BOND is issued in accordance with the provisions of an Act of Congress entitled "An Act to authorize the refunding of the National Debt," approved July 14, 1870, amended by an Act approved January 20, 1871, and is redeemable at the pleasure of the United States, after the firs day of May, A. D. 1881, in Coin of the standard value of the United States on said July 14, 1870, with interest in such Coin, from the day of the date hereof, at the rate of FIVE PER CENTUM per annum, payable quarterly, on the first day of February, May, August, and November, in each year. The principal and interest are exempt from the payment of all Taxes or Duties of the United States, as well as from taxation in any form, by or under State, municipal or local authority.

WASHINGTON, ..., 18....

Entered ..... Recorded .....

....

Register of the Treasury.

Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000, and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depository of the Government, quarterly, on the first days of February, May, August and November, in each year.

The Interest on the Registered Stock of this Loan, it is determined by the Treasury Department, will be paid as conveniently to the holder as on the Coupon Stock, and personal attendance, or attendance by proxy at the Treasury, to draw and receipt for the Interest will be dispensed with, *whenever the check of the United States Treasurer, mailed punctually to the address and order of each holder, on or before every quarter-day, is preferred to such attendance.* This check, payable in Gold Coin at the Treasury in New York, (or such other office as the Stock is registered at,) will be negotiable or collectable on the indorsement of the owner or owners of the Stock. In pursuance of this arrangement, the subscribers to, or purchasers of, the Stock in its registered form (which is a complete protection against theft or other losses incident to Coupon Bonds payable to Bearer) are advised to give their Post-office address in full, and to notify of any change in the address between quarter days.

The whole proceeds of the new loan will be applied to the payment or redemption and cancellation of the 5-20 years six per cent. bonds, and, in addition to these proceeds, the 5-20s are now being reduced by purchase at the rate of $10,000,000 per month.

The entire effect, therefore, of the New Loan, in connection with the existing Sinking Fund process of the Treasury, is to reduce both Principal and Interest of the Public Debt of the United States. *The Loan creates no additional supply of Government Stocks*, while the application of the surplus revenues derived in Gold from Customs is constantly lessening, as it has been doing for two years past, the Funded Stocks bearing six per cent. Gold Interest.

The 1st of May schedule of the Public Debt, which has just been published by the Secretary of the Treasury, shows a reduction in these Stocks since the April schedule of $12,215,700 and a further lessening of the yearly interest charge thereon of $732,942. This leaves the total yearly interest charge in Gold $111,982 034. In the same month the Treasury paid and canceled $4,470,000 of the Three per Cent. Currency debt, reducing the whole of this debt bearing interest to $51,023,000, and the yearly interest charge thereon to $1,537,470.

The proposed further reduction of the annual interest charge upon the Public Debt by refunding is as follows:

By exchange of $500,000,000 United States six per cents for new five per cents of 1861	$5,000,000
By exchange of $300,000,000 United States six per cents for four and a half per cents of 1866.....	4,500,000
By exchange of $700,000,000 United States six per cents for four per cents of 1901	14,000,000
Total saving per annum by refunding.	$23,500,000

The large and rapid accumulation in the last few years of private capital now retired from active business, and of the cash Savings and Life Insurance premiums deposited with or intrusted to the provident institutions of the country—all seeking the most undoubted security, pledged to be kept free of all taxes, under national or local authority, and content, provided this object be assured, with moderate rates of interest—will no doubt ultimately absorb so much of these New Stocks as may not be taken in voluntary conversion of United States 5-20s, or marketed abroad.

C. C. NORVELL,
In charge of United States Loan Advertising.

TREASURY OFFICE,
NEW YORK, May 2, 1871.

PROGRESS OF REDUCTION OF THE NATIONAL DEBT.

	Debt of the U. S. less cash in the Treasury.	Decrease of debt during the preceding month.	Total decrease from March 1, 1869, to date.	Monthly interest charge.	Decrease in monthly inter't charge.
1869—March 1.....	$2,525,463,260	$.....	$.....	$10,532,462	$.....
April 1.....	2,525,196,461	266,798	.....	10,526,238	6 224
May 1.....	2,518,797,391	6,399,070	6,665,868	10,522,835	9,626
June 1.....	2,505,412,613	12,334,777	20,050,646	10,507,090	25,372
July 1.....	2,489,002,480	16,410,132	36,460,779	10,476 840	55,622
Aug. 1.....	2,481,566,736	7.435,744	43,896,523	10,383,568	148,893
Sept. 1.....	2,475,962,501	5,604,234	49,500,758	10,333,518	198,943
Oct. 1.....	2,468,495,072	7,467,429	56,968 187	10.252,933	279 528
Nov. 1.....	2,461,131,189	7,363,882	64,332,070	10,194,903	337,558
Dec. 1.....	2,453,559,735	7,571,454	71,903,524	10,130,625	401,836
1870—Jan. 1.....	2,448,746,953	4 812,781	76.716,306	10,061,506	470,956
Feb. 1.....	2,444,813,288	3,933,664	80,649,971	10,022,498	509,964
March 1.....	2,438,328,477	6,484 811	87,134,782	10,007,312	525,149
April 1.....	2,432,562,127	5,766,349	92,901,132	9,982,350	550,112
May 1.....	2,420,864,334	11,697,793	104,598,925	9,956,759	575,703
June 1.....	2,406,562,871	14,301,962	118,900,888	9,926,762	605,699
July 1.....	2,386,358,599	20,203,772	139,104,660	9,886,812	645,649
Aug. 1.....	2,369,324,476	17,034,123	156,138,784	9,854,633	677,829
Sept. 1.....	2,355,921,150	13,403,325	169,542,109	9,814,590	717,872
Oct. 1.....	2,346,913.652	9.007,498	178,549,607	9,768,940	763,522
Nov. 1.....	2,341,784,355	5,129,296	183,678,904	9,718,436	814,025
Dec. 1.....	2,334,808.494	7,475,860	191,154,765	9,686,164	846,298
1871—Jan. 1.....	2,332.067,793	2,240,700	193,395.466	9,644,043	888,418
Feb. 1.....	2,328,026 807	4,040,986	197,436,453	9.610,386	922,076
March 1.....	2,320,708,846	7,317,960	204,754,413	9,571,007	961,455
April 1.....	2,309,697,596	11,011,250	215,765,663	9,527,212	1,005,249
May 1.....	2,308,573,543	6,124,053	221,889,716	9,459,959	1,072,503

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business April 30, 1871.

WILLIAM A. RICHARDSON, Acting Secretary of the Treasury.

Journal of Railroad Law.

RAILROAD COMPANIES—LAW OF NEGLIGENCE—CASE OF INTOXICATION—RELATIVE NEGLIGENCE.

The facts of the recent case of The Illinois Central Railroad Company vs. Hutchinson, (47 Ill., 408,) are fully and clearly stated in the following able opinion by

WALKER, J.—This was an action brought by Elizabeth Hutchinson, administratrix of Alexander Hutchinson, deceased, in the Alexander Circuit Court, against the Illinois Central Railroad Company, to recover compensation for causing the death of her husband, under the act of February 12, 1853, by neglect, wrongful act or default of the company. The declaration avers that while the company were running their engine on the track along one of the public streets in the City of Cairo, when it was dark, deceased was run over, in crossing the track with due caution and care, in consequence of the neglect of the company to have a head light, to ring a bell or sound a whistle.

On the trial, the evidence tended to show that deceased had been drinking, but to what extent does not very distinctly appear. Two witnesses testified to his position at the time, or just before, the accident occurred. One says, he was sitting on the rail of the track, and the other, on the end of a tie and leaning over the side of the track. There is a difference in the statements of witnesses as to the time of the day and the ability of persons to see and hear the train, but he could see and hear the bulk of a man 50 yards, and the engine 150. One says it was getting dark. Another says it was rather inclined to be dark. Another says they were just lighting the lamps on the street when the accident occurred. Witnesses differ as to whether the bell was ringing, but all agree that there was no headlight on the engine, nor does it appear that the whistle was being sounded. We make this statement of the main facts of the case, from a large amount of evidence, to show upon what appellants based their fifth instruction, which was refused by the Court below, and the refusal of which, is now, among other rulings of the Court, assigned for error. It is this:

"If the jury believe, from the evidence, that the deceased, while intoxicated, placed himself, about dark, or in the dusk of the evening, on defendants' track running along a public street where defendants' trains were constantly passing and repassing, and so remained there until run over and killed by the passing engine of defendants, then deceased was guilty of such gross negligence that you should find the defendants not guilty; unless you further believe from the evidence that the agent or agents of defendants wilfully caused the death of deceased, or were guilty of such gross neglect on their part as amounts in law to a wilful neglect of duty."

There can be no question that railroad companies, who appropriate streets or other thorough fares to their own use, and run their tracks along such public passways must be held to a very high degree of care and diligence. Public safety requires it, and they must be held to strictly observe the duty. In such a street, the entire public have a right to its use.

It was created, and it is maintained for that purpose. It is an easement that may be enjoyed alike by the active and vigorous, the old, the infirm, and the young and inexperienced. It is true, the company have subsequently acquired an easement which authorized them to construct the track of their road along this street. But they did not thereby acquire the use of the street to the exclusion of the citizens, who, from necessity, choice, or mere whim, might see proper to travel over or along it. The right was in common to the community and to the company, to use it in the several modes their easements authorized and permitted. Neither can exclude the other, nor so exercise the use of their easement as to materially obstruct the others in the enjoyment of their rights.

The company have no right to unnecessarily obstruct the street by having their trains standing on the track; nor has an individual the right to obstruct the track; by unnecessarily placing or leaving his property thereon, or by sitting or standing on the same. And it must be held to be great negligence for a person, whether intoxicated or sober, to either stand or sit on the track of a railroad until struck and injured by a passing train. All intelligent beings must know that such conduct is not only hazardous, but negligent in a high degree. They must know that death or grievous injury must be the inevitable result of remaining thus exposed until a train shall pass. Nor does it excuse an individual to say that he was drunk. While perhaps he may not be held to that high order of care that is exacted from a sober person, still he is not excused from diligence and care.

If an individual were to become intoxicated, and thus expose himself, and injury, not resulting in death, were to ensue, it would not be held that he was thereby excused from diligence, if due precaution was observed by the company in operating their engines or trains. It is the settled law of this Court, that in such cases negligence is relative. The fact that an individual is negligent, even grossly negligent, does not authorize or even justify the employees of the company to kill, or even injure such person, wilfully or wantonly. The fact that the person injured has been guilty of negligence, does not release the company from the use of every reasonable precaution to prevent the injury to individuals. Even where the individual is guilty of negligence, and the engine driver sees the danger and has it in his power to avoid the injury, and he wantonly or wilfully destroys the life of the individual, he is guilty of crime, and might, no doubt, be punished accordingly. No class of men have the right to wilfully destroy human life, and to do so is criminal. Yet, when the negligent conduct of a person injured or killed has rendered it impossible for the engine driver, with the use of the highest degree of care, to avoid the act, then he is excused.

Knowing, as the engine driver did, that he was operating this engine along a public thoroughfare, and that old and infirm persons, children and drunken persons, were liable at all times to be abroad on the street, and thus in danger from passing trains, it was his duty to have used every precaution to avoid inflicting injury. If he did this, then the company cannot be held liable; the degree of care which devolved upon him in this public street in the city, was greater than in the country, where he has no reason to expect persons will be on the track, and hence less vigilance is required. Knowing the danger incident to the running of his engine on this street, although there was negligence on the part of deceased, more diligence was required of him than at other portions of the road, and what might be justifiable at other places, might be such gross negligence on his part as to render his conduct wilfully negligent. Negligence being relative, it follows that time, place, and the circumstances must all be considered in determining the question. What would under one state of facts be gross negligence on the part of the company, or an individual, might, under different circumstances, be excusable. The instruction was in accordance with the views here expressed, and should have been given. It is, however, insisted that the last clause is abstract, and leaves the jury to determine what amounts in law to a wilful neglect of duty. It may be that, although it announced the law correctly, this clause is liable to this criticism, but it would not likely have misled the jury. If appellee was apprehensive that it might mislead the jury, she could have asked an instruction informing them what would amount in law to a wilful neglect of duty.

We perceive no objections to the instructions given, or any error in refusing appellants' other instructions. And as the case must be passed upon by another jury, we deem it improper to discuss the evidence. The Court below, in refusing to give the fifth of appellants' instruction, committed an error, and the judgment must be reversed and the cause remanded.

Judgment reversed.

Philadelphia and Reading Railroad.

It has been known that for some months past a number of gentlemen connected with the Reading Railroad Company have been buying large bodies of valuable coal lands in the Schuylkill and Mahanoy coal regions, and it has been generally supposed that these purchases were made in the interest of the Railroad Company. During the present session of the Legislature an act of incorporation was obtained, and under it these lands will hereafter be held. They embrace in the aggregate about 50,000 acres of the most valuable and productive coal lands in the State of Pennsylvania, including nearly all the large bodies formerly held by individuals and coal companies in the first and second coal fields—such as the Manhattan Coal Co., the Philadelphia and Mahanoy Coal Co., the Tremont Coal Co., the Preston Coal Co., the Ashland Estate, the Locustdale Estate, the Locust Gap Improvement Co., the Fulton Coal Co., McIntyre lands, Big Mountain Improvement Co., Phœnix Park Estate, Branchdale Estate, Gettle & Wagner Estate, Mount Laffee Estate, and a number of other smaller tracts. It is believed that, owing to the very depressed condition of the coal interests, resulting from the repeated strikes and suspensions of the last two years, and the consequent inability of individual coal land owners to manage and control their own property, these lands have been bought at very much lower prices than they could have been obtained for at any previous time within the last ten years, and it is claimed that the average price per acre paid for them has been from one third to one-fourth of what has been lately paid for lands of the same intrinsic value in the Wyoming and Lackawanna regions. The stock of this new coal company will be held by the Philadelphia and Reading Railroad Company, ample authority for this purpose having been conferred by the act of incorporation above referred to. The policy of controlling the ownership of the coal lands that sup-

ply the road with traffic has been a favorite one with the present management of the Reading Railroad Co. It is claimed that these lands alone can produce from ten to fifteen millions of tons of coal per annum for centuries to come, and when it is remembered that they are connected by means of a continuous down grade line of the very best character with tide-water at Philadelphia, from which the entire Atlantic seaboard can be supplied with fuel, it will be found that the Reading Railroad Company now occupies a position so impregnable that its tonnage can never be taken from it—as no rural lines can interfere with the growth of a traffic which is supplied by lands controlled directly by the transporting company itself. The money required for this new enterprise will be raised by a loan made by the Reading Railroad Company. All of the branch lines of railroads which were owned entirely by the company have been lately merged into and consolidated with the Philadelphia and Reading Railroad Company. And a new consolidated mortgage upon all of the property and franchises of the latter company will be issued to secure bonds to the amount of $25,000,000. These bonds will all have forty years to run and will be 7 per cent. currency, both coupon and registered; 6 per cent. gold, both coupon and registered, all in sums of $1000 each; and 6 per cent. sterling in sums of £200 each; all the issues being free from taxes. Out of this issue of bonds $6,000,000 will be set apart to retire all the present mortgage loans of the company, amounting to $5,807,000, so that the new loan will practically be a first mortgage loan upon all the property of the company. The following statement of the assets of the company has been prepared to show the amount of property upon which the new loan is secured:

Railroads—including main line, Lebanon Valley, Northern Liberties and Penn Township Branch, Lebanon and Pine Grove Branch, Pine Grove and Lebanon Railroad, Lorberry R., Union R., Good Spring R., and Mahanoy and Shamokin R., with their laterals and sidings, aggregating 648¼ miles of single track road.....	$31,864,000
Depots—embracing all depots, terminal and wharf structures, office buildings, &c.....	3,898,661
Real Estate—embracing properties held in fee simple, and not included in the items of railroads or depots..	8,217,665
Locomotive engines and cars.....	10,033,990
Stocks and bonds held by the company	4,325,353
Steam collieries.....	588,486
Coal barges.....	580,152
Debts due the company, cash and uncollected bills.....	4,092,038
Materials on hand	1,200,529
Total.....	$64,800,573

The leased lines of railroad and canal held by the Reading Railroad Company are also embraced in the mortgage, though not included in the values in the above statement. The Fidelity Insurance, Trust, and Safe Deposit Co. of Philadelphia will be the trustee, and the mortgage provides for a cumulative sinking fund of one per cent. per annum upon the outstanding bonds, beginning with the year 1873. Out of the new loan, after setting apart the $6,000,000 to retire the present mortgage indebtedness of the company, $19,000,000 will be left for the purchase and development of coal lands, and the acquisition of other new property necessary for the increased traffic of the company. All of the property thus acquired will be added as a security to the new loan, so that the entire amount of $25,000,000 when issued will be secured by property worth over $80,000,000, exclusive of the value of the numerous leased lines of railway and canal now held by the company. The following table prepared from the yearly reports will show the gross receipts, expenses and net profits of the company for each of the last nine years:

Years.	Gross Receipts.	Gross Expenses.	Net Profits.
1862.....	$3,911,830	$1 852,333	$2,059,497
1863.....	6,252,902	2,955,794	3,297,108
1864.....	9,269,341	5,001,588	4,267,753
1865.....	11,471,868	6,330,248	5,141,620
1866.....	11,303,461	6,791,102	4,512,359
1867.....	9,222,688	6 266 434	2,956 254
1868.....	8,902,885	6,162,511	2,740,374
1869.....	11,275,241	6,876,313	4,398,928
1870.....	9,709,419	6,564,991	3,144,428
Total	$81,319,625	$48,801,314	$32,518,821

The fluctuations in the amounts of gross receipts during the last three years were owing principally to repeated suspensions in the mining regions. The average profits of the company during the nine years have been $3,613,146 78 per annum. An association of American and English bankers have purchased from the company all of the new loan that will be negotiated during the present year, and it is presumed will soon offer it to the public in this country and in Europe.—*Phila. Ledger, May 22.*

Buffalo and Lake Huron Railway.

At the half-yearly general meeting of this company in Liverpool, Eng., on the 25th ult., the following report was presented:

"The Directors have now the pleasure to lay before the shareholders the statements of accounts for the half year ending 31st December, 1870. After providing for all due bond interest and current expenses, the revenue account shows a credit balance of £4,910 4s. 1d. Out of this sum the Directors recommend payment of a dividend for the half-year of 1s. 6d. per share (free of income tax), which will absorb £4,004 2s. 4d., and leave £906 1s. 9d. to be carried forward to the current half-year. The Directors hope they may be pardoned for congratulating the shareholders of this hitherto unfortunate company on the novelty of thus receiving a cash dividend, which, though small in amount, affords assurance that the hopes expressed on this subject in the last report will be realized. The expenses consequent on the transitional state of the company have been exceptionally heavy during the past half-year. After this year a reduction may be looked for. A considerable number of the old preference and arrear shares remain unconverted; proprietors are urged to send them into the office at once, as dividends cannot be paid on shares until converted. The relations of this company with the Grand Trunk Company continue most cordial, and the half-yearly payments due from the latter are met with much promptitude and regularity. The suit of Allchin *vs.* the Company is still before the Law Courts; and the secretary, Mr. Short, has been under the necessity of again proceeding to Canada to furnish rebutting evidence of the most important character. He is also engaged in investigating the position of the company in regard to its surplus lands and claims, in respect of rights of way, &c., which have to be arranged. On his return the directors hope to conclude a final settlement of these questions."

☞ At the annual meeting of the Manchester and Keene Railroad Corporation at Keene, N. H., on the 17th inst., the following gentlemen were elected Directors: Henry Colony, Samuel W. Hale, George B. Twitchell, James A. Richardson, Milan Harris, Archibald H. Dunlap, Theodore A. Wood. Henry Colony was chosen President, and Thomas E. Hatch Clerk. Mr. Wood was authorized to negotiate with Gen. Stark, the Manager of the Boston and Lowell and Lowell and Nashua Railroads, or with the agent of any other reliable railroad corporation, for the purpose of surveying and locating the road, ascertaining land damages and obtaining subscriptions of the capital stock for the construction of the road.

HARVEY FISK. A. S. HATCH.

FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 NASSAU-ST.,
NEW YORK, May 25, 1871.

THE CHESAPEAKE AND OHIO RAILROAD COMPANY are extending their line of road to the head of reliable navigation on the Ohio River, where it will meet and connect with lines now building or projected, to the principal railroad centres and river cities of the Western States. 227 miles are in operation, and the iron for 100 miles additional is now being laid. The road will have, when completed, a large East and West through business, beside an immense mineral and general local traffic.

The SIX PER CENT. GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY are amply secured, and very desirable for safe and profitable investment.

The CENTRAL PACIFIC BONDS, negotiated by us, amounting to $25,885,000, have a ready market everywhere, being favorably known and actively dealt in at all the principal Stock Exchanges of this country and Europe, and are readily salable at all times at quoted market price, which is now above par.

The bonds of the CHESAPEAKE AND OHIO RAILROAD Co. we believe to be of equal value and security, and must in time take a like rank in market value and salable character.

Holders of five-twenty bonds desiring to fund them otherwise than in the new Five per Cent. Government Loan may do so with entire safety, at a profit of about 20 per cent., and without reduction of interest, by an exchange for the Bonds of the CHESAPEAKE AND OHIO RAILROAD Co.

Price of the bonds, until further notice, 91 and accrued interest from May 1.

We also buy and sell Government Securities and the Bonds of the Central Pacific Railroad Co., and as agents of the U. S. government will attend to the funding of 5-20s into the new U. S. Bonds.

FISK & HATCH.

Tax on Interest and Dividends, etc.

Commissioner Pleasonton on Tuesday issued a circular of instructions to Assessors and Collectors, in which he says:

"In accordance with the instructions of the Secretary of the Treasury, of May 13, 1871, the previous decision of this bureau is hereby revoked under the ruling of the Attorney General."

After quoting the questions submitted by the Secretary, which were answered in the affirmative, and published in our last issue, the circular concludes as follows:

"Collectors and Assessors will govern themselves accordingly in assessing and collecting the taxes embraced in the above mentioned cases."

☞ The directors of the Penobscot Bay and River Railroad have voted to begin operations as soon as the preliminaries can be adjusted, and appointed a committee to go over the route from Rockland and Camden and settle land damages. Captain L. L. Buckland has been employed to locate the road.

☞ The Hanover Branch Railroad Company has re-elected Captain A. W. Eichelberger president, and Henry Wirt, Reuben Young, Joseph Dellone, Henry C. Schriver, Jacob Forrest and David M. Myers, directors.

Shenandoah Valley Railroad.

The directors of this important work, designed to be constructed through what is familiarly known as the "Garden of Virginia," met in the directors' office of the Pennsylvania Railroad Company, in Philadelphia, on the 17th instant. The president, Colonel Thomas A. Scott, and a majority of the directors were present, and measures were devised for a most energetic prosecution of the enterprise. It is confidently believed that the success of the work has been secured beyond peradventure. A meeting of the stockholders for the consideration of general business of interest to the company will be held at Front Royal, Va., on the 20th of June next. The following persons constitute the board of directors of the road: Col. T. A. Scott, president, Col. Wm. Painter, Col. J. M. Walker, Major G. H. Bardwell and B. K. Lamison, Esq., Philadelphia; Hon. A. R. Boteler and Hon. W. H. Travis, Jefferson county, Va.; Col. A. W. McDonald, Clark county, Va.; Judge J. W. Ashby, P. B. Borst, Martin Spitler and Hon. Wm. Milnes, Jr., Page county, Va.; J. N. Ashby, Warren county, Va., secretary.—*Phila. Press.*

☞ At a meeting of the stockholders of the Vermont and Canada Railroad Company, held at St. Albans on the 16th inst., it was voted to issue additional stock to the amount of $500,000, to stockholders of record of that date *pro rata* at par; provided they shall signify their option to take the same by the first day of June proximo, and pay for the same on or before the first day of July next, with interest at the rate of 8 per cent. per annum after the first day of June. Stockholders desiring to avail themselves of the opportunity to take said stock will signify it in writing to the Treasurer, John W. Newton, St. Albans, or Edward Blake, Esq., No. 10 Railroad Exchange, Boston, before the first day of June.

☞ At the annual meeting of the stockholders of the Atlantic and Pacific Railroad Company in Boston on the 18th inst., the following gentlemen were elected directors for the ensuing year: Francis B. Hayes, Uriel Crocker, Isaac Rich and Jacob Sleeper of Boston; Andrew V. Stout of New York; Frederick Billings of Woodstock, Vt.; Andrew Pierce, Jr., of St. Louis, Mo; William H. Coffin of Clyde, N. Y.; Charles J. Morrill of Boston; Oliver Ames of North Easton, Mass.; Joseph Seligman of New York; George S. Curtis of Boston; Ozios Bailey of White Oak, Ken.

☞ At a meeting of the grantees of the Manchester and Claremont Railroad, at Mancester, N. H., on the 20th inst., the following Board of Directors was elected: E. A. Straw, Joseph Kidder, James A. Weston, John C. French and S. N. Bell of Manchester, James F. Briggs of Hillsboro' and Moses A. Hodgdon of Weare. Frederick Smythe was chosen Treasurer and S. N. Bell was chosen Clerk.

☞ The Plymouth and Sandwich (Mass.) Railroad Company has been organized by the election of a board of directors with Albert Mason of Plymouth President, B. A. Hathaway Clerk, and Wm. H. Nelson, Treasurer.

☞ G. W. Mitchell has been elected President of the Iowa Pacific Railroad Company. This road is intended to run from Dubuque to the Missouri river. Engineers have commenced surveying the route.

Charlotte, Columbia and Augusta Railroad.

The following gentlemen have been elected directors of this company: William Johnston, Rufus Baringer, A. B. Davidson, J. Harvey Wilson, of North Carolina; A. B. Springs, York; John J. McLure, Giles J. Patterson, Chester; Wm. R. Robertson, James H. Rion, Fairfield; John Fisher, F. W. McMaster, E. Hope, T. J. Robertson, Richland; J. B. Palmer, Lexington; Wm. E. Jackson, John J. Cohen, S. D. Heard, Augusta, and Chas. S. Estes, Mayor of Augusta, *ex-officio* Director.

At a subsequent meeting of the Directors, Wm. Johnson, Esq., was unanimously re-elected President, and Gen. E. P. Alexander, General Superintendent.

Shenandoah Valley Railroad.

On Monday a force of engineers attached to the Shenandoah Valley Railroad Company, and under the lead of Colonels Barrett and Stewart, left this place for the neighborhood of Shepherdstown, with a view of finally locating the line of this important work. It is their purpose to establish their headquarters some three miles this side of Shepherdstown, to which point their camp equipments were transferred on Monday last. We learn from these gentlemen that a large working force will be placed at once on the line between Shepherdstown and Charlestown, and that the process of construction will be pressed without delay and with the utmost energy.—*Charlestown (W. V.) Spirit of Jefferson.*

☞ The following gentlemen have been elected directors of the New York and New Haven Railroad Company for the ensuing year: William D. Bishop, Bridgeport; George B. Carhart, George N. Miller, Abraham Van Nest, Wilson G. Hunt, New York; Ezekiel H. Trowbridge, New Haven; Jonathan Godfrey, Southport; Nathan A. Baldwin, Milford; Nathaniel Wheeler, Bridgeport; Horace F. Clark, New York.

☞ At the recent annual meeting of the projected Windsor and Forest Line Railroad, at Marlow, N. H., a full board of directors was elected, with T. H. Woods of Nashua as President, O. F. R. Waite of Claremont Clerk, and V. C. Gilman of Nashua Treasurer. The president was authorized to arrange for surveys and location as well as the construction of said road by any corporation willing to undertake it.

☞ Hon. George Vickers, John Gale, G. W. T. Perkins, Wm. Welch, Jesse K. Hines, Wm. B. Wilmer, Richard C. Johnson and Charles Beaston have been elected directors of the Kent County railroad company. The officers are: President, Hon. George Vickers; Treasurer, R. Hynson; Secretary, H. W. Vickers; Superintendent, J. K. Hines.

☞ Levi Parsons, George Denison, D. Crawford, Jr., W. A. Johnson, Francis Skiddy, J. P. Morgan, Sheppard Gandy, August Belmont, L. P. Morton and J. B. Dickinson, of New York, R. S. Stevens, A. D. Jaques and J. R. Barrett, of Sedalia, Mo., have been elected directors of the Missouri, Kansas and Texas Railroad Company.

☞ The directors of the Cairo and Fulton Railroad Company have elected the following officers: M. L. Rice, president; J. L. Hodges, secretary and treasurer; P. K. Roots, chief engineer; Geo. R. Weeks, land agent; Henry Page, superintendent.

☞ The railroad engineers are now engaged on a reconnoisance for the extension of the Hempfield railroad, (from Wheeling to Washington, Pa.,) to connect with the Pittsburg, Washington and Baltimore (Connellsville) Railroad.

NEW YORK
State Railroad Bonds.

A First-Class Home Investment.

FIRST MORTGAGE
GOLD BONDS
OF THE
RONDOUT AND OSWEGO
RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,
9 Wall Street, New York City,
Financial Agents of the R. & O. Company.

JAY COOKE, M'CULLOCH & CO.,
No. 41 Lombard St., London.
FOREIGN EXCHANGE,
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MEAD & CLARK,
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The attention of Capitalists and Investors generally is invited to the

FIRST MORTGAGE
7 Per Cent. Gold Bonds
OF THE
WALKILL VALLEY RAILWAY CO.,

which we offer for sale at 90 and accrued interest in Currency.

The Railway is situated on the West side of the Hudson River, and is now running for 20 miles to New Paltz, and is under contract to be in working order to Kingston next fall.

The Bonds are a first-class investment, and we invite the closest investigation of them.

The Principal and Interest are PAYABLE IN GOLD.

The Coupons are paid semi-annually in this city on the first days of April and October, free of Government Tax, and the issue of Bonds is limited to $20,000 per mile of completed Road.

Any information concerning them will be given at our office.

ERASTUS F. MEAD and
THOMAS CLARK, Jr.,
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IMPORTERS OF
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SOLE AGENTS
IN THE UNITED STATES FOR
SAMUEL FOX & CO'S
Bessemer Steel Rails.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
NEW YORK, May 2, 1871.

THE ANNUAL MEETING OF THE SHAREholders of the ILLINOIS CENTRAL RAILROAD COMPANY, for the election of Directors and the transaction of other business, will be held at the office of the Company in the city of Chicago on WEDENSDAY, the thirty-first day of May instant, at 12 o'clock noon.

The transfer books of the Company will be closed from and after the thirteenth instant, and until the first day of June proximo.

L. A. CATLIN, Secretary.

DRAWING MATERIALS.

TRACING CLOTH, DRAWING PAPERS AND Mathematical Instruments for Architects, Engineers, etc.

KEUFFEL & ESSER,
116 Fulton st., N. Y.
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UTICA HEAD LIGHT WORKS,
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Williams' New Patent Coal Oil Head Light,
WITH BRAZED SAFETY BURNER,

Which will not take ***fire*** or ***explode,*** and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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STEEL & IRON RAILS.
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Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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YORK CAR WORKS.
ESTABLISHED IN 1852.
Billmeyer & Smalls,
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This old established firm continue to build all kinds of Freight Cars to order.

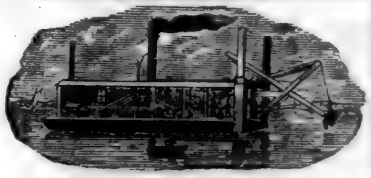
Narrow Gauge Cars
having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

RAILROAD IRON.
1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
56 LBS. ERIE PATTERN. Now in yard and for sale by
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Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Claine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

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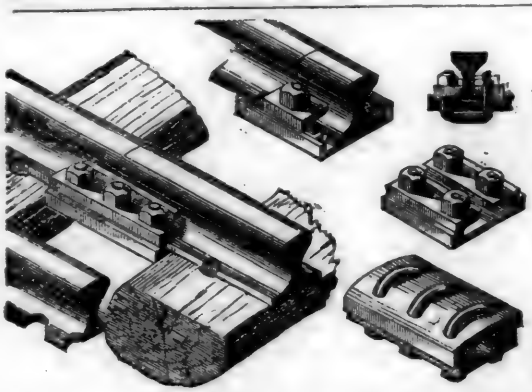
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Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.

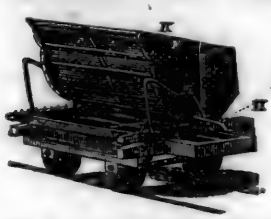


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RAIL JOINTS,
MADE BY
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The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
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RAILROAD IRON,
of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.
Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.



RIGHTS FOR SALE BY
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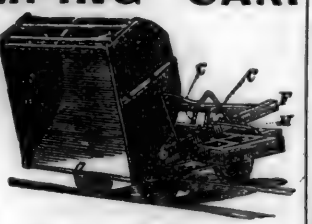


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

Address, A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.

PACIFIC MAIL
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California, Japan and China.
VIA PANAMA,
CARRYING MAILS, PASSENGERS AND FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

May 30, steamer OCEAN QUEEN, Capt. A. G. Gray, will leave Pier No. 42, North River, at 12 o'clock noon; for Aspinwall direct, and connecting at Panama with steamer MONTANA, Capt. Cavarly, touching at Manzanillo, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of May 27.

Steamer CHINA will leave San Francisco June 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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Buys & Sells, on Commission,
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American Railroad Journal.

New York Saturday, June 3, 1871.

San Diego and Gila Southern Pacific and Atlantic Railroad.

The San Diego and Gila Railroad supplies the California section of the 32d parallel railroad line from the Mississippi river to the Pacific Ocean; and is projected to establish intercommunication between the valley of the Colorado river (and its branches) and the Pacific Ocean.

The western terminus is at the bay and harbor of San Diego, a safe and commodious roadstead; and the eastern terminus is at Fort Yuma, on the Colorado, and at the mouth of the Gila river; which lies directly eastward across the Territory of Arizona for 350 miles, with several branches leading north and south, and drains a geographical area 400 miles long, east and west, and 200 miles wide, north and south.

The Bay of San Diego is 450 miles—45 hours, south from San Francisco, and 2,780 miles—278 hours, north from Panama, and is in the same latitude with the principal ports of China, Japan, and eastern Asia, and north of the Sandwich Islands.

San Diego is within 10 or 12 miles, northwardly, of the Pacific end of the United States and Mexican boundary line, which leads directly to the mouth of the Gila river, with a right line distance of 148.7 miles, the boundary line thus forming a directrix between the termini of the railroad.

Between the bay of San Diego and the Colorado river there are two grand physical geographical features—the Sierra Nevada mountains, and the Colorado desert.

The Sierra Nevada mountains rise contiguously from the Pacific coast to an elevation of some 4,000 feet, in a distance of 50 miles, and slope down to the Colorado desert, eastward, in about 20 miles further, to an elevation only a few hundred feet above the sea. The western slope of the mountains is diversified by a system of valleys, ravines, and canons, connecting and rising like terraced plateaus one above another, while the eastern slope descends almost precipitately to the desert. The desert extends from the eastern foot of the mountains to the Colorado river, a distance of 80 miles, and is a flat, sandy, sterile plateau basin, with its depression scarcely 150 feet above the sea. Its only redeeming feature is the so-called New River, a drainage depression into which the overflow of the Colorado river finds its way, from a point some 20 miles south of Fort Yuma, discharging an immense volume of water into a yet lower basin of the desert some 50 miles north of the boundary. The New river valley is flooded to a width of some ten miles [and often more] annually, and fertilizes the valley to the extent that good grass is found sufficient to graze herds of cattle, and to enable Indians to raise indifferent crops of corn, squashes, beans, and melons.

A low range of sand hills, with Pilot Knob range of hills surmounting them, cuts the desert off from the Colorado river, and forms its eastern rim, being some 10 or 12 miles in extent east and west. Their Southern end just reaches to the boundary line. This range is usually spoken of as a part of the desert. The peculiar topographical features of the approaches and crossing of the Colorado river cannot be described except by maps; and the bay of San Diego is best studied from the United States Coast survey Chart.

Two routes have been surveyed for the railroad. The first in 1855, by C. H. Poole, C. E., followed the San Diego river to its head, and reached the summit of the mountains at Warner's Pass [which is 45 north of the boundary line], at an elevation of 3,630 feet, and 64 miles from San Diego.

The descent of the desert was made in 46 miles, to an elevation of 445 feet, by a very crooked drainage valley—San Felipe and Vallecita.

The line, bearing southeastwardly, would approach the boundary line at New River, near the middle of the desert, and thence lie near the boundary of Fort Yuma. This route is about 230 miles long, increasing the air-line distance by 54 per cent. Two subordinate summits were found on the mountain section, increasing the elevation to be overcome by 873 feet. The summit grades on the western slope vary from 96 feet per mile to 452¼ feet per mile, averaging 158¼ feet per mile for a distance of 14¼ miles. The descent to the desert has natural grades of 175 feet per mile for 3 miles, 263 feet per mile for 2 miles, and 125 feet per mile for 5 miles.

A more direct line was surveyed in 1869, under the auspices of the Memphis, El Paso Railroad Company, of Texas, by Col. Thomas S. Sedgwick, Civil Engineer.

This route leaves the bay by the Otay valley, and follows it to its head at Riley's summit, to an elevation of 1,500 feet at 33¼ miles from New Town, descends to the San Ysidro canon, in 4 miles, 660 feet, and thence rises continuously to the summit of the mountains, at an elevation of 3,855 feet, in 30¼ miles; thence to the desert by a continuous descent in some 37 miles to an elevation of 500 feet; thence across the desert to Fort Yuma, a distance of 80 miles [by estimation]. This route will be about 185 miles long. If this line were extended to the sea by Otay valley, it would be only 180 miles long, an increase of only 31 miles—or 21 per cent. over the boundary line distance.

This line is remarkable as to general direction between its termini. A chain of valleys was found leading directly eastward from the bay to the head of Carizo canon (in which the line was laid for nearly eight miles) which, running nearly north, makes the only noticeable break in the general good direction of the line.

On the mountain section, the line approaches to within one mile of the boundary in Ticate valley, and at the leaving of Carizo Canon, is 15 miles north of the boundary; indicating that the line may be laid in a belt of 15 miles in width (adjoining the boundary), which cannot be said of any known mountain line of equal length in the United States. The alignment is generally favorable to a first class road.

The gradients rising to Riley's summit will not exceed 90 feet per mile; descending to the San Ysidro valley, a gradient of 100 feet per mile will obtain; and rising therefrom a gradient as high as 105, or, probably, 107 feet per mile for 6 miles. Thence to the summit of the mountains, 23 miles, the gradients will vary—being 80, 90, and 100 feet per mile in sections; while from the Walker's Pass summit down to the Carizo Canon, a direct line of 10¼ miles will give a gradient of 110 feet per mile; while a more circuitous line, making the distance 15 miles, will give gradients of 90 feet per mile. Adown the Carizo Canon, and to the desert, the gradients do not exceed 90 feet per mile, as surveyed, while the desert portion is

nearly level; and the Pilot Knob hills can be crossed or turned with light gradients.

The general character of the work indicates a great cost of graduation on the mountain section, while the desert section is far below the average of even prairie roads.

Viaducts are indicated to a notable extent. That at San Ysidro Crossing, will be from 2,000 to 2,500 feet long, and 150 feet high; while the bridge at the Colorado river should be a clear span of 400 feet between bluff banks of granite.

The only tunnel actually necessary to be made is in getting out from the Carizo Canon to the desert, by boring through its rim, and will be less than 1,000 feet long; but more detailed surveys made show that two or three others might be adopted with good economy, depending upon the character of the road to be built.

The line will terminate at the best wharfage site on the Bay of San Diego, on lands now owned by the company, and is adapted to economical and efficient extension to all desirable points on the bay.

This route is, at the least, 30 miles shorter than the Warner Pass route, and is no more expensive, mile per mile, and has more favorable gradients.

Good depot buildings and wharves will be needed at San Diego, and buildings at Fort Yuma, but, few station buildings on the line.

Water stations can be established on the desert, with wells 20 to 30 feet deep, and on the mountains by springs. A natural supply of fuel cannot be obtained near the route, and would need to be supplied at considerable expense.

The following approximate estimate of the cost of grading, masonry (very little), and bridging (almost entirely viaducts), is based on the hurried survey of the Trial Line, the preliminary location of seventeen miles, surveys made at Fort Yuma, and personal examinations.

The road is estimated to cost $22,500 per mile for graduation only; graduation and permanent way, $35,000 per mile; and with wharves, depots, shops and water stations, and sidings, $36,625 per mile, a total of $6,775,500.

The mountain section of the road, 83 miles in length, equals a cost of $37,410 per mile for graduation, and permanent way added, $49,910 per mile, a heavy average; but the desert section of 85 miles averages but $8,940 per mile for graduation, and $21,440 with permanent way.

This estimate is based upon an economical adaptation of the roadway to the natural surface; and fairly represents the amount for which the road can be built.

The charter of the company provides for an issue of $4,000,000 of capital stock, and the same amount of first mortgage bonds. The company has 8,500 acres of land available as assets, from which from $1,000,000 to $2,000,000 could be realized within five or six years.

The establishment of this road would control an important trade with Arizona and New Mexico; not only with California, but with New York *via* Panama Railroad route, and steamships which now touch at San Diego, *en route* from Panama to San Francisco, and would be an indispensable link in the 32 parallel railroad line.

THOMAS S. SEDGWICK, C. E.,
Chief Engineer and Agent.

New York, May 20, 1871.

Marquette and Peninsula Railroad.

The above is the name adopted by vote of the meeting last night for the new corporation formed to complete a new southern railway connection for Marquette. The distance from Escanaba to the junction of the new route is 52½ miles, thence to the eastern limits of this city 8½ miles, thence to the Pacific Rolling mills 2½ miles, thence to the end of the Rolling mill Co's track in connection with all the docks in this city, one mile. The average distance therefore to a central point in this city leaving out the tracks to the ore docks eleven miles; this added to the main line makes a total distance between Marquette and Escanaba 63½ miles, instead of 78 miles by way of Negaunee.—*Marquette Journal,*

Narrow Gauge Railroads.

The subject of narrow-gauge railways is one of the most interesting ones now before the public, for if the plan succeeds as well here as it has done in Europe it will undoutedly carry railroad facilities to many localities which would otherwise be deprived of them for years. The experiment is being practically tested, and several roads of three feet gauge are now in course of construction, the most important of which is the Denver and Rio Grande Road, a branch of the Denver Pacific.

This Company is now having four passengers and two baggage cars built at Wilmington, Delaware, at the shops of the Jackson & Sharp Company. The cars are larger than we expected, being thirty-five feet long and seven feet broad, with seats for thirty-five passengers. There are three seats in a row, an ordinary double seat on one side of the passage, and a single seat opposite These are the very largest cars that can be made for such a gauge. The Jackson & Sharp Company are now building one car for a similar road, Muscogee Narrow Gauge Railroad, in Georgia. This car will be thirty feet long by six and a half in width, and carry thirty-two pass ngers. These are the first narrow gauge passenger cars built in this country. The Jackson & Sharp Company have devoted a good deal of attention to this subject, and have an immense amount of data relating to it.—*Balt. Am.*

Milwaukee and St. Paul Railway.

This company now owns in its own right 1,018 miles of track, being an increase during the year 1870 of 103 miles, consisting of the track from Nora Springs to Algona in Iowa, 63 miles, and the track from Mason City in Iowa, to Austin in Minnesota, 40 miles, both purchased—the stocks and bonds of the company being given in payment therefor. The lines of the company are as follows:

	Miles.
Milwaukee to Prairie du Chien	193
McGregor (opp. Pr. du Chien) to St. Paul	212
Milwaukee, via Watertown, to La Crosse	196
Milwaukee, via Horicon, to Portage	95
Horicon to Berlin and Winneconne	58
Watertown to Madison	37
Milton to Monroe	42
Calmar to Algona	126
Conover to Decorah	10
Austin to Mason City	40
Mendota to Minneapolis	9
Total length of track January 1, 1871	1,018

The average length of track in use in 1869 was 858 miles, and in 1870 about 950 miles.

In addition to the mileage here recorded, the company own $2,001,000 of the capital stock of the Western Union Railroad (206½ miles), being a majority of the shares thereof, and hence control that property. The cost to the company of this purchase was $1,500,750, or 75 per cent. of its face value, paid for in the common stock of the Milwaukee and St. Paul Company.

The equipment of the road at the close of 1868, 1869 and 1870 compares as follows:

	1868.	1869.	1870.
Locomotives	133	145	155
Passenger cars, 1st class	64	71	77
" " 2d class	10	10	10
Sleeping cars	6	9	9
Baggage, mail and exp.	53	54	58
Freight, box	2,070	2,273	2,373
Freight, flat and stock	430	480	580

In the following table are shown the mileage of trains, the passenger traffic and the freight traffic on all the roads collectively for the years 1869 and 1870:

	1869.	1870.
Passenger trains	946,786	963,802
Freight trains	2,063,899	2,371,454
Wood and gravel trains	337,874	441,918
Total mileage	3,388,559	3,760,174
Passengers carried	810,903	810,060
Do. carried one mile	45,408,400	43,918,671
Revenue from passengers	$1,781,135	$1,725,154
Freight (tons) carried	1,344,358	1,522,753
Do. carried one mile	157,749,854	181,428,573
Revenue from freight	$4,901,525	$5,148,356
Pass. revenue per mile	3.89 cents	3.88 cents
Freight revenue per mile	3.10 cents	2.82 cents

The following is a comparative statement of the earnings and expenses during the years ended December 31, 1869 and 1870:

Earnings from:	1869.	1870.
Freight	$4,909,525 02	$5,148,355 86
Passengers	1,781,184 77	1,735,153 91
Mail service	78,551 58	80,866 06
Express service	233,691 92	158,879 58
News service	4 950 00	4,950 00
Rents	8,077 11	8,067 01
Telegraph	4,291 61	6,518 15
Extra baggage	8,085 81	7,435 45
Sleeping cars	30,439 00	32 053 50
Elevator, "A"	80,472 30	97,513 57
Elevators, "B and C"	85,635 95	106,407 88
Elevator, "D"	19,179 32	23,997 97
Stock yards	6,634 26	10,871 49
Total	$7,250,668 68	$7,421,061 43
Expenditures (ordinary)—		
Repairs of track	$615 595 95	$684 024 53
" bridges	34,189 19	39,248 15
" fences	3,902 72	2,475 20
" buildings	88,901 90	91 304 79
" loco'tives	252,931 62	275,088 26
" cars	407,328 45	522,537 73
" tools, etc.	36,738 19	39,332 49
Management and general office	111,772 01	114,025 67
Foreign agency & advertising	24,698 68	24,370 11
Station service	446,553 81	506,720 44
Conductors, baggage and brakesmen	212,772 04	246,521 19
Engineers, firemen & wipers	273,171 03	305,988 40
Train and station supplies	102,810 25	123,712 80
Fuel consumed	566,520 99	660,675 60
Oil and waste	65,378 72	69,599 57
Personal injuries	30,277 02	5,800 63
Damage to property	26,580 66	23,949 87
Loss and damage of freight & baggage	6,558,68	8,219 08
Legal expenses	18,053 47	20,614 02
New York office exp.	12,118 57	9,758 70
Taxes	174,300 56	200,338 67
Insurance	25,851 73	26,092 78
Miscellaneous	8,381 24	17,431 76
Expenses (extraordinary)—		
Renewal of track	270,583 10	364,541 06
New bridges	34,104 36	42,849 82
New buildings		82,596 08
New fences	25,354 23	80,828 56
New locomotives		17,222 50
New cars	148,809 56	
New tools & mach'ry.	10,546 72	10,554 99
U. S. Gov. taxes	50,191 29	38,651 78
Rebuilding loco'tives.	17,578 33	5,775 86
Mississippi ferry	126,195 68	38,444 32
Stock yard expenses.	1,340 37	3,972 48
Total	$4,229,882 11	$4,653,274 29
Gross earnings	$7,250,663 68	$7,421,061 43
Operating expenses	4,229,882 11	4,653,274 29
Net revenue	$3,020,786 57	$2,767,787 14

The gross earnings of 1870, as compared with those of the previous year, show an increase of $170,392 75, and the expenses an increase of

$423,392 18. The net revenue shows a decrease of $252,999 43. The per centage of expenses in 1869 was 58, and in 1870, 63 per cent. Expenses are divided as follows:

	Ordinary.	Extraordinary.	Total.
1869...	$3,545,243 47	$684,638 64	$4,229,882 11
1870...	4,017,826 44	635,447 85	4,653,274 29
Increase.	$472,582 97	.....	$423,392 19
Decrease.	$49,190 79	.....	.....

The earnings and expenses by operating divisions for the two years were as follows:

Gross earnings—	1869.	1870.
La Crosse division...	$2,331,694 64	$2,188,279 99
Northern division...	718,424 39	793,773 76
Prairie du Chien div.	2,513,690 70	2,477,226 93
Iowa and Minnesota division	1,686,858 95	1,957,780 75
Expenses—		
La Crosse division...	1,357,103 70	1,380,519 59
Northern division...	388,589 33	430,843 38
Prairie du Chien div.	1,415,915 07	1,487,820 49
Iowa and Minnesota division	1,068,274 01	1,354,090 83
Net revenue—		
La Crosse division...	974,590 94	807,760 40
Northern division...	329,835 06	366,930 38
Prairie du Chien div.	1,097,775 63	989,406 44
Iowa and Minnesota division	618,584 94	603,689 92

The earnings, expenses and net revenue per mile of road in the two years compare as follows:

	1869.	1870.	Decrease.
Gross earnings...	$8,450 66	$7,674 32	$776 34
Operating exp...	4,929 93	4,812 08	117 85
Net revenues....	3,520 73	2,862 24	758 49

This difference is explained by the large accession of new and comparatively unproductive track brought into operation in 1870.

The expenditures of the company during 1870, not charged to operating account, amounted to $766,729 as follows:

2nd mortgage bonds—sinking fund.....	$72,000
Freight cars, 200; passenger 6 and baggage 4.....	175,065
Locomotives, 10.....	126,450
Purchase of Prairie du Chien ferry.....	71,581
New buildings, turntables, etc., in Iowa.	84,182
New buildings at La Crosse.....	73,172
New buildings at other points on the Mississippi	25,000
New freight house at Milwaukee.....	22,613
Depot grounds at Milwaukee and stock yards	27,589
Draw bridge at Milwaukee.....	4,793
Docks and canals at Milwaukee.....	15,222
Railway around Milwaukee.....	12,436
St. Paul Branch (construction).....	17,465
Right of way on all lines.....	15,113
Engineers bill on other lines.....	4,198
Winter bridge at Prairie du Chien, etc...	15,850

With the reduction which has taken place in the cost of labor and in many kinds of supplies, together with the strict economy thoroughly enforced in all departments, the Directors have confidence that the business of 1871 will exhibit results that will be satisfactory to the stockholders.

The stockholders having authorized the same, the directors declared a dividend from the earnings of 1869, payable February 15, 1870, upon the preferred stock of $7 per share in cash and $3 per share in common stock; and upon the common stock payable at the same time $3 per share in cash and $7 per share in common stock. The dividends so declared increased the common stock from that date $828,900.

With like authority from the stockholders, the directors declared a dividend from the earnings of 1870, payable December 31, 1870, of $7 per share in cash upon the preferred stock and $7 per share in common stock upon the common stock. This latter dividend increased the common stock $747,291.

GENERAL ACCOUNT, DECEMBER 31, 1870.

Cost of road and equipment.....	$38,623,679 90
Western Union R. R. stock (20,010 shares).....	1,500,750 00
Materials on hand.....	307,033 41
U. S. Government P. O. Departm'nt	31,721 76
Balances due from agents and other companies.....	264,628 07
Miscellaneous accounts.....	41,303 96
City of Hastings bonds.....	14,000 00
Interest paid on bonds due Jan. 1, 1871	477 75
Cash on hand.....	431,094 68
	$41,214,689 53
Capital Stock, ($21,847,981) viz:	
Capital stock, preferred.....	$10,425,103 00
" " common.....	11,422,878 00
Funded Debt, ($18,205,573) viz:	
1st mortgage 7s.....	$5,488,000 00
" 8s, E. Div. (Palmer)..	792,000 00
" 7s, Iowa & Minn. Div.	3,792,000 00
" 7s, Minn. Central R.R.	208,000 00
" 7s, Iowa & Dakota Div.	1,008,000 00
" 8s, Pr. du Chien Div..	3,674,000 00
2d mortgage 7.30s.....	1,315,000 00
" 7s.....	1,244,000 00
Income 7s.....	20,000 00
Milwaukee City 7s.....	234,000 00
Milwaukee and Western R. R. 7s...	148,500 00
Real estate 7s.....	247,000 00
Incumbrances assumed.....	35,073 00
Accounts, ($1,161,135 53) viz:	
Unpaid pay rolls and bills.....	$382,843 75
Due other roads.....	93,064 76
Miscellaneous.....	114,823 10
Milwaukee Iron Company.....	16,237 11
Reserved Government tax.....	43,747 62
Dividends unpaid.....	152,463 19
Coupon account.....	265,090 74
	$14,214,689 53

That the stockholders may know the exact present (March 1, 1871,) condition of the company, a statement of the bonds and stocks outstanding at date is presented, and the Directors promise that no more bonds or stocks will be issued during 1871. The cost of the Milwaukee and St. Paul Railway (March 1, 1871,) is represented by capital as follows—

Mortgage bonds.....	$18,183,500
Preferred stock.....	10,825,103
Common stock	11,822,878
	$40,831,481
Deduct Western Union R. R. stock...	1,500,750
Cost of 1,018 miles ($38,650 per mile)	$39,330,731

The increase since the statement of Dec. 31, 1869, has been—bonds, $1,028,659; preferred stock, $1,080,835; and common stock, $4,157,774—total increase, $6,267,268.

This increase has been made for the following purposes—

Bonds for purchase of railroad in Iowa (Nora Springs to Algona) 63 miles..		$1,008,000
Preferred stock.....		2,088,835
R. R. 63 miles.....	$504,000	
R. R. (Austin to Iowa line) 11 miles.....	176,000	
R. R. (Mason City to Main line) 29 miles.....	400,000	
Pr. du Chien R. R. stock.....	1,008,835	
Common stock.....		$4,157,774
R. R. 63 miles, ...	$504,000	
R. R. 11 miles.....	176,000	
R. R. 29 miles.....	400,000	
W. Union R. R. stock.....	1,500,750	
Pr. du Chien R. R. stock.....	833	
Dividend on earnings of 1869	828,900	
" " " 1870	747,291	
Total increase Dec. 31, 1869, to March 1, 1871.....		$6,246,609

WESTERN UNION RAILROAD.

As before stated, the Milwaukee and St. Paul Company have acquired a controlling influence in the Western Union Company by the purchase of a majority of that company's stock. This railroad extends from Racine on Lake Michigan, to Savannah and Port Byron on the Mississippi, a distance of 180 miles, and is continued by a 10 mile branch of the Chicago, Rock Island and Pacific Railroad, leased by the Western Union Company, to Rock Island and Davenport. The company also built last year a branch from Eagle to Elkhorn, 15½ miles (opened in October), acquiring thereby a direct Milwaukee connection.

The equipment of the Western Union Railroad consists of—27 locomotives, 12 first-class passenger cars, 14 second-class passenger cars, 4 mail and express cars, 9 baggage cars, 434 box freight cars, and 67 flat freight cars. Total cars, 530.

The operations on the road for the years 1869 and 1870, compare as follows—

	1869.	1870.
Passengers carried.....	231,662	200,800
Freight (tons) moved...	180,787	203,328
Gross earnings.....	$769,712 83	$766,947 85
Operating expenses.....	727,868 68	617,982 51
Net revenue.....	$41,844 15	$148,965 34

The following shows the gross earnings of the road for a series of six years:

1865.....	$688,347	1868.....	$758,685
1866.....	715,954	1869.....	769,713
1867.....	765,075	1870.....	766,987

The cost of the property represented by stocks and bonds is as follows:

Mortgage bonds.....	$3,275,000
Capital stock.....	4,000,000
Cost of road (say $37,000 per mile)...	$7,275,000

Three million dollars of the mortgage debt bears only 3 per cent. interest until July 1, 1873.

President.—ALEXANDER MITCHELL, Milwaukee.

Vice President.—RUSSELL SAGE, New York.

Directors.—Alexander Mitchell, Russell Sage, Fred. P. James, N. A. Cowdrey, Walter S. Gurney, Selah Chamberlain, S. S. Merrill, Julius Wadsworth, James Buell, James G. Garner, Levi P. Morton, F. de Billier and Isaac Sherman.

General Manager.—S. S. MERRILL, Milwaukee.

Sec. and Treas.—R. D. JENNINGS, Milwaukee.

Asst. Sec. and Transfer Agent.—JAS. M. MCKINLAY, New York.

Auditor.—J. P. WHALING, Milwaukee.

Purchasing Agent.—ROBERT WASON, Jr. Milwaukee.

☞ The contract for building a bridge across the Potomac at Shepherdstown has been awarded to Mr. John Wood, of Shenandoah county, Va., by the Maryland and Virginia Bridge Company. The bridge is to be 600 feet long and is to cost $10,500.

☞ Work has been resumed at the Bessemer Steel Works, Troy, the proprietors having received a large cargo of coal,

Commerce of New York.

The foreign imports at New York for the month of April, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.	$14,423,458	$18,516,940
Do. for warehousing	13,137,232	12,023,501
Free goods	1,006,584	2,094,332
Specie and bullion	805,025	332,888
Total entered at port	$29,372,299	$32,967,661
Withdrawn fr. wareh'use	12,822,634	10,029,482

The foreign imports at New York for the four months from January 1, were:

	1870.	1871.
Entered for consumpt'n.	$54,581,355	$72,321,008
Do. for warehousing	44,421,267	49,400,058
Free goods	3,851,681	10,978,476
Specie and bullion	6,307,002	3,247,569
Total entered at port	$109,161,305	$135,947,111
Withdrawn fr. wareh'se	41,464,468	44,416,476

The foreign imports from New York for ten months ending April 30, were:

	1870.	1871.
6 mos. ending Jan. 1.	$134,708,154	$156,339,208
In January	24,725,375	28,792,062
In February	25,367,998	35,491,824
In March	29,695,633	38,696,064
In April	29,372,299	32,967,661
Total for ten mos.	$243,869,459	$292,286,319
Deduct specie	12,084,204	7,949,254
Total mdse	$231,785,255	$284,337,065

The revenue from customs at New York for ten months ending April 30, were:

	1870.	1871.
6 mos.ending Jan.1.	$61,552,308 75	$67,729,184 75
In January	9,840,502 99	12,010,020 67
In February	11,750,424 06	12,258,147 69
In March	11,977,323 42	15,305,799 14
In April	12,799,598 49	12,535,090 06
Total ten months.	$107,920,157 71	$119,838,242 31

The exports from New York to foreign ports in the month of April, were:

	1870.	1871.
Domestic produce	$13,741,650	$17,923,694
Foreign free goods	45,157	97,823
Do. dutiable	911,018	908,557
Specie and bullion	1,698,616	9,593,029
Total exports	$16,396,441	$28,523,103
Do. exclusive of specie.	14,697,825	18,930,074

The exports from New York to foreign ports for four months from January 1, were:

	1870.	1871.
Domestic produce	$51,720,709	$75,765,888
Foreign free goods	205,532	292,138
Do. dutiable	3,547,991	2,588,998
Specie and bullion	8,097,865	23,334,186
Total exports	$63,572,097	$101,981,210
Do. exclusive of specie.	55,474,232	78,647,024

The exports (exclusive of specie) from New York to foreign ports for ten months ending with April 30, were:

	1870.	1871.
Six mos. ending Jan. 1.	$109,954,573	$107,654,919
In January	12,893,166	18,837,876
In February	11,940,146	18,789,742
In March	15,943,095	22,139,332
In April	14,697,825	18,930,074
Total produce	$165,428,805	$186,301,943
Add specie	24,754,420	64,685,061
Total exports	$190,183,225	$250,987,004

☞ The new Railroad Bridge over the Mississippi River at Winona, Minn., is completed, and the first train passed over it on the 26th ult.

Railroads of Michigan.

(Abstract of the Annual Reports to the State Auditor General September 1, 1870.)

Railroads.	Capital Account.—Stocks.	Bonds.	Debt.	Total.	Miles of Road—Total.	Oper.	Cost of Road & equipment.	Applied to Construction.—Municipal aid.	Nett earn'gs.	Aver. price per acre.	Cash paid on lands.
Bay City and East Saginaw	$87,551 00	$175,000 00	$15,018 56	$277,569 56	18	18	$277,569 56	$.....	$.....	$6 37	$19,254 81
Bay de Noquet and Marquette	1,451,000 00	145,000 00	44,626 25	1,640,626 25	20	20	1,408,432 78	.....	.....	7 00	387,685 71*
Chicago, Detroit and Canada Grand Junction	1,074,736 33	1,095,000 00	.....	2,169,736 33	59	59	2,169,736 33	.....	.....	15 05	15,804 68
Chicago and Michigan Grand Trunk	25,100 00	.....	12,000 00	37,100 00	250	..	37,100 00	.....	.....	.....	.....
Chicago and Michigan Lake Shore	182,200 00	500,000 00	78,809 75	760,509 75	120	27½	697,181 08	16,100	20,571 33	.....	.....
Detroit, Hillsdale and Indiana	198,161 00	219,000 00	133,177 87	550,338 87	60	..	469,955 88	.....	644 85	.....	.....
Detroit, Howell and Lansing	188,992 04	25,000 00	.....	213,992 04	84	..	47,292 92	.....	.....	.....	.....
Detroit and Milwaukee	2,647,850 00	6,880,047 75	373,484 83	9,800,882 68	189	189	11,680,518 24	.....	2,253,115 49	.....	.....
Detroit, Monroe and Toledo	414,100 00	924,000 00	.....	1,338,100 00	59½	59½	1,291,968 13	.....	.....	.....	.....
Flint and Pere Marquette	1,099,100 00	1,726,500 00	638,833 99	3,464,433 99	77	77	3,227,708 19	.....	151,442 46	.....	.....
Grand Rapids, Newago and Lake Shore	4,084 87	.....	.....	4,084 87	80	..	4,084 87	.....	.....	.....	.....
Grand Rapids and Indiana	1,590,525 00	3,155,000 00	343,500 00	5,089,025 00	352	200	5,000,024 80	.....	.....	.....	.....
Hecla and Torch Lake	100,000 00	.....	78,060 98	178,060 98	4	4	178,060 93	.....	.....	.....	.....
Holly, Wayne and Monroe	100,025 03	.....	7,919 74	137,944 77	63⅓	..	136,025 03	.....	.....	.....	.....
Jackson, Lansing and Saginaw	520,428 04	1,895,000 00	197,313 68	2,613,741 72	116	116	2,772,082 67	.....	206,380 33	.....	.....
Kalamazoo, Allegan and Grand Rapids	610,000 00	840,000 00	.....	1,450,000 00	58	58	1,500,183 19	.....	67,947 49	.....	.....
Kalamazoo and South Haven	268,170 43	640,000 00	.....	908,170 00	40	32	955,729 30	76,000	21,558 87	.....	.....
Kalamazoo and White Pigeon	280,900 00	600,000 00	.....	880,900 00	37	37	880,900 00	.....	.....	.....	.....
Lake Shore and Michigan Southern	34,988,000 00	20,947,000 00	1,500,000 00	57,385,000 00	942	942	50,536,772 69	26,000	.....	.....	.....
Marquette and Ontonagon	450,000 00	.....	.....	450,000 00	20	20	430,000 00	.....	.....	.....	.....
Michigan Air Line †	120,000 00	1,950,000 00	10,000 00	2,080,000 00	268	16	270,567 12	.....	15,567 12	.....	.....
Michigan Lake Shore	41,084 96	880,000 00	.....	921,084 96	56½	56½	789,084 97	45,000	.....	.....	.....
Michigan Northern	14,500 00	.....	.....	14,500 00	260	..	14,500 00	.....	.....	.....	.....
Paw Paw	15,000 00	11,000 00	.....	86,000 00	4	4	43,000 00	28,000	.....	.....	.....
Westphalia, Hubbardstown and Northern	160,000 00	.....	1,067 92	161,067 92	..	..	.....	.....	.....	.....	.....

† The Michigan Central Railroad Company have completed the road between Niles and Jackson 100 miles. The Michigan Central Railroad is not reported.

LAND GRANTS TO MICHIGAN RAILROADS.

Statement showing the number of acres reserved and confirmed to and sold by the several companies.

Railroads.	Laws of Congress authorizing Grants.	Acres reserved.	Acres confirmed.	Acres sold.
Bay de Noquette and Marquette	Acts of June 3, 1856 and March 3, 1865.	127,761 75	127,761 75	8,024 00
Flint and Pere Marquette	Acts of June 3, 1856.	511,492 25	511,492 25	97,045 36
Grand Rapids and Indiana	Acts of June 3, 1856 and June 7, 1864.	1,160,382 60	631,204 16	2,620 00
Jackson, Lansing and Saginaw	Acts of June 3, 1856 and Feb. 14, 1867.	567,869 24	189,921 52	9,192 58
Marquette and Ontonagon	Acts of June 3, 1856 and March 3, 1865.	774,400 00	127,809 00	87,025 00

* Also $6,000 in bonds of company.

Hudson Highland Suspension Bridge.

The *Albany Evening Journal*, of May 22d, says it is announced that the "Hudson Highland Suspension Bridge Company," chartered by the Legislature of 1868-'69, has begun operations. The books for subscriptions to the capital stock, which is fixed at $2,500,000 were formally opened on the 17th of May, and plans for action in preliminary matters have been adopted. The contracts for material and work are under advisement. The bridge will be commenced early in the Summer, and will probably be finished before the 4th of July, 1875.

The location was determined upon by the following Board of Engineers: Horatio Allen, George B. McClellan, H. G. Wright, Q. A. Gilmore, E. W. Serrell, Egbert L. Viele, Charles B. Stewart, Julius W. Adams, William J. McAlpine, and O. H. Barnes. The place selected is from Anthony's Nose, on the east bank of the Hudson, four miles above Peekskill, and forty-three miles from New York, across to Fort Clinton, on the west bank, four miles below West Point. This is at the narrowest part of the Hudson River between New York and Albany. The bridge will be in one span of 1,600 feet from shore to shore. Comparatively little masonry will be required in the abutments, as the solid granite mountain bases on either side afford excellent natural supports.

The length of the bridge between the towers will be 1,666 feet; total length, including approaches, 2,449 feet; height above the water level, 155 feet; safe-working load for the railroad trains, 2,400 tons; safe load for highways, 2,880 tons; load that would break the bridge, 25,171 tons. Two granite towers of immense strength will be built on each abutment, and will rise 280 feet above the water level. Over these will be strung the upper main cables, the ends of which will be deeply anchored in the solid granite mountain side. There will be 20 main cables in four systems, each cable being about 14 inches in diameter and composed of a new steel combination wire in many strands. These cables will contain 371,195,750 feet, or about 70,302 miles. The total weight of iron and steel used will be 1,750 tons, with a suspended weight of 9,651 tons. The total amount of masonry will be 58,048 cubic yards.

This structure will be a combination of truss and cable, and will safely support a train of 60 cars, and 35,000 people. The amount of weight that could be crowded upon on it at once will be but one-sixth of its supporting capacity. There will be two decks, or floors, the upper for the railroad, the lower as a highway. The elevation above the water level is far higher than the tallest masts of passing vessels. The appearance of this great bridge will be exceedingly graceful and imposing.

An immediate connection is to be made with the Erie Railway, at or near Turner's. The distance is but 12 miles, and the route lies through a very productive iron region, with a favorable grade toward the river, at Fort Clinton. A short branch, three miles in length, will connect with the Hudson River Railroad at Peekskill. The direct air-line eastward, the New England Railway, will continue on to the Connecticut State line, passing near Lake Mahopac, and crossing the Harlem Railroad at Brewster's. Thus a continuous rail route between the Eastern States, the Pennsylvania coal-fields, and the grain-tracts of the great West will obviate all the existing disadvantages of ferrying and breaking bulk. It is estimated that 6,000,000 tons of coal will pass over this bridge annually, saving an enormous waste and vast expense. Coal can thus be brought by rail—as is the case in Philadelphia—direct from the mines to the retail yards. This, of itself, is an important item to New York. The same benefit accrues in the case of iron, grain, general merchandise, and passengers.

It is difficult to estimate the durability of such a bridge. General Serrell, the Engineer-in-Chief, says that it will last for centuries. There is a suspension bridge in France that was built four hundred years ago, and one in Pekin, China, two thousand years old, both of which are now in serviceable condition. The Hudson-Highland Bridge will have the longest span in the world, and will cost about $2,000,000.

New York (Viaduct) Railway Company.

At a meeting of the newly elected directors of this company on the 29th ult., a temporary organization was effected by the election of A. T. Stewart Chairman, and Richard B. Connolly Secretary. The certificates of election of the directors were read by Henry Hilton. The resignation of Wilson G. Hunt as a director was accepted.

Mayor Hall offered a resolution that the officers of the company be a President, Vice President, Secretary, and Treasurer. Henry Hilton was elected President; Hugh Smith, Vice President; Edward P. Barker, Secretary; William B. Duncan, Treasurer.

Mayor Hall said that in accordance with the charter of the company, the directors were to be elected by ballot, for terms ranging from one to five years in duration, and that, as the total number of directors was 25, they could be subdivided into five bodies of five members each. He therefore proposed that 25 tickets bearing the names of the directors be placed in one hat, and 25 tickets inscribed with numbers in another, and that Richard O'Gorman and Charles L. Tiffany should be appointed to draw tickets alternately from each hat, thus deciding the number of years each director was to remain in office. The motion was adopted with the following result:

Directors for five years—Henry Smith, Henry Hilton, Franklin A. Osgood, John T. Johnson, and William B. Duncan. For four years—Levi P. Morton, Hugh Smith, Wilson G. Hunt, William M. Tweed, and John Q. Jones. For three years—John Jacob Astor, A. T. Stewart, William T. Blodgett, August Belmont, and J. F. D. Lanier. For two years—J. J. Bradley, John F. Navarro, Edward B. Wesley, Richard B. Connolly and Charles L. Tiffany. For one year—Peter B. Sweeny, A. Oakey Hall, Richard O'Gorman, William R. Travers and Charles A. Lamont.

Manton Marble was elected a director in the place of Wilson G. Hunt, resigned.

On motion of Mayor Hall, it was resolved that the books of subscription be opened at the office of the company under the direction of Messrs. Stewart, Astor and Morton, as commissioners for the company, and that all subscribers or holders of stock subscribed for within ninety days after the opening of the books shall be entitled (pursuant to section 13 of the act of incorporation) to interest at the rate of seven per cent. on the amount or amounts paid to the Treasurer in pursuance of their subscription, from the date of the payment or payments respectively to the time when one branch of the railway shall be completed and in operation from Chambers street to Eighty-sixth street, and that scrip therefor be issued in conformity with said act.

Messrs. John J. Serrell and Leopold Eidlitz were chosen engineers of the road.

The President appointed the following committees:

By laws—Messrs. O'Gorman, Wesley, Hugh Smith, Travers and Lamont.

Accounts—Messrs. Johnston, Jones, Navarro, Tiffany and Bradley.

Executive Committe—Messrs. Stewart, Hall, Astor, Tweed and Sweeny.

Finance—Messrs. Belmont, Morton, Blodgett, Connolly and Lanier.

It was voted to lease the premises No. 261 Broadway, for a term of three years, at an annual rent of $13,000, for the use of the Board.

The Board then adjourned.

Poughkeepsie and Eastern Railroad.

Twenty-one miles of the main line of this road, extending from Poughkeepsie to Stissing, was opened to freight and passenger traffic in December last, and the remaining distance of 24 miles—reaching to the Connecticut State Line, where it forms a connection with the Connecticut Western Railway—is now in process of graduation. Twenty-five hundred tons of rails have already been purchased, and it is the purpose of the directors to open the line to travel by January 1, 1872. The road thus far has cost, including grading, right of way, fencing, freight and passenger depots, three first-class engines, five passenger coaches and thirty freight cars, but $30,400 per mile. It is carrying on an average 7,500 passengers per month, and doing a large freight business—the receipts aggregating $270 per day. The road is mortgaged for $17,000 per mile, the bonds bearing seven per cent. gold interest, having forty years to run. The bonds are selling as rapidly as the wants of the company required at 90, which price is to be advanced to 95 on the 1st of July, provided there remain any unsold—when the Bridge over the Hudson River at Poughkeepsie is constructed, this road will become a link in the shortest line east and west from Boston to the coal fields, and the great west.

☞ A letter to the Boston *Journal* dated Portland, Me., May 26th, 1871, says: "The Boston and Maine Railroad extension survey is progressing satisfactorily, having reached Scarboro', within a few miles of this city. The engineers are making several different surveys from South Berwick Junction and Salmon Falls. The result, we are informed, is highly advantageous, as to construction, operation and nearness to business centres and the seaside resorts. The extension will be put under construction as soon as possible after the route is agreed upon.

☞ Richard Rudolph and Charles Danbridge, engineers sent by the Baltimore and Ohio Railroad to examine the route of the proposed South Branch (W. Va.) narrow gauge railroad, report, according to the South Branch *Intelligencer*, that they find a practicable route, on which the road can be constructed at moderate cost, about fifteen miles in length.

☞ Track laying has been commenced on the Baltimore and Potomac Railroad, starting from the Annapolis road crossing, and going both ways, one set of hands working towards Washington and the other toward Baltimore.

☞ The line of the Shenandoah Valley Railroad from Shepherdstown to Charlestown has been located.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,660,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	Apl.'71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'70 3½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,800	.....	.....
Do., do. pref.100	1,340,400	M. & N	May '71 3
Boston and Lowell.....100	2,225,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ...100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J.A J.O.	Apl.'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A N	May '71 3
Brooklyn City & Newt'n.100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	May '71 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,695	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	D.,'70 $2½
Cape May and Millv le* 50	447,000	J. & D.	Dec. '70 3
Catawissa..... 50	1,159,500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio..... 100	2,425,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*.....100	350,000	J.A J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '71 5
" " pref..100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy - 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	.....	J'n & J'ly	Jan.'68½
" Street.....	.....	J. & J.	Jan.'68$2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	May'71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Dec. '70 2
Concord..... 50	1,500,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passum'p. R. pref.'60	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A N	May'70 2½
Dubuque and Sioux City*100	5,000,000	J. & J.	Dec. '70 3½
Do. do. pref.100	.....	J. & J.	Dec. '70 3½
East Mahanoy 50	302,550	J. & J.	July '70 3
Eastern (Mass.).....100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	1,309,200	.....	Jan. '71 3
East Tenn., Va. and Ga ...100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Dec. '70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	2,143,445	.....	.....
Fitchburg.....100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	245,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	451,820	J. @ J.	Jan. '71 3
Georgia 100	4,166,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Mar.'71 4
Green and Coates St.(Ph.)	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Apl. '71 3
Hannibal and St. Joseph.100	4,151,700	.....	Aug'70 3½
Do. do. pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Feb. '71 8
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn. '68 3½
Illinois Central.....100	25,280,240	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'71 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '71 4
" " guar.100	633,500	F. & A.	Feb. '71 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 5
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Apl.'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J. S.D.	Mar. '71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	.....	Dec. '70 2
Memphis and Charleston.100	5,812,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	13,225,848	J. & J.	Dec.'70 5
Middleboro' and Taunton.100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan '71 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,269,320	.....	.....
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell.....100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	A. & O.	Apl. '71 4
New Haven & N. London..100	738,538	.....	.....
N. Haven & Northampton.100	1,800,000	J & J.	Jan. '68 3
New Jersey.....100	7,297,200	F. & A.	Feb. '71 5
New London Northern....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	Jan. '71 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J	Jan. '71 3
Norfolk & Peterab'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	Jan.'71 3½
" pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Apl.'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	Dec. '70 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,561,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jun. '71 3
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 50	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '71 4
Pittsb., F. W. & Chi. gtd.*100	19,565,000	J.A J&O	Jan.'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Apl. '71 5
Portland and Kennebec....100	616,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Peterab g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,098,900	J. & J.	Dec.'70 4
Rutland preferred. 100	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke...100	808,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec.'70 2
Shamokin V. and Pottsv.* 50	999,450	F. & A.	Feb.'71 3
Shore Line.....100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 -
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	250,686	.....	Jul.'68 3
South Western, Georgia..*100	3,939,900	F. & A.	Feb.'71 4
Staten Island..... 100	600,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana..100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,160	J. & J.	Jan. '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (K. D.) pref.100	1,700,000	J anuary,	1870,11 4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Dec'70 3½
Union Transport'n (Boa.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'70 0
Vicksburg and Meridian...100	557,405	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren.....100	1,517,650	.....	.....
Worcester and Nashua ... 75	1,400,555	J. & J.	Dec.'70 5

CANALS.

Chesapeake and Delaware 50	1,933,563	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. 71 4
Delaware and Hudson.....100	15 000,000	F. & A	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,300	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania 100	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb'67 3
" " (pref.). 50	2,888,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '66 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	41,063,000	J. & J.	Jan. '70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'71 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	500,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '60
Adams Express.....100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,420,553
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	842,743	2,500,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,163	828,447	746,800	612,805	7,903,513
1871	536,498	481,085	580,340	756,250	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,809	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,260	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,852	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343.182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,881	4,681,563
1870	281,109	316,037	342,897	348,039	408,086	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	[illegible]	.....	.....	368,100	281,334	296,169	473,186	551,122	435.945	407.688	2,811,544
1864	273,876	317,839	[illegible]	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	583,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754.671	547,842	7,976,490
1866	623,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,229,450
1867	696,147	574,664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,652,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,184,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,959	[illegible]	218,347	271,425	287,451	[illegible]	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,865	242,621	3,095,965
1870	203,069	226,897	244,182	248,046	260,160	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,275,719
1871	272,526	266,790	313,100	283,390	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	[illegible]	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,092	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567.679	480,626	578,253	571,348	661,971	588,219	504,066	6,536,741
1867	647,120	524,871	417,071	440,271	477,027	516.493	525,242	709,327	738,530	823,901	727,810	613,329	7,150,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	855,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979.401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	565,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,688,958
1871	639,541	565,416	606,845	588,661	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	[illegible]	106,921	104,856	113,594	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	[illegible]	106,594	114,716	121,217	142,823	132,687	125,363	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119 169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,330,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	[illegible]	307,474	258,634	2,660,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30 .186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263.244	346,781	408,445	410,802	405 510	376,470	3,996,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329.105	413,501	476.661	490,694	447,870	328,870	4,620,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429,161	493,640	414,604	[illegible]	4,250,115
1867	304,095	283,661	375,210	362,783	333,952	284.977	313,021	398,993	464,778	506,296	412.934	330,373	4,351.03 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456.973	511,820	410,826	390,671	4,569,261
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,795,958
1871	418,755	442,665	441,685	470,703	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	[illegible]	365,412	350,365	751,738	1,101,771	775.616	438,323	[illegible]
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	[illegible]	6,547,846
1869	454.590	330,400	420,951	460,288	[illegible]	678,923	586,531	525,547	724,782	1,040,102	801 195	[illegible]	7,240 089
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	[illegible]	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	483,884	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248.828	[illegible]	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	[illegible]	264,090	235,240	[illegible]	265,726	2,883,399
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	[illegible]	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	[illegible]	372,618	412.553	284 319	3,783,005
1866	207,541	246,109	326,236	277,424	283,130	253,925	247,262	305.454	278,701	310,762	302,426	281,613	3 [illegible] 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,519
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,158,137
1871	245,982	258,554	384,599	243,650	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,340	184,411	262,515	350,613	329,243	[illegible]	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,669	236,108	3,438,930
1871	212,005	217,947	319,765	285,416	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	[illegible]	[illegible]	254,285	[illegible]	414,707	448,004	463,873	[illegible]	[illegible]	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	[illegible]	6,324,083
1864	436,742	532,786	617,021	[illegible]	757,178	[illegible]	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	[illegible]
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,198,955	702 685	10,[illegible]
1866	788,061	725,987	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	[illegible]	887,793	874,974	[illegible]	10,667,124
1867	500,488	534,561	703,618	[illegible]	965,358	903,974	864,637	693,104	873,153	[illegible]	837,351	[illegible]	[illegible]
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	[illegible]
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,068	569,697	1,1[illegible]9,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	[illegible]	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149.342	174,153	185,162	171,736	156,066	172.933	220,788	219,160	[illegible]	205.095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	[illegible]	202,238	205,750	189,351	160,085	2,008,286
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	466,766	451,759	335,480	3,899,553
1868	278,712	265,137	257,800	286,825	299,529	293,344	283,833	464,209	450,203	429,898	323,270	299,459	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,245	470,720	[illegible]	323,677	434,284	4,242,243
1870	312,133	293,645	295,278	318,690	340,892	348,632	322,756	466,431	508,042	451,286	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	458,076	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	705,602	623,560	617,585	758,467	999,065	837,388	716,822	5,709,183
1870	528,529	501 129	539 238	706,603	802,586	746,450	643,058	664,061	728,521	719,096	570,165	805,053	7,854,094
1871	479,573	373,925	499,599	584,540	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities May 1, 1871.					
Loan of June 14, 1858 ..... registered	$46,035,000	5	Jan. & July.	1874	105½
.. .. coupon	13,965,000	5	" "	1874	106½
Loan of February 8, 1861 ..... registered	13,551,000	6	Jan. & July.	1880	117½
.. .. coupon	4,564,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861.....registered	123,513,050	6	Jan. & July	1881	117½
.. .. coupon	65,085,050	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s).....registered	107,564,600	6	May & Nov.	1882	111½
(5-20s).....coupon	383,401,050	6	" "	1882	111½
Loan of March 3, 1863.....registered	53,075,450	6	Jan. & July.	1881	117½
.. .. coupon	21,924,550	6	" "	1881	117½
Loan of March 3, 1864 (5-20s).....registered	3,089,600	6	May & Nov.	1884	111
Loan of June 30, 1864 (5-20s).....registered	83,092,000	6	May & Nov.	1884	111½
.. .. .. (5-20s).....coupon	45,700,000	6	" "	1884	111½
Loan of March 3, 1865 (5-20s).....registered	54,605,800	6	May & Nov.	1885	111½
.. .. .. (5-20s).....coupon	125,313,550	6	" "	1885	111½
.. .. 2d series (5-20s).....registered	72,476,900	6	Jan. & July.	1885	113½
.. .. .. (5-20s).....coupon	182,986,600	6	" "	1885	113½
.. .. 3d series (5-20s).....registered	91,299,100	6	Jan. & July.	1887	114
.. .. .. (5-20s).....coupon	244,099,500	6	" "	1887	114
.. .. 4th series (5-20s).....registered	11,114,500	6	Jan. & July.	1888	113½
.. .. .. (5-20s).....coupon	28,539,950	6	" "	1888	114
Loan of March 3, 1864, (10-40s).....registered	137,192,600	5	Mar. & Sept	1904	109½
.. .. .. (10-40s).....coupon	57,374,700	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71.registered	.....	5	F. M. A. & N.	1881	....
.. .. coupon	.....	5	" "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	36,345 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95–'99	115½
U. S. Notes and Fractional Currency.....	396,367,797	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	72½
.. — .. .. (extended).....	2,414,800	5	" "	'83–'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86–'88	104
Arkansas—State Bonds (refunded).....	4,430,000	6	Jan. & July.	1899	58
.. — .. (Aid R. R's).....	.....	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111
.. — — 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10–20s)..		6	Jan. & July.	'81–'82	....
.. — .. of 1863, (20s)..		6	" "	1883	....
.. — .. of 1864, (10–20s)..	5,927,000	6	April & Oct.	1884	100½
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	.....	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71–'74	90
.. — " " 1842 to 1848.....	275,000	7	Various.	'72–'74	93
.. —Atl. and Gulf R. R. 1858 to 1860.....	800,000	6	Feb. & Aug.	'78–'86	87
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	93½
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	7	" "	'83–'84	....
.. —	1,059,500	7	" "	'76–'89	....
.. .. .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71–'72	....
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	69
.. —Railroad Bonds.....	561,000	5	Various.	'70–'79	....
.. —	2,052,000	6	Various.	'93–'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	....
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	....
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86–'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1862.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	....
Maine—State Bonds	301,000	6	Various.	'75–'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	6	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000.	3	" "	1890	....
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	6	" "	1865	....
.. — .. .. .. converted	215,022	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	105½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July	'74–'75	....
.. —	275,000	5	April & Oct.	'73–'74	....
.. —	320,000	5	May & Nov.	'72–'80	97½
.. —	133,000	6	June & Dec.	'72–'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71–'76	....
.. — .. .. of 1863	600,000	5	" "	'77–'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. .. of 1864.....	4,579,500	5	May & Nov.	1894	98
.. — .. .. .. (stg.)....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88–'90	97½
.. —	966,500	5	" "	'91–'98	....
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,021.000	6	" "	'73–'83	100
.. —War and Bounty Loan Bonds....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77–'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41–'71	....
Missouri—State Bonds proper.....	458,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74–'90	95½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73–'87	94½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71–'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71–'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71–'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'96	107½
.. — .. of 1864.....	693,400	6	" "	'97–'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	109½
.. — .. Bonds.....	21,089,000	7	" "	1877	110½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	102½
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	107
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71–'91	47½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71–'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92–'98	26½
.. — .. .. (new).	1,739,000	6	April & Oct.	'92–'98	....
.. —Funding &c. Bonds of '66-'68	1,821,400	6	Jan. & July.	1899	30
.. —	11,407,000	6	April & Oct.	1899	19½
.. —Special Tax Bonds.....	1,284,317	6	" "	1899	....
Ohio—State Loan (New York).....	1,600,000	6	Jan. & July.	1870	....
.. — .. (")....	4,095,399	6	" "	1875	....
.. — .. (")....	2,400,000	6	" "	1881	105
.. —Union Loan (Columbus).....	366,975	6	" "	1886	....
Oregon—Relief and Bounty Bonds.....	176,156	6	May & Nov.	1871	....
Pennsylvania—Redemption Loan of 1867.....	92,850	7	Jan. & July.	'74–'84	....
.. —	4,731,300	5	Feb. & Aug.	1872	101½
.. —	90,400	6	" "	1872	102½
.. —	7,890,550	5	" "	1877	....
.. —	726,950	6	" "	1877	107½
.. —	9,237,050	5	" "	1882	....
.. —Inclined Plane Loan.....	400,000	6	" "	1882	109
.. —Military Loan.....	2,769,250	6	April & Oct.	1879	107
.. —State Stocks (old).....	384,000	6	Feb. & Aug.	1871	101½
.. — .. (old).....	3,377,000	5	Jan. & July.	1882	....
.. — .. (old).....	112,000	5	Feb. & Aug.	'77–'78	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Jan. & July.	1882	....
.. — .. of 1863.....	736,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	239,000	6	Jan. & July.	1893	....
.. — .. of 1864.....	841,000	6	April & Oct.	1883	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Feb. & Aug.	1894	....
.. — .. bonds (stg.)....	484,445	6	Jan. & July.	1870	....
.. —Blue Ridge R. R. bonds of '54	970,000	5	" "	1868	....
.. —State Capitol bonds.....	1,997,738	6	" "	'74–'78	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'71–'90	74
.. —Conversion Bonds of 1869....	1,265,800	6	" "	'87–'97	....
.. —Funding & Special Bonds '68	1,692,150	6	J. A. J. & O.	1888	64
Tennessee—*State Bonds proper	1,398,640	6	" "	1888	62
.. —*	239,166	5	April & Oct.	Var.	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	71
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	71
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71–'78	101½
.. — .. Certificates	201,000	6	" "	'71–'78	....
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	57
.. — .. Bonds .....coupon	11,108,000	6	" "	"	69½
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	71½
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	74
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	91
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex	59,000				....	....
Bonds to State of Pennsylvania	3,500,000				....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	651,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	88
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	" "	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000		7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000		7	Jan. & July.	"	1890	26½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	99½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1856	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	3,500,000	7*	May & Nov.	New York.	1919	90
Burlington and Missouri River:						
Land Grant Mortgage	4,600,608	7	April & Oct.	New York.	1893	97½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1920	....
Camden and Amboy:						
Sterling Bonds, skg fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	....
" *Loan*, £368,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	90
Loan for $675,000	675,000	6	" "	"	1875	96
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	506,000	6	June & Dec.	" "	1880	93½
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1878	96½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	43
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	88½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,000,000	7	April & Oct.	New York.	1916	90½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	95–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	102½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	103
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000		6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'81	94
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	308,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	103½
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	85
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	90
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	99½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1886	99½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	94
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	90
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	92
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	"	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1906	102½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1898	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	78
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	60½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1899	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	...
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	84
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'95–'99	95½
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	700,500	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,350,000	7	May & Nov.	" "	1875	98
4th Mortgage (or 3d Extension)	1,104,644	7	Jan. & July.	" "	1892	95½
Consol. S. F. Mort. $5,000,000	528000	7	May & Nov.	" "	1900	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	87½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	72
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	86
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1905	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1890	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1866	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	90
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	508,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1896	....
Mortgage (old)	640,000	6	" "	" "	1890	....
Mortgage (new)	136,400	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,590,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	100
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1863	500,000	6	March & Sept.	"	1880	97½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	94
Income Bonds	570,000	5	April & Oct.	"	1872	90
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	Maren & Sept.	" "	1879	94
3d Mortgage	6,000,000	7	" "	" "	1883	92
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	86
5th Mortgage	926,500	7	June & Dec.	" "	1888	83½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95½
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	'70'-78	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	94
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	86
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	104½
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	100
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 95.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	84½
Consol. Mortgage	887,045	7	April & Oct.	"	1895	45
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	104
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1900	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	85
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	62
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1999	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	307,000	7	May & Nov.	New York.	1981	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1894	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	101
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	[illegible]
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,800	6*	Feb. & Aug.	Boston.	'90–'91	90
$100,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	96½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	83
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1900	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1500	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	119½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101½
2d Mortgage	2,693,000	7	" "	" "	1877	97½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	97
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1855	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1898	96½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	[illegible]
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	97
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1900	....
Mobile and Girard:						
1st Mortgage Bonds	1,417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1880	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,466,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'91	....
2d Mortgage	792,050	6	" "	" "	'71–'88	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68)						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'85	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn.						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,936,626	6	May & Nov.	New York.	1883	92½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	92
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	92
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	88
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	64½
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1900	99
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	May & Nov.	"	18—	99½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	[illegible]red.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	95½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$330,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100½
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	101½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	
Income, W. Div.	221,500	7	April & Oct.	" "	1882	
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	95½
Consolidated Mort. sterling	83,420	...	" "	London.	1898	
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	87½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97¾
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	104
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	83
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	84½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	78½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	82½
Va. State Loan	249,962	6	" "	" "	1887	
Osage Valley:						
1st Mortgage 8-20 years	200,000	10	Jan. & July.	New York.	1888	
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	
Income	200,000	8	Feb. & Aug.	" "	1891	
Oswego and Syracuse:						
1st Mortgage	498,500	8	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	99½
St. Louis Loan	700,000	6	" "	" "	'71–'73	
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mort. }	2,583,000	6	April & Oct.	"	1875	99
2d M. stg. }	2,283,840	6	" "	London.	1875	
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	96½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'60–'71	101
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	105
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	
2d Mortgage	255,000	8	" "	" "	18—	
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	82½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	92½
Philadelphia, Germant. & Norist'n						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	
Bonds of 1861	100,000	6	Jan. & July.	"	1871	
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	96
Bonds of 1857, convertible	143,500	6	" "	"	1886	98½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1903	
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	93
Port Huron and Lake Michigan:						
1st Mortgage for $10,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	99⅜
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	94½
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	
1st Mortgage	525,000	10*	" "	"	1894	
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	
2d Mortgage	50,000	8	June & Dec.	"	1877	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	84
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds, convertible	296,000	7	" "	" "	1876	
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	
2d Mortgage	350,000	7	June & Dec.	"	1884	
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	75
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	98
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	103½
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	95½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	93
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	
General Mort., dol. for $2,020,000		7	" "	New York.	18—	
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1806	
Salem and Lowell:						
1st Mortgage	225,000	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	
Funded Coupons	860,000	7	" "	" "	1875	
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	70,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	204,000	7	Feb. & Aug.	New York.	1854	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	500,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,566	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1880	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, L. I.:						
2d Mort., guar. by Petersburg	200,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	80½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	628,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	90
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	90
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.)	1,800,000	7	April & Oct.	" "	1886	77
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	89½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	500,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	92½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	85
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	94½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	351,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	104
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	70
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	83½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1885	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	94
Loan of 1896 for $1,000,000	983,000	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1890	101½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'65–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1876	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	79
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	94½
New Preferred mortgage	600,000	6	.....	.....	....	92
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1896	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	99½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	88
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1885	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	83
3d Loan	2,000,000	6	" "	"	1897	91½
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	94½
Convertible Loan	1,496,879	6	" "	"	1877	85
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	466,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage	302,750	6	" "	"	1876	86
Boat Loan	232,087	6	" "	"	1895	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1878	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	79½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	84
Improvement Loan	1,001,670	6	May & Nov.	"	1876	80
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	61
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	2,000,000	6	May & Nov.	Philadelphia.	1883	13
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*	.....	.....	4,153,000	915,000	1,205,943	.....	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	70.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*	.....	.....	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	94½
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	100	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	116	Androscoggin ..... Maine.	800,000	.....	.....	.....	.....	425,000	.....	.....	68.0	118,080	.....	.....	195,477	57,116	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot..... New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	(Leased to Cheshire.)					7,500	—	100	....
Jun. 30, 1869	86.7	—	8.5	—	14	6	5	94	Atlanta and West Point .....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	227.0	48.7	15.6	—	21	16	31	207	Atlantic and Gulf ¶..... Georgia.	5,785,183	.....	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased & oper. by Grand Trunk of Canada.)					4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris ..N. Y.	217,345	.....	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,335	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ .....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	732,000	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	138
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,050,000	.....	377,661	.....	1,050,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,093	L158,572	—	100	7½
Dec. 31 1869	28.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders. —No returns.)					—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire.....Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—				42,000	42,000	7	100	50½
Sept. 30, 1869	15.5	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)					7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	165	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,546,638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	155
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg .....Mass.	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396.556	11,603,003	5,936,796	470,732	110,948	—	100	2½
Sept. 30, 1870	26.7	10.8	19.0	—	32	36	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	354,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	142
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,626	4,471,274	.....	.....	1,000,979	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	155
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	.....	504,422	.....	3,700,000	.....	.....	504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,507	10	100	156
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)					—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased & oper. by Grand Trunk of Ca.)			96,338	—	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and operated by Erie.)					7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	.....	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,780	.....	49,176	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No returns 175 miles recently completed.)					—	100	....
Apr 30, 1869	279.0	—	27.9	42.0	36	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1.633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	116
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	129½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124.583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	380,000	.....	.....	—	(Leased & oper. by Camd. & Amboy.)			42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod ..... Mass.	1,464,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,169,260	212,924	42,010	5	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased and oper. by West Jersey.)					6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	43
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased and oper. by Illinois Central.)					—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			475,300	.....	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	112½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515 195	970,890	49,521	3½	100	20½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	.....	.....	.....	40,097,200	58,905,777	.....	.....	74 20	2,809,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)				—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie & N.Centrl.)			30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No returns published.)					—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire.....New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	16 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased to Phila. and Read.)			101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton .....Illinois.	11,587,040	*	749,862	237,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	110½
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	158
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)				—	100	....
May 31, 1870	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,450	364,747,240	12,535,428	3 478,419	9	100	85½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific.Ill. & Iowa.	25,025,900	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	122
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	481	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,101,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased and oper. by Kentucky Central.)					—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,452	.....	62,810	882,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	25
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,506	2 641,280	5,444,455	346,181	46,040	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. 'Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	50.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,385,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	400,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y., P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,562	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	113½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coal	and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,080,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,316	10	50	124½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	(Leased	Dec. 1 1	869 to Pb	g Cin. & S	t. L. at	$4 80,000 p.a.	196.5	984,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	—
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill.....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	95
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	236,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,851	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	18,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	63,996	6,996	10	50	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	.....	(Leased	to Summi	t Branch.)	20,403	16,763	6	100	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk.....Georgia.	(Comple	ted in D	ec. 1869.n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	.....	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	582.679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.¶..Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	*	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central¶.....Maine.	4,121,694	*	212,332	49,500	1,689,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	140½
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,305	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	100	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	88
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv.¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	.....	130.6	457,576	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	125
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	215,800	50.966	.....	.....	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick.N. Jersey.	113,404	.....	.....	.....	96,750	.....	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,029,786	14s	100	62½
Oct. 31, 1869	24.5	58.5	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	108
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn.¶...Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825.407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,359	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	22
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex.....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	[Leased	to Dela., L	acka. and	West'n.]	.....	7	100	94½
Sept. 30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,075	720,000	.....	.....	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,755	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck.....Connecticut.	1,984,900	*	71,547	161,764	1,338,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	98	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	.....	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada¶..N. Bruns.	2,500,000	(In hands of bondholders.)				972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown.....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P., W.& B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	—	....	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	129½
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485,223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western*¶.La.	2,050,000	*	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of New	York City.]	.....	1,352,364	562,383	—	100	5½
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central.....New York.	37,608,697	*	.....	.....	51,831.800	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	46
Sept. 30, 1869	441.8	296.0	840.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	....
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	8	100	99½
Sept. 30, 1869	130 8	2.1	45.5	—	41	31	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	....
Sept. 30, 1869	62.3	—	64.1	—	37	38	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	133½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,710,584	300,279	.....	.....	3 401.324	591.000	.....	.....	.....	(In cour	se of const	ruction)	.....	.....	—	100	150
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60.000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	163	Norfolk and Petersburg¶.....Virginia.	2,479,355	*	622,801	.....	1,798,000	793,000	283,717	.....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1860	223.0	—	8.9	—	24	20	14	267	North Carolina¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,098	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern¶.....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.											72.0						—	100	
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*				7,500,000	18000,00 0				351.0					2,084,486	452,124	—	100	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064			3,150,000	3,588,439	183,476			67.7	460,143				1,132,731	463,114	5	50	96
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407			5,676,377	289,010	3,218		97.6	404,631	5,252,948			671,076	168,918	—	100	
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134				5,000,000	7,005,500	592,562			332.4	1,469,366				2,928 463	977,748	6	50	88
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767			3,068,400	115,600				82.5	409,036	5,935,262	19,110,436		689,626	256,271	8	100	112
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*				1,100,000	400,000				35.3	46,773				325,369	65,764	8	100	
ept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,311	2,364,400	776,000			227,017		66.0	349,958	5,909,914	9,812,721		614,199	191,642	10	100	116
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)				145.0					281,138				
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922			122.0	532,120		31,199,413		1,045,222	356,839	6	100	90
Dec. 31, 1869	340.0	53.0	....	—	66	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	23,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321				340.0	1,926,156	30,459,353	69,838,274		2,915,547	643,720	—	100	464
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000			4,259,450	3,170,000				98.5	406,010				2,014,427	978,925	10	50	105
Sept. 30, 1870	130.5	12.2	32.4	—	38	73	18	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604	4,959,020	2,879,000			418,269		142.7	770,769	35,486,808	7,461,065		1,276,848	474,713	6	100	103
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357			270.2	497,198	9,196,620	9,069,150		919,122	407,336	—	100	72
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*				300,000	500,000				9.0					169,088	29,547	—	100	
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*				300,000	610,000				—	(Leased	to R.W.&	Ogdensb.)		125,564	62,782	—	100	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	66	Oswego and Syracuse	New York.	1,445,986	*				490,400	591,000				36.3	112,232	3,414,428	2,965,451		280,555	60,907	8	100	
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,089	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742					336.0	1,764,760				3,213,058	894,345	—	100	
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	....			7,000,000	3,784,136					47.6		nine m	onths.		1,105,219	340,861	—	100	49
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	*			630,000						—	(Leased	to Erie.)				53,400	8	100	
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*			500,000	500,000					—	(Leased	to Erie)						100	
Dec. 31, 1869	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*			284,500	85,000					—	(Leased	to Erie.)				26,500	6	100	
Dec. 31, 1869	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*			342,150	160,000	36,542				—	(Leased	to Camden	and Amb	oy.)				100	
Oct. 31, 1869	354.9	36.5	494.0	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,498,112	23,862,092	2,064,452			643.0	9,574,632			17,250,812	4,757,786	10	50	124
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000				47.0							10	50	223
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079	....			1,061,700	3,000,000					—		(Complet	ed Sept. 1	3, 1869.)				100	
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—			1,200,000	600,000					—	(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	88	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000					83.0		(Complet	ed July 1,	1869.)				100	
Dec. 31, 1869	12.0	—	....	78.0	—	—	—	—	Peoria and Rock Island	Illinois.	1,000,000	*									12.0		(In pr	ogress.)					100	
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894					82.3	164,357				246,634	97,975	3	100	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	291,686				46.0	124,224				196,672	9,272	—	50	
Oct. 31, 1869	287.6	2 0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974				289.6	2,273,856				3,262,705	loss.	—	50	59
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,200					24.3	376,303				697,620	287,492	10	50	172
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592					480.4	5,159,301	40,625,071	483,858,367		11,275,241	5,002,408	10	50	117
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	*	339,675		1,259,100			80,555			26.5					1,077,559	274,081	10	100	130
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787			99.7	982,579				2,565,302	876,094	8	50	111
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184				201.0	1,849,510				2,434,101	531,833	—	50	
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917				72.0	425,341	4,912,563	16,286,331		608,919	207,354	—	50	
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093				480.6	5,263,584				8,131,531	2,891,199	9	100	100
Sept. 30, 1870	18.6	—	1.6	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,677	—			450,000						—						21,450	6	100	85
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988					109.5	354,754				632,763	217,872	6	100	
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000						51.3	303,266				575,036	175,586	6	100	130
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	*			350,000						—	(Leased	to Concor	d.)			24,500	7	100	
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496			26.0					80,083	22,015	—	100	118
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500				15.0	37,980				112,572	21,542	—	100	
Sept. 30, 1870	43.4	1.0	14.6	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423	2,000,000	46,000	135,000	117,698			47.3	349,465	10,416,520	10,383,430		661,717	189,154	10	100	138
Dec. 31, 1869	97.0	—	....	—	11	14	...	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000					97.0					208,000	141,000	3	100	
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859				54.0	155,070				207,799	55,879	—	50	
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647			151.0	637,821	16,458,686	30,164,875		1,594,002	504,247	7	100	92
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158			190.5	312,139	4,860,625	6,271,192		609,403	212,070	—	100	
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,208,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887			75.5					332,025	132,491	—	100	
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331				46.4	90,998	1,258,994	1,422,279		160,946	37,344	—	100	
Sept. 30, 1869	38.3	—	....	—	....	....	....	....	Richmond and York River	Virginia.	1,250,000	*			650,000	600,000					—		(Not in o	peration.)				—	100	
Sept. 30, 1869	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	452,612	*			427,402						22.0		(No	returns.)				—	100	
Sept. 30, 1869	141.1	48.5	23.4	—	38	26	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970			218.2	585,168	14,604,381	18 054,197		1,274,134	501,998	10	100	126
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,381,400		331,828				188.0	679,669	8,347,127	16,336,225		874,855	187,329	—	100	39
Dec. 31, 1869	132.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589,500					132.0					753,000	376,000	—	100	72
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000					—		(Oper. by	Ind. & St.	Louis.)	611,800	—	100	29
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,948,902	*			10,000,000	4,000,000					—			abo	ut 900 000			—	100	61
Dec. 31, 1869	150.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000					—	(Leased	to Chi. &	Alton.)			240,000	—	100	
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.		(Unfinished)			2,000,000	1,000,000					—		(No	returns.)				—	100	
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000					—	(Leased	to Terre H	aute and I	ndianapo	lis.)		—	100	
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000					—	257,004	2,776,680	8,570,874		373,448	138,411	—	100	
Dec. 31, 1869	100.0	—	5.0	200.0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514			—	189,152				338,693	179,941	—	100	
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*			180,550	100,000					—	(Leased	to West J	ersey.)			16,833	6	50	
Sept. 30, 1870	6.9	—	0.5	—	—	—	—	—	Salem and Lowell	Massachusetts.	471,492	*		2,524	243,566	226,900	1,287				—					17,000	15,518	1	100	
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,566	*			904,832	2,307,742				116.3	271,076					429.212	101,024	—	100	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120			54.0	155,070					172,494	27,393	—	50	
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	—			576,050						—	(Leased	to Phila.	and Readin	g.)			5	50	
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.						210,000					80.0							—	100	
Dec. 31, 1869	81.2	—	6.5	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007	999,050	796,830	891,180	25,521			119.3					282,215		—	100	
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,092	6,979,100					200.0					460,000		—	100	
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—			869,450	700,000					—	(Leased	by Northern	Central.)				6	50	
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,660	*			1,227,000	800,000					45.5					61,504	22,091	—	100	
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,683	—			100,000	37,800					20.0	(Oper. by	Jeff. Mad.	and Ind.)			32,448	7,408	—	100	
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732,900	*			677,900	55,000					50.0					310,182	47,424	6	100	
Dec. 31, 1869	101 8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,256,320					—					294,476	90,000	—	100	
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000	—			230,000	500,000					—	(Leased	and op'd by	Portland &	Ken.)		36,000	—	100	
Dec. 31, 1869	16.0	—	—	—	—	—	—	—	South Branch	New Jersey.	439,694	—			438,300						—	(Leased	& op'd. by	Cen. of N.	Jersey.)		26,298	6	100	
Dec. 31, 1869	157.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,275	4,057,361	355,501				—	801,171				1,382,167	595,507	—	100	
Dec. 31, 1869	50.0	—	—	133.0	3	—	—	—	South and North Alabama	Ala.					1,500,000	1,000,000					—				(In progres	s.)		—	100	
Nov. 30, 1869	71.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000		11.5	49,204	1,222,256	60,911		67,962	9,513	—	100	
Sept. 30, 1869	37.6	9.1	6.0	—	11	21	5	76	South Side (L. I.)	New York.	1,978,558	*			497,750	850,000				63.0	150,560	5,597,845	2,094,921		221.815	66,652	10	100	
Sept. 30, 1869	123 0	10.0	12.0	—	17	6	5	188	South Side (Petersb'g & Lynchb'g)	Va.	4,149,658	*		192,420	450,158	1,366,666	2,189,866	910,416	269,795	123.0	282,029	2,201,096	10,725,243		440,921	102,125	—	100	
Dec. 31, 1869	70.0	—	....	46.0	4	2	2	37	Southern Central	New York.	4,500,000	(cost to	completi	on.)	3,000,000	1,500,000					—							—	100	
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.											—							—	100	
Dec. 31, 1869	148.3	—	159.2	19.	12	4	4	424	*South Pacific* ¶	Missouri.						25,000 p m					100.0					348,218	203,473	—	100	
July 31	1869	143 0	114.8	22.9	26.6	30	14	18	398	Southwestern	Georgia.	4,587,313	*		131,053	3,939,900	699,500	37,155	41,811		257.5	384,922				910,116	360,386	8	100	104

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$		$		$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶..South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island.....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	.....	.....	634	267,300	.....	.....	634	.....	.....	.....	.....	.....	.....	.....	.....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	.....	.....	.....	.....	8,591	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	.....	(In progress to be completed June 187 0.)							
Sept. 30, 1869	51.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	12.0	40,000	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)	.....	.....	.....	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	109	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,224	400 000	.....	23,557	45,841	11.1	65,346	1,933,322	849,118	102,173	22,935	8	100	106
Jun. 30, 1869	—	—	—	157.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga.....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	62½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)					7	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass. R. R.)					—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	.....	(Leased to Pennsylvania.)			32,000		—	100	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,501,000	654,530	38,762,300	107,907,360	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch)..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]			8,407,553	4,203,926	—	100	324
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	.....	59.0	81,228	2,960,504	1,172,870	235,088	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	49,114	.....	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	.....	(Leased by Vermont Central.)					8	100	102
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,805	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts..Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,278	456,651	.....	—	100	74
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased to Rutland.)					2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98,417	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶.....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased by Del. Lc. & W'rn.)			454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	....	....	—	—	—	—	—	Warwick Valley.....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	....
Dec. 31, 1868	7.0	....	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	....	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)					5	100	....
Sept. 30, 1868	—	—	....	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,571	68,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	.....	.....	.....	.....	.....	[In progress.]	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	.....	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	[Now forming a division of the Milwaukee and St. Paul]	.....	.....	.....	.....	.....	.....	(Leased to Pennsylvania.)					—	50	51
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	No returns for year.]					—	100	....
Aug. 31, 1869	94.0	—	....	86.0	—	—	—	—	West Wisconsin.....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	.....	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	....	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(No return.)	.....	.....	.....	.....	.....	20.0	(Operated during construction by M. & St. Pa'l.)					—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	13,486	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke.....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased to Boston, Con. and Montreal.)				12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford..N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no returns.)					—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W. & M. RR. sold	Jan. 5, '70	$525,000.	.....	5,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	[no returns.]			139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	161.0	1,857	(Leased to Northern Central.)				—	100	...
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	.....	(Recen'ly opened.)		1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	200,726	4,701,816	7,193,226	452,547	148,860	10	100	140
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	.....	(Leased to Northern Central.)					—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,308.019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,220,594	—	—	—	184.5	—	—	—	—	—	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,761	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	6,899,068	—	—	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	124½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,647,683	—	—	.....	4,999,600	(See Cam. & Amb. R.R.)	—	—	161.0	—	—	—	1,085,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	1'562,005	—	—	.....	64,000	899,750	662,246	—	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	.....	8,739,800	14,375,891	—	—	48.0	—	—	—	405,174	213,374	—	50	75½
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. on preferred stock.)			431,246	184,848	—	100	53
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	.....	4,300,000	1,961,000	—	—	354.0	—	—	—	735,309	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	—	109.2	—	—	—	1,159,085	598,519	—	50	18½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,741,293	—	—	.....	2,002,746	2,632,310	195,232	—	45.0	—	—	—	167,435	81,714	—	50	20½
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1.100,000	708,000	86,000	—	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	1,800,000	600,000	—	—	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	22½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	35½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,422	232,783	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,780	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	[illegible],000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	32,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	....	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in operation.)		—	100	100	....
Sept. 30,'69	15.21	150	51	Buffalo street.....N.Y.	327,661	80,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,050	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	784,671	727,800	150,000	74	.....	.....	9.0	100	100	102½
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	125	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	191	....
Oct. 31,'69	9.06	139	25	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock, E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia .....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	42
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	33½
Oct. 31,'69	5.40	135	26	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	....	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,043	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	43
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	265,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	21½
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	—	100	100	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	.....	.....	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,530	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,600	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,290	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	76
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	75½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,395	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,000	8,000	3,19.	1,920	1,320	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,205	255,816	80,754	20.	50	15	51½
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Phi'adelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	31
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,000	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Sept. 30,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	12
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,386	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	8	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	61
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City)..N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	76½
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stonsham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	24½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansangburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. by	Troy &	Lansb.	—	100	100	....
Oct. 31,'69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	10,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham..N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,463	3½	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Sept. 30,'69	—	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Dec. 31,'68	5.80	—	—	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	68
Oct 31,'69	13.50	382	65	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct 31,'69	4.39	14	6	Williamsport .....Pa.	32,692	15,000	5,000	15,966	—	—	—	25	25	....
Oct. 31,'69	2.40	13	4	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3,690	3,010	4	100	100	18
Oct. 30,'70	2.25	—	—	Worcester.....Mass.	46,205	40,000	20,000	5,000	17,487	Loss.	—	100	100	....
Oct. 30,'70	3.53	40	10											

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.:					
1st Mortgage.....	278,000	7	M.& N.	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	316,500	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st. & G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1875	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	25,900	7	J.& J.	1874	88½
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M.& N.	1878	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose:					
1st Mortgage, guaranteed.	45,872	6	A.& O.	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston					
1st Mortgage sinking fund	100,000	6	J.&D.	1884	87
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1890	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	900,000	6	J.& J.	1883	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	M.& N.	1878	....
Quincy:					
Plain bonds.....	66,424	6	var.	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem:					
1st Mortgage.....	55,600	6	J.& J.	18—	....
Second Avenue (N. Y.)					
1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.)					
1st Mortgage.....	83,700	7	J.& J.	1876	....
2d Mortgage.....	15,000	7	A.& O.	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.& O.	1879	....
Union (Boston):					
Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1892	....
West Hoboken:					
1st Mortgage.....	61,000	7	M.& N.	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.& D.	1878	99
Worcester:					
1st Mortgage.....	20,000	6	A.&O.	1874	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	97
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	87½
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	98½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	93
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	90
Erie, preferred	8,536,910	7	7	57
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	100
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	...
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	30
" " 2d pref.	4,051,744	6	...	9
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	129½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	80½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	8	8	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	84½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	62
Sandusky and Cincinnati, pref.	445,546	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	81
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	8	8	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	37½
Union, preferred	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	5½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	30 —	@ 35 —
Pig, American, No. 1		34 —	@ 36 —
Pig, American, No. 2		32 —	@ 34 —
Pig, American, Forge		31 —	@ 32 —
Bar, Refined, English and American		— —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		Store Prices.	
Bar, Swedes, ordinary sizes		105 —	@115 —
Bar, Refined		75 —	@ 77 50
Bar, Common		82 50	@ 85 —
Scroll		100 —	@120 —
Ovals and Half-round		95 —	@105 —
Band		92 50	@ 95 —
Horse Shoe		95 —	@ — —
Rods, ⅜@3-16 inch		82 50	@120 —
Hoop		100 —	@140 —
Nail Rod	per lb.	— —	@ — 6½
Sheet, Russia, as to No.'s	(gold)	— 11½	@ — 12
Sheet, Single D. and T. Common		— 4½	@ — 6
Rails, English	(gold) per ton.	56 —	@ 58 —
Rails, American, at Works in Penna.	c'y.	70 —	@ 72 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½ @ — 14
English German (2d and 1st quality)		— 12 @ — 14
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 16 @ — 17
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb	4 75 @ — —
Cut Spikes, all sizes		5 — @ — —
Clinch		5 25 @ — —
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 31
Copper		— 36 @ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 37½
Straits	(gold).	— — @ — 32½
English	(gold).	— — @ — 32

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 50 @ 8 75	9 75 @ 10 —
I. C. Coke	7 25 @ 8 —	8 25 @ 9 25
Coke Terne	6 12½ @ 7 12½	7 — @ 8 25
Charcoal Terne	7 75 @ 8 50	9 — @ 9 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall.	— — @ — 15½
Crude, 40 @ 47 gravity (in shipping order)		— 19½ @ — 19½
Refined, Standard White (in ship'g order)		— 25½ @ — 25½
Refined, prime White (in shipping order)		— — @ — 26½
Refined, S. W. (in jobbing lots)		— 28 @ — —
Refined, S. W. (in tin)		— 29 @ — 31
Naptha, Refined, (65 @ 73 gravity)		— 9½ @ — 10
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)		(New List, Aug. 20th.)
6 by 8 to 8 by 10	(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15	(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18	(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24	(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30	(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30	(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36	(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40	(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44	(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48	(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52	(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56	(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60	(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60	(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending May 31.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 31
Canton Co.	....	....	83½	83½	....	....
Central Pacific 6s	102½	103½	103½	102	....	102½
Central of N. Jersey	112½	113	113	114½	....	112½
Chicago & Alton	119½	....	119½	....	....	....
" pref.	....	....	....	....	....	....
" 1 M	....	....	103½	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	87	86½	86½	86½	85½	86½
" pref.	99½	99½	98½	99½	98½	....
" 1st M.	99½	....	....	99½	....	....
" S. F.	....	....	....	....	....	100
" Consol.	93	93½	94	93½	....	....
Chic., Rock Isl. & Pac.	118½	119½	119½	120½	121½	121½
Chi., R. I. & Pa. 7s, 1896	102½	....	....	....	102½	....
Clev., Col., C. and Ind.	89½	89½	89½	....	....	89½
Clev. and Pittsburg	125	122½	122½	121½	120½	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	85½	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	24	24½	23½	23½	....	....
" 1 M.	....	....	87½	87½	87½	....
" 2 M.	72	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	124	....	124½	....	124	124½
Del. Lack. & Western	110	110½	110½	109½	109½	110
" 1 M. 7s	....	....	....	....	....	99
" 2 M 7s	....	....	....	....	97	....
Dubuque & Sioux City	....	87½	....	....	....	88
Erie Railway	....	29½	29½	30½	30	30½
" pref.	57	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	100½	....	100½
" 2 M. 7s, 1879	....	....	93½	....	94½	94
" 3 M. 7s, 1883	....	92½	92	....	....	....
" 4 M. 7s, 1880	....	80	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	85½	....	....	....	86	....
Hannibal & St. Joseph	103½	101	100½	100½	....	100½
" pref.	....	100	....	100½	101½	100
" 8s, conv.	....	105½	104½	104½	....	104½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	137	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S.	113½	114½	114½	114½	114½	114½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	124½	....	125	125	....	....
" S. F. 8s, 1882	....	....	....	119½	....	....
M. S and N. I. 1 M.	100½	....	....	....	....	101½
" S. F.	....	....	....	....	97½	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	5½	....	....	5	5	....
" pref.	9½	9½	9½	8½	8½	8½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	62½	62½	62½	62½	62½	62
" pref.	81½	82½	81½	81½	81½	....
" 1st mort.	96½	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	106	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	95½	95½	95½	95½	....	95½
" H. & St. J. 1s	....	94½	....	94½	....	....
Morris and Essex	94½	94½	94½	....	....	94½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	98	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	93	....	93	....	....	92½
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	100	99½	99½	99½	99½	99½
" certificates	94½	....	....	93½	93½	....
N. York and Harlem	134	....	....	134½	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	47½	....	47½	....	....
" new	27	26½	....	....	....	....
Ohio and Miss.	....	....	50½	49½	....	48
" pref.	79½	80	80½	....	....	....
" 1st M.	101½	....	....	....	....	....
Pacific Mail S. S. Co.	48½	48½	47½	47½	46½	48½
Panama	49½	49½	49	49	49	50
Phila. and Reading	116½	117½	117½	118½	119	118
Pitts., Ft. W. & Chi. gtd.	99½	99½	....	....	....	100
" 1 M.	105	105	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 5 M.	....	....	....	....	....	....
Quicksilver Mining Co.	12½	13	13½	13½	12½	13½
St. L., Alton & T. H.	....	29½	....	29	....	29
" pref.	61	62	....	....	62	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	77	....
Tennessee 6s, old	71½	....	72½	72½	71½	71
" new	72	72½	72½	72	71½	71½
Tol., Wab. & Western	64½	64½	64½	64½	63½	63½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	89½	....	....	....	89½	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	90	90	....	....	89½	....
Union Pacific	34½	34½	....	34	34½	....
" 1st mort.	92	92	92½	92½	92½	92½
" L. Gt. 7s	85½	85½	85	....	....	....
" Inc. 10s	85	85½	....	....	85½	85
Virginia 6s, old	....	69½	....	69½	69½	....
" new	74½	74½	....	74½	....	74

New York Stock Exchange.

Actual Sale Prices for the week ending May 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109¼	109⅛	109⅛	....	109⅛	...
U. S. 5s, 10-40s, reg	109¼	....	109¼	....	109⅛	....
U. S. 6s, 1881, reg	117⅛	....	....	....	....	....
U. S. 6s, 1881, coup	....	....	....	....	117⅛	....
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	111⅛
U. S. 6s, 5-20s, c. 1862	....	....	....	....	....	111⅛
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	111⅛	....	111⅛	111⅛
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	111⅛	111⅛	....	....
U. S. 6s, 5-20s, r. n. '65	113⅛	....	....	....	....	113⅛
U. S. 6s, 5-20s, c. n. '65	113⅛	....	113⅛	113⅛	113⅛	113⅛
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	113⅛	113⅛	113⅛	113⅛	113⅛	114
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113⅛	....	....	114	114⅛	....
U. S. 6s, Pac.R.R.issue	115⅛	....	....	....	115⅛	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Catawissa	21¼	....	....	21¼	21¼	
" preferred	....	....	....	46¼	48¼	
Camden and Amboy	130¼	131	130¼	130¼	130	130
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	94	95	95¼	96	96	95
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	36¼	36¼	37¼	37¼	37⅝	37⅝
" 6s, 1884	87	....	....	....	88	....
" Gold L	93¼	93⅝	94⅛	....	94⅛	....
" R. R. L	....	....	....	....	91⅛	....
" Conv. L	84	....	....	85	....	....
Lehigh Valley R. R	62¼	62⅝	62¼	62¼	62⅛	62¼
" 6s new coup	101	....	....	....	....	....
" 6s new reg	....	....	....	....	97½	....
Little Schuylkill R.R	47	47½	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	54	54	54	54	54¼	54
Morris Canal	....	....	....	....	53	53
" pref	....	....	....	....	125	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	48	....	....	....	48	48¼
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	41	....	41⅛	41⅛	....	41⅛
Oil Creek & Alleg. Riv.	51⅝	52	52	52	52	52¼
" 7s	86¼	86¼	87¼	87½	....	87½
Pennsylvania R. R	61½	62¼	62	61⅝	62¼	62¼
" 1st M	....	....	....	....	....	102⅛
" 2d M	....	....	99	....	....	99
" Gen. mort	....	....	....	....	....	....
" " reg.	94¼	....	94¼	....	....	....
Penn. State, 6s.1st series	....	102¼	102¼	....	....	....
" 6s, 2d series	107¼	....	....	107⅞	107¼	....
" 6s, 3d series	....	....	....	....	....	....
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
" new	103	103	103	103	103	102⅞
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	58	58¼	58¼	58¼	59¼	59¼
Philadelphia and Erie	28	28	....	....	29¼	29⅛
" 6s	....	....	....	....	92	....
" 7s	....	....	92¼	92¼	....	92¼
Schuylkill Navigation	....	....	9	....	8⅞	9
" pref	....	....	18	18¼	18¼	18¼
" 6s, 1882	79¼	80¼	80¼	80¼	80¼	80¼
" 6s, 1876	....	....	80	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	10	....	....	....	....	10¼
" 6s, 1878	61	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	22	....	21¼	....	21¼	21¼
Chestnut & Wal.	....	....	....	....	51¼	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	61	....	....	....
Spruce and Pine	....	....	....	....	31	31
13th and 15th sts.	....	24¼	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Baltimore City 6s, 1875	99	99	....	....	....	99¼
" 1886	100	100	....	....	....	99¼
" 1890	99¼	99¼	99¼	....	99¼	....
" 1884	99¼	....	....	....	99¼	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	139
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	95¼
Marietta & Cin. 1st M	....	95¼	96¼	96¼	....	....
" 2d M	82¼	....	....	....	83	....
Northern Central	....	....	41¼	....	....	41¼
" bonds, 1885	....	....	....	....	....	....
" " 1900	89	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May. 31.

	Th.25.	F.26	Sat.27.	M.29.	Tu.30.	W.31
Boston and Albany	....	156¼	....	....	155	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	155	155	....	....	....	
Boston and Providence	157	....	....	....	156	
Boston, Hartford & Erie	2¾	2¼	....	....	....	....
" 7s, new	27¼	27¼	27¼	26¾	....	26¾
Cheshire, pref	....	....	....	....	....	87½
Concord	....	....	....	....	....	56
Connecticut River	150	....	....	....	....	148
Eastern	....	125	....	....	125	
Fitchburg	....	140	....	....	140¼	
Manchester & Lawr'ce	....	150	....	....	146¼	
Michigan Central	125	125	125	125	....	125¼
Northern, N. H	....	112	....	....	....	112
Ogdens. & Lake Champ	90	90	91	90¾	....	90¼
" pref	....	....	....	....	....	....
Old Colony & Newport	103	....	103½	103	....	103
Ph., Wil. & Baltimore	57¼	57	56	....	....	55⅝
Portl'd, Saco & Ports	139	139	139	....	....	....
Union Pacific	....	....	....	....	....	34½
" 6s	89¼	....	90¼	....	....	....
" Land Grant 7s	84	84¼	....	....	....	84
" Income 10s	85	84	....	....	....	83½
Vermont & Canada	102½	....	103	....	....	102
Vermont & Mass	....	74	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	20	....	....	20
Copper Falls	....	....	....	....	....	....
Franklin	....	....	....	....	....	5
National	....	....	....	....	....	....
Pewabic	3¼	3¼	...	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. May 19.	May 12.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	83 — 88	83 — 88
Do. do., 2d mort., 1881	73 — 78	73 — 78
Do. Penn., 1st mort., 1877	83 — 88	83 — 88
Do. do., 2d mort., 1882	73 — 78	73 — 78
Do. Consol. 7 per cent. mort. 1890	42 — 43	42¾ — 43
Detroit and Milwaukee 1st mort. 7s	68 — 70	68 — 70
Do. 2d mort. 8 p. c.	68 — 70	68 — 70
Erie shares 100 dol. all paid	— —	— —
Do. sterig. 6 p. c. convertible bonds	64 — 66	63 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 100 dol. shares, all paid	109 —110	109¼—110¼
Panama General mort. 7s, 1897	73 — 78	80 — 85
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	97 — 99
Do. General mort. 6 p. c. 1910	93 — 94	93 — 94
Do. $50 shares	49 — 51	54 — 56
Philadelphia and Erie 1st mort. 1881	94 — 96	93 — 95
Do. with option to be paid in Phila.	94 — 96	93 — 95

American Railroad Journal.

Saturday, June 3, 1871.

Stock Exchange and Money Market.

There has been a steady increase in the supply of Money available to street and mercantile borrowers, whose wants have been seemingly less urgent, and have been very promptly met within the unusually low range of 2@5 per cent. in call loan form, and 4½@7 per cent. per annum in the discount line. The banks, as well as private lenders, have been offering funds to the leading Government and Stock Exchange firms, quite freely at exceptionally cheap rates, and in the absence of anything like an adequate demand, the tendency throughout the week has been favorable to the borrowing interests. The city banks, last week, reported a gain of $117,301 of specie, $1,709,096 legal tender notes and $4,896,744 of deposits. They enlarged their loan and discount averages $2,005,107 and reduced their circulation $133,722. The city bank exchanges, last week, averaged $110,718,225; and thus far, this week, 115 millions daily. The banks now hold $16,220,031 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The United States Sub-Treasury reported a loss of $1,298,621 of coin, and of $325,933 in the currency balance. The receipts of the office last week were $5,147,296 in coin, and $4,790,898 in currency; payments $6,445,917 in coin, and $5,116,831 in currency. The office received $2,672,000 in coin or its equivalent, from customs; and disbursed $2,778,539 of coin interest.

The specie reserve of the city banks according to the latest return is $15,380,114, against $32,728,035 same time last year. The city bank deposits are now $238,490,760 against $228,039,345 week ending May 28, 1870. The legal tender reserve amounts to $68,230,418 against $61,618,676 same time last year. The circulation now stands at $31,071,244, against $33,249 818 same time last year. The loans are now $291,441,638, against $279,550,743 at this date last year.

The subscriptions to the new refunding Five per cent. Loan now amount to about 66½ millions.

The U. S. Sub-Treasurer retired, last week, $2,338,914 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $4,542,357 in currency, and $57,815,268 in coin against a balance a week previous of $7,033,394 currency, and $57,885,346 coin.

The receipts of the office in May were $64,193,642 including $12,157,163 from customs; payments, $79,603,439 including $15,496,092 of coin interest.

Government revenues have been yielding moderately since our last. The excises yielded about 2¾ millions. The customs at the port of New York, last week were $2,556,914; and at the outports, equal to about $870,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been about $130½ millions.

Under the Treasury programme for June, Government will sell during the month, through the Treasury office here, at least seven millions of Gold as follows: Thursday, June 1, $2,000,000; Thursday, June 8, $1,000,000; Thursday, June 15, $2,000,000; Thursday, June 22, $1,000,000; Thursday, June 29, $1,000,000. And buy in four millions of Five-Twenties, as follows: Wednesday, June 7, $1,000,000; Wednesday, June 14, $1,000,000; Wednesday, June 21, $1,000,000; Wednesday, June 28, $1,000,000.

Gold has shown considerable firmness, though the demand has not been remarkably active, from any source. The speculative call has been moderate. The export inquiry has been less extensive. The customs drain has been on a restricted scale. The range of the price, during the week, has been from 111¼@112, and the closing quotation on Wednesday was 111⅞, against 111½ the preceding Wednesday. The outflow, last week, was $1,913,071; on Tuesday of this week to $380,000, and on Wednesday, to $181,722. The Gold Exchange Bank clearances have been about 30⅜ millions a day. Thursday's clearances were about 34⅞ millions, as against 18⅞ millions on Monday.

The Treasury Department balances, on Tuesday morning, were $92,266,000 of coin, including $17,812,000 represented by outstanding certificates; and $7,380,000 of currency.

The customs at this port on Wednesday were $652,000.

The export drain was $1,913,071 last week, against $2,046,059, same week preceding year. The shipments since July 1, 1870, have been $78,653,173, against $28,909,536 same time in 1869–'70.

The Government Gold sales in June will be in

excess of the Bond purchases, and, according to the official programme, will add materially to the currency reserves of the Treasury Department, which have been for some time under seven millions a small amount, especially when it is considered that nearly two millions of currency interest will be payable by the Department on the 1st of July.

The customs demand for Gold last week, averaged $445 334 a day; thus far, this week, it has averaged $430,000 a day, or equal to a weekly aggregate of $2,580,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $678 and since Jan. 1 1871, $3,025,028 against $6,942,245 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $135,585,438, against $123,497,360 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $82,833,144 against $83,932,641 same time in 1869–'70.

Foreign Exchange has been dull and weak, since our last, thou h closing rather steadier. Bankers' sixty day bills on London closed on Wednesday at 110⅛@110⅜; sight bills on London, 110½@110¾.

The produce exports from this port, week ending with May 30, were to the currency value of $4,162,140.

Government securities have been in fair request and firmer in price, on a very meagre offering of bonds.

On Wednesday, Government bought in two millions of Five-Twenties at 111 10@111 50, ex-interest. The amount of bonds offered was $4,053,300.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117¼@117⅜; U. S. Five-Twenties of 1862, 111¾@111⅞; U. S. Five-Twenties of 1864 at 111¾@111⅞; U. S. Five-Twenties of 1865, 111¾@111⅞; U. S. Five-twenties of 1865 consolidated, 113⅞@114; U. S. Five Twenties of 1867, 114@114⅛; U. S. Five-twenties of 1868, 114@114⅛; U. S. Ten-forties at 109⅞@110; U. S. Six per cent. currency bonds, 115¾@116.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 17.	May 24.	May 31.
Consols	93⅜	93⅛	93 2/16
U.S. 5-20's of 1862	90⅜	90 7/16	90⅜
U. S. 5-20s, 1865	90⅛	90⅛	90⅛
" 1867	92⅜	92 7/16	92⅝
" 10-40s	89¼	88¾	89
Erie		25⅜	25¼

The Commissioner of Internal Revenue has decided to order the New York Central and Hudson River Railroad Company to pay the 5 per cent. tax, so long under discussion on the $23,000,000, which constituted the eighty per cent. scrip dividend of December, 1868.

State bonds have been in fair demand and held with firmness.

Railway bonds have been in more general request, on investment account, and quoted stronger in price. Central Pacific Sixes closed firmly at 102⅞@103, with a very limited amount of the bonds available at the current figures, owing to the recent extensive purchases for shipment to Europe, chiefly to Germany. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been actively dealt in and have been advanced to 92 per cent. and accrued interest, the recent sales having been largely in excess of the money requirements of the company. Union Pacific Sixes closed at 92⅞@93.

Business in Railway and miscellaneous share property has been fairly active but quite variable as to price.

General business has been less active, and values have been irregular. Middling upland cotton closed on Wednesday at 17⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,757,167 bales, against 2,712,135 bales same time last year; exports 2,900,220 bales, against 1,950,539 bales same time last year; stock at the ports at latest dates, 324,853 bales, against 287,135 bales same date 1870.

At the Live Stock Markets, Beeves have been in limited demand at from 9@13½ cts; Veal Calves, in moderate request at 4@9½ cts; Sheep at 4½@8 cts; Lambs at 7½@12½ cts; Swine, 5@5¼ cts per lb., all live weight. The week's receipts were 7,230 Beeves, 4,750 Veal Calves, 20,590 Sheep and Lambs; and 23,629 Swine.

Foreign goods have been quiet moderately sought after at about former prices, in the leading instances. The week's imports of foreign goods reached $8,209,446 including $3,222,588 of dry goods.

Ocean freights have been less active and Grain rates, especially by steamships, have been quoted lower, and somewhat irregular.

At the auction sale of Scranton Coal on Wednesday—the first this season—80,000 tons were quickly disposed of at from $4.60@$6, per ton of 2,240 lbs. delivered at Elizabethport, N. J.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cedar Falls and Minnesota 1st mort., 88⅛; N. Y. and Harlem consol. bonds, 92; St. Louis and Iron Mt. R. R., 61¼; do. 1st mort., 95½; Central of New Jersey new bonds, 102½; Cleveland and Pittsburg consol. bonds, 93; Gt. Western 1st mort. 1888, 94; Pacific R.R. 7s, guar. by Mo., 99¾; Galena and Chicago 1st mort., 102; Toledo, Peoria and Warsaw 2d mort., 77; North Missouri 1st mort., 88; Toledo, Wabash and Western consol. bonds, 90; Milwaukee and St. Paul 1st mort., Iowa Div., 90½; Atlantic and Pacific pref., 36½; Albany and Susq. R. R., 94½; do. 2d mort., 94; New Jersey R. R., 129⅛; Georgia 6s, 90; do. 7s, gold, 93½; North Carolina 6s, special tax, 19¾; do. Fund Act, 1868, 31; do. 1866, 37½; Arkansas 6s, Fund Act, 58; N. Y. State 7s, Bounty Loan, reg., 110¼; South Carolina 6s, new, Jan. and July, 64; do. April and Oct., 62; Alabama 5s, 72½; Louisiana 6s, old, 71; Brooklyn 6s, Water Loan, 95; American Coal, 62; Consol. Coal of Md., 46⅞; Cumberland Coal and Iron, 34; Maryland Coal, 37½; Spring Mt. Coal, 60; Western Union Telegraph, 58; Quicksilver Mining pref, 20½; Adams Exp., 82; Wells-Fargo Exp., 46½; Am. Mer. Union Exp., 56¼; U. S. Exp., 55; Am. Flag gold, 0.17; Central gold, 0.08; Grass Valley gold, 0.15; La Crosse gold, 0.20; Rocky Mt. gold, 0.06.

Philadelphia.—Belvidere Delaware 2d mort., 86; Huntingdon and Broad Top Mt. consol. bonds, 45; Wilmington and Reading 7s, 95; Perkiomen bonds, 80; Pennsylvania Canal 6s, 80; Schuylkill Nav. Boat Loan, 84; Phila and Reading deben. bonds, 83; Pennsylvania and New York Canal 7s, 100; East Pennsylvania R. R., 39½; West Jersey R. R., 62½; do., 7s, 101¼; Fifth and Sixth Streets R. R., 42; Pennsylvania State 5s, coupon, 101½; Allegheny County 5s, 80; McClintock oil, ⅜; Feeder Dam, 0.44; Clinton Coal, ⅛, St. Nicholas Coal, 4. The latest quotations are: City 6s, 102½@102¾; do. free of tax, 102¾@102⅞; State 5s, coupon, 102½@102¾; do. 6s, W. L., 101¾@101¾; do. 1st series, 102¼@103¼; do. 2d series, 107@107½; do. 3d series, 108¾@109¼; Reading, 59⅛@59¼; do. 7s, 1893, 103@104; do. mort. 6s, 1880, 96@97; Camden and Amboy, 129⅝@129¾; do. mort. 6s, 1889, 95½@96; do. 1883, 92½@93⅛; do. 1889, 92¾@94; Pennsylvania R. R., 62⅛@62¼; do. 1st mort., 102¼@102¾; do. 2d mort., 98½@99½; do. Gen'l mort. coupon, 95¼@95½; do. reg., 94½@94¾; Little Schuylkill R. R., 47@47½; Morris Canal, 52@54; do. pref., 122@125; do. 6s, 90@—; Susquehanna Canal, 11@—; do. 6s, 61@62; Schuylkill Nav., 79@79⅛; do. pref., 18@18¾; do. 6s, 1882, 80¾@81¼; Elmira and Williamsport pref., 43½@44; do. 7s, 1873, 94@95; do. 6s, 60@60; Lehigh Coal and Navigation, 38⅛@38¼; do. 6s, 1884, 88@88½; do. R.R. Loan, 92@—; do. Gold Loan, 94¼@94¾; North Pennsylvania, 48¼@48⅛; do. 6s, 100@102; do., 7s, 96@97; do. Chattle 10s, 112@—; Philadelphia and Erie, 28¾@29; do. 6s, 92@—; Minehill, 53⅞@54; Catawissa, 21@22; do. pref., 48⅜@48½; Lehigh Valley, 62⅛@62¼; do. 6s, 100@—; Fifth and Sixth streets, (horse,) 41@42; Second and Third, 61@—; Thirteenth and Fifteenth, 24½@25; Spruce and Pine, 30@31; Green and Coates, 44@46; Chestnut and Walnut, 51½@52; Hestonville, 21½@22; Union, 55@—; Germantown, 33@—.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 25; do. 7s, 1890, 84; Michigan Central 8s, 1890, 108¾; Vermont Central, old stock, 87½c.; 1st mort., 87; Indianapolis and Cincinnati R. R., 6; Chicago and Michigan Lake Shore 8s, 89¾; Central Pacific 7s, 1883, 103; Burlington and Missouri 7s, 97¾; Carthage and Burlington 8s, 99; Iowa Central 7s, 90; Keokuk and St. Paul 8s, 1879, 99¼; Cedar Rapids and Missouri 7s, 1891, 90½; Boston and Lowell 6s, 1879, 99¼; Eastern R. R. 6s, 1889, 97¾; Vermont and Canada 8s, 1889, 104; Conn. and Pass. Rivers R. R., 93; Portsmouth, Great Falls and Conway R. R., 115; Rutland R. R., 39½; do. pref., 84½; Summit Branch, 49¼; Norwich and Worcester R. R., 116; Cary Imp., 19¼; Boston Water Power, 43½; Waverly Land, 3¾; Ophir (N. S.) gold, 12c.; New Hampshire 6s, 1872, 100¼; do. 1874, 100½; Connecticut 6s, 1884, 100½; Chicago 7s, Water Loan, 100⅜; Portland 6s, Railroad, 95; Albany 6s, 1871, 100; do. 1894, 96¾; Cincinnati 7 3 10s, 1899 105½; Rockland 6s, 1884, 92; Boston 5s, 98¼; Allouez Mining Co., 6; Canada, 60c.; Dana, 1½; Humboldt, 1⅛; Hancock, 2⅜; Hanover, 3⅛; Manhattan, 55c.; Mesnard, 60c.; Petherick, 2⅝; Pontiac, 50c.; Superior, 50c.; South Side, 50c.; Star, 62½c.; St. Clair, 50c.; Winthrop, 30c.

Baltimore.—Northern Central 6s, 1900, gold, 93¾; Pittsburg and Connellsville bonds 96; Orange and Alexandria 4th mort. 8s, 78½; do. 3d mort. 8s, 84¼; Orange, Alex. and Manassas bonds, 82⅛; Western Maryland 1st mort. 79; Central Ohio R. R., 29⅛; do. 1st mort., 85; Vir-

ginia 6s, old, reg., 57; do. 6s, 1866, 74; do. 6s, 1867, 70; do. new coupon, 69½; Maryland Defense bonds, 105¾; George's Creek Coal, 70. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95¾@96; Baltimore and Ohio, 140@143; do. 6s, 1875, 97½@98; do. 1880, 96½@97; do. 1885, 95@95¼; Northern Central, 41½@42; do. 6s, 1885, 94@94¼; do. 1900, 89@90; do. 6s, 1900, gold, 93¾@94; N. W. Va. 1st mort., 98@100; do. 2d mort., 98½@98¾; do. 3d mort., 1885, 97@97½; Marietta and Cincinnati 7s, 1892, 96¾@97; do. 2d mort., 82¾@82⅞; Central Ohio, 29½@30; do. 1st mort., 84¾@85; Western Md. 1st mort. 6s, 1890, 78@80; do. guar. by Baltimore City, 93@95; do. 2d mort. guar., 92@94; do. 2d mort. pref., 58½@60; do. 6s, guar. by Washington Co., 86½@90; do. 6s, 3d mort. guar., 92¾@93; Richmond and Danville bonds, 75⅜@76; Orange and Alexandria 1st mort. 6s, 85@—; do. 2d mort. 6s, 78½@—; do. 3d mort. 8s, 84@84½; do. 4th mort. 8s, 78½@79; Orange, Alex. and Manassas 7s, 81½@83; Virginia and Tennessee 8s, 84¼@86; do. 6s 1st mort., 85@90; do. 6s, 2d mort., 75@77; Baltimore 6s, 1875, 99¾@100; do. 1884, 99@100; do. 1890, 99½@99¾; do. 1893, 98@—; do. 1900, 99@100; do. 5s, 1838-'70, 80@81; Memphis City 6s, 56⅝@57¼; Maryland Defense Loan, 1883, 105½@—; City Passenger R. R., 22@25; George's Creek Coal, 68@73; Baltimore Copper, 0.50@1.00; Santa Clara, 1@2.50; Atlantic Coal, 1@2.25.

Atlantic, Mississippi and Ohio Railroad.

We learn from the Richmond *Whig* that arrangements have been made for the extension of this road to the Kentucky line at Cumberland Gap, where it will be met by an extension of the Louisville and Nashville Railroad. The gap to be filled is one hundred and fifty miles long, of which less than sixty miles are in Kentucky, to be constructed by the Louisville and Nashville Company, and less than ninety are in Virginia to be constructed by the Atlantic, Mississippi and Ohio. The *Whig* is the authority for the statement that the above arrangements have been agreed upon, the details to be settled by a committee which left Lynchburg, Va., for Louisville on the 29th of May on behalf of the Virginia road.

☞ Messrs. FISK & HATCH have announced that in accordance with the instructions contained in the following letter, the price of the *Six per cent. Gold Bonds* of the *Chesapeake and Ohio Railroad Company* is advanced to 92 and accrued interest, until further notice:

OFFICE OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY,
No. 54 William st., New York, May 27, 1871.

Messrs. Fisk & Hatch, Financial Agents, Chesapeake and Ohio Railroad:

GENTLEMEN: I notice that the sales, from day to day, of the First Mortgage Bonds of the Chesapeake and Ohio Railroad Company are much in advance of the expenditure of the Company for construction. For this, and the additional reason, that the Directors think the present price quite too low for so valuable a security, you will sell none after this date for less than 92 and accrued interest, at which price you will please sell until further notice.

C. P. HUNTINGTON, President.

☞ The Baltimore *Sun* says that the Chesapeake and Ohio Railroad of Virginia has definitely arranged to push on its connections through Kentucky *via* Lexington and the Big Sandy route.

BANKING AND FINANCIAL.

☞ THE NEW ORLEANS, MOBILE AND TEXAS RAILROAD COMPANY are building a trunk line, connecting New Orleans with Mobile on the east, and giving the only railroad connection between the former city and the great and most productive State of Texas on the west, the total distance from Mobile to Houston being 475 miles.

The Company is composed of strong Northern capitalists, who have already expended nearly $10,000,000 of their own funds in the construction of the line. They have built about 225 miles from Mobile westward, and secured by purchase of securities and made provision for the thorough repair and equipment of the 108 miles constituting the Texas division; leaving but 140 miles to be built to complete the entire road.

It is believed that no other railroad corporation in the country has ever made so large an expenditure from its own means before offering any of its securities to the public.

The Company now offer for sale the eight per cent. mortgage bonds upon the Louisiana Division of 226⅔ miles from New Orleans to the Sabine River. This will probably be the most valuable portion of the whole line, as it will be the only rail communication by which the enormous productions of Texas can reach the Southern metropolis.

So important is this road considered to Louisiana, that the State has made very liberal grants in aid of the enterprise, by direct donations, by indorsement of its bonds, and by subscriptions to the stock of the Company, amounting in all to over $8,000,000.

The bonds now offered are of two classes—first mortgage bonds to the amount of $12,500 per mile, and second mortgage bonds, to an equal amount, both principal and interest guaranteed by the State of Louisiana. The price of the two classes is the same, and subscribers can take their choice.

The bonds are only in the denomination of $1,000, or £200 each, interest payable January and July, at the rate of eight per cent. currency in New York, or seven per cent. gold in London, at the option of the holder, at the time each coupon is due. Bonds can be registered, if desired. No better security has been offered to investors. The line is a good and important one, and the stockholders have proved their determination and ability to carry the work to an early and successful completion by the very large amount they have themselves put into it.

The bonds are largely profitable, as well as entirely safe. One thousand dollars invested in these eight per cent. bonds will give the purchaser *more than seventy-seven per cent.* greater annual interest than the same amount invested in new Government Five Per Cents, into which the Government Sixes are being funded by the Secretary of the Treasury.

At the same price an eight per cent. currency long bond is far cheaper than a seven per cent. gold one. Calculating a return to specie payments in three years, and taking the time that the bonds of the New Orleans, Mobile and Texas Railroad have to run—forty-five years—we find that by compounding the interest of each, every six months, at 7 per cent., an eight per cent. currency bond at ninety will give a return of $2,614 18 more than a seven per cent. gold bond at the same price, or nearly three times the amount of the original investment.

While the purchaser of the eight per cent. bonds of this Company can realize this special profit, he also holds the option of taking advantage of any temporary advance in gold, as he has choice, at every separate coupon day, or gold interest at seven per cent., or currency interest at eight per cent.

The bonds are dated May 1, 1871. The first coupon will, therefore, be a fractional one, running from May 1 to July 1. The price is ninety, and accrued interest at eight per cent. currency from May 1 to date of remittance. Bonds will be sent free of cost, and Government and all marketable securities will be taken in exchange at their best market rates without charge for selling.

Information concerning the Company and the road, and pamphlets containing map and full details of the enterprise, can be obtained of the undersigned or any of the Company's advertised agents. W. B. SHATTUCK, Banker and Financial Agent, New Orleans. Mobile and Texas Railroad Company, No. 23 Nassau street, New York.

HARVEY FISK. A. S. HATCH.

FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 NASSAU-ST.,
NEW YORK, June 1, 1871.

THE CHESAPEAKE AND OHIO RAILROAD COMPANY are extending their line of road to the head of reliable navigation on the Ohio River, where it will meet and connect with lines now building or projected, to the principal railroad centres and river cities of the Western States. 227 miles are in operation, and the iron for 100 miles additional is now being laid. The road will have, when completed, a large East and West through business, beside an immense mineral and general local traffic.

The SIX PER CENT. GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY are amply secured, and very desirable for safe and profitable investment.

The CENTRAL PACIFIC BONDS, negotiated by us, amounting to $25,885,000, have a ready market everywhere, being favorably known and actively dealt in at all the principal Stock Exchanges of this country and Europe, and are readily salable at all times at quoted market price, which is now above par.

The bonds of the CHESAPEAKE AND OHIO RAILROAD Co. we believe to be of equal value and security, and must in time take a like rank in market value and salable character.

Holders of five-twenty bonds desiring to fund them otherwise than in the new Five per Cent. Government Loan may do so with entire safety, at a profit of about 20 per cent., and without reduction of interest, by an exchange for the Bonds of the CHESAPEAKE AND OHIO RAILROAD Co.

Price of the bonds, until further notice, 92 and accrued interest from May 1.

We also buy and sell Government Securities and the Bonds of the Central Pacific Railroad Co., and as agents of the U. S. government will attend to the funding of 5-20s into the new U. S. Bonds.

FISK & HATCH.

Journal of Railroad Law.

RAILROAD COMPANIES—LAW OF NEGLIGENCE—PLAINTIFF'S NEGLIGENCE MUST NOT CONCUR.

The case of Toledo, Peoria and Warsaw Railway Company *vs.* Riley, (47 Ill., 514,) was an action on the case, brought by appellee, against the appellants, in the Circuit Court of Peoria County, to recover damages for alleged injuries sustained by appellee, while attempting to cross the track of appellants, from a collision with one of its trains. The cause was tried before a jury, who found a verdict for the plaintiff for $760.00. A motion for a new trial was overruled, and judgment rendered on the verdict, to reverse which, the case is brought by appeal to this court.

The following is the able opinion of the Court delivered by

WALKER, J.—The only negligence attributable in this case to the railway, is the failure to ring the bell, or sound the whistle, for the required time, about which the evidence is contradictory. But assuming the bell was not rung, nor the whistle sounded the question recurs, whether the plaintiff was not himself guilty of a degree of negligence which should bar his recovery, and on that point, we are of opinion the case should be submitted to another jury.

The plaintiff had been to Peoria, with a load of wood, and was returning home, in the afternoon. By his own statement he had been drinking somewhat freely of whiskey, and the testimony of other witnesses shows he was in such condition that he paid no attention to the shouting of two persons, only ten or twelve steps from him, just before he crossed the track. The evidence further shows that the railroad track was in full view as he approached it, a train being visible 1,145, feet from the crossing, by a person on the highway ten feet from the track, a train being nine hundred feet from the crossing. It is evident then, that the plaintiff, by the exercise of even less than ordinary prudence, might have discovered and avoided the approaching train. He did not do this, but either in a state of partial stupefaction from drink, or acting with a reckless temerity utterly inexcusable, he undertakes to cross, with the train in full view, if he had but looked along the track, thus wantonly imperiling not only his own life, but that of the passengers on the train. While the highway traveler cannot be required to leave his vehicle, or adopt any other unusual means to discover an approaching train, he cannot be permitted to voluntarily close his eyes to danger or to rush into it with utter recklessness, and then claim compensation for injury.

No exception is taken to the instructions, but the jury, in our opinion, disregarded them, and there should be a new trial.

Judgment reversed.

☞ The Portsmouth, Great Falls and Conway Railroad is taking measures to extend its track from West Ossipee to Conway, and work will soon be begun on that part of the line. The northern terminus of this road is at Gorham, connecting with the Grand Trunk in that town. The road passes close to the Glen House, and that property, it is estimated, would be enhanced in value $50,000 by the opening of this route from the mountains to the beaches. When the road is completed, passengers can make a round trip from Boston to the mountains by way of the Boston, Concord and Montreal Railroad, and return by this route, all the way by rail, except the descent from Tip Top, Mount Washington, to Glen House.

California Pacific, Eastern Extension.

A new company has been incorporated in California, under the name of the "California Pacific, Eastern Extension Company," with a capital of fifty millions of dollars, for the purpose of constructing a railroad from Davisville, on the line of the California Pacific Railroad, 12 miles distant from Sacramento, to or near Ogden on the Union Pacific Railroad. The certificate of incorporation was filed on the 22d ult. The incorporators are: Milton S. Latham, J. Friedland, W. F. Roelfsen, Colonel John B. Frisbie and Julius May, of San Francisco, and Rudolph Sulzbach, of Frankfort-on-the-Main. The company organized on the same day by the election of William F. Roelfson, president; Colonel J. P. Jackson, vice-president; Milton S. Latham, treasurer; Colonel W. H. L. Barnes, secretary. The San Francisco *Bulletin*, of 18th ult., has the following in reference to this project:

For some days past rumor has been busy on the street with a reported project for the immediate construction of another transcontinental railroad. From careful inquiry we have arrived at the conclusion that for once rumor is not far from right, and that such an enterprise has actually been determined upon by parties possessing abundant capital and the requisite energy and talent to carry it through. The parties who would necessarily be best posted on the subject decline to give any particulars for the present concerning it, but do not deny the general truth of the report. The probable facts, as we gather them from various sources, are these:

The combination which already includes the Pennsylvania Railroad and its connecting lines with New York, the Pittsburg, Fort Wayne and Chicago Railroad, the Chicago and Northwestern Railroad, and the Union Pacific Rrilroad, forming one continuous line, with uniform gauge, from New York to Ogden, have determined to complete a through line from Ogden to the Pacific, independent of their present connection with the Central Pacific. With this object in view, an association of Eastern and European capitalists have subscribed the requisite capital, and will immediately incorporate a company under the laws of California, to construct a road from Davisville, on the California Pacific Railroad, 12 miles west of Sacramento, northward to the California and Oregon line, passing west of Beckwourth Pass, thence by an easy grade around the southeastern side of Goose Lake, thence to the Christmas lakes, thence eastward, through Southern Idaho, on the northern side of the valley of Snake River to a point northwest of Salt Lake, whence it will bend southeastwardly, and run to Ogden, or some other point on the northeast of that place, and unite with the Union Pacific. We may be misinformed as to some of the points on the road, but the line, if built, will run on the general route we have laid down. The new road is to be designated "California Pacific, Eastern Extension," and will be organized and run as a separate company from, though identified with, the California Pacific, and really originating from it.

This line will be about 1,000 miles in length, or in the vicinity of 100 miles longer than the Central Pacific and Western Pacific line from San Francisco to Ogden; but it will avoid the heavy grade by which the latter crosses the Sierra Nevada, and will pass through a country capable of affording a large local business. All Northern California would be reached by it; a connection would be made at or near its northern bend, with one or more roads from the mouth of the Columbia, and, possibly, Puget Sound, and probably, eventually with branch roads for Northern and Central Idaho. We understand that the money required will be furnished by German capitalists, and that the London and San Francisco Bank will be the financial agent of the enterprise. Subscriptions to the stock have been already obtained, and bonds will be issued to secure the required loan.

Railroads in Iowa.

(Compiled from the State Treasurer's Annual Report.)

Name of Road.	Miles in length.	Earnings in 1870.
Burlington and Missouri River	349.60	$2,156,769 20
Cedar Rapids and Missouri River	274.24	1,865,167 08
Chicago, Iowa & Nebraska	81.84	1,220,882 32
Dubuque & South Western	54.76	190,747 87
Dubuque and Sioux City	142 88	1,185,632 02
Chicago, Rock I. & Pacific	369.85	2,227,337 17
Des Moines Valley	248.49	803,835 22
Keokuk and St. Paul	42.03	134,555 59
Milwaukee and St. Paul	250.00	906,812 06
Cedar Falls and Minnesota	75.57	141,100 98
Sioux City and Pacific	80.00	236,733 85
Kansas City, St. Joseph & Council Bluffs	54.88	277,312 00
Burlington, Cedar Rapids and Minnesota	144.00	172,605 20
St. Louis and Cedar Rapids	41.37	56,377 80
Central R. R. of Iowa	151.00	103,354 17
Iowa Falls and Sioux City	183.69	228,390 03
Chicago & South Western.	45.84	13,108 43
Davenport and St. Paul	43.00	7,588 72
Sabula, Ackley & Dakota.	20.05	321 00
Iowa Midland	30.00	3,724 23
Total	2,683.09	$11,932,352 94

Statement of mileage and earnings for 9 years:

Dec. 31.	Miles of road.	Earnings. Amount.	Earnings. Per mile.
1862	626	$1,109,346 34	$1,772 11
1863	653	1,570,546 55	2,405 12
1864	727	2,553,699 91	3,572 65
1865	847	3,871,783 43	4,572 35
1866	1,060	4,118 006 35	3,884 89
1867	1,228	5,867,501 92	4,778 09
1868	1,448	8,024,931 13	5,541 73
1869	2,081	10,409,950 70	5,002 37
1870	2,683	11,932,352 94	4,447 39

☞ The new Railroad Bridge over the Missouri River at St. Charles, was formally opened on the 29th ult. The train consisted of eight locomotives and nineteen cars, crowded with people, all on the bridge at one time. The extreme length of the bridge and approaches is 6,570 feet, and of the bridge proper 2,179 feet. It has seven spans, and has been two years and eight months building. It is leased by the North Missouri Railroad Company, and will enable the company to shorten the time three hours between St. Louis and Ottumwa, Iowa.

☞ The contract for the graduation, ballasting, masonry and bridging of the Salisbury and Baltimore railroad, running from Myer's Mills to Salisbury in Somerset county, Pa., was, on the 24th ult., awarded to Messrs. John and Chas. Donahue, of Altoona, Pa., who have recently completed extensive contracts on the P. & C. R. R. The road is 10½ miles in length, and runs through the coal fields said to have been discovered in that region.

☞ J. F. Gatewood, R. W. Martin, L. C. Gause, R. S. Gantt, O. S. Dillon, E. M. Phillips and J. McL. Barton, have been elected directors of the White River Valley and Texas Railroad.

New Orleans, Mobile and Texas Railroad Company.

The North is just beginning to learn the capacity of the South. The four south-western States of Alabama, Mississippi, Louisiana and Texas constitute a vast district, which is enormously productive; whose resources for cotton, sugar, molasses, rice, wheat, corn and cattle-raising are almost unlimited; which have within their bounds the great commercial cities of the Gulf, but which country has not one-tenth of the population which will yet find room and profitable employment in their great areas. As railroads have made the Western States populous and prosperous, so railroads connecting the great agricultural regions of the south-west, with their natural markets and shipping ports, are to be the main agency in increasing the wealth of the South, and, in turn, the roads will find large profit in the traffic which will follow their opening.

The New Orleans, Mobile and Texas Railroad Company is composed of strong capitalists, who saw the promising field for the employment of capital, and who have already expended not less than ten million dollars in the work, without asking the public to buy a Bond or a share of stock. They have built, equipped and opened to profitable business the 140 miles of the road connecting Mobile and New Orleans (the only railway line between those two important commercial cities), and are now vigorously pushing the work west of the Mississippi River. The road is to run from New Orleans to the Sabine River (226 miles), and thence to Houston, Texas (108 miles), making the total distance from Mobile to Houston 475 miles. All of this distance is through a productive region, which will ensure profitable local traffic, while the through transportation of Texan products will tax all the facilities of a railroad.

Among the leading stockholders in the Company are Hon. E. D. Morgan, of New York, Hon. Oakes Ames, of Massachusetts (who are the trustees under the mortgage); Hon. John A. Griswold, of Troy, N. Y.; Messrs. Morton, Bliss & Co.; J. and W. Seligman & Co.; L. Von Hoffmann & Co.; James H. Banker and Harrison Durkee, bankers, of New York, and others whose names are a guarantee of careful and honorable management. Having disbursed very largely of their own means, as above noted, without asking help from the public, the Company now offer for sale their First Mortgage Bonds, limited by law to $12,500 per mile, and Second Mortgage Bonds, to an equal amount, principal and interest guaranteed by the State of Louisiana. They have forty-five years to run, and pay interest at the rate of seven per cent. gold or eight per cent. currency, at the option of the holder, at the time when each coupon is due, thus securing a long time investment at a far more liberal rate of income than can be realized from Government Bonds; while the refunding of the Five-Twenty Six Per Cents into the new Government Fives, which is progressing rapidly, will make the difference in favor of the N. O. M. and T. Bonds still more marked.

Mr. W. B. Shattuck, who was prominently engaged in the negotiation of all the Government loans, and who followed up his eminent success in the National securities by rapidly negotiating the Union Pacific first mortgage Bonds, and more lately, the Bonds of the Central Railroad of Iowa, of which he was Treasurer, has been appointed Financial Agent of this Company, and sets forth some of the strong points of the enterprise in another column.

The pamphlet just issued by the Company, and which may be had of the advertised agents, gives full details concerning this promising enterprise, and to it we refer our readers for further information.

Bedford and Bridgeport Railroad.

The Philadelphia *Ledger* understands that the Bedford and Bridgeport Railroad Company has made an agreement with the Pennsylvania Railroad Company, by which the former company is to grade and bridge its road from Mount Dallas, the present southern terminus of the Huntingdon and Broad Top, southwestward about 30 miles to Bridgeport, on the Pittsburg and Connellsville Railroad, about eight miles from the Maryland line. The Pennsylvania Railroad Company is then to complete the road, receiving therefor the other company's bonds. The Pennsylvania company further agrees to extend the road to the Maryland line within three years, in the direction of the Cumberland coal mines, provided that a road shall be built from those mines to meet them. It is proper, adds the *Ledger*, to mention in this connection that the movement above noticed, or something else, has greatly quickened the credit of the securities of the Huntingdon and Broad Top Railroad Company. Two large iron furnaces have been recently built on the line of this road, and active efforts are now making to develop the valuable iron ores, and coal with which the region abounds. The proposed extension of road will also add largely to the old road, and make it more than ever the interest of the Pennsylvania Railroad Company to absorb it by lease or purchase.

☞ A narrow Gauge locomotive is now in course of construction at the machine shops of Thomas H. Paul, at Frostburg, Md., which, when completed, will weigh but eight tons. It is being built for the Franklin Coal Company, of Alleghany county, and will be used in hauling coal from the mines to the C. & P. R. R., over a road having a three-foot gauge.

☞ We learn from the Jackson *Clarion* that the railroad, building from Vicksburg to Shreveport, has been extended to, and that trains are now running from Delta, opposite Vicksburg to Monroe, La., connecting with coaches from Shreveport and other points in Northern and Eastern Texas. This is a link in the Southern Pacific road.

☞ The Baltimore *Sun* says that the bonds issued by the city of Frederick for its subscription to the Frederick and Pennsylvania Line Railroad are being taken with some freedom by local investors at 92.

☞ The Southern Pennsylvania Railroad is almost completed as far as Mercersburg, and will be opened for traffic in a few weeks. It has been leased to the Cumberland Valley Railroad Company.

☞ The contract for the construction of a new bridge, 640 feet long, over the Androscoggin River at Lewiston, Me., has been given to George Hanson, for $29,313.

☞ The Vermont and Canada Railroad Company will increase its capital June 1st from $2,500,000, to $3,000,000, each holder of five old shares, May 16, being entitled to one new one at par.

☞ The Hackensack and New York Extension Railroad, a branch of the Erie Railway, was formally opened on the 26th ult.

West Wisconsin Railroad.

This important air line railway, between St. Paul and Chicago, will probably be completed this summer. Several hundred men are now at work between Menominee and Hudson, and the line will strike the St. Croix by August or September next. Between St. Paul and Hudson the road is now being surveyed, and the capitalists of St. Paul, who are awake to their interests, and know full well how prominent a position this road will take in the great railroad system now centreing at this point, will see that this end of the line shall be constructed in time to meet the track-layers as they emerge from the woods of Wisconsin on the banks of the St. Croix. The railroad bridge at Hudson will also soon be under way, and there is every reason to believe the West Wisconsin road will this year be entirely completed, and thus bring St. Paul and Chicago in close connection.

The West Wisconsin Company have contracted with the Wason Car Manufacturing Company at Springfield, Mass., for 150 passenger and freight cars, one-half of which have been delivered, and are now running on their road. Their locomotives are furnished by the Baldwin Locomotive Works at Philadelphia. The Chicago and Northwestern Company have negotiated a loan of between three and four millions mortgage on their line from Madison to Tomah, and have now more than 1,200 men at work to fulfil their part of the contract for this air line from Chicago to St. Paul. When this road, with the West Wisconsin, is finally completed, there will be a new route from Chicago to the great Northwest very much shorter than any at present in operation.—*St. Paul Press.*

☞ The incorporators of the Poughkeepsie Bridge Company have elected the following officers: President, John F. Winslow; Vice-President, H. G. Eastman; Treasurer, George Innis; Secretary, R. F. Wilkinson. P. P. Dickinson, of Poughkeepsie, is Chief Engineer.

☞ The Atlantic and Pacific railroad was completed on the 25th ult., to Grand River, Indian Territory, and an excursion party went over it. Grading has progressed twenty miles beyond Grand River, and track-laying is pushed vigorously.

☞ The St. Paul and Sioux City Railroad company have commenced laying iron at St. James westward. Some thirty miles of the track is graded ready for the iron, which carries the road beyond the Des Moines river.

☞ The track laying upon the first Western division of the New Orleans, Mobile and Texas railroad was completed on the 17th ult., a distance of 63 miles from New Orleans. The road will soon be opened for traffic to that point. The grading is completed 20 miles beyond Donaldsonville, and a strong force is employed in its extension.

☞ The Cincinnati and Baltimore railroad company have contracted for the use of the Cincinnati and Dayton Short Line railroad, now in process of construction, for a distance of seven or eight miles from Spring Grove Junction to the Indianapolis and Cincinnati Junction, at a rental of $35,000 per year.

☞ The Vera Cruz (Mexican) Railroad is completed as far as Potrero. It will reach Cordova early in July.

☞ The Taunton and Attleborough Railroad is nearly finished.

Rensselaer and Saragota Railroad.

With reference to the lease of this road to the Delaware and Hudson Canal Company, which was consummated on the 18th of May, the Albany Evening *Journal* says:

The Delaware and Hudson Canal Company has the receipt of the road from May 1st, and pays the running expense of the road from the same day. The length of the road without sidings and turnouts, is 181 miles, and the conditions of the lease are the payment of seven per cent. on the capital of six millions dollars the first year, and eight per cent. thereafter, and interest charges on the debt, $203,816 per annum. The arrangement affords to the Delaware and Hudson Canal Company a continuous connection by rail from its mines, *via* Albany and Susquehanna Railroad, already leased to Lake Champlain and north for the distribution of coal in one direction, and the transportation of iron in the other. The road extends from Albany and Troy to Lake Champlain and Rutland, Vermont, including the old Schenectady and Saratoga branch from the former place to Ballston. The lease is perpetual.

☞ At a meeting of the directors of the Springfield and Northwestern Railroad Company held at Jacksonville, Ills., on the 23d ult., that portion of the road between Lewistown and Havana, a distance of about nine miles, was located, and the work of grading ordered to be commenced immediately. The road-bed between Havana and Petersburg is now ready for the iron, and it is expected that the work will be pushed forward as rapidly as possible. The contractors are under bonds to complete the road from Lewistown to Springfield by the first of January, 1872.

☞ The work on the extension of the Portsmouth, Great Falls and Conway (N. H.) Railroad, from Union to Ossipee, twenty-eight miles, is rapidly being prosecuted, and it is thought that the cars will make their regular trips to Ossipee on or about the 10th of July. From three to three and a half miles of iron are laid from the Union end. The work on the entire line of this road is to be continued from Ossipee to North Conway, and the road completed as soon as possible.

☞ The Savannah *Republican* of the 27th ult., gives the particulars of the consolidation of two of the most important lines of railroad in the State—the Central Georgia and the Macon and Western. The Central company takes the Macon company's works, agreeing to operate them, "and on the score of dividends places its stockholders on the same footing with its own."

☞ John A. Spaulding of Nashua, William R. Spalding of Lawrence, Edson Hill of Manchester, James W. Johnson of Enfield, John H. Pearson of Concord, Frederick Smyth of Manchester and William A. Tower of Boston, have been elected directors of the Concord Railroad company.

☞ The directors of the Penobscot Bay and River railroad, Maine, have voted to begin operations as soon as the preliminaries can be adjusted, and appointed a committee to go over the route from Rockland and Camden and settle land damages, Captain L. L. Buckland has been employed to locate the land.

☞ The Duxbury and Cohasset Railroad is to be opened to Greenbush station, in the south part of Scituate, about the middle of June, and through Duxbury by the first of July.

West Wisconsin Railway.

The Baraboo *Republic* learns that the contract for the construction of the road bed from Baraboo to Reedsburg has been awarded to Fox & Howard, and the contract calls for the speedy commencement and energetic prosecution of the work.

Track laying from Madison has been commenced, and will be steadily pushed until the road is in operation to the Wisconsin river. New contracts are being let as fast as practicable, and it is now certain that this road will be completed to Tomah in a remarkably short space of time.

It is now asserted with confidence that arrangements will soon be completed for the extension of the Mineral Point road north to intersect the Air Line. Richland Centre, and other points in the way expect thus to gain railroad communication.

☞ A project is on foot for building a railroad from a point on the Potomac river, in the vicinity of White's Ferry, not far from Knoxville, Frederick Co, Md., to Manassas Junction, crossing the line of the Alexandria, Loudoun and Hampshire railroad. This would appear to imply that the Potomac river is to be bridged for the new road. Books of subscription to the stock of the enterprise, under the name of the Virginia and Maryland railroad, were opened at Leesburg, Va., on the 27th ult.

☞ The Kent County and the Kent and Queen Anne's Railroad companies have renewed their lease of the Townsend Branch for three years—the rent paid being equal to three per cent. on the cost of the branch, and the leased line to be kept in thorough repair. The road is soon to be completed to Chestertown. The country along the newly completed section from Worton to Kennedysville is in process of becoming one vast peach orchard.

☞ The piers for the Railroad Bridge at Hastings, Minn., on the St. Paul and Chicago railroad have been completed. The company commenced laying the iron for the track between Red Wing and Lake City on the 1st of June. Including side tracks, there is about fifty miles of iron to lay to complete the entire road to Winona.

☞ The dividends of the Portland, Saco and Portsmouth Railroad, latterly 3 per cent. semi-annual in gold, have been changed to 5 per cent. currency, by a lease to the Eastern Railroad Company, at 10 per cent. per annum. The dividends will hereafter be paid July 1 and January 1, instead of the middle of June and December.

☞ Thomas Speakman, Esq., has received notification from the Secretary of War, that his plan, marked No. 2, for the construction of a bridge across the Delaware River, between Camden and Philadelphia, has been accepted by the War Department. The specifications call for two spans of 1,150 feet each, and two of 546 feet each.

☞ The survey for the extension of the Bangor and Piscataquis Railroad towards Moosehead Lake has been begun at Foxcroft, on what is known as the front route.

☞ The Chesapeake and Ohio Railroad has subscribed $2,600,000 to the Lexington and Big Sandy road, which will be sufficient to complete it.

Maysville and Lexington Railroad, N. D

At the annual meeting of this company held at Maysville, Ky., on the 18th ult., the following gentlemen were elected directors for the ensuing year: Thompson Parks, Daniel Hibler, Alex. Mc Clintock, Jas. H. Hall, L. H. Long, W. H. Cox, and Jno. S. Darnall. From the report of the Treasurer, Henry Pelham, Esq., it appears that the receipts from all sources since the commencement of the work have been $745,879 30, and the expenditures $601,900 79—leaving a balance of $143,978 60; to which add amounts to be paid by the counties and private subscription, estimated at $181,196—making a total of $325,174 60. The amount paid to contractors and on construction account has been: on the Paris division, $140,867 42, and on the Maysville division, $367,-169 73—total, $508,037 15.

☞ The gap in the Chicago and Michigan Lake Shore railroad has been closed. There is now a continuous line of railroad from New Buffalo to Montague, a distance of one hundred and forty-seven miles. The railroad passes through St. Joseph, Benton Harbor, Coloma, Watervliet, Hartford, Bangor, Breedsville, Manlius, Holland, Nunica, Muskegon and Whitehall.

☞ The grading of the Sugar River road has reached Newport. Little ground now remains unbroken between Newport and Bradford. A portion of the iron is now at Bradford, where the work of laying rails will begin next week. Half a mile from Bradford out was completed on Saturday, and an engine ran over it for the first time.

OFFICE OF NORTHERN PACIFIC RAILROAD COMPANY.

120 BROADWAY, NEW YORK, June 1, 1871.

The Transfer Books for the transfer of Registered Bonds will be closed on WEDNESDAY, June 14, and re-opened on SATURDAY, July 1.

Payment of Interest on Registered Bonds will be made by mailing from this office, on the FIRST DAY OF JULY, to the address of each Bondholder of record at the closing of the books, a check to his or her order for dividend due, free of tax, and payable in gold coin.

Coupons due July 1 will be paid on presentation, on and after that date, at the office of JAY COOKE & CO., New York.

4t A. H. BARNEY, Treasurer.

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They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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The attention of Capitalists and Investors generally is invited to the

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WALKILL VALLEY RAILWAY CO.,

which we offer for sale at 90 and accrued interest in Currency.

The Railway is situated on the West side of the Hudson River, and is now running for 20 miles to New Paltz, and is under contract to be in working order to Kingston next fall.

The Bonds are a first-class investment, and we invite the closest investigation of them.

The Principal and Interest are PAYABLE IN GOLD.

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Any information concerning them will be given at our office.

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It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

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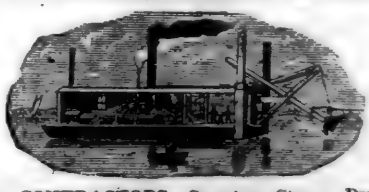
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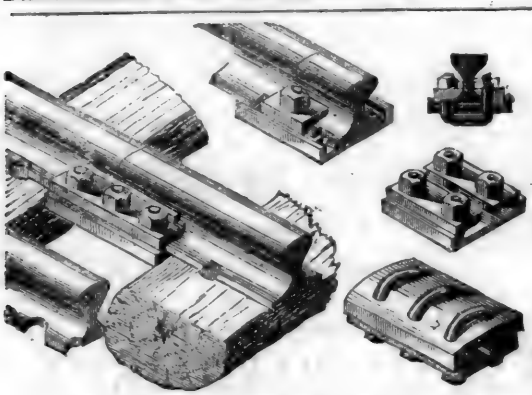
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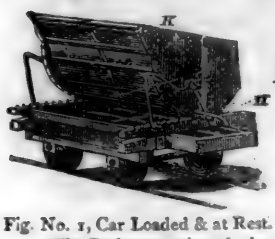
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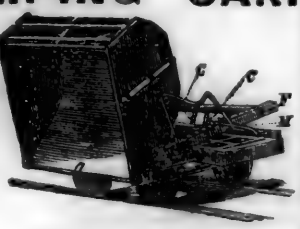


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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June 15, steamer RISING STAR, Capt H. P. Conner, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, touching at Kingston and connecting at Panama with steamer COLORADO, Capt. Parker, touching at Punta Arenas, San Jose, Guatemala, Acapulco and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of June 13.

Steamer CHINA will leave San Francisco July 1, for Japan and China.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXVII., No. 23.] SATURDAY, JUNE 10, 1871. [WHOLE No. 1,833, VOL. XLIV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, June 10, 1871.

Portland and Oswego Railroad.

In October, 1869, a convention was held at Oswego of those friendly to a direct line of railway from Portland to Oswego and Chicago by way of the Northern Pacific Railroad to Puget's Sound. The friends of the Northern Pacific Railroad took a leading part, and the convention embraced delegates representing the several lines proposed from the head of Lake Superior by way of Mackinaw and the city of Saginaw, Michigan, to the St. Clair river, in addition to those from Chicago, and friends of the Michigan air line, to the river St. Clair, the western terminus of the then proposed Canada Southern Railway.

There was a full attendance of delegates, representing the lines from the Niagara river by way of Oswego to the harbor of Portland.

The charter of the Canada Southern Railroad was subsequently granted, and the line has been located, put under contract, and is in progress from the St. Clair river to the International bridge at Buffalo. The Lake Ontario Shore Railroad from the Niagara river to Oswego has been fully organized, and the necessary capital raised—and proposals for its construction will soon be issued, providing for the grading of 50 miles the present year, and completing the whole line through from the Niagara river to Oswego in the year of 1873.

There was an attempt to unite all the lines from Chicago to Portland under one management, but this was found impracticable, not on account of lack of sympathy, but the friends of the different sections of the through line found it necessary to adhere to their local organizations.

From Oswego to Portland, however, a single company takes up the entire line under the name of the Portland, Rutland, Oswego and Chicago Railway Company by lease of the lines in New Hampshire, Vermont and New York.

From Portland, West, a new line of easy construction to West Ossipee, a distance of 51 miles, is to be provided for, by municipal and individual subscriptions.

From West Ossipee to Meredith, a distance of 22 miles, the line is to be built by the Boston, Concord and Montreal Railroad Company, giving that company a direct connection with Portland and with the White Mountains.

From Meredith to Bristol, a distance of 15 miles, towns have voted five per cent. subscriptions, and assert their ability to grade the line.

From Bristol to Danbury, a distance of 10 miles, the line is to be built by the Northern Railroad of New Hampshire, who furnish an additional track along their present line to White River Junction, 31 miles, to a point of connection with the Woodstock Railroad of Vermont, which is graded for a distance of 14 miles to Woodstock village.

From Woodstock to Rutland is 42 miles over the Green Mountains, for which the means are yet to be provided—the single town of Rutland offering to take $300,000 of the amount required.

From Rutland to Fort Ann a distance of 33 miles, the line of the Rensselaer and Saratoga Railroad is to be made use of—the most liberal terms having been offered. A new line from Fort Ann to Glen's Falls, and to Luzerne at the mouth of the Sacondaga river will be furnished by the friends of the Adirondac Railway to give that line a proper outlet and connections, with the iron mines at Fort Ann and with the Northern canal.

From the mouth of the Sacondaga to Oswego the line has been surveyed, and no grade exceeding 35 feet to the mile is encountered going east, and none exceeding 60 feet to the mile going west.

The New England and Oswego Railroad was organized at Glen's Falls on the 29th of March, 1871, and it is expected that the organization of the entire line through from Portland to Oswego, under a contract of union, will be completed during the present summer, and the several sections be entered upon as soon as the local subscriptions are completed, which will be taken up as soon as possible, after the contract of union is perfected.

From Portland to Oswego the line passes through a well settled country, full of population and wealth, with the exception of the section over the Green Mountains in Vermont, and across the Piseco Summit in the State of New York—passing through the counties of Oswego, Lewis, Oneida, Herkimer, Hamilton, Fulton, Saratoga, Warren and Washington, in New York, containing, in 1870, a population of 412,295—the counties of Rutland and Windsor, Vermont, containing a population of 76,715—the counties of Grafton, Belknap and Carroll, New Hamshire, containing a population of 74,116, and the counties of Oxford, York and Cumberland, in Maine, containing a population of 175,682—or a total of 728,808.

On the completion of the line from Oswego to Portland, supplies of western produce will take this route both for export and to meet the wants of New England, which the mills of Oswego will be able to supply. At Oswego is the great water power of New York.

The Oswego river basin, embracing all the Lakes of New York, has an area of more than 7,000 square miles of territory, with a fall of 100 feet, within a mile of its outlet into Lake Ontario, and Oswego can easily produce 3,000,000 barrels of flour for export annually in its present mills, in place of the 588,619 barrels of flour, the export of 1870. This line therefore is to become the base of a new system of trade, and a new outlet for the products of the West.

From Oswego to Glen's Falls, there will be a common trunk line with outlets to Portland, Boston and New York, the distances being nearly equal from Glen's Falls to each of these cities,

Oswego will then become a greater place for export of produce than Montreal or Buffalo.

Norfolk and Petersburg Railroad.

The Legislature of Virginia, by an act passed and approved June 17, 1870, authorized the consolidation of the Norfolk and Petersburg, the South Side, the Virginia and Tennessee, and the Virginia and Kentucky Railroad Companies into one corporation. Such consolidation was consummated November 12, 1870, and ratified by the several companies, which from that date took the title of the "Atlantic, Mississippi and Ohio Railroad Company;" and this railroad is now operated under the designation of "The Norfolk and Petersburg Division" of the A., M. and O. railroad.

The revenues and expenses of the Norfolk and Petersburg Railroad for the fiscal years ending September 30, 1869 and 1870, are compared in the following statement—

Revenue from—	1869.	1870.
Passenger traffic	$52,506 07	$61,966 16
Freight traffic	251,696 85	286,900 61
Other sources	324 45	216 82
Gross revenue	$304,527 37	$349,083 59
Expenses, taxes, &c.	183,357 02	200,166 21
Net revenue	$121,170 35	$148,917 38

The increase in gross revenue in 1870 over that of 1869 is $44,556 22, or 14.6 per cent.; and in expenses $16,809 19, or 9 per cent. The net revenue has increased $27,747 03, or 23 per cent. In 1861 the gross revenue of the road was only $96,621 74.

At the close of 1870 the company had 10 locomotives, being an increase of one, and 194 cars, being an increase of 30 during the year. The car equipment is now as follows (all four wheeled): passenger cars, 10; mail and baggage, 2; box freight, 114; stock, 2; platform, 64; and timber trucks, 2.

In 1868–69, trains run 133,830, and in 1869–70, 177,627 miles. The number of passengers carried in same years was 25,557 and 30,190, traveling respectively 1,335,359 and 1,623,522 miles. The freight tonnage moved in 1868–69 was 95,688.91 and in 1869-70, 109,297; equivalent transportation 6,842,337 and 7,765,266 tons per mile. All these items show a large increase over the previous year, and evidence increasing prosperity in the country traversed by the road.

The following abstract of the general balance sheet exhibits the financial condition of the company at close of fiscal years 1869–70:

Capital stock, ordinary	$1,361,300 00	
" " prefer'd	300,000 00	
" " guarant'd	137,500 00	
		$1,798,800 00
Funded debt—		
1st mortgage 8s, Jan. 1, 1877	$306,000 00	
1st mortgage 7s, Jan. 1, 1877	157,000 00	
1st mortgage 8s (funded interest), Jan. 1, 1872	43,000 00	
		506,000 00
2d mortgage 8s, July 1, 1893		416,000 00
State loan (payable by sinking fund)		136,591 64
Revenue 1869–70		349,083 59
Saw mill at Ivor (investment)		5,173 29
Notes and acceptances		24,506 86
Open accounts		96,497 76
Total		$3,332,653 14
Road (81 miles) and equipment		$2,479,855 33
New work and equipment 1869–70		127,787 36
Profit and loss	$116,215 36	
Interest account	70,992 84	
Debit balance war acc't.	9,201 44	
		196,409 14
Operating expenses		200,166 21
Notes and acceptances.	6,065 00	
Open accounts	84,920 15	
		90,985 15
Virginia State bonds		62,000 00
South Side R. R. 1st pref. 8s		15,858 24
Norfolk city scrip		7,130 00
Railroad stocks		2,966 50
Real estate at Ivor		8,349 14
Investment in motive power		107,750 00
Store house supplies		15,964 94
Cash in bank, on hand, &c		17,930 23
Total		$3,332,653 14

Officers of consolidated line—

President.—WILLIAM MAHONE.

Superintendent Transportation.—HENRY FINK.

Secretary.—N. M. OSBORNE.

Auditor.—E. E. PORTLOCK.

Treasurer.—JAMES E. CUTHBERT.

South Side Railroad.

This road was consolidated in the Atlantic, Mississippi and Ohio Railroad, in pursuance of an act of the Legislature of Virginia, approved June 17, 1870, and accepted by the company November 12, 1870. It is now operated as the South Side Division of said consolidated railroad.

The revenues and expenditures resulting from operating the road in the years ending September 30, 1869 and 1870, compare as follows:

Revenues from—	1869.	1870.
Passenger traffic	$82,294 49	$99,643 24
Freight traffic	345,791 42	395,783 80
Mail service	6,649 92	6,649 92
Express service	2,394 28	4,619 03
Other sources	3,790 85	6,181 14
Gross earnings	$440,920 96	$512,876 63
Operating expenses	337,795 58	332,724 70
Net revenue	$103,125 38	$180,151 93

The increase in gross revenue was $71,955 67, or 16.3 per cent.; in expenses, $5,070 88, or 1.5 per cent., and in net income, $77,026 55, or 74.7 per cent.

This large increase in gross revenue and decrease in current expenses has resulted in a net revenue sufficient to meet every demand for interest on the funded debt, and in a surplus of $71,853 80 as against $23,555 38 for that of the preceding year—an issue which demonstrates in the inexorable logic of figures, as well the value of the improvements made to the property, enabling it to respond to the requirements of an ever increasing traffic, which the policy of consolidation has drawn to it—as the force and wisdom of that policy of railroad management, under the application of which such results have been attained and which for the future may be taken as the basis of growing prosperity, now that this policy has been perfected in and by the formation of the Atlantic, Mississippi and Ohio Railroad Company.

The important improvements, which have been made to the road department enable the officers of the company to present the roadway in all its physical parts, in striking contrast with that of any other time in its history, and its condition as a whole fairly challenges equality with that of the best of Southern railroads.

The rolling stock has been increased during the year by the construction of fifty new cars of various descriptions and by the purchase of one first-class passenger coach, all of which were necessitated by the demands of an enlarged traffic. The present stock of cars on the road consists of 5 passenger, 5 mail and baggage, 142 box freight, 72 flat, and 15 cattle—total, 237. The motive power consists of 17 engines, viz: 3 passenger, 7 tonnage, 5 material and 2 switching.

The movement of trains was 315,060 miles, viz: passenger 89,781, tonage 150,964, material, 37,650, and switching 36,656 miles.

The number of passengers carried was 65,834, and the number carried one mile, 2,965,691. Of the passengers, 59,159 were way, carried 2,398,502 miles, and 6,675 were through, carried 567,189 miles. Revenue—way $85,581, and through $15,332 11—total, $100,913 11. Increase over 1868–69—passengers 21.8, mileage 35, and revenue 22.6 per cent.

The freight carried amounted to 145,726 tons, carried 12,388 miles and producing a revenue of $367,933 11. Of this freight, the way was 59,632 tons, carried 2 887,319 miles, and producing $119,424 19; and through, 89,094 tons, carried 10,001,440 miles and producing $248,508 92. Increase over 1868–69—tonnage 16.4, mileage 15.5, and revenue 12.9 per cent.

The following is a statement of the financial condition of the company at the close of 1869–70:

Capital stock		$1,365,000 00
Consol mort., 1st pref., 8s, Jan. 1, 1884 to '90		581,000 00
Consol. mort., 2d pref., 6s, Jan. 1, 1884 to '90		601,000 00
Consol. mort., 3d pref., 6s, Jan. 1, 1886 to '90		441,200 00
Old 2d mort. 6s, guar. by Petersburg.		18,300 00
Old 3d mort. 6s		16,900 00
State loan, after consol. bonds		708,102 34
Revenue for 1869–70		512,876 63
Profit and loss		341,080 60
War account, balance.		854 31
Notes and acceptances		486,280 30
Open accounts		208,200 91
Total		$5,281,295 09
Property account	$4,149,657 57	
" " additional 1869–70.	490,764 06	
		$4,640,421 63
Coupons absorbed by interest on funded debt ac't.		108,298 13
Operating expenses for 1869–70.		332,724 70
Notes and acceptances		850 22
Open accounts		88,872 60
Stocks		1,809 00
Storehouse supplies		86,085 01
Cash in bank, on hand, &c		22,233 80
Total		$5,281,295 09

Officers of consolidated company:

President.—WILLIAM MAHONE.

Superintendent Transportation.—HENRY FINK.

Secretary.—N. M. OSBORNE.

Auditor.—E. E. PORTLOCK.

Treasurer.—JAMES E. CUTHBERT.

Virginia and Tennessee Railroad.

This road was consolidated in the Atlantic, Mississippi and Ohio Railroad under the authority of an act of the Virginia Legislature approved June 17, 1870, and accepted by the stockholders November 12, 1870. It is now operated as the Virginia and Tennessee division of the A., M. and O. Railroad.

The revenues and expenditures for the two years ending September 30, 1869 and 1870, compare as follows:

Revenue from—	1869.	1870.
Passenger traffic	$309,596 16	$335,760 23
Mail service	20,500 00	20,500 00
Express service	28,333 56	24,917 20
Tonnage traffic	566,650 77	679,336 85
Miscellaneous sources	4,104 36	3,308 01
Gross earnings	$929,184 85	$1,063,822 29
Operating exp., taxes, etc	610,496 88	636,785 59
Net revenue	$318,687 97	427,036 70
Gross revenue per mile	$4,341 99	$4,971 13
Operating exp. per mile	2,852 79	2,975 63
Net revenue per mile	1,489 20	1,995 50

The increase in 1860-70 over the previous year was: gross revenue, $134,637 44, or 14.5 per cent.; operating expenses $26,288 71, or 4.3 per cent., and net revenue $108,348 73, or 34.1 per cent.

These results surpass those of any previous year, and evidence the solidity of the foundation on which the business of this road is based and the wise policy under which it has been conducted. During the past year the work of restoration and improvement has been steadily pushed forward. Besides the work and expenses incident to the maintenance of the property, there has been expended during the years 1869-70 $193,543 66, and among the important results accomplished are enumerated—31¼ miles of new track ballasted with broken stone; 104,060 new crossties put in; 10⅓ miles new railroad with fish joint and 4 miles of new sidings laid; two trestle bridges 684 feet, two trussed beam bridges 282 feet, and 29 stringer bridges 901 fset in length constructed; machine shop at Lynchburg extended and enlarged; two engine houses, one depot building and 98 cattle guards built; 809 perches of masonry (culverts) constructed, besides much other work, in the aggregate swelling materially the proportions of the improvement which has been made in the condition and capacity of the property.

The expenses of the road department afford the most gratifying evidence of the value of the improvements made. For the year 1869-70 these have been $117,859 58 as against $139,922 80 for the previous year, showing a decrease in the very respectable sum of $22,063 22, or 15.8 per cent., and when considered with reference to the units of measure, stand for the year now passed at $554 74 per mile of road, 22.77 cents per mile run by revenue trains, and 20.11 cents per mile run by all trains as against the corresponding results of the previous year, which were $653 85 per mile of road; 29.68 cents per mile run by revenue trains, and 25.42 cents per mile run by all trains; a reduction in favor of the past year's operations of 23 per cent. for revenue trains and 21.5 per cent. for all trains.

The machinery department has been successfully employed in the construction of cars and the maintenance of rolling stock. The machine shop at Lynchburg has been fully supplied with new machinery of the most improved patterns and its capacity made equal to the increased demands which an enlarged business have imposed. There were constructed at this point during the year 70 box, 20 flat and 10 stock cars, all of the model common to the line—Norfolk to Bristol—and the reduced cost at which the company is now provided with tonnage cars, equal in all respects to any made elsewhere, adds force to the many reasons for the adoption of the policy, which looks to the supply of its every demand on this account. The condition of the rolling stock both as to engines and cars will compare favorably with their condition at any former period, notwithstanding the unusual tax upon them in the conduct of a business far exceeding anticipation. The rolling stock owned by the company at the close of 1869-70 consisted of 42 locomotive engines, and cars—18 passenger, 4 mail and baggage, 105 box freight, 73 stock, 89 platform and 29 caboose—total 309 cars, being an increase during the year of 36 cars; 86 have been retired and 120 placed in service.

The following table, made up from the well-arranged reports of the company, compare the operations on the road for the two last years:

		1868-69.	1869-70.
Train miles.	Passenger	149,266	149,308
	Tonnage	322,108	368,429
	Other	79,023	68,261
	All trains	550,397	585,998
Passengers carried		114,397	116,795
" " one mile		8,727,610	10,505,804
Tonnage moved		138,130	164,800
" moved one mile		17,634,855	22,624,855
Revenue—Passengers		$320,621 76	$344,623
" —Tonnage		535,303	643,967

Increase—passengers, 2 per cent.; passenger mileage, 21½ per cent. and in passenger revenue, 7½ per cent; and in tonnage, 19⅓ per cent.; tonnage mileage, 27½ per cent. and tonnage revenue, 20⅓ per cent.

The financial condition of the company, shown on the balance sheet at the close of the year 1869-70, is stated in the following abstract:

Capital stock, ordinary		$2,867,600 00
" " guaranteed		138,700 00
" " preferred		500,000 00
Capital stock, all classes		$3,506,300 00
1st mort. 6s, Jan. 1 1873.	$494,000 00	
2d mort. 6s, Jan. 1, 1869.	4,000 00	
3d mort. 6s, July 1, 1884.	990,000 00	
Income mortgage 6s	113,000 00	
		1,600,000 00
4th mort. 8s, Mar. 1, 1900	846,000 00	
Registered certificates 8s, Jan. 1, 1871	116,129 11	
Interest funding bonds 8s, July 1, 1880	204,200 00	
		1,166,329 11
Gross revenue for 1869-70		1,063,822 29
Profit and loss, balance		1,627,989 55
Notes and acceptances		506,201 34
Open accounts		128,689 94
Total		$9,654,332 23
Cost of road (213½ miles) & equip.		$8,012,872 88
Additional cost in 1869-70		388,219 36
Total cost to date		$8,401,092 24
Debit balance (old) to auxiliary accounts		20,648 12
Coupons, &c., paid and funded		282,148 09
Current expenses for 1869-70		636,795 24
Open accounts		243,847 04
Store house supplies		57,457 78
Cash in banks, in hands, &c		12,343 77
Total		$9,654,332 23

The following statement compares the funded debt at close of the two last years:

	1868-69.	1869-70.
1st mortgage bonds	$494,000 00	$494,000 00
2d mortgage bonds	6,000 00	4,000 00
3d or enlarged mortgage bonds	990,000 00	990,000 00
Income mort. bonds	119,000 00	113,000 00
4th mortgage bonds	778,000 00	846,000 00
Registered certificates	112,449 76	116,129 11
Interest funding bonds		204,200 00
Interest past due and unfunded	329,189 37	131,940 00
Total	$2,828,639 13	$2,899,269 11

From a comparison of these statements it will be seen that there has been an increase in this class of indebtedness, of $70,629 98, of which, however, $36,659.60 is for interest, which had accumulated on the past due coupons, heretofore reported as outstanding, mainly at the outset of the present administration, and then unfunded, of which no account has been taken, because of the impossibility of estimating at that date the amount thus due.

The floating debt is given gross at $688,891 22, of which $506,201 34 is by notes and acceptances and $182,689 94 by open accounts.

The resources of the company as an offset to this class of debt consist of $154,000 eight per cent. bonds rated at 80, $123,200; open accounts, $243,847 04; store house supplies, $57,457 78, and cash, $12,343 77—total, $436,848 54.

The net floating debt is therefore $252,042 74.

Officers of the consolidated company;

President.—William Mahone.

Superintendent Transportation.—Henry Fink.

Secretary.—N. M. Osborne.

Auditor.—E. E. Portlock.

Treasurer.—M. C. Jameson.

Prince Edward Island Railway.

Proposals will be received by the Government of Prince Edward Island until the 19th of July for the construction and equipment of a railway of three feet six inches gauge. The road, which is to be constructed under the supervision of Mr. J. E. Boyd, will be about 120 miles in length. The estimated cost per mile is as follows:

Clearing, grubbing, &c	$200
Fencing, gates and warning boards	700
Grading	3,500
Level crossings and road division	100
Bridging and culverts	800
Rails, fish-plates, spikes and bolts	3,500
Track-laying and lifting	450
Sleepers	600
Ballasting	850
Stations	600
Rolling stock	1,800
Engineering and management	1,000
Land and land damages	200
Sidings	700
	$15,000

☞ At the annual meeting of the stockholders of the Illinois Central Railroad Company in Chicago on the 31st ult., the following gentlemen were chosen directors: J. Pierrepont Morgan and Louis A. Von Hoffmann of New York, and John Newell of Chicago, to serve until May, 1875; Lucien Tilton of Chicago, to serve until May, 1873; William C. Gebhard of New York, to serve until May, 1874.

☞ The Elevated Railroad is now operated in connection with the Hudson River Railroad trains—nine trips being made daily.

Railroads and Canals of New Jersey.

A statement of their Capital, Bonds, Debts, Length, Cost, Earnings, Expenses, Dividends, &c., for the year ending December 31, 1870.

Compiled from the Annual Reports of Companies made to the State Comptroller.

	Capital Account.				Length of Track.			Cost of Roads & equipm't.	Road Oper.	Gross Earnings.				Expenses and Rents.	Net Earnings.	Dividends.	
	Stock.	Bonds.	Debt.	Total.	Main.	Branch.	Other.			Passenger.	Freight.	Other.	Total.			Am't.	Rate.
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	$	p. c.
Belvidere Delaware	995,800	2,244,500	970,468	4,210,768	67.00	.....	8.50	4,125,365	79.00	165 003	576 903	130,320	872,226	656,991	215,235	59,748	6
Camden and Amboy	5,857,800				61.20	31.10	112.60	12,527,160								584,780	10
Delaware and Raritan Canal	5 847,677	13,773,562	1,843,204	34,607,443	43.00	22.50	.....	4,735,354	191.60	2,805,558	2,656,121	1,798,562	7,260,241	4,549,186	2,711,035	584,767	10
New Jersey	7,295,200				33.86	.....	44.02	8,955,994								729,520	10
Camden and Atlantic	1,130,795	1,075,608	96,471	2,302 869	60.23	.....	4.17	1,607 637	60.23	222,069	92,094	20,281	334,444	198,056	136,388	.....	....
Camden & Burlington County	332,925	338,000	44,437	715,362	23.02	7.18	2.93	715,362	.....	(Operated by Camden & Amboy.)			43,422	.....	43,422	20,501	6
Cape May and Millville	447,000	411,273	.....	858.273	41.25	.....	3.01	818,448	.....	(Operated by West Jersey.)						26,820	6
Central of New Jersey	15,000,000	3,221,000	1.568,043	19,799,043	74.00	.....	102.50	12,993,818	98.00	1,118,147	3,127,421	147,946	4,393 515	2,512,217	1,881,298	1,200,000	8
Chester	36,597	100.000	.....	136,597	2.25	.....	.....	136,597	.....	(Leased to Morris and Essex.)						.....	6
Flemington	150,011	100,000	143,720	393,731	12.00	.....	.....	375,000	12.00	8,939	8 005	606	17 550	40,109	Loss	9,000	6
Freehold and Jamesburg	283,745	.....	99,266	383.011	17.00	.....	1.25	383,011	17.00	80,240	28,295	4,376	62,911	57,077	5,834	53,015	25s
Hackensack and New York	99,700	62,000	.....	161,700	4.88	.....	0.72	191,246	.....	(Operated by Erie.)						.....	....
Hackensack & N. Y. Extension	85,761	129,100	6,000	220,861	6.50	.....	.....	217,581	6.50	(Length 28 miles.)			16,017	14,872	1,145	.....	....
Hibernia Mine	100,000	.....	.....	100,000	5.00	.....	.....	118,688	.....	.....	70,069	.....	70,069	43,520	27,149	10,000	10
Highbridge	33,000	.....	.....	33,000	1.24	.....	.....	33,000	1.24	(Owned and operated by Taylor Iron Works.)						.....	....
Jersey City and Bergen	(No returns obtained.)				6.00	.....	2.00	486,920	6.00	(No returns reported.)						.....	....
Lodi Branch	(Owned by Lodi Mf'g Co.)				0.78	.....	.....	20,000	.....	(Operated by Erie.)						.....	....
Long Branch and Sea Shore	171,800	200,000	.....	371,800	9.00	.....	.....	398,863	.....	(Operated by New Jersey Southern.)						.....	....
Long Dock and Tunnel	(No information reported.)				2.88	.....	2.38	880,000	.....	(Operated by Erie.)						.....	....
Millstone and New Brunswick	95,750	.....	17,654	113,404	6.63	.....	.....	113,404	6.63	9,887	5,852	.....	15,289	10,282	5,007	.....	....
Morris Canal	2,200,000	1,000,000	132,492	3,332,493	102.00	.....	.....	3,379,167	102.00	.....	.....	.....	390,780	219,878	170,902	58,750	....
Morris and Essex	11,900,950	12,184,000	20,205	24,105,155	84.00	24.55	82.19	28,300 000	108.55	.....	.....	.....	2,858,468	1,900,931	957,521	.....	7
Mount Hope Mineral	(Private work.)				.....	.....	.....	194,004	.....	.....	.....	.....	.....	.....	.....	.....	....
Newark and Bloomfield	103,850	.....	.....	103,850	5.00	.....	.....	103,850	.....	(Operated by the Morris and Essex.)					6,600	6,231	6
Newark and New York	977,400	600,000	726,217	2,303,617	8.00	.....	8.00	2,279,793	.....	(Operated by Central New Jersey.)						.....	....
New Jersey	(Included with Camden and Amboy Railroad and Delaware and Raritan Canal.)																
New Jersey Southern	4,000,000	2,000,000	206,329	6,206,329	86.25	.....	7.22	5,000,000	102.01	.....	.....	.....	295,823	176,286	119,537	.....	....
New Jersey West Line	(In progress—from Newark to the Delaware River 66 miles.)																
New York and Fort Lee	35,000	20,000	245,806	300,806	2.00	.....	2.00	300,806	.....	(Operated by Erie.)			2.534	.....	.....	.....	....
Northern New Jersey	1,000 000	400,000	.....	1,400,000	21.25	.....	5.61	527.452	.....	130,457	82,338	17,987	330,782	246,910	83,872	60,000	6
Ogden Mine	450,000	.....	.....	450,000	10.00	.....	1.71	452 984	10.00	.....	.....	.....	57,690	40,251	17,439	18,000	4
Orange and Newark	282,550	549,200	66,500	905,250	5.00	4.00	1.29	898,022	9.00	187,192	.....	8,164	195,357	157,482	37,875	.....	....
Paterson and Hudson	630,000	.....	.....	630,000	14.50	.....	16.01	630,000	.....	(Operated by Erie.)			58,400	.....	58,400	53,550	8½
Paterson and Newark	500.000	500 000	.....	1,000,000	12.00	.....	2 13	1,000,000	.....	(Operated by Erie.)						.....	....
Paterson and Ramapo	484,000	85,000	.....	569,000	15.12	.....	16.22	350,000	.....	(Operated by Erie.)			26,500	.....	26,500	13,640	5½
Pemberton and Hightstown	342.150	160,000	36,542	538,692	22.00	.....	3.11	538,692	.....	(Operated by United Companies.)						20,529	6
Pemberton and New York	500,000	375,000	.....	875,000	18.00	.....	1 19	875,000	.....	(Operated by New Jersey Southern.)							
Pequest and Wallkill	(In progress—length Belvidere to New York State Line 45 miles.)																
Perth Amboy and Woodbridge	57,200	100,000	57,281	214 581	6.50	.....	.....	214,581	6.50	17,596	3,711	.....	21,307	12,140	9,167	.....	....
Rocky Hill	45,595	.....	.....	45.595	3.60	.....	.....	45.006		(Operated by Camden and Amboy.)						.....	....
Salem	180,550	100,000	.....	280,550	16.58	.....	2.01	278,328	.....	(Operated by West Jersey.)						.....	6
Swedesboro'	92,925	171,000	29,284	293,209	8.25	.....	0.69	288 200	.....	(Operated by West New Jersey.)						.....	6
South Branch	438,300	.....	.....	438,300	16.00	.....	1.09	439 694	.....	(Operated by Central New Jersey.)						.....	6
Squankum and Freehold	100,000	.....	.....	100,000	8.00	.....	.....	100,000	.....	(Operated by Freehold and Jamesburg.)						.....	....
Sussex	317,850	200,000	3,874	521,724	12.00	.....	1.72	521,724	12.00	.....	.....	.....	95,253	63,292	31,961	.....	....
Toms River and Ware Town	100,000	80,000	.....	180,000	13.00	.....	.....	180,000	.....	(Only recently completed.)						.....	....
Vincentown Branch	25,000	15,000	.....	40,000	4.50	.....	0.32	45 256	.....	(Operated by Camden and Amboy.)						1,500	6
Warren	1,800,000	511,500	.....	2,311,400	18.25	.....	4.02	1,311,400	18.25	35,455	124,096	414 653	574,204	401,943	172 261	117,137	7
West Jersey	1,209,000	2,379,000	20,000	3,608,000	36.36	.....	9.02	1,449,024	126.09	414,288	185,848	33,480	633,616	417,706	215,910	.....	10

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st of May inclusive, during the years 1870 and 1871, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1871...	35,500	1,783,100	1,410,800	29,700
1870...	20,700	1,135,800	86,000	78,900
Inc...	14,800	647,300	1,324,800	*492,200

* Decrease.

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a ncrease of 144,260 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of May, in the years indicated:

	1869.	1870.	1871.
Canal opened—	May 6.	May 10.	April 24.
Flour, bbls.	15,300	20,700	35,500
Wheat, bushels..	1,027,000	1,135,800	1,783,100
Corn, bushels...	385,900	86,000	1,410,800
Barley, bushels.	11,100	78,900	29,700
Oats, bushels...	354,300	277,200	203.100
Rye, bushels....	90,400	122,900	8,900
Malt, bushels...	52,600	86,500	86,100
Feed, lbs.....	192,900	1,924,100	62,500

Narrow Gauge Railways.

Until about twenty years ago the weight of professional opinion was in favor of the broad gauge for railways, and it was thought that the tendency must be not only to build new lines, with wider gauges than any then in use, but to alter old ones to a corresponding measure. Gradually this belief has been modified, and, partly as a result of experiment and partly of closer scientific research, an opinion almost exactly opposite has steadily gained ground. Whereas in 1850 it was generally supposed that a gauge wider than four feet eight and a half inches would be found expedient, much narrower dimensions have now been adopted, and it is even believed by some that a gauge of less than half that width will ultimately prove to be the most judicious and economical.

It is not generally known that roads of extremely narrow gauge have been in use during the past few years, and have thus supplied the practical data for judging the utility of their general introduction. Among the Welsh mountains there is a line of railway, the gauge of which is but one foot, eleven and a half inches. It runs from the slate quarries in the Festiniog Valley to Port Madoc, on Cardigan Bay. The rails used weigh but ten pounds to the running foot, and the engines weigh seven tons. The passenger cars are ten feet long, five feet wide, and carry twelve passengers. The freight-cars carry three tons each. Trains over one thousand feet long are run on this little road at a speed of twenty miles an hour although there are curves of radii under 135 feet, and grades of 70 feet to the mile. It is declared that the experiment has proved a success in every sense. In one year the freight has amounted to 136,132 tons, an average of 9,388 tons to the mile; and the passenger business—although the road is not strictly a passenger line to 6,807 passengers per mile. The traffic is more than twice that of the Connecticut River Road—a closely managed interior line—and the passenger carriage more than that of the busy Worcester and Nashua Railroad in 1870.

In the Broilthal, joining the Cologne and Giessen road, there is another narrow gauge line, the prosperity of which is teaching a similar lesson. Its gauge is two feet seven inches, it has curves of 124 feet radius, and also 70 feet of rise to the mile. The weight of the rails averages eight pounds to the foot. The engines weigh twelve and half tons, and haul thirty-six cars, each loaded with five tons. About $4,500 covers the cost of the locomotives, and $500 that of the cars. The cost of the line, per mile, including rolling stock is set down at $8,000. There are lines of road in construction or in use in the mining districts of Pennsylvania of slightly narrower gauge than this—that is to say, of two feet six inches—on which engines of less than eight tons are used, and which safely run twenty miles an hour, on grades and curves that ten years ago would have been pronounced impracticable. The Denver and Rio Grande Railroad, which is meant to run along the plateau of the Rocky Mountains from Denver to El Paso, a distance of 850 miles, is to have a gauge of two feet nine inches, and it is probable that other transverse roads, cutting the great Pacific lines that run east and west, will also be constructed in a corresponding scale.

The extent to which the narrow gauge has gained the good opinion of scientific men, is indicated by a report recently made by a committee, appointed by the British Secretary of State for India, to consider the feasibility of a narrow gauge for the extension of the Indus Valley Railroad, and also for other projected Indian lines, amounting in their aggregate to ten thousand miles. The majority of the Committee report, for the great bulk of the proposed lines, in favor of a gauge two feet nine inches. They recommend for this gauge a rail of thirty-six pounds to the yard, twelve ton engines, passenger cars eighteen feet six inches long by six wide, limited to the carriage of three and one half tons weight, while the merchandise cars should be made to carry five tons. The main arguments in favor of the narrow gauge are that the first cost, per mile, will not exceed one-half that of the wide gauge, and that running expenses and wear and tear must preserve between the two gauges nearly the same relation. It is asserted that, just as a pony will pull more and eat less in proportion to his weight than a horse, so the smaller and lighter engines of the narrow gauge will be relatively cheaper and more profitable.

The great objection to the narrow guage is that of the cost and difficulty of transhipment. Rolling stock cannot be interchanged on joint lines of different gauge. It is undeniable that this is a serious drawback. Yet engineers who have given the matter great attention, maintain that the objection is practically of minor importance, when compared with the accompanying advantages. Judging from the evidence that has come before us, we shall not be surprised if the narrow gauge is soon extensively employed on our new railroad enterprises, especially for the "magnificent distances," and difficult country to be traversed in the Southwest.—*N. Y. Times.*

Bedford and Bridgeport Railroad.

The Bedford *Gazette* says that the engineers are now actually surveying the route for the extension of the Bedford and Bridgeport railroad into Maryland, and then adds—

The Pennsylvania Central is going to build this extension for the purpose of tapping the coal fields of George's Creek, in Maryland. The route from Bridgeport will be alongside of the Pittsburg and Connellsville road to Kreichbaum's, where it will connect with the Maryland and Pennsylvania road. This new link in the chain of railways now being built in Southern Pennsylvania, will be a very important one, as it will afford short and direct transportation for the valuable coal of Western Maryland to all the markets north of Baltimore. That it will greatly increase the tonnage of the Bedford and Bridgeport and Broad Top roads cannot be doubted. Besides, Bedford being in the center of three important coal fields, it will give our people, and all manufacturing establishments that may hereafter spring up in this neighborhood, a choice between Broad Top, Somerset and George's Creek coal. We understand that the grading and bridging of the road will be let during the early part of the summer, and its completion pushed as rapidly as possibly. Findley Barber, Esq., who has had the charge of the Bridgeport end of the B. and B. R. R., has been selected to survey the route.

Denver Pacific Railway.

We give elsewhere the Report of the President of this company for the year ending December 31, 1870. From the Report of the Superintendent we learn that the road was opened for business December 16, 1869, and operated between Cheyenne, Wyoming, and Evans, Colorado, a distance of 58 miles, until May 30, 1870, at which date the road was opened for business to Johnson Station, 15 miles South of Evans. Trains were run to Hughes on the 9th of June, 1870, and on the 23d of the same month the road was completed to Denver—since which time it has been in full operation. For December 16, 1869 to December 31, 1870, the earnings have been as follows:

From passengers	$130,320 28
" freight	166 853 11
" miscellaneous	7,541 67
	$304.715 06

And the expenses were:

Conducting transp.	$51,962 64	
Motive power	44,287 90	
Maintenance of way	56,172 27	
Maintenance of cars	6,597 69	
General expenses	10,400 28	
		168,420 78
Leaving as net earnings		$136,294 28

The earnings per mile were $2 874 67, and the expenses, $1,588 87. Of the total expenses, $6,000 accrued in and should be chargeable to the Land Department, leaving actual expenses for operating the road $162,420 78, being 53¼ per cent. of the gross earnings for the year.

During the year there have passed over the road 39,633 tons of freight, and 19,538 passengers. The office of the company is at Denver, Colorado. The officers are: President, John Evans; Treasurer, D. H. Moffat, Jr.; Secretary, R. R. McCormick; Superintendent, Cyrus W. Fisher; Attorney, S. H. Elbert; Gen'l Accountant, Wm. Wagner; Land Commissioner, John Pierce.

Cumberland Coal.

It is an important circumstance that during the pressure of the late strike at the anthracite coal mines in Pennsylvania, people should have thought it worth while to institute a comparison of the relative value of anthracite and bituminous coals for heating purposes. This has been done lately at Colt's Armory in Hartford, and after careful experiment it was found that for steam generating purposes the Cumberland coal was better and cheaper than the anthracite, whether compared ton for ton, or by the relative cost of the two. Of course it should be understood that anthracite coal was temporarily higher in price than formerly, but not higher than it may be for some years to come, for reasons which need not be specified at length. The advantage of the bituminous coal was not great—between three and five per cent.—but sufficient to establish the fact that bituminous coal may be profitably substituted for much of the fuel heretofore drawn from the anthracite mines.

☞ Ground has been broken at Seneca Falls, N. Y., for the Pennsylvania and Sodus Bay Railroad, which will connect the coal fields of Pennsylvania with Lake Ontario.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna-*100	$3,355 000	----------	----------
American Central----100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point--100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina --100	5,545,225	----------	----------
Atlantic & Gt. Western -- 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah --100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.----180	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.----100	2,560,000	A. & O	Apl. '71 5
Baltimore City Passenger---	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq--100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware-----100	995,800	----------	----------
Berkshire*----------100	600,000	J.A J&O	Apl.'71 1½
Blossburg & Corning.*---- 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany ----100	19,150,800	M. & N.	May '71 5
Boston and Chelsea -----100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont.-100	459,600	----------	----------
Do., do. pref.-100	1,340,400	M. & N	May '71 3
Boston and Lowell.------500	2,215,000	J. & J.	Dec. '70 4
Boston and Maine-----100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ---100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J.A J.O.	Apl.'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City ---------- 10	1,000,000	F.M.A N	May '71 3
Brooklyn City & Newt'n.100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*.100	950,000	M. & N.	May '71 3½
Buffalo and Erie-------100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl. '71 4½
Camden and Amboy.------100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic ---- 50	377,100	----------	----------
" " pref. 50	753,600	----------	----------
Camden & Burlington Co.100	331,000	----------	July '69 3
Cape Cod ---------------- 60	915,577	J. & J.	D., '70 2½
Cape May and Millvi le* ' 50	447,000	J. & D.	June '71 3
Catawissa. ---------- 50	1,159,600	----------	----------
Catawissa, pref.---------- 50	2,200,000	M. & N.	May '71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia.------100	4,666,300	J. & J	July '70 5
Central of New Jersey----100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.----------100	2,425,000	J. & D.	June '71 3
Do. pref.----------100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	----------	Oct. 67 2½
Chemung*.----------100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred -----100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton.------100	8,925,500	M & S.	Mar. '71 5
" " pref.-100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy - 50	16,580,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western---100	14,675,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific---100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton-----100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger---	----------	J'n &J'ly	Jan.'68½
" Street.----------	----------	J. & J.	Jan.'68½
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind.---100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*--- 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg-- 50	7,494,588	F.M.A.N	May'71 2½
Cleveland and Toledo* --- 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*----- 50	1,786,800	M.J.S.D.	Dec. '70 2
Concord.---------- 50	1,500,000	M. & N.	May '71 5
Concord & Ports., guar.---100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn.100	800,000	----------	----------
Conn. & Passum'k, R. pref.'00	2,084,200	F. & A.	Dec. '70 3
Connecticut River.------ 100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley. ------ 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ---- 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*----100	2,400,000	----------	----------
Delaware*.---------- 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.------100	1,820,200	----------	----------
Detroit & Milwaukee.-----100	452,350	----------	----------
" " pref.100	2,095,000	----------	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100	----------	J. & J.	Dec. '70 3½
East Mahanoy ----------- 50	392,550	J. & J.	July '70 3
Eastern (Mass.)----------100	4,082,800	J. & J.	Dec. '70 4
Eastern (N. H.) ----------100	492,500	J. & J.	Dec. '70 4
East Pennsylvania -------- 50	1,309,200	----------	Jan. '71 3
East Tenn., Va. and Ga.---100	1,969,524	----------	----------
Eighth Avenue (N. Y.) --100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Dec. '70 3½
Erie Railway ----------100	75,000,000	F. & A.	Feb.'66 4
Do. pref.----------100	8,538,910	Annual.	Dec'69 7s
Erie & Pittsburg ---------- 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	2,143,445	----------	----------
Fitchburg----------100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester---100	248,000	J. & J.	Jan. '69 3
Flint and Holly ----------100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia ----------100	4,166,000	J. & J.	Jan. '70 4
Germantown (Phila.)----- 50	112,245	J. & J.	Dec.'70 3
Girard College (Phila.) -- 50	160,000	J. & J.	Jul. '67 2
Granite.----------100	----------	M. & S.	Mar.'71 4
Green and Coates St.(Ph.)	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Apl. '71 3
Hannibal and St. Joseph.100	4,151,700	----------	Aug'70 3½
Do. do. pref.100	6,078,224	----------	Aug. '70 7
Hanover Branch, Pa.----- 50	116,850	M. & N.	May '71 5
Housatonic.----------100	820,000	----------	----------
" pref ----------100	1,180,000	J. & J.	Feb. '71 8
Huntingdon & B'd Top -- 50	615,950	----------	----------
" " pref. 50	212,350	J. & J.	Jn. '68 3½
Illinois Central.----------100	25,280,240	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind.---100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.------100	1,500,000	J. A J&O	Apl.'71 1½
Joliet & North. Indiana*.-100	300,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. --100	35,000,000	F. & A.	Feb. '71 4
" " guar.100	533,500	F. & A.	Feb. '71 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.----	----------	J. & J.	Jan. '70 2½
Lehigh and Mahanoy.----- 50	2,158,565	J. & J.	Jan. '67 5
Lehigh and Susquehanna.- 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley ----------- 50	17,716,400	J.A.J&O	Apl.'71 2½
Lehigh Luzerne.---------- 50	344,650	J. & J.	Jan.'69 4
Little Miami.*.---------- 50	3,572,400	M.J.S.D.	Mar. '71 2
Little Schuylkill*.------- 50	2,646,100	J. & J.	Jan.'71 5½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island.---------- 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.---- 50	1,623,482	J. & J.	Jul. '69 3
" " pref.-100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	Dec. '70 3
Lowell and Lawrence ----100	200,000	A. & O.	Apl. '71 3
Lowell Horse ----------100	50,850	J. & J.	Jan. '70 3
Macon and Western.------100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.----------100	3,400,500	----------	----------
Manchester & Lawrence.-100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati---- 50	2,029,778	----------	----------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.----------100	400,000	----------	Dec. '70 3
Memphis and Charleston.100	6,312,725	----------	June'69 3
Memphis and Ohio -------100	670,000	----------	----------
Metropolitan (Boston).----100	1,250,000	J. & J.	Dec. '70 5
Michigan Central --------100	13,225,848	J. & J.	Dec.'70 5
Middleboro' and Taunton.-100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).------100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan.'71 5
Millville and Glassboro' --100	405,020	F. & A.	Feb.'70 5
Milw. & St. Paul.----------100	11,422,684	----------	Dec.'70 7s
" " " pref.------100	10,424,903	----------	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio ---------- 100	4,269,820	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex*.---------- 50	11,900,950	----------	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	252,250	J. & J.	Jan. '71 6
Nashua and Lowell.------100	720,000	M. & N.	May '71 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.----------100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton.-100	550,000	A. & O.	Apl. '71 4
New Haven & N. London..100	725,538	----------	----------
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey.----------100	7,297,200	F. & A.	Feb. '71 5
New London Northern.---100	1,003,500	----------	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.--- 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	Jan. '71 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	Dec. '70 4
Ning. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.----------100	4,000,000	A. & J.	July '70 3
Northern Central ------- 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh.-100	3,068,400	J. & D.	May '71 4
North Pennsylvania.------ 50	3,150,150	----------	Feb.'71 5a
Norwich & Worcester ---100	2,864,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n.100	3,051,800	J. & J.	Jan.'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.----100	19,995,847	----------	----------
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Apl.'71 2½
Old Colony & Newport ---100	4,950,020	J. & J.	Dec. '70 3
Orange and Newark ------100	250,550	----------	----------
Oswego and Syracuse.----- 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.------100	3,711,196	----------	----------
Panama.----------100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo.----100	243,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	610,000	J. & J.	Dec. '70 4
Pennsylvania ----------- 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.------	600,000	J. & J.	Jul. '69 8
Petersburg.----------100	1,822,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.--- 50	6,004,200	J. & J.	Jan. '68 3
" " " pref.---	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 549,300	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jun. '71 3
Phila. and Trenton*.------100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt.------ 50	5,530,850	J. & J.	Dec. '70 4
Philadelphia City.------- 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby-- 50	100,000	J. @ J.	July'70
Phila. and Grey's Ferry -- 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J.A.J&O	Jan.'71 1½
Pittsfield and N. Adams..100	499,000	J. @ J.	Apl. '71 3
Portland and Kennebec.---100	616,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester.-100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston.----------	----------	----------	Jul. '69 3
Rensselaer and Saratoga .-100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport ----------100	88,460	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	Dec.'70 4
Rutland preferred. ------.-100	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute..100	2,300 000	----------	----------
" " " pref.100	2,040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* ------ 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke.---100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)----100	670,000	----------	July'70 2
17th & 19th streets (Ph.).. 50	130,000	----------	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'71 3
Shore Line.----------100	656,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) ----100	750,000	----------	May'70 -
Somerville ----------100	75,000	M. & N.	May '71 3
South Carolina ----------100	5,819,275	----------	----------
South Shore ----------100	259,685	----------	Jul. '68 3
South Western, Georgia..*100	3,939,900	F. & A.	Feb.'71 4
Staten Island.----------100	660,000	J. & J.	Jul. '67 4
Stony Brook ----------100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch.---------- 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch ----------100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama .-100	195,972	----------	----------
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.).----100	1,750,000	----------	May '70 -
Thirteenth and Fif. (Ph.).- 50	----------	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	January,	1870,11s
" " (W. D. pref..100	1,300,000	----------	----------
Tol., Wabash and West.---100	14,700,000	----------	----------
" " pref 100	1,000,000	M. & N.	May'70 3½
Troy and Boston.----------100	607,111	----------	----------
Troy and Greenbush*.----100	274,400	J. & D.	Dec'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) ---------- 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.---100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.----100	2,500,000	J. & D.	June'71 4
Vermont Central.---------100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'70 0
Vicksburg and Meridian.---100	357,408	----------	----------
Virginia Central ---------100	2,353,675	----------	----------
Virginia and Tennessee.---100	3,506,300	----------	----------
Western Union ----------100	2,707,693	----------	----------
West Jersey ---------- 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia.------- 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.---------100	1,463,778	----------	----------
Winchester and Potomac.---	----------	J. & J.	Jan. '71 3
Warren.---------- 100	1,547,650	----------	----------
Worcester and Nashua .. 75	1,400,556	J. & J.	Dec.'70½

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio ---- 25	8,228,595	----------	----------
Delaware Division.------- 50	1,833,350	F. & A.	Feb. '71 4
Delaware and Hudson.----100	15,000,000	F. & A	Feb. '71 5
Delaware and Raritan.----100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania.------ 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.-- 50	728 100	J. & J.	July'70 3
Morris (consolidated).---- 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).---------- 50	1 175,000	F. & A.	Feb.'71 5
Pennsylvania ---------- 50	4,300,000	----------	----------
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,898,977	F. & A.	Feb.'67 6
Susq. and Tide Water.---- 50	2,002,746	----------	----------
Union.---------- 50	2,907,850	----------	----------
" preferred ---------- 50	----------	----------	----------
W. Branch and Susq.------ 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley.---------- 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph.-100	41,063,000	J. & J.	Jan.'70 2
American Coal.---------- 25	1,500,000	M. & S.	M. '70 3
Ashburton ---------- 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.---------- 25	100,000	J. & D.	Dec.'70 2
Central Coal ----------100	2,000,000	J. & J.	July'68 5
Fulton Coal.---------- —	----------	J. & J.	Jan.'71 4
Lackawanna Coal.---------- —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal.------- 40	200,000	----------	Dec'68 2½
Pennsylvania Coal ------ 50	3,200,000	FMA&N	May'71 5
Roaring Brook Coal.------ —	200,000	----------	Dec'68 2½
Short Mt. Coal.---------- 50	800,000	----------	Jan. '70 5
Spring Mountain Coal.---- 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal.---------- 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.---------100	3,400,000	M. & N.	Nov.'69 6
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.----------100	10,000,000	----------	Jun. '71 2
Am. Merchants Union Exp.100	10,000,000	----------	July'71 3
United States Express.---100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp.---100	5,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,525	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,476,653
1868	64,463	86,937	87,396	96,481	106,835	164,729	259,590	251,832	262,770	29 ,422	296,562	342,743	2,309,767
1869	212,604	218,982	391,308	485,048	568,270	556 050	532,657	511,854	609,788	579,642	555,900	487,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,985,513
1871	636,498	481,085	580,340	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,481
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,253	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,633	360,223	325,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	551,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281.109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	278,870	317,839	390,355	421,363	466,530	505,145	480,710	519,306	665,005	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	558,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,550	9,299,450
1867	696,147	574,664	765,398	774,260	896,712	893,658	868,214	1,063,237	1,448,942	1,541,057	1,211,530	870,900	11,632,759
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,967	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355,467
1870	706,025	753,782	858,350	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,262	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	230,160	242,509	226,435	193,950	203 696	218,347	271,425	287,451	293,296	262,798	230,061	2,916,342
1869	204,112	180,840	239,522	247,761	241,456	259,408	253,367	341,783	320,025	293,015	271,555	242,621	3,095,945
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	272,826	266,790	313,199	283,399	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	209,246	209,282	261,079	352,786	414,543	410,336	372,593	359,463	3,448,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	345,929	511,305	478,576	496,433	437,679	424,531	4,573,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	663,402	6,389,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,206	505,465	411,605	559,250	567,670	480,626	578,253	571,348	661,971	588,219	504,006	6,544,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,580	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,487
1870	623,383	661,789	601,326	555,087	684,589	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	606,845	588,661	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,851	81,181	96,288	103,373	98,043	106.921	104,866	113.504	112,952	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121.217	142,823	132,387	123,383	1,275,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	105,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,396,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	138,407	132,998	156,931	144,023	141,3.6	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258 634	2,656,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215.449	308.168	375,488	339,794	30 ..186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263.244	346.781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,603	329.105	413 501	476.661	490,694	447,670	328,870	4,920,560
1866	282,439	265,796	337,158	343,737	385,196	335,083	324,986	359,646	429,161	493,640	414 604	308,689	4,266,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464.778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,018	392,942	456,973	511,820	410,826	330,671	4,609,261
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	455 709	473,546	490,772	448,419	377,542	4,744,104
1870	337,902	329,128	384,431	412,030	405,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,758,958
1871	418,755	412,665	441,685	470,703	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,256	401,900	369,356	365,412	350.565	751,788	1,101,771	775,616	438,323	5,683,606
1868	369,228	321,203	333,508	436,412	565,718	458.191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,512,046
1869	454,590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	490,465	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	483,884	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	246,838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,636	235,726	2,833,799
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	289,444	224,563	223,242	268,177	302,506	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,583	284 319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305.454	278,701	310,762	302,426	281,613	3,356,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,419
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	253,861	2,986,041
1869	180,366	216,080	221,450	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,286	219,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1860	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,706	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	363,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	319,765	285,416	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,655,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10,032,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	855,742	887,793	874,974	436,980	10,457,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,651	1,159,726	1,113,398	589,924	8,735,083
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,516,904
1870	479,872	574,706	679,532	514,493	585,966	617,058	569,697	1,1:9,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,803	192,138	170,485	165,009	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,256,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219.160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	198,910	210,473	174,500	168,093	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,006,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,998	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,620	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,789	333,480	3,806,353
1868	278,712	265,137	297,800	286,825	290,529	293,344	283,833	484.209	450.203	429,898	323.270	399,459	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	326,577	454,284	4,252,343
1870	312,133	293,645	295.278	318,699	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,463,782
1871	365,174	328,791	393,455	458,076	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	625,566	617,585	755,467	906,665	837,358	716,829	5,709,983
1870	528,529	500,130	539 238	706,603	802,566	746,450	645,068	864,051	728,521	719,698	670,168	595,053	7,654,994
1871	479,573	373,925	499,599	554,540	711,816	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities June 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	105⅝
.. .. coupon	13,955,000	5	" "	1874	106⅜
Loan of February 8, 1861 ..... registered	13,567,000	6	Jan. & July.	1880	114
.. .. coupon	4,548,000	6	" "	1880	117⅜
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861..... registered	123,665,600	6	Jan. & July	1881	114
.. .. coupon	65,052,500	6	" "	1881	117⅜
Loan of Feb. 25, 1862 (5-20s)..... registered	103,973,500	6	May & Nov.	1882	112
.. .. .. (5-20s)..... coupon	382,958,500	6	" "	1882	112
Loan of March 3, 1863..... registered	53,185,100	6	Jan. & July.	1881	114
.. .. coupon	21,814,900	6	" "	1881	117⅜
Loan of March 3, 1864 (5-20s)..... registered	2,995,100	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s)..... registered	52,929,000	6	May & Nov.	1884	112
.. .. .. (5-20s)..... coupon	44,752,650	6	" "	1884	111⅞
Loan of March 3, 1865 (5-20s)..... registered	53,552,100	6	May & Nov.	1885	111⅛
.. .. .. (5-20s)..... coupon	123,660,150	6	" "	1885	112
.. .. 2d series (5-20s)..... registered	70,851,450	6	Jan. & July.	1885	113⅞
.. .. .. (5-20s)..... coupon	182,986,600	6	" "	1885	114⅛
.. .. 3d series (5-20s)..... registered	91,325,100	6	Jan. & July.	1887	110⅜
.. .. .. (5-20s)..... coupon	241,686,550	6	" "	1887	114⅜
.. .. 4th series (5-20s)..... registered	11,603,000	6	Jan. & July.	1888	113⅛
.. .. .. (5-20s)..... coupon	28,009,550	6	" "	1888	114⅛
Loan of March 3, 1864, (10-40s)..... registered	137,287,650	5	Mar. & Sept.	1904	109⅜
.. .. .. (10-40s)..... coupon	57,279,650	5	" "	1904	110
Consols of July 14, '70 & Jan. 20, '71. registered	3,100,400	5	F. M. A. & N.	1881	....
.. .. coupon	5,117,000	5	" "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	34,445,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	3	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,618,832	6	Jan. & July.	'95-'00	115⅜
U. S. Notes and Fractional Currency.....	396,671,566	*nil.*	.....	.....	....
State Securities. Intest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	72½
.. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. .. (sterling).....	688,000	6	June 1.	1870	....
.. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. .. (" ")...	712,800	5	" "	1886	....
.. .. (new).....	1,316,700	8	" "	'86-'88	104
Arkansas—State Bonds (refunded).....	4,430,000	6	Jan. & July.	1899	57
.. .. .. (Aid R. R's).....	.....	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111
.. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	....
.. .. .. of 1863, (20s)..	5,927,000	6	" "	1883	....
.. .. .. of 1864, (10-20s)..		6	April & Oct.	1884	100½
.. .. .. of 1865, (20s) free..		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300.000	6	Jan. & July.	1898	....
.. .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	90
.. .. " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	93
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	87
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	94
Illinois—Interest Bonds of 1847.....	980,698	6	" "	1877	100
.. .. " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204.000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. ..	1,059,500	7	" "	'76-'89	....
.. .. .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	....
.. .. of 1843	160,000	5	" "	1873	....
.. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. ..	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. .. 1867.....	4,000,000	6	May & Nov.	1907	....
.. .. 1870.....	3,000,000	6	Mar. & Sept.	1875	70
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1909	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	6	April & Oct.	1909	....
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100⅜
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	6	" "	1890	....
.. .. converted	1,687,345	6	" "	1890	....
.. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. ..	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651.398	6	" "	1883	105⅜
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. ..	275,000	5	April & Oct.	'73-'74	....
.. ..	320,000	5	May & Nov.	'72-'80	97½
.. ..	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. .. .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. ..	966,500	5	" "	'91-'96	....
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,021.000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	.....	'41-'71
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	95½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	94½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899.200	6	" "	'71-'78	100
.. .. .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. .. .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,399,900	6	Jan. & July.	'71-'84	....
.. .. .. of 1863 (free).....	1,002,900	6	" "	'86-'96	107½
.. .. .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	109½
.. .. .. Bonds.....	21,089,000	7	" "	1877	110½
.. —General Fund Stocks.....	1,910,082	8	J. A. J. & O.	pleas.	....
.. ..	800,000	6	" "	1878	....
.. ..	348,000	5	" "	pleas.	....
.. ..	900,000	5	" "	1875	102⅜
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	....
.. ..	5,150,100	6	" "	1873	107½
.. ..	2,099,000	6	" "	1874	107
.. ..	473,000	6	" "	1875	....
.. ..	880,000	6	" "	1877	....
.. ..	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	47½
.. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	27
.. .. (new).	1,759,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	90
.. ..	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	20½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. .. .. (").....	1,600,000	6	" "	1875	....
.. .. .. (").....	4,095,399	6	" "	1881	105
.. .. .. (").....	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	101½
.. ..	4,731,300	6	" "	1872	102½
.. ..	90,400	5	" "	1877	....
.. ..	7,890,550	6	" "	1877	107½
.. ..	726,950	5	" "	1882	....
.. ..	9,237,050	6	" "	1882	109
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	101½
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. .. .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. .. .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. .. .. of 1863.....	736,000	6	Jan. & July.	1893	....
.. .. .. of 1863.....	239,000	6	April & Oct.	1883	....
.. .. .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. .. .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	76
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1868....	1,265,800	6	J. A. J. & O.	1888	64
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	65½
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	71½
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	71½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101½
.. .. .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July	long.	57
.. .. .. Bonds ..... coupon	11,108,000	6	" "	"	58½
.. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	71½
.. .. .. Bonds of 1866.....coupon	1,473,000	6	" "	"	73
.. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	94
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1896	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1896	....
2d Mortgage, sterling	885,500	6*	" "	London.	1896	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96¼
Loan of 1850	579,500	6	" "	"	1880	90
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95¼
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	651,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	88
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	25½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	99½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1856	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1856	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	3,500,000	7*	May & Nov.	New York.	1919	90
Burlington and Missouri River:						
Land Grant Mortgage	4,090,608	7	April & Oct.	New York.	1893	97½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	....
Loan, £368,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	96
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	94
Loan for $2,500,000	866,000	6	June & Dec.	" "	1889	95½
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	95½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $360 000	305,000	6	Feb. & Aug	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	$125,000	6	Jan. & July.	Boston.	69-'78	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	93
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	88½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,000,000	7	April & Oct.	New York.	1916	90½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	Savannah.	1875	94½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	103½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	102½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	102½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	93
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	15
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	103½
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, convertible	150.000	8	" "	" "	1883	....
2d *Mortgage*	941.000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	98
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	100
Funded Coupons	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	99½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	135,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	94
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	97
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1883	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	102½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	95
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	...
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	83
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1861	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,300	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	85
Consol. 5 P. Mort. $5,000,000	528400	7	May & Nov.	" "	1900	93

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	95
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	87½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	72
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,499,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1898	86
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1891	97
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	90
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1898	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1905	....
2d Mortgage, ordinary	450,000	7	" "	" "	1905	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1852	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	505,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1860)	430,277	6	" "	" "	1890	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1860)	600,000	6	" "	" "	1890	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	99½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	90½
Bonds of 1868	560,000	6	March & Sept.	"	1889	97½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	95½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	92
5th Mortgage	929,500	7	June & Dec.	" "	1888	88
Buffalo Branch Bonds	188,400	7	Jan. & July.	" "	1891	83½
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	1,986,000	7	May & Nov.	" "	1875	95½
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	'70'-78	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	93½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	104½
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	99
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	84½
Consol. Mortgage	887,045	7	April & Oct.	"	1895	45
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	104
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	85
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	600,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	845,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	600,000	5	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1890	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,000,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	101
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	96½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1895	83
Scioto and Hocking Valley	300,000	7	" "	"	1900	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1900	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1900	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1900	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,480	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1860	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	119½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101½
2d Mortgage	2,693,000	7	" "	" "	1877	97
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	97
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1896	96½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1895	108
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1896	98½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1907	90½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	97
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	92
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	120,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1861	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	98
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'85–'91	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68)						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1861	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,936,626	6	May & Nov.	New York.	1883	92½
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	92
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	92
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	90
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	89½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	64½
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	90
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	May & Nov.	"	18—	100
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	94½
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	89
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96½
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100½
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	102
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	96
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	87¼
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	97¼
Orange, Alexandria & Manassas:						104
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	56
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	84½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	78½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	82½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	100
St. Louis Loan	700,000	6	" "	" "	'71–'78	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	96
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mort. } Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	00
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	96
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	101
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	96½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	200,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	82½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1855	92½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	....
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	97
Bonds of 1857, convertible	143,500	6	" "	"	1886	98¼
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	83
Mort. bonds of '63, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st 2d Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	85
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgne (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgne (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	75
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	103½
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($16,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	93
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1908	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1872	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,766	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'01	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	5	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	90
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	78
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	80
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T., W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	92
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	...
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	87
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	84½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44
Equip. Loan (Vt.C. & Vt.& Cn.)	1,000,000	5	May & Nov.	Boston.	'77–'89	104
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1888	93
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	298,200	7	" "	New York.	1855	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	73½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	55
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	94
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	78
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	101½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	89½
New Preferred mortgage	600,000	6	.....	.....	....	93½
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1885	82
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1900	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1900	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	88½
3d Loan	2,000,000	6	" "	"	1897	92½
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93½
Convertible Loan	1,496,879	6	" "	"	1877	82
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage	302,750	6	" "	"	1876	86
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	70½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	81
Improvement Loan	1,601,670	6	May & Nov.	"	1876	84
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1895	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	62½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	11½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	4

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line	Railroad: Branch Lines	Railroad: 2d Track and Sidings	Railroad in progress	Rolling Stock: Cars: Engines	Cars: Pass.	Cars: R. M. E.	Cars: Freight	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad	Property and Assets: Rolling Stock	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	57.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*	—	—	4,185,000	915,000	1,205,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	2.0	—	—	—	—	Alabama and Chattanooga..... Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna † ... New York.	7,185,162	*	—	—	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	94½
Jan. 31, 1870	352.0	—	23.0	48.0	53	19	5	425	Allegheny Valley..... Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	—	—	—	—	425,000	—	—	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Androscoggin ..... New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased to Cheshire.)			—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,205	*	47,943	69,915	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.5	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	51	207	Atlantic and Gulf † ..... Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina † .N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased & oper. by Grand Trunk of Canada.)			—	—	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	8	Avon, Genesco and Mount Morris ..N. Y.	217,345	—	—	—	194,250	20,000	—	—	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio † ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	149
Sept. 30, 1869	80.0	—	....	—	—	—	—	—	Washington Branch † ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	126
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	1,158,572	—	100	7½
Dec. 31 1869	29.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.... Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	—	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders.			—No returns.)		—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire..... Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	50½
Sept. 30, 1869	15.6	—	0.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3 546.638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830,314	10	100	159
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg ..... Mass.	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,342	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	8	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie † M.,R.I.,Ct. & N.Y.	.....	*	.....	.....	.....	.....	.....	.....	172.5	396.556	11,603,003	5,936,796	470,732	110,948	—	100	24
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell..... Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693.212	11,555,111	934,754	172,693	8	100	142
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,626	4,471,274	—	—	1,000,979	144.0	849,692	44,032,919	13,389,312	1,563,658	511,551	10	100	155
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,807	10	100	158
Sept. 30, 1869	20.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)			—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	—	—	—	—	—	—	—	—	(Leased & oper. by Grand Trunk of Ca.)			96,338	—	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and operated by Erie.)			—	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	—	—	—	428,472	—	—	—	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No returns 175 miles recently completed.)			—	—	—	100	....
Apr 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	116
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,587	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	129½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	—	—	—	332,925	350,000	—	—	—	(Leased & oper. by Camd. & Amboy.)			42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	92,010	5	100	67½
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased and oper. by West Jersey.)			—	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,864	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,285	69,501	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	48
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased and oper. by Illinois Central.)			—	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	15,000,000	—	—	—	8,000,000	7,620,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			475,300	—	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	—	—	4,666,800	786,000	—	—	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,387,958	—	100	111½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515 195	970,890	49,521	3½	100	20
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,661	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742.0	2,809,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)		.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie & N.Centrl.)			30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No returns published.)			—	—	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire..... New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	—	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased to Phila. and Read.)			101,714	2,331	—	50	6
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	119½
Apr. 30, 1870	307 0	206.2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649.750	739,862	2,044,524	603.2	3,671,295	82,555,532	147,409,207	6,621,773	2,604,594	10	100	158
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)		.....	.....	—	100	....
May 31, 1870	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	—	—	—	3,916,000	810,000	—	—	—	(Leased and oper. by Chic. and N.W.)			557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	85½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific.Ill. & Iowa.	25,025,906	*	262,682	1,644,797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	122½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,508	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,101,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	—	.....	.....	500,000	1,500,000	—	—	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	.....	.....	1,000,000	—	—	—	—	(Leased and oper. by Kentucky Central.)			—	—	—	100	....
Jan. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,082	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	24
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,989,361	*	.....	.....	1,689,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340 5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*				11,620,000	1,997,000			390.4	2,155,245	29,770,918	25,120,680	2,962,514	929 384	7	100	89½
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981				2,056,750	1,652,100				(Leased to Atl. & Gt. Weste	rn.)					8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,622	Cleveland and Pittsburg...	Ohio & Penn.	8,450,615	2,283,265				6,300,475	3,883,500		610,497	225.0	1,665,141			2,383,610	908,306	8	50	118½
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	33,539,569	*				13,000,000	18,814,000	1,725,369		588.0	3,635,909	35,605,620	41,064,196	3,529,413	262,462	—	100	22½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200					1,786,200	248,000				(Leased & operate d by Little Miami.)					61	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*	138,029	92,610	1,500,000			75,000	165,639	119.5	544,128	9,898,097	14,984,458	806,150	153,165	10	50	150
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*			595,587	374,500	300,000			27.0	39,460	556,055	361,137	75,436	27,338	—	100	
Mar. 31, 1869	41.0	—	8.2	—	—	—	—	—	Concord and Portsmouth..	N. Hampshire.	1,108,859	—			350,000					(Leased and operat ed by Con cord.)					25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..	Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	119.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	92½
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	235	Connecticut River	Massachusetts.	2,100,430	*	164,854	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,964,321	6,486,931	591,972	197,174	10	100	148
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	215,000	—	1,278,300	1,000,000	—	—	—	(Leased to Phila. & Trent.)						50	—	
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	(Oper. by Northern N. H.)			38,458	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania.	Maryland.	3,300,000	*	—	—	1,500,000	3,443,000	—	—	34.0	337,200	—	—	791,053	75,118	—	50	
Oct. 31, 1869	74.0	—	51.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	—	1,316,900	352,300	—	—	74.0	226,576	—	—	523,993	343,479	8	50	110
Dec. 31, 1870	23.5	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,783	11,200	26,391	400,000	300,000	—	6,454	25.0	93,222	1,549,669	969,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	813,910	15,600	300,000	—	413,150	510,000	—	—	—	(Not yet in operation.)						100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(Under construction.)						100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268	—	261,099	2,393,140	4,278,300	112,579	—	141.4	—	—	—	1,061,856	421,277	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	69,571	118,420	17,479	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	—	—	—	309,276	715,000	—	—	—	(Leas. & oper. by I.	Ile Miami.)		loss.	42,652	—	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	—	—	—	891,206	892,750	—	—	—	(Leased and oper. by Phila., Wilm. an			d Balt.)		6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	—	—	14,100,600	3,308,000	2,190,000	—	253.4	1,820,253	—	—	2,417,324	637,845	10	50	108½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*	—	—	3,872,500	4,310,000	—	—	184.0	—	—	—	830,241	365,392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	—	—	1,616,618	686,267	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	—	—	—	480,000	—	—	—	—	(Leased and operated by Bo	ston & Maine.)					6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	—	(Leased & oper. by Ill. Centr.)			1,290,589	.....	7	100	90
Dec. 31, 1869	55.5	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*	—	—	1,000,000	550,000	—	—	79.0	—	—	—	188,832	.....	—	100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	—	—	—	280,000	—	—	—	—	(In progress.)						100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—	—	—	700,000	1,000,000	—	—	—	(Leased to Boston, Hart. & Fis	hkill.)					100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	2,500	—	89,800	175,000	2,000	—	—	(Leased to Pennsylvania.)						50	
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶	Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,099	51,220,764	7,819,627	1,462,770	643,274	8	100	125
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased and oper. by Phila., Wilm. an			d Balt.)		—	100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased to Phila. & Readin	g.)				6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—	—	—	1,309,200	495,900	—	—	—	(Leased to Phila. & Reading.)					7	50	80
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	539	East Tenn. Va., & Georgia ¶	Tenn & Ga	9,164,694	*	125,522	486,828	1,969,524	4,019,058	1,235,506	1,552,958	270.0	—	—	—	1,278,864	562,682	—	100	
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	(Consolid	ated in t	he East	Tennessee,	Virginia and	Georgia.)	—	—	—	—	—	—	—
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.	—	—	—	—	—	—	—	(Oper. by	Evansville, H	enderson & Nashv.)	—	—	—	—	—	—	—
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased to Northern Central.)			25,000	25,000	5	100	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased to Northern Cent.)			562,933	loss.	5	50	66½
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	—	—	78,536,910	23,288,800	—	—	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	30½
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	—	999,600	2,577,590	—	57,809	101.2	484,530	—	—	824,611	383,028	—	50	
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶	Maine.	2,094,883	148,659	—	—	—	3,000,000	—	—	—	58,493	—	—	129,726	56,193	—	100	
Jun. 30, 1869	108.0	32.0	15.2	—	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*	—	—	[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	33.5	—	....	5.45	....	....	....	....	Europ. & N. American W. Div.	N. Bruns.	1,743,037	*	—	—	803,750	1,853,907	18,001	—	—	(Not in complete operation.)						100	
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838	—	—	516,804	166,699	—	100	
Dec. 31, 1868	65.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	
Sept. 30, 1870	5.5	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*	21,174	491	150,000	—	269,450	—	5.8	10,846	350,016	—	26,815	3,800	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	90,000	—	—	60	—	(Leased to Pittsburg and Co	nnellsville	e.)			74	50	
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg	Massachusetts.	3,640,000	*	300,579	200,661	3,640,000	—	—	501,231	93.7	538,088	20,328,234	13,563,559	1,085,937	252,285	8	100	141½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	100,000	—	—	(Oper. by Belvidere Delaware.)						100	
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,269,094	*	173,976	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	—	—	466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*	—	—	3,000,000	2,300,000	—	—	154.0	—	—	—	—	—	—	100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*	—	—	800,000	1,500,000	—	—	—	(Not in complete operation.)						100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,266	—	230,845	—	99,266	—	23.0	12,800	—	—	69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	575,000	—	—	—	52.0	[Operated by Receiver.]						100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	861,823	—	—	1,352,029	501,897	8	100	100
Dec. 31, 1869	40.0	—	....	280.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	—	—	—	—	—	—	—	—	40.0	[In progress and no part in c	ompl te o	pera n.]				100	
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Owned and oper. by Mich. Ce	n. since A	pl. 1870.)				100	
Jun. 30, 1869	364.0	197.0	106.7	—	323	219	85	4,661	Grand Trunk ¶	Canada.	90,720,865	*	—	—	—	—	—	—	1,380.0	7,071 893	—	—	7,153,924	1,607,631	—	100	
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶	Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,595	334.5	2,676,393	—	—	3,934,114	1,780,516	4	100	
Sept. 30, 1869	143.2	21.0	4.8	—	27	14	2	85	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,902,157	—	—	164.2	125,000	—	—	365,528	146,211	—	100	
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,073	*	—	—	8,000,000	8,938,000	1,009,073	—	275 0	—	—	—	2,941,997	—	—	100	95½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	23,069	—	(Leased to Pennsylvania.)					—	—	
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut.	3,407,285	*	—	—	4,800,000	744,000	—	—	75.0	578,810	—	—	1,568,362	515,594	10	100	160
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.	Conn. & R. I.	4,704,866	*	—	—	2,037,939	2,055,500	—	—	130.1	470.699	13,592,276	5,172,157	848,563	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,469	41,340	104,900	—	1,809,565	500,000	100,000	—	32.0	20,800	—	—	60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	12	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	153,257	119 8	—	—	—	743,808	166,231	—	100	
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶	Texas.	5,600,000	*	—	—	3,000,000	2,600,000	—	—	125 0	—	—	—	1,040,400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	[Is being continued to Wharton Color	do Riv.]					100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,537	*	—	—	16,020,000	4,309,220	—	—	150.0	1,978,880	106,998,818	114,943,123	6,484,967	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt	Penn.	2,202,174	*	—	—	706,580	1,927,614	—	—	58.8	191,777	—	—	291,564	5,882	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,500	—	970.9	5,414,403	53,306,016	253,330,118	8,823,482	3,652,616	10	100	138
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progres	s now o	perating	St. Louis,	Alton &	T. H. R.	R.)	194.0	—	—	—	1,774,867	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*	—	—	5,685,497	7,358,931	675,628	—	289.0	1,205,656	—	—	1,921,274	707,492	—	100	5
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	[Projected.]						100	
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*	—	—	132 411	35,000	—	—	13.0	24,000	234,368	664,541	73,307	11,855	—	100	
Oct. 31, 1869	10.0	1.0	4.0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,000	—	400,000	130,000	—	—	11.0	—	—	—	32,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	—	87,031	515,465	1,895,000	143,196	131,393	116.0	—	—	—	391,849	212,727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jameston and Franklin	Penn.	1,765,248	—	25,000	—	603,077	1,000,000	688,228	—	—	(Leased to Lake Shore and			Mich. So	uthern.)	—	100	
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	849	Jeffersonville, Madison and Ind.	Indiana.	6,027,542	*	879,833	413,927	2,000,000	3,100,000	587,179	1,632,923	225.0	—	—	—	1,140,099	408,486	—	100	40
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased and oper. by Chicago & Alton.)					7	100	92½
Dec 31, 1869	44.5	—	10.8	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased and oper. by Mich'gan Central.)					8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	
Dec. 31, 1869	487.0	84.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.	—	—	—	—	5,072,500	—	—	—	439.0	963,512	—	—	2,225,850	839,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	—	—	—	—	—	1,200,000	(Bt k sw	amped.)	112.0	—	[Operated by bondholders.]					100	
Dec. 31, 1869	16.0	—	—	31.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	[No returns.]						100	
Dec. 31, 1869	31.0	—	1.5	34.0	2	5	1	20	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	31.0	[No returns.]						100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57.875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	55	5,391	Lake Shore & Mich. S.	N.Y., P., O. Ind. Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12.945,598	5,034,071	8	100	114¼
Dec. 31, 1869	75.0	—	....	79.6	7	5	3	116	Lake Superior and Mississippi	Minn	(In	progress	and no r	eturns.)	5,000,000	4.500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna	Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coal	and Na	vigation	Co.)	150.3	1,286,387	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley	Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	1,945.598	748.960	—	50	125½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington	Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy	Kentucky.	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami	Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Operated by L. M. and	Col. & Xenia.)	.....	.....	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).	O.	7,786,469	*	[Leased	Dec. 1, 1	869 to Pit	sburg Cin. & S. L.	at $4	80,000 p.a.	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6¼	100	....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill	Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased to Phila. a | nd Read.)	.....	301,290	242,940	8	50	94½
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore	New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island	New York.	4.223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.	Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville	Ky. and Tenn.	13,950.705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	74 8,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142.113	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence	Massachusetts.	363,158	*	.....	15,133	200.000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley	Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased to Summit Branch.)	.....	.....	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk	Georgia.	(Comple	ted in D	ec. 1869, n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m	ind	orsed by	Georgia.)	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western	Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.	Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain	Penn.	2,272,344	*	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased to Phila. & | Reading.)	.....	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central	Maine.	4,121,694	*	212,332	49,500	1,639.800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence	N. H. & Mass.	1,000,000	*	72.124	22,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	146½
Mar. 31, 1870	19.0	—	1 6	—	.....	.....	.....	.....	Manchester and North Weare	N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned & oper. by | Concord.)	.....	.....	.....	—	103	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati	Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,301,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware	Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	48	35	11	535	Memphis and Charles.	Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	964,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv.	Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio	Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,974,289	2,528,000	590,810	.....	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line	Mich., Ind. & Ill.	.....	.....	.....	.....	200,000	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central	Mich., Ind. & Ill.	16,264,716	*	1,266,997	396,180	13,225,848	3,629,969	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,804,177	10	100	126½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada	Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.	N.Y.	349,361	.....	.....	.....	109,100	275,800	50.966	.....	.....	(Oper. by Erie.)	.....	.....	44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick.	N. Jersey.	113,404	.....	.....	.....	95,750	.....	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	78	41	2,229	Milwaukee and St. Paul	Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14a	100	61½
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven	Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	.....	.....	.....	305,282	305,282	8	50	108
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point	Wisconsin.	1,520,000	*	.....	.....	1,200.000	320,000	.....	.....	43.0	.....	(Leased	to Phila.&	Reading.)	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn.	Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,656,980	1,301,933	.....	236.0	.....	.....	(Southern	R.R. Asso	ciation L	ease	es.)	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee	Miss. & Tenn.	2,011,197	185,833	1,364,215	329,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,233	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*	Alabama.	1.294,430	160,706	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,883,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,116,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala	Alabama.	1,031,964	120,655	93,776	67,337	464.950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept. 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg	New York.	1,000,000	*	.....	.....	1,000.000	.....	.....	.....	23.9	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	15	8	165	Montgomery and West Point	Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex	New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased to Dela., L	acka. and	West'n.)	.....	.....	7	100	94½
Sept. 30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	78,678	720,000	.....	.....	126,747	43.0	224,938	7,499,849	5,191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga	Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur	Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern	Tenn. & Ky.	4,600,' 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck	Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	580,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	New Bedford and Taunton	Mass.	500,000	*	192,154	.....	500,000	172,500	.....	124,078	35.4	69,232	2,908,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada	N. Bruns.	2,500,000	(In han	ds of bon	dholder	s.)	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley	Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased & oper. by	P. Ft. W. &	Chicago.)	.....	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown	Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned & oper. by | P., W. & B.)	.....	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.	Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey	New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	129½
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern	New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern.	Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.	L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	54
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western*	La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of New	York C	ity.]	.....	.....	.....	.....	.....
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central	New York.	37,603,697	*	.....	.....	51,831,000	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,631,131	8	100	40
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River.	N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	98½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.	N.Y. & Conn.	248,304	*	.....	.....	197,800	53,952	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem	New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	133
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.	N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	100
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland	N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	.....	(In course of con-t | ruction)	.....	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua	N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central			.....	60.000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg	Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,580	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	6.9	—	24	20	14	267	North Carolina	North Carolina.	4,949,844	*	300,200	110,523	4,000,000	576,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern	South Carolina.	2,148,131	*	26,176	23,703	1,053,960	840,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.										72.0							—	100		
Feb. 28, 1870	283.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,000			381.0				2,064,486	432,124	—	—	21	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	966,957	991,064		3,150,000	3,588,439	133,476		67.7	469,143			1,132,731	463,114	5s	50	96½	
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218	97.6	404,631	5,252,948		671,076	168,918	—	100		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		232.4	1,469,366			2,928 463	977,748	6	50	33	
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600			82.6	409,036	5,935,262	19,110,436	689,626	256,271	8	100	111½	
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			35.3	146,773			325,369	65,764	8	100		
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,311	2,364,400	776,000		227,017	66.0	349,958	5,909,914	9,812,721	614,199	191,642	10	100	116	
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment		145.0					281,138					
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922	122.0	532,120		31,199,413	1,045,222	356,839	6	100	92	
Dec. 31, 1869	340.0	53.0	....	—	66	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	23,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321		340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720	—	100	47	
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	104	
Sept. 30, 1870	130.5	12.2	32.4	—	38	73	18	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604	4,959,020	2,879,000		418,269	142.7	770,769	35,486,808	7,461,065	1,276,848	474,713	6	100	103½	
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357	270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72	
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			9.0				169,088	29,747	—	100	....	
Sept. 30, 1869	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,999	*			300,000	610,000			—	(Leased	to R.W.&	Ogdensb.)	125,564	62,782	—	100	....	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....	
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			336.0	1,764,760			3,213,058	894,345	—	100	....	
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	*			7,000,000	3,784,136			47.6		nine m	onths.	1,105,219	340,861	—	100	51	
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	to Erie.)				53,400	8	100	....	
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*	....	....	500,000	500,000	....	....	—	(Leased	to Erie)		....	....	—	100	....	
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*	....	....	284,500	85,000	....	....	—	(Leased	to Erie.)		....	26,500	6	100	....	
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*	....	....	342,150	160,000	36,542	....	—	(Leased	to Camden	and Amboy.)	....	....	—	100	....	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*	....	....	33,493,112	23,862,092	2,054,452	....	643.0	9,574,632	....	....	17,250,812	4,757,785	10	50	124½	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	....	....	3,200,000	592,500	383,000	....	47.0	....	....	....	....	....	10	50	223	
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079	....	....	....	1,061,700	3,000,000	....	....	—	(Leased	to Chic. R.	I. and Pac	(Completed Sept. 1	3, 1869.)	....	—	100	....	
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....	
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	....	....	1,000,000	1,000,000	....	....	83.0	....	....	(Completed July 1,	1869.)	....	—	100	....	
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*	....	....	1,000,000	....	....	....	12.0	....	....	(In progress.)	....	....	—	100	....	
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*	....	....	1,325,200	241,894	....	....	82.3	164,357	....	....	245,634	97,975	8	100	....	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164	....	....	218,000	800,000	291,686	....	46.0	124,224	....	....	196,672	9,272	—	50	....	
Oct. 31, 1869	287.6	2.0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*	....	....	6,004,300	12,598,000	40,974	....	289.6	2,273,856	....	....	3,262,705	loss.	—	50	59	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888	....	1,595,750	55,900	....	....	24.3	376,303	....	....	697,620	287,492	10	50	170	
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061	....	....	29,022,100	7,819,592	....	....	480.4	5,159,301	40,525,071	483,863,367	11,275,241	5,002,408	10	50	117½	
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	—	389,675	....	1,259,100	—	—	80,555	26.5	—	—	—	1,077,559	274,081	10	100	130	
Oct. 31, 1869	95.9	17.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579	....	....	2,565,302	876,094	8	50	113½	
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,527,941	196,000	....	5,423,200	10,036,690	421,154	....	201.0	1,849,510	....	....	2,434,101	531,833	—	50	....	
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*	....	....	1,795,253	1,891,000	294,917	....	72.0	425,341	4,912,503	16,286,351	608,919	207,354	—	50	....	
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*	....	....	19,583,948	13,563,000	72,093	....	480.6	5,263,584	....	....	8,131,531	2,891,199	9	100	99½	
Sept. 30, 1870	18.6	—	1.6	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,677	—	—	—	450,000	—	—	—	—	—	—	—	—	21,450	6	100	85½	
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*	....	....	784,700	1,182,988	....	....	109.5	354,754	....	....	632,763	217,872	6	100	....	
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*	....	....	1,500,000	—	—	—	51.3	303,266	....	....	575,036	175,586	6	100	134	
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	—	—	350,000	—	—	—	—	(Leased	to Concor	d.)		24,500	7	100	....	
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	50	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	....	....	170,000	200,000	....	11,496	26.0	....	....	....	80,083	22,015	—	100	115	
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*	....	....	437,917	57,000	18,500	....	15.0	37,960	....	....	112,572	21,542	—	100	....	
Sept. 30, 1870	43.4	1.0	14.5	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423	2,000,000	46,000	135,000	117,698	47.3	349,465	10,416,520	10,383,430	661,717	189,154	10	100	138½	
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*	....	....	1,500,000	80,000	....	....	97.0	....	....	....	208,000	141,000	3	100	....	
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583	....	....	506,848	1,000,000	952,859	....	54.0	155,070	....	....	207,799	55,879	—	50	....	
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92	
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100	....	
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887	75.5	....	....	....	332,025	132,491	—	100	....	
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331	....	46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100	....	
Sept. 30, 1869	38.3	—	....	—	....	....	....	....	Richmond and York River	Virginia.	1,250,000	*	....	....	650,000	600,000	....	....	—	—	(Not in o	peration.)	—	—	—	100	....	
Sept. 30, 1869	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*	....	....	427,402	....	....	....	22.0	....	(No	returns.)	....	....	—	100	....	
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	664	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	126	
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487	....	4,381,400	—	331,828	....	158.0	679,669	8 347,127	16,336,225	874,855	187.329	—	100	39	
Dec. 31, 1869	132.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	74,689,500	*	....	....	2,100,000	2,589,500	....	....	132.0	....	....	....	753,000	376,000	—	100	72½	
Dec. 31, 1869	175.0	34.0	....	—	....	....	....	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	....	....	4,340,000	6,700,000	....	....	—	—	(Oper. by	Ind. & St.	Louis.)	611,800	—	100	29	
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*	....	....	10,000,000	4,000,000	....	....	—	—	—	abo	ut 900 000	....	—	100	61	
Dec. 31, 1869	150.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.	....	....	....	....	....	2,725,000	....	....	—	(Leased	to Chi. &	Alton.)	....	240,000	—	100	....	
Dec. 31, 1869	—	—	....	72.3	....	....	....	....	St. Louis and St Joseph	Mo.	6,060,000	(Unfi	nished.)	....	2,000,000	1,000,000	....	....	—	—	(No	returns.)	....	....	—	100	....	
May 31, 1870	156.2	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,060,000	*	....	....	1,500,000	4,500,000	....	....	—	(Leased	to Terre H	aute and I	ndianapo	lis.)	—	100	....	
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,274,752	*	152,360	81,989	2,732,515	2,020,000	....	....	—	257,004	2,776,680	3,570,874	373,448	138,411	—	100	....	
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	278,328	*	....	....	180,550	166,000	531,072	79,514	—	189,152	....	....	338,693	179,941	—	100	....	
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	471,492	—	—	—	243,305	100,000	....	....	—	(Leased	to West J	ersey.)	....	16,833	6	50	....	
Sept. 30, 1870	6.9	—	0.5	—	—	—	—	—	Salem and Lowell	Massachusetts.	471,492	*	....	2,524	904,832	226,900	1,287	....	....	....	....	....	....	17,000	15,518	1½	100	....	
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*	....	....	2,307,742	....	....	....	116.3	271,076	....	....	429,212	101,024	—	100	....	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	....	....	1,269,150	97,000	106,120	....	54.0	155,070	....	....	172,494	27,393	—	50	....	
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	—	—	—	576,050	—	—	—	—	(Leased	to Phila. a	nd Reading	g.)	—	5	50	....	
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.	....	....	....	....	....	210,000	....	....	80.0	....	....	....	....	....	—	100	....	
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,103,564	*	....	549,007	2,481,062	796,830	891,180	25,521	119.3	....	....	....	282,215	....	—	100	....	
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.	....	....	....	....	6,079,100	700,000	....	....	200.0	....	....	....	400,000	....	—	100	....	
Oct. 31, 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—	—	—	869,450	—	—	—	—	(Leased by N	orthern C	entral.)	—	6	50	....	
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*	....	....	1,227,000	800,000	....	....	45.5	....	....	....	61,504	22,091	—	100	....	
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—	—	—	100,000	37,800	....	....	20.0	(Oper. b	y Jeff. Mad.	and Ind.)	32,448	7,408	—	100	....	
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732,900	*	....	....	677,900	55,000	....	....	50.0	....	....	....	310,182	47,424	6	100	....	
Dec. 31, 1869	101.8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*	....	....	1,788,000	3,256,320	....	....	—	—	—	—	294,476	90,000	—	100	....	
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000	—	—	—	230,000	500,000	....	....	—	(Leased	and oper. b	y Portlan	d & Ken.)	36,000	—	100	....	
Dec. 31, 1869	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	439,694	—	—	—	438,300	—	—	—	—	(Leased	& oper. by	Cen. of N.	Jersey.)	26,298	6	100	....	
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	168,729	5,819,275	4,057,351	355,501	....	—	801,171	....	....	1,382,167	595,507	—	100	....	
Dec. 31, 1869	50.0	—	....	133.0	8	—	—	—	South and North Alabama	Ala.	....	*	....	....	1,500,000	1,000,000	....	....	—	—	—	(In progress.)	....	....	—	100	....	
Nov. 30, 1869	11.5	—	1.9	—	8	12	2	8	South Shore	Massachusetts.	462,167	39,426	....	9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,982	9,513	—	100	....	
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	8	75	South Side (L. I.)	New York.	1,978,558	*	....	....	497,750	850,000	....	....	63.0	150,560	5,597,645	2,094,921	221.815	66,552	10	100	....	
Sept. 30, 1869	128.0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	*	....	....	1,365,000	2,133,800	973,110	299,727	133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100	....	
Dec. 31, 1869	70.0	—	....	46.0	4	2	2	37	Southern Central	New York.	4,500,000	(cost to	completi	on.)	3,000,000	1,500,000	....	....	—	—	—	—	—	—	—	100	....	
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.	....	....	....	....	....	....	....	....	—	—	—	—	348,218	203,473	—	100	....	
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.	....	*	....	....	20,000,000	....	....	....	100.0	....	....	....	....	....	—	100	....	
July 31 1869	143.0	114.5	22.9	23.6	30	14	16	396	Southwestern	Georgia.	4,587,313	*	....	131,053	3,939,900	699,500	37,155	41,811	257.5	384,922	....	....	910,116	360,386	8	100	104	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Sidings.	2d Track and progress.	Railroad in	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.							$				$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—		5	4	—	31	Spartanburg and Union ¶..South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1869	65.0	13.0	2.9	67.5		7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Sept. 30, 1869	13.0	—	0.4	—		3	6	—	6	Staten Island.....New York.	359,579	*	(Including Ferry.)		1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180.000	.....	—	100	....
Sept. 30, 1869	7.6	—	1.0	—		2	1	—	134	Sterling Mountain.....New York.	502.468	*	.....	.....	700.000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Nov. 30, 1869	21.9	—	1.3	—		—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	800.000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Sept. 30, 1870	13.2	—	0.9	—		—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	.....	634	267,300	—	—	—	—	.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1869	10.0	—	—	19.0		—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	634	—	—	—	—	8,591	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.3	19.0		4	2	2	23	Sussex.....New Jersey.	459.944	*	.....	.....	258,139	200,000	.....	.....	—	(In pro	gress to be	completed	June 187	0.)	—	50	....
Sept. 30, 1869	81.0	—	10.8	—		12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1868	—	—	—	50.0		—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form	m a part	t of the	Rondout	and Os	wego Li	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—		5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,224	400,000	—	23,557	45,841	ne.)	—	—	—	—	—	—	100	....
Jun. 30, 1869	—	—	—	197.0		—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....	11.1	65,346	1,933,322	849,113	102,178	22,936	8	100	106
Nov. 30, 1869	73.0	11.0	2.6	—		31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	166,284	1,988,150	345,000	163,913	1,049,365	—	—	—	—	—	—	—	100	....
Oct. 31, 1869	30.6	—	0.1	—		11	4	1	351	Tioga.....Pennsylvania.	843.402	330,543	.....	.....	580,900	246,000	.....	.....	84.0	503.198	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	228.0	—	11.4	—		44	13	0	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5.700,000	5,106,000	.....	.....	34.6	176,432	.....	.....	1,279,043	671,445	12	100	....
Dec. 31, 1869	454.8	45.2	21.1	—		115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,702	540,956	228.0	1,072,715	.....	.....	395,440	82,005	—	50	100
Sept. 30, 1869	35.0	—	8.8	—		13	13	6	222	Troy and Boston.....New York.	2.296,733	*	.....	.....	607,111	1,677,000	.....	.....	522.0	.....	.....	.....	1,072,995	.....	—	100	....
Sept. 30, 1869	6.0	—	6.0	—		—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	—	55.0	179,592	4,939,322	4,950,807	4,252,343	1,200,938	—	100	63½
Nov. 30, 1869	30.0	—	1.4	15.0		—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Hudso	n River.)	529,680	236,987	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—		—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leas	ed to Vt	& Mass.	—	—	7	100	49½
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000		*Union Pacific*.....Nebraska, &c.	106,945,978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	(Leased	to Penny	R. R.)	32,000	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118		*Union Pacific* (Central Branch)..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	lvania.)	.....	.....	.....	—	50	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66		Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	160,000	.....	49,114	59.0	returns.]	.....	.....	8,407,553	4,203,926	—	100	32
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60		Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	—	.....	.....	—	81,228	2,960,504	1,172,870	288,083	132,040	—	100	....
May 31, 1869	47.0	25.5	12.0	—		—	—	—	—	Vermont and Canada.....Vermont.	2,500.000	—	.....	.....	2,500,000	—	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305		Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased	by Vermo	nt Central.)	—	—	8	100	101½
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228		Vermont and Massachusetts..Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	643,331	—	var	....
May 31, 1869	23.7	—	.....	—	4	—	—	—		Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	75
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132		*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98,417	.....	—	(Leased	to Rutlan	d.)	—	—	2	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254		Virginia and Tennessee ¶.....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	140.0	.....	.....	.....	483,537	162,479	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Sept. 30, 1869	10.3	—	.....	—	—	—	—	—	—	Warwick Valley.....New York.	199,161	.....	.....	.....	225,000	65,000	.....	.....	18.3	(Leased	by Del. La	c.& W'tn.)	454,758	154,618	7	100	87½
Dec. 31, 1868	7.0	—	.....	—	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	.....	.....	.....	.....	.....	.....	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec 31, 1868	23.0	—	.....	—	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50		West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	—	—	.....	93.0	—	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.6	—	52	15	10	575		Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	—	[In	progress.]	.....	.....	.....	—	100	....
Dec. 31, 1869	43.0	—	.....	—	4	2	—	63		Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	—	—	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58		Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26		Western North Carolina..North Carolina.	.....	*	.....	.....	6,500,000	—	36,000	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased	to Penny	lvania.)	—	—	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401		Western Union...Wisconsin and Illinois.	.....	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	—	No retu	rns for ye	ar.]	—	—	—	50	51
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257		West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	—	—	—	—	—	—	—	100	....
Aug. 31, 1869	94.0	—	.....	86.0	.....	.....	.....	.....		West Wisconsin.....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	—	61.0	—	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed during	construct'	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.8	—	.....	28.0	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	(No	return.)	—	—	—	—	20.0	13,432	90,746	169,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19		Wicomico and Pokomoke.....Maryland.	375,000	*	.....	.....	200,000	—	—	—	—	(Leased	to Boston,	Con.and M	ontreal.)	12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106		Wilmington, Charlotte & Rutherford..N.C.	3,600,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	.....	—	—	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111		Wilm. Colum. and Augusta..N. C. & S. C.	[W. & M.	RR. sold	Jan. 5, '70	$525,000.	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	—	—	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6		Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	5,000,000	—	—	—	—	.....	.....	.....	—	—	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262		Wilmington and Welden ¶...N. Carolina.	3,076,968	*	11,662	184,126	734.812	789,300	.....	.....	19.3	[no	returns.]		—	—	—	100	....
Dec. 31, 1869	15.4	—	.....	—	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	1,463,775	1,484,665	272,624	.....	181.0	1,857	(Leased	to Northern	n Central.)	—	—	100	....
Dec. 31, 1868	38.1	—	.....	—	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	.....	.....	.....	.....	213,000	—	—	—	—	.....	.....	.....	550,935	80,873	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276		Worcester and Nashua ....N. Hampshire.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Recen'l	y opened.)	1,254	.....	14,000	7	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	393,555	—	.....	.....	317,050	.....	76,845	.....	—	—	—	—	—	—	—	100	....
										CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—		Chesapeake & Delaware Canal..Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept. 30, 1869	184.5	—	—	—	—	—	—	—		Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	—	—
Oct. 31, 1869	60.0	—	—	—	—	—	—	—		Delaware Division Canal..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	.....	.....	—	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1869	108.0	—	—	—	—	—	—	—		Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	—	—	—	—	—
Dec 31, 1869	43.0	22.5	—	—	—	—	—	—		Delaware and Raritan Canal.New Jersey.	4.647,683	—	—	—	4,999,600	(See Ca	m. & A	mb.R.R.)	60.0	(Leased	to Lehigh	Nav. Co.)	251,194	105,751	8	50	92
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—		Erie Canal.....Pennsylvania.	1*562,005	—	—	.....	64,000	899,750	662,246	.....	108.0	—	—	—	110,610	.....	10	100	124½
Oct 31, 1869	48 0	—	—	—	—	—	—	—		Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	—	—	161.0	—	—	—	1,035,360	732,352	10	100	....
Feb. 9, 1869	102.0	—	—	—	—	—	—	—		Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,2*0,000	1,130,447	74,087	63,226	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—		Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	—	—	48.0	—	—	—	405,174	213,374	—	50	77½
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—		Schuylkill Navigation.....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	.....	102.0	(5 p. c. o	n preferre	d stock.)	431,246	184,848	—	100	53
Oct. 31, 1869	45.0	—	—	—	—	—	—	—		Susq. and Tide Water Canal.Penn. & Md.	4,741,263	—	—	.....	2,002,746	2,632,310	196,232	.....	354.0	—	—	—	736.303	258,436	—	50	44
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—		Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	.....	109.2	—	—	—	1,159,085	598,519	—	50	18¾
Oct. 31, 1869	123.0	—	—	—	—	—	—	—		West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	.....	45.0	—	—	—	167,435	81,714	—	50	20
.31 1868	64 0	—	—	—	—	—	—	—		Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	1,800,000	600,000	.....	.....	87.6	—	—	—	43,587	loss.	—	50	1½
																			—	(Leased	to Penny	lvania.)	.....	.....	—	50	13
																							124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Companies.	Length equiv. single track.	Horses and Dummies.	Cars.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
		m.	No.	No	$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	Albany.....N.Y.	7.25	94	14	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30,'70	Albany st. Freight (B'ton).Mass.	0.96	—	—	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'69	Allentown.....Pa.	3.41	11	4	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	Baltimore City.....Md.	31.00	479	73	.....	.....	.....	.....	480,046	.....	6	100	100	23
Sept. 30,'69	Bleeck. st. & F.F. (N.Y.C.)N.Y.	22.00	400	50	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Sept. 30,'70	Boston and Chelsea.....Mass.	3.36	—	—	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	Boston & West Roxbury.Mass.	2.75	—	—	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	Broadway (Brooklyn).....N.Y.	10.76	185	46	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	B'dway & 7th Av.(N.Y.C.)N.Y.	16.60	775	103	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	Brooklyn, Bath & Coney I.N.Y.	7.00	—	28	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	Brooklyn City.....N.Y.	72.00	1321	271	1,987,420	1,500,000	300,000	85,000	1,282,152	327,466	12.0	100	100	....
Sept. 30,'69	Brooklyn City & Newtown.N.Y.	11.00	178	37	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	B'klyn. Prosp. P. & Flatb..N.Y.	19.25	22	5	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	B'klyn Flatbh & Coney Isl.N.Y.	4.50	....	....	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	Buffalo street.....N.Y.	15.21	180	51	327,661	50,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	Bushwick (Brooklyn).....N.Y.	11.50	87	13	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	Cambridge (Boston).....Mass.	27.43	—	—	734,671	727,800	150,000	74	.....	.....	9.0	100	100	102½
Sept. 30,'69	Central City (Syracuse).....N.Y.	1.76	20	4	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	Cen. P., N.& E.R. (N.Y.C.)N.Y.	36.00	731	128	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	Citizens'(10th&11th sts.)(Ph.)Pa.	8.43	200	32	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	Citizens' (Pittsburg).....Pa.	9.06	139	26	234,427	184,000	50,000	7,700	145,588	38,078	19½	50	44	....
Sept. 30,'69	Coney Island (Brooklyn)..N.Y.	14.85	212	16	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	Dry Dock,E.B.&B.(N.Y.C)N.Y.	22.79	808	107	859,150	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	Dunkirk and Fredonia.....N.Y.	3.50	—	4	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	Easton and S. Easton.....Pa.	1.64	12	3	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	Eighth Avenue (N.Y.City)N.Y.	19.00	851	157	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	Erie City.....Conn.	2.26	18	4	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	Fifth Ward (Syracuse).....N.Y.	2.70	10	4	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	9.63	....	50	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	Frankford & Southwark(Ph.)Pa.	16.36	273	45	762,441	491,750	198,000	—	308,138	61,719	6½	50	49½	42
Sept. 30,'69	Genesee & Water st. (Syr.).N.Y.	3.25	22	5	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	Germantown (Phila.).....Pa.	34.25	300	59	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	33½
Oct. 31,'69	Girard College (Phila.).....Pa.	5.40	135	25	173,657	170,000	—	—	136,886	35,507	10.	50	17	45
Sept. 30,'69	Grand st. F. & Middle Vil..N.Y.	8.0	....	....	75,000	125,000	100,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	Gr'd st. & Newtown (Bk'n)N.Y.	5.50	90	15	200,000	170,000	30,000	—	82,066	7,043	—	100	100	....
Oct. 31,'69	Green and Coates st. (Phila.).Pa.	5.09	198	39	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	43
Sept. 30,'69	Harlm.Br.,Morr. & F'dham.N.Y.	10.00	107	22	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	Harrisburg City.....Pa.	2.14	11	5	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	Hartford & Wethersfield .Conn.	9.00	19	6	180,000	180,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	Hest., Mant. & F'mount (Ph.)Pa.	14.10	339	56	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	21½
Dec. 31,'68	Hoboken and Weehawken .N.J.	—	—	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept. 30,'68	Hudson Av. (Brooklyn).....N.Y.	2.50	....	....	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	Jersey City & Bergen Point.N.J.	10.47	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept. 30,'69	Kingston and Rondout.....N.Y.	3.56	27	9	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	Lombard and South st. (Ph.).Pa.	5.20	113	17	118,892	90,000	62,500	11,462	78,378	6,258	—	25	10½	....
Sept. 30,'70	Lowell Horse.....Mass.	3.82	50	9	49,180	55,630	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	Lynn and Boston.....Mass.	11.75	239	35	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	Malden and Melrose (Btn).Mass.	3.41	—	—	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	Marginal Freight (Boston).Mass.	0.91	—	—	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	Medford & Charlest. (Btn).Mass.	3.07	—	—	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	Merrimac Valley.....Mass.	4.88	43	6	42,206	50,000	—	6,174	23,875	—	—	100	100	30
Sept. 30,'68	Metropolitan (Brooklyn)....N.Y.	6.00	58	13	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	76
Sept. 30,'70	Metropolitan (Boston).....Mass.	33.65	914	170	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	....
Sept. 30,'70	Middlesex (Boston).....Mass.	7.29	247	49	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	75½
Sept. 30,'69	Ninth Avenue (N. Y. City)N.Y.	12.20	172	53	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	Northampton & Wmburg..Mass.	3.22	16	5	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	North Woburn (Boston)..Mass.	2.16	—	—	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'69	Oakland & E. Liberty (Pbg.).Pa.	7.25	81	14	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	Orange and Newark.....N.J.	17.29	167	28	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	Passenger (Cin.).....O.	3.81	....	....	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'69	Peoples' street (Scranton)....Pa.	9.64	32	9	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	Philadelphia City (C. & W.).Pa.	7.07	292	46	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	51½
Oct. 31,'69	Philadelphia and Darby.....Pa.	5.65	124	23	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	Philadelphia & Gray's Ferry.Pa.	12.88	47	13	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	31½
Oct. 31,'69	Pbg., Allegheny & Manchest.Pa.	8.25	153	28	143,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31,'69	Pittsburg and Birmingham..Pa.	5.20	80	15	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31,'68	Portland.....Me.	6.88	92	16	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	Ridge Av. & Manayunk(Ph.)Pa.	8.00	51	12	179,635	120,500	63,300	—	41,495	9,677	—	50	25	12
Sept. 30,'69	Rochester and Brighton ...N.Y.	10.00	72	20	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	Sackett, Hoyt & Bergen st..N.Y.	3.00	58	13	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	Salem.....Mass.	7.38	47	21	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Oct. 31,'69	Schuylkill River (Phila.)....Pa.	3.48	—	—	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	Second Avenue (N.Y. City)N.Y.	16.00	634	96	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	2d and 3d street (Phila.).....Pa.	34.00	500	72	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	62½
Oct. 31,'69	17th and 19th street (Phila.)..Pa.	5.62	127	19	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	Sixth Avenue (N.Y. City)..N.Y.	8.38	649	78	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	225
Sept. 30,'70	Somerville (Boston).....Mass.	3.61	—	—	75,000	75,000	—	—	4,590	4,500	6.	100	100	....
Sept. 30,'70	South Boston.....Mass.	6.43	280	43	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	76½
Sept. 30,'70	Springfield.....Mass.	2.47	25	4	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	Stoneham street (Boston)..Mass.	2.50	16	5	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	Syracuse and Geddes.....N.Y.	2.07	20	6	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	Syracuse and Onondaga ...N.Y.	4.38	10	3	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	10th & 11th sts. Citizen's Ph.)Pa.	8.33	200	23	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	Third Avenue (N. Y. City).N.Y.	18.00	1422	187	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	13th and 15th streets (Phila.).Pa.	6.43	166	23	997,700	997,700	.....	.....	170,504	64,350	2	50	50	24½
Sept. 30,'69	Troy and Albin.....N.Y.	6.50	32	5	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	Troy and Lansingburg.....N.Y.	12.30	49	21	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	Troy and Cohoes.....N.Y.	4.50	—	—	70,000	70,000	—	oper. by	Troy &	Lansb.	—	100	100	....
Oct. 31,'69	Union (Phila.).....Pa.	26.25	548	50	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Sept. 30,'70	Union (Boston).....Mass.	—	514	84	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	Utica, Clinton & Bingham.N.Y.	15.50	85	20	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	Van Brunt st (Brooklyn)..N.Y.	2.50	20	6	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Sept. 30,'70	Waltham and Newtown..Mass.	2.61	8	2	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'69	Watervliet (Albany).....N.Y.	15.50	162	29	312,454	240,000	131,000	—	108,739	28,824	11	10)	100	....
Dec. 31,'68	West Hoboken.....N.J.	5.80	—	—	100,000	40,000	60,000	—	.....	.....	—	10)	100	....
Oct 31,'69	West Philadelphia.....Pa.	13.50	382	65	549,906	400,000	100,000	—	393,732	93,936	10	5)	50	68
Oct 31,'69	Wilkesbarre and Kingston...Pa.	4.30	14	6	94,633	50,000	—	12,000	19,120	6,702	10	5)	50	....
Oc 31,'69	Williamsport.....Pa.	2.40	13	4	32,692	15,000	5,000	15,966	—	—	—	50	50	....
Oct. 30,'70	Winnisimmet (Boston).....Mass.	2.25	—	—	62,152	52,900	—	—	3,600	3,010	4	25	25	....
Oct. 30,'70	Worcester.....Mass.	6.63	40	12	46,205	40,000	20,000	8,006	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1891	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J.&D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1892	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	316,500	7	J.&D.	1891	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1893	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1894	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1890	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1893	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1893	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	68½
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1893	75
Lynn and Boston: 1st Mortgage sinking fund	60,000	7	J.& J.	1896	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1890	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1894	87
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1890	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1891	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1893	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1901	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	22,000	7	M&N	1876	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	1,015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	53,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&D.	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	99½
Worcester: 1st Mortgage	20,000	6	A.&O	1878	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	98½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	20
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	87½
Chicago and Alton, pref.....	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	98½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	57
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref.....	5,078,224	...	...	93½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	30
" " 2d pref	4,051,744	6	...	9
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	81
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	129½
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.....	3,500,000	7	7	80½
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	....
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	94½
Sandusky and Cincinnati, pref.....	445,516	6	6	62
Schuylkill Valley,* guar.....	576,000	5	5	96½
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	81
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	124½
Schuylkill Navigation, pref.....	2,888,997	6	6	37
Union, preferred.....	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774 400	7	7	9½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	29 —	@ 34 —
Pig, American, No. 1		34 —	@ 36 —
Pig, American, No. 2.†		32 —	@ 34 —
Pig, American, Forge		31 —	@ 32 —
Bar, Refined, English and American		74 —	@ 75 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		Store Prices.	
Bar, Swedes, ordinary sizes		105 —	@115 —
Bar, Refined		75 —	@ 77 50
Bar, Common		82 50	@ 85 —
Scroll		100 —	@120 —
Ovals and Half-round		95 —	@105 —
Band		92 50	@ 95 —
Horse Shoe		95 —	@ — —
Rods, ⅜@3-16 inch		82 50	@120 —
Hoop		100 —	@140 —
Nail Rod	per lb.	— —	@ 6¼
Sheet, Russia, as to No.'s	(gold)	11½	@ 12
Sheet, Single D. and T. Common		— 4½	@ 6
Rails, English	(gold) per ton.	50 —	@ 58 —
Rails, American, at Works in Penna.	c'y.	70 —	@ 72 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 8 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½ @ — 14
English German (2d and 1st quality)		— 12 @ — 14
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 16 @ — 17
American, Spring, do.		— 9 @ — 11
American Machinery do.		— — @ — 11
American German do.		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb	4 75 @ — —
Cut Spikes, all sizes		5 — @ — —
Clinch		5 25 @ — —
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 31
Copper		— 36 @ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— — @ — 37½
Straits	(gold).	— — @ — 32
English	(gold).	— — @ — 31½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....	per box. 8 50 @ 8 75	9 75 @ 10 25
I. C. Coke	7 25 @ 8 —	8 25 @ 9 25
Coke Terne	6 12½ @ 7 12½	7 — @ 8 25
Charcoal Terne	7 75 @ 8 50	9 — @ 9 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall. — 15 @ — 15½
Crude, 40 @ 47 gravity (in shipping order)	— 19½ @ — 19½
Refined, Standard White (in ship'g order)	— 25½ @ — 25
Refined, prime White (in shipping order)	— — @ — 26
Refined, S. W. (in jobbing lots)	— 29 @ — —
Refined, S. W. (in tin)	— 29 @ — 31
Naptha, Refined, (65 @ 73 gravity)	— 9½ @ — 10
Residuum	per bbl. 4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Canton Co	82½	....	83½	....	....	....
Central Pacific 6s	102½	102½	....	102½	102½	102½
Central of N. Jersey	112	112	....	111½	111½	111½
Chicago & Alton	119½	....	119½	119½	119½	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	101½	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	86	86½	84½	85½	86⅝	86⅝
" pref	98½	98½	97½	97⅞	98⅛	98⅛
" 1st M	....	....	....	99½	....	99½
" S. F	....	....	....	....	....	....
" Consol	94	....	....	....	....	....
Chic., Rock Isl. & Pac.	122½	122⅞	123⅛	124⅛	124⅛	125½
Chi., R. I. & Pa. 7s, 1896	....	....	102½	....	....	....
Clev., Col., C. and Ind.	89½	....	89½	89½	89½	89½
Clev. and Pittsburg	121½	122½	119½	118	118	118½
" 2 M	....	100	....	....	....	....
" 3 M	....	....	....	....	....	97
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	23⅜	23⅜	23⅜	....	23⅞	....
" 1 M	87½	87½	87½	87½	....	87½
" 2 M	....	....	....	72	....	....
Cumberland Coal pref	....	....	....	....	....	....
Del. & Hudson Canal	124	....	124	....	125	124½
Del. Lack. & Western	110	109½	109½	109	108½	108½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	97	....	....	....	97	....
Dubuque & Sioux City	8	90	....	....	....	....
Erie Railway	29	29½	29½	29	29½	30⅛
" pref	....	....	....	....	55	55
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	95
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	87½	....	....	....	88
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort	....	85½	....	....	85	....
Hannibal & St. Joseph	109½	....	....	96	95½	96½
" pref	....	99	96½	....	95	93
" 8s, conv	....	104½	104½	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	136½	....	....	138
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	113½	115½	115½	116	....	115½
Lake Shore Div. bonds	94	....	....	....	....	95
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	....	125	....	....	125	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S and N. I. M. S. F	....	102	....	101½	....	....
" 2 M	....	....	97½	97	....	....
Mariposa Mining Co	....	....	....	....	....	23
" pref	8½	....	8½	8½	8	8½
" Tr. 10s ctfs	....	....	....	....	....	....
Milw. and St. Paul	62½	62½	62	61½	....	61½
" pref	81½	81½	....	80½	81	81
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	98½
Missouri 6s	95½	95½	95½	95½	95½	95½
" H. & St. J. 8s	....	....	94½	....	....	....
Morris and Essex	94½	94½	94½	94½	94½	94½
" 1st mort	102	102	....	....	....	....
" 2d mort	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	92½
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	99½	98½	97⅝	98½	99½	....
" certificates	92½	....	92½	93	93	....
N. York and Harlem	133½	134½	133	133	....	133
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	47½	....	....	....	....
" new	....	26½	....	....	....	....
Ohio and Miss	....	46½	47⅞	....	46½	....
" pref	....	....	....	....	....	....
" 1st M	....	....	101½	....	....	....
Pacific Mail S. S. Co	....	46½	43½	43½	43½	43½
Panama	49	49	50½	50	51	....
Phila. and Reading	117½	117½	116½	116½	117⅝	117⅝
Pitts., Ft. W. & Chi. gtd	....	....	99½	99½	99⅝	100
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	101	101	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	13½	13	13	13	14½	....
St. L., Alton & T. H	....	....	....	29	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	70½	71	71	71½	71⅝	71⅝
" new	70½	71	71	71	71½	71⅝
Tol., Wab. & Western	62½	63	61½	62	63	63½
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M	89	89	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div	....	89½	89⅜	89½	....	....
Union Pacific	33½	33⅜	33½	32½	32½	32⅝
" 1st mort	92½	92⅞	92⅜	91½	92½	92⅝
" L. Gt. 7s	....	83½	85½	84½	87⅞	87
" Inc. 10s	84½	....	84	84½	85	....
Virginia 6s, old	....	68½	68	....	69½	....
" new	74	....	73	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..109¾	....	110	110	110	110	
U. S. 5s, 10-40s, reg.	109¾	109¾	....	....	....	....
U. S. 6s, 1881, reg.	....	114½	....	....	....	....
U. S. 6s, 1881, coup....117¾	....	117¾	117¾	117¼	....	
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	....	....	....	....	....	112
U. S. 6s, 5-20s, c. 1862.	112	112	....	112	112	
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	112
U. S. 6s, 5-20s, c. 1864.	111¾	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	....	....	111¾	....	....	112
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.113¾	114¼	....	114¼	....	....	
U. S. 6s, 5-20s, reg. '67.	111	....	110¾	....	....	
U. S. 6s, 5-20s, c. 1867..114	....	114¾	114¼	114¾	114¾	
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	....	....	....	....	....	....
U. S. 6s, Pac.R.R.issue115¾	....	....	....	....	....	115¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Catawissa	....	21¾	22	....	....	....
" preferred	....	....	48	....	47¾	48
Camden and Amboy...129¾	....	128	128¼	126¾	126¼	
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	94	....	....	....	94
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89....	95¾	....	95¾	95	95¾	
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation..... 38	38¼	38¼	38¼	38	38¼	
" 6s, 1884	....	....	....	....	88¼	88¼
" Gold L.	91¾	94	94	93¾	93¾	
" R. R. L.	....	92¼	92¼	92¼	92¼	
" Conv. L.	....	....	....	....	....	82
Lehigh Valley R. R..... 62¼	62¼	62¼	62¼	62¾	62¾	
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	47¼
" 7s	....	....	....	....	....	....
Minehill 54	54¼	54¼	....	....	....	
Morris Canal	....	....	....	....	....	....
" pref.	....	125	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania ... 48¾	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	100¼	100	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	41¾	41¼	....	41¼	41¼	
Oil Creek & Alleg. Riv. 52¾	52¾	52¼	52¼	52¼	52¼	
" 7s..... 87¼	87	....	87¼	87¼	....	
Pennsylvania R. R..... 62¼	61¾	61¼	61¾	61¾	61¾	
" 1st M.	103	....	103	....	....	
" 2d M.	....	....	....	....	99	
" Gen. mort.	....	96	96	....	....	
" " reg.. 94¾	94¾	....	....	....	95	
Penn. State, 6s.1st series.	....	102¼	....	102¼	....	
" 6s, 2d series.	....	106	....	....	107¼	
" 6s, 3d series.109	....	....	....	....	....	
" 6s, W L.	....	....	....	....	....	
Philadelphia City, 6s.	....	....	....	....	....	....
" new 102¾	100x	99¼	100	100	100	
Philad., Germ. & Nor.	....	85	85	....	....	
Phila. & Reading 59	58¾	58¾	58¼	58	58¾	
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	92¾	....	....	....	92¾	
Schuylkill Navigation	....	9¾	....	....	....	
" pref.	18¼	18¾	....	....	18¼	
" 6s, 1882 81	81	81	81	....	....	
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	11¾	....	....	10	....	
" 6s, 1878	....	....	61	62	62¾	
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1878.	11	11¾	....	11¾	....	
Hestonville, (Horse)	....	....	21¾	....	21¾	
Chestnut & Wal. ..	....	52	....	51¾	....	
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	61¾	62	....	
Spruce and Pine ..	31¾	31¾	....	....	....	
13th and 15th sts. ..	24¾	....	....	24¾	24¾	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Baltimore City 6s, 1875. 99	....	99	....	....	....	
" 1886	....	....	....	99¼	100¼	
" 1890 ..... 99¼	99¼	99¼	99¼	100¼	100	
" 1884	....	....	....	100	99¾	
" 1900	....	....	....	....	....	
Balt and Ohio	....	....	....	....	149	
" bonds, 1875.	....	....	....	98¾	....	
" " 1880.	....	....	....	....	....	
" " 1885.	....	....	....	....	....	
Marietta & Cin. 1st M.	....	98	98	98	98	
" 2d M..... 83	82	....	83	83	83	
Northern Central	....	....	....	....	41¾	
" bonds, 1885.	....	....	....	....	....	
" " 1900.	....	....	....	....	....	
N. W. Va. 1st mort.	....	....	....	....	....	
" 2d mort.	....	....	....	....	....	
" 3d mort.	....	....	....	....	....	
City Passenger R. R.	....	....	....	22¾	23	

Boston Stock Exchange.

Actual Sale Prices for the week ending June 7.

	Th.1.	F.2	Sat.3.	M.4.	Tu.6.	W.7
Boston and Albany 155	155¼	155¾	157	158	159	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	....	....
Boston and Providence.156	....	....	157	....	158	
Boston, Hartford & Erie.	....	....	....	....	....	....
" 7s, new..... 26¼	26¼	24¾	25¾	25¾	25¼	
Cheshire, pref.	....	....	....	87	88¼	
Concord	....	75	....	....	75	
Connecticut River	....	....	148	....	....	
Eastern	....	125	....	....	....	
Fitchburg	....	140	....	....	141¼	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central.....125	....	125	125¼	....	125½	
Northern, N. H.	....	111	....	111¾	....	
Ogdens. & Lake Champ 91	....	....	91¼	....	92	
" pref.....107¼	....	107¼	....	106¾	107	
Old Colony & Newport.103	....	....	103	....	103¾	
Ph., Wil. & Baltimore.. 56¼	....	56¾	....	56¾	56½	
Portl'd, Saco & Ports...137	....	....	134	....	....	
Union Pacific 33¾	33¾	34	32½	32¼	32⅜	
" 6s.	....	90	....	89¼	89⅜	
" Land Grant 7s.	....	....	....	....	85¾	
" Income 10s.	....	....	....	83¾	82¾	
Vermont & Canada	....	100x	100	....	101½	
Vermont & Mass.	75	....	....	....	....	
South Boston (Horse)	....	....	....	....	....	....
Cambridge 102¼	....	....	....	....	....	....
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	10¼	....	10¾	10½	....	
Franklin ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— May 19.	May 26.
All. & Gt. West. N. Y. sec. 7 per ct	83 — 88	83 — 88
1st mort., 1880.	73 — 78	73 — 78
Do. do., 2d mort., 1881.	83 — 88	83 — 88
Do. Penn., 1st mort., 1877.	73 — 78	73 — 78
Do. do., 2d mort., 1882.	73 — 78	73 — 78
Do. Consol. 7 per cent. mort. 1890..	42 — 43	41½ — 42¼
Detroit and Milwaukee 1st mort. 7s..	68 — 70	68 — 70
Do. 2d mort. 8 p. c.	68 — 70	69 — 72
Erie shares 100 dol. all paid.	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	64 — 66	64 — 66
Illinois Central, 6 per cent., 1875.	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 100 dol. shares, all paid.	109 —110	109 —110
Panama General mort. 7s, 1897.	73 — 73	73 — 73
Penn. R. R. bonds, 2d mort. 6 per ct..	98 —100	98 —100
Do. General mort. 6 p. c. 1910.	93 — 94	93 — 94
Do. $50 shares.	49 — 51	48 — 51
Philadelphia and Erie 1st mort. 1881.	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, June 10, 1871.

Stock Exchange and Money Market.

The ease in Money continues without abatement. The offerings of capital are largely in excess of the wants of borrowers, especially in a temporary form, and rates rule low,—the range on call loans being from 2@5 mainly 3@4 per cent., and on very choice to good mercantile credits, 4@7, chiefly 5@6 per cent. per annum. The market is wholly freer from speculative excitement. Lenders find considerable difficulty in placing balances advantageously. The Government houses require very little aid. The Stock and Gold Exchange firms are anything but urgent in their demands for accommodation, even at the low rates. The city banks report a further increase of aggregate strength in their resources, as compared with their liabilities. The city banks, last week, reported a loss of $1,590,234 of specie, with a gain of $2,670,415 legal tender notes and $2,892,759 of deposits. They enlarged their loan and discount averages $360,510 and reduced their circulation $102,521. The city bank exchanges, last week, averaged $111,387,285; and thus far, this week, 125¼ millions daily. The banks now hold $16,602,653 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The Treasury office received $2,194,221 in coin or its equivalent, from customs; and disbursed $1,181,595 of coin interest.

The specie reserve of the city banks according to the latest return is $13,789,880, against $30,949,490 same time last year. The city bank deposits are now $241,383,519 against $226,191,797 week ending June 4, 1870. The legal tender reserve amounts to $70,950,833 against $61,290,310 same time last year. The circulation now stands at $30,968,723, against $33,285,083 same time last year. The loans are now $291,802,148, against $279,485,734 at this date last year.

The subscriptions to the new refunding Five per cent. Loan now amount to about 66¾ millions.

The U. S. Sub-Treasurer retired, last week, $1,976,000 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $4,710,222 in currency, and $56,783,998 in coin, against a balance a week previous of $4,542,357 currency, and $57,315,268 coin.

Government revenues have been yielding more liberally in the line of excises, and have been up to a fair average in the way of customs. The excises yielded last week about 3¾ millions. The customs at the port of New York, last week were $2,194,221; and at the outports, equal to about $750,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been $133,838,384.

Under the Treasury programme for June, Government will sell Gold during the month, through the Treasury office here, as follows: Thursday, June 15, $2,000,000; Thursday, June 22, $1,000,000; Thursday, June 29, $1,000,000. And buy in Five-Twenties, as follows: Wednesday, June 14, $1,000,000; Wednesday, June 21, $1,000,000; Wednesday, June 28, $1,000,000.

Government expenditures in May (exclusive of payments on account of the principal and interest of the public debt) were $17,730,849, including for Civil and miscellaneous and Foreign intercourse, $5,167,831; War Department, $3,820,913; Navy, $2,717,909; Interior, pensions and Indians, $6,024,196.

The Gold speculation has shown rather more activity, and the market has been quoted firmer, under the manipulations of the operators for a higher premium. The customs call has been under half a million a day, while the export drain has been fair. The range of the price, during the week, has been from 111⅝@112⅜, and the closing quotation on Wednesday was 111⅛, against 111⅞ the preceding Wednesday. The outflow, last week, was $2,038,500; on Tuesday of this week to $81,300, and on Wednesday, to $825,082. The Gold Exchange Bank clearances have been about 54 millions a day. Monday's clearances were about 30⅛ millions, as against 117⅜ millions on Tuesday.

The Treasury Department balances, on Tuesday, were $88,670,000 of coin, including $17,155,000 represented by outstanding certificates; and $7,360,000 of currency.

The customs at this port on Wednesday were $465,000.

The export drain was $2,038,500 last week, against $1,199,700, same week preceding year. The shipments since July 1, 1870, have been $75,691,673, against $30,109,326 same time in 1869–'70.

The customs demand for Gold last week, averaged $865,703 a day; thus far, this week, it has averaged $466,500 a day, or equal to a weekly aggregate of $2,799,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $18,672 and since Jan. 1, 1871, $3,048,880 against $6,987,000 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $137,779,659, against $126,029,565 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $84,014,739 against $85,190,388 same time in 1869–'70.

Foreign Exchange closed dull and weak on Wednesday, with Bankers' sixty day bills on London at 110⅛@110¼; sight bills on London, 110⅝@110¾.

The produce exports from this port, week ending with June 6, were to the currency value of $4,587,672.

Government securities have been very firm, with an upward tendency, on an unusually limited offering of bonds, which circumstances have tended to check business, and the dealings of this week have been very moderate in all issues.

On Wednesday, Government bought in two millions of Five-Twenties at 111 40@111 63, ex-interest. The amount of bonds offered was $1,864,400.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117⅜@117½; U. S. Five-Twenties of 1862, 112@112⅛; U. S. Five-Twenties of 1864 at 112@112⅛; U. S. Five-Twenties of 1865, 112@112⅛; U. S. Five-twenties of 1865 consolidated, 114¼@114⅜; U. S. Five Twenties of 1867, 114¼@114⅜; U. S. Five-twenties of 1868, 111¼4@114½; U. S. Ten-forties at 110@110⅛; U. S. Six per cent. currency bonds, 115⅛@115¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 24.	May 31.	June 7.
Consols	93⅛	93 9/16	91⅝
U. S. 5-20's of 1862..	90 7/16	90⅝	90⅝
U. S. 5-20s, 1865....	90⅛	90½	90⅜
" 1867	92 7/16	92⅝	92¾
" 10-40s	88¾	89	88¾
Erie.	25⅜	25¼	24⅛

State bonds have been in good demand at generally firm prices.

Railway bonds have been quite actively sought after, chiefly through the commission houses, and have been quoted firm in price. Central Pacific Sixes closed at 102⅜@102½. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been selling quite freely at 92 per cent. and accrued interest. Union Pacific Sixes closed at 92@92¼.

The earnings of the Central Pacific Railroad in May were $917,760, or $149,040 more than in May, 1870. In the first five months of the year the increase has been $612,355.

Business in Railway and miscellaneous share property has been rather more active and generally stronger in price.

General business has shown more animation in the line of domestic produce, with a firmer market for Breadstuffs, Petroleum, and Cotton, while Pork, Lard and Spirits Turpentine have been quoted cheaper. Middling upland cotton closed on Wednesday at 19⅝ cts. per lb. The business of the week has been characterized by unusual excitement. The receipts at all the ports, since Sept. 1, have been 3,793,063 bales, against 2,734,393 bales same time last year; exports 2,953,209 bales, against 1,987,043 bales same time last year; stock at the ports at latest dates, 292,717 bales, against 263,255 bales same date 1870.

At the Live Stock Markets, Beeves have been in limited demand at from 9@13½ cts; Veal Calves, in moderate request at 4@9½ cts; Sheep at 4½@8 cts; Lambs at 7½@12½ cts; Swine, 5@5¼ cts per lb., all live weight. The week's receipts were 7,557 Beeves, 5,508 Veal Calves, 14,288 Sheep and Lambs; and 18,891 Swine.

Foreign goods have been moderately dealt in at less buoyant prices, in most instances. The week's imports of foreign goods reached $7,671,435 including $2,066,085 of dry goods.

Ocean freights have been fairly active and quoted rather stronger, though somewhat irregular. At the close, the market was dull and depressed.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 93; do. 7s, gold, 94; North Carolina 6s, special tax, 20½; do. Fund Act, 1866, 37½; South Carolina 6s, new, Jan. and July, 63⅞; do. old bonds, 76; Arkansas 6s, Fund Act, 57; do. 7s, issued to L. R. and Ft. S. R. R., 55; do. to L. R., P. B. and N. O. R. R., 49¼; Louisiana 8s, Levee bonds, 70; N. Y. 6s, 1873, 107¾; do. 7s, Bounty Loan coupon, 110¼; Brooklyn 6s, Water Loan, 95; Long Dock bonds, 88¾; Pacific R. R. 7s, guar. by Mo., 100; Buffalo, New York and Erie 1st mort., 93; Gt. Western 1st mort., 1888, 93¾; Chicago and Northwestern Interest bonds, 95; Ohio and Miss. consol. bonds, 96; Toledo, Peoria and Warsaw. W. D., 89½; do. 2d mort., 78; Cleveland, Painsville and Ashtabula new bonds, 95; Galena and Chicago 1st mort., 102; Central of New Jersey new bonds, 103½; Cedar Falls and Minnesota 1st mort., 88⅛; St. Louis and Iron Mt. R. R., 61; do. 1st mort., 95; Atlantic and Pacific pref., 36¾; N. Y. and N. H. R. R., 160; Albany and Susq. 2d mort., 94; North Missouri 1st mort., 89⅛; Quincy and Toledo, 1st mort., 85; Adams Exp. Co., 80⅞; Am. Mer. Union Exp., 56¾; U. S. Exp., 53; Western Union Telegraph, 58¼; do. 7s, 95; Brunswick City Land, 9; Maryland Coal Co., 39⅛; American Coal, 66¼; Consol. Coal of Md., 53; Cumberland Coal and Iron, 41; Spring Mt. Coal, 75; Wilkesbarre Coal 66; Pennsylvania Coal, 221; Quicksilver pref, 20.

Philadelphia.—Wilmington and Reading 7s, 98; Pennsylvania and New York Canal 7s, 96½; Phila. and Reading 6s, 1843–'80, 97; Schuylkill Nav. Boat Loan, 84; West Penna. R. R. bonds, 82; Huntingdon and Broad Top Mt. consol. bonds, 45; West Jersey R. R. 7s, 101½; Stubenville and Indiana R. R. 6s, 73; Harrisburg and Lancaster R. R., 55; do. 6s, 95; East Penna. R. R., 40; Germantown Pass. R. R., 33½; Pennsylvania State 5s, 1870, 98; Fulton Coal, 5⅝; St. Nicholas Coal, 8. The latest quotations are: City 6s, 99@100; do. free of tax, 100@100; State 6s, coupon, 101@102; do. 6s, W. L., 101½@101¾; do. 1st series, 102½@103¼; do. 2d series, 107@107½; do. 3d series, 109@109½; Reading, 58⅝@58⅜; do. 7s, 1893, 103@104; do. mort. 6s, 1880, 96¾@97½; Camden and Amboy, 129⅜@129⅝; do. mort. 6s, 1889, 95¾@96; do. 1883, 93@94; do. 1889, 90@93; Pennsylvania R. R., 62¼@62⅜; do. 1st mort., 103@103; do. 2d mort., 99⅜@99½; do. General mort. coupon, 95@96; do. reg., 95@95⅛; Little Schuylkill R. R., 47½@47½; Morris Canal, 50@53; do. pref., 123½@125; do. 6s, 90@—; Susquehanna Canal, 10@—; do. 6s, 62½@64; Schuylkill Nav., 9@9¼; do. pref., 18⅜@18¾; do. 6s, 1882, 80¾@81; Elmira and Williamsport pref., 44@45; do. 7s, 1873, 94@95; do. 5s, 60½@—; Lehigh Coal and Navigation, 38¾@38⅞; do. 6s, 1884, 88@88¾; do. R. R. Loan, 92½@93; do. Gold Loan, 93¾@93⅞; North Pennsylvania, 48@48⅛; do. 6s, 102@104; do., 7s, 99⅞@100; do. Chattle 10s, @112—; Philadelphia and Erie, 28½@28¾; do. 6s, 92@92¼; Minehill, 54@54¼; Catawissa, 22@22¼; do. pref., 49⅛@49¼; Lehigh Valley, 62⅞@63; do. 6s, 97@97½; Fifth and Sixth streets, (horse,) 42@42; Second and Third, 62@—; Thirteenth and Fifteenth, 24½@24¾; Spruce and Pine, 31@32; Green and Coates, 43@46; Chestnut and Walnut, 51½@52; Hestonville, 21½@22; Union, 55@—; Germantown, 33@34.

Boston.—Michigan Central 8s, 1890, 109⅛; Vermont Central 1st mort., 86¾; do. 2d mort., 44; Leavenworth, Lawrence and Galveston 1st mort. 10s, 100¼; Eastern R. R. 6s, 1874, 99¾; Cincinnati, Sandusky and Cleveland R. R., 24; do. 7s, 1890, 83; Stanstead, Shefford and Chambly 7s, 84; Indianapolis and Cincinnati R. R., 5; Detroit, Hillsdale and Indiana R. R. 8s, 1890, 89½; Central Pacific 7s, 1883, 102¼; Cheshire R. R. 6s, 95¼; Rutland R. R., 39; do. pref., 84⅜; do. 7s, 1880, 85¾; Conn. and Pass. Rivers R. R., 92¾; Norwich and Worcester R. R., 116; Cape Cod R.R., 67¼; Worcester and Nashua R. R., 143¼; Boston Water Power Co., 42¾; Cary Imp., 18⅞; Waverly Land, 3½; East Boston Land, 15½; Ophir (N. S.) gold, 10c.; New Hampshire 6s, 1872, 100½; Maine 6s, 1889, 100⅜; Belfast 6s, 1898, 91; Albany 6s, 1879, 95¾; do. 1896, 94¼; Cincinnati 7 3 10s, 1886, 106; Wiscasset, Me., 6s, 1891, 91; Rockland 6s, 1884, 92; do. 1891, 91; Chicago 7s, 100½; Allouez Mining Co., 5½; Astor, 80c.; Calumet and Hecla, 135; Dana, 1⅛; Humboldt, 87½c.; Hancock, 3⅛; Petherick, 2⅜; Pontiac, 50c.; Rockland, 1¼; Ridge, 3; Superior, 60c.

Baltimore.—Central Ohio R. R., 29½; do. 1st mort., 85; Orange, Alex. and Manasas 7s, 82¼; Orange and Alexandria 1st mort., 6s, 86; do., 4th mort. 8s, 78½; do., 3d mort. 8s, 84½; Virginia and Tennessee 3d mort. 8s, 85: Pittsburg and Connellsville bonds 96; Northern Central 6s, gold, 1900, 93¾; Wilmington and Welden 7s, gold, end. by N. C., 93; Western Maryland 1st mort. 78; do. by guar. by Washington Co., 89½; do. 2d mort. pref., 60; do. 3d mort. guar., 93½; Virginia 6s, old, reg., 56; do. 6s, 1867, 68; Memphis City 6s, 57⅛; Maryland State 5s, 98. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95¾@96; Baltimore and Ohio, 140@150; do. 6s, 1875, 98½@99½; do. 1880, 98@—; do. 1885, 95@97; Northern Central, 41¼@41¾; do. 6s, 1885, 94@94¼; do. 1900, 90@91; do. 6s, 1900,

gold, 98½@94; N. W. Va. 1st mort., 98½@100; do. 2d mort., 98½@98¾; do. 3d mort., 1885, 97¼@97½; Marietta and Cincinnati 7s, 1892, 97¾@98; do. 2d mort., 83⅜@84½; Central Ohio, 27@30; do. 1st mort., 84⅞@85; Western Md. 1st mort. 6s, 1890, 78@79; do. guar. by Baltimore City, 93@95; do. 2d mort. guar., 93@94; do. 2d mort. pref., 59@60; do. 6s, guar. by Washington Co., 89@90; do. 6s, 3d mort. guar., 93@93½; Richmond and Danville bonds, 76@76; Orange and Alexandria 1st mort. 6s, 86@86; do. 2d mort. 6s, 79@83; do. 3d mort. 8s, 84¼@84½; do. 4th mort. 8s, 78@79; Orange, Alex. and Manassas 7s, 82¼@82½; Virginia and Tennessee 8s, 85@86; do. 6s 1st mort., 88@92½; do. 6s, 2d mort., 76¾@77; Baltimore 6s, 1875, 99@100; do. 1884, 99¾@100; do. 1890, 99¾@100; do. 1893, 98@—; do. 1900, 99½@100; do. 5s, 1838-'70, 80@81; Memphis City 6s, 57⅛@57½; Maryland Defense Loan, 1883, 105¾@—; City Passenger R. R., 23¼@25; George's Creek Coal, 68@73; Baltimore Copper, 0.50@1.00; Santa Clara, 1@2.50; Atlantic Coal, 1@2.25.

GREAT NATIONAL LOAN.

—o—

$134,000,000 NEW 5 PER CENTS.

PRINCIPAL AND INTEREST PAYABLE IN COIN.

Interest quarterly, February, May, August, and November.

BONDS FREE OF ALL TAXES, LOCAL OR NATIONAL.

The Treasury Department having already received subscriptions to the amount of $66,000,000 to the first two hundred millions of the New Loans authorized by the Act of Congress, of July 14, 1870, for refunding the Public Debt, bearing five per cent. per annum interest, now offers to popular subscription the remaining $134,000,000 of this particular Loan, and is prepared to promptly deliver the Coupon Bonds or Registered Certificates in exchange dollar for dollar for any of the United States six per cent. Bonds or Registered Stocks, known as *Five-Twenties*, or for Gold Coin at the par value of the New Loan, and accrued Interest from the first of May. When this amount, to which preference is given, is taken up, the remainder of the Five per Cents, $300,000,000, embraced in the Act will be offered in connection with $300,000,000 Four and one half per Cents, and any part of $700,000,000 of Four per Cents, the one running fifteen years and the other thirty years.

The following is a copy of the New Five per Cent. Bond, under and pursuant to the Act of Congress:

FORM OF FIVE PER CENT BOND.

INTEREST | FUNDED LOAN OF 1881 | 5 PER CENT.

UNITED STATES OF AMERICA

ARE INDEBTED TO THE BEARER IN THE SUM OF

..... DOLLARS.

THIS BOND is issued in accordance with the provisions of an Act of Congress entitled "An Act to authorize the refunding of the National Debt," approved July 14, 1870, amended by an Act approved January 20, 1871, and is redeemable at the pleasure of the United States, after the first day of May, A. D. 1881, in Coin of the standard value of the United States on said July 14, 1870, with interest in such Coin, from the day of the date hereof, at the rate of FIVE PER CENTUM per annum, payable quarterly, on the first day of February, May, August, and November, in each year. The principal and interest are exempt from the payment of all Taxes or Duties of the United States, as well as from taxation in any form, by or under State, municipal or local authority.

WASHINGTON, ..., 18....

Entered ..... Recorded .....

....

Register of the Treasury.

Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000, and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depository of the Government, quarterly, on the first days of February, May, August and November, in each year.

The Interest on the Registered Stock of this Loan, it is determined by the Treasury Department, will be paid by the Treasurer of the United States in his Gold Check for the Quarterly Interest, to the Post office address of every holder, free of trouble or expense, dispensing with attendance, in person or by proxy, at the Treasury, for the durpose of receipting for and drawing such interest.

The whole proceeds of the New Loan will be applied to the payment or redemption and cancellation of the 5-20 years six per cent. bonds, and in addition to these proceeds, the 5-20s are being reduced by purchases, averaging, for two years past, about $10,000,000 per month.

The entire effect, therefore, of the New Loan, in connection with the existing Sinking Fund process of the Treasury, is to reduce both Principal and Interest of the Public Debt of the United States. *The Loan creates no additional supply of Government Stocks*, while the application of the surplus revenue is constantly lessening the Funded Stocks bearing six per cent. Gold Interest.

The policy of the Government since the close of the War in 1865, which left a debt upon the country of $2,755,000,000, and an annual taxation of $311,000,000, has been to reduce steadily both Debt and Taxes: to reduce the Principal of the Debt by actual payments, and to lessen the annual burden of Interest, and thereby the burden of Taxation, not only through such payments, but by funding the debt at the cheapest rates of interest practicable from time to time, until it is now felt that the very cheapest rates are due to the high Credit, unblemished Public Faith, and vast and growing resources of the country. From $2,755,000,000 the Principal of the Debt has been reduced to $2,260,000,000—both sums exclusive of accrued interest—and from the heavy burden of $151,832,000 per annum, the Interest charge has been reduced to $112,780,000 per annum; while the annual taxation, under the Internal Revenue system, which the necessities of the War and the Debt thereby created rendered necessary for at least a short series of years, has been reduced from $311,000,000 in 1865-66 to about $154,000,000 per year in 1870-71, (estimating for the highest probable collections in the current month, the last of the Fiscal year,) or less than one-half the first named sum. And in the year 1871-72 a further reduction of $28,000,000 will come in under the Act of July, 1870, so as to give only $126,000,000 for the year, or about two fifths the maximum of 1865-66.

By the successful refunding of the Public Debt at moderate rates of Interest, and by continued economies in the expenditures of the Government—which in two years, from March 4, 1869, to March 4, 1871, amounted to $126,700,949, or an average saving per year of $63,350,474—it is believed that nearly the entire system of Internal Taxes can be dispensed with in a few years, or so much of it as requires the machinery of District Assessors and Collectors.

The Secretary of the Treasury has just published the Monthly Schedule of the Public Debt to June 1, from which it appears that he has further reduced the total of Funded Gold bearing debt since May 1, by the sum of $8,000,000 by purchase of United States 5-20s for the Sinking Fund, and reduced the 5-20s by the further sum of $8,217,400 by conversion into the New 5 per Cents. The whole Funded Debt now stands, $1,894,128,750, as against $2,107,846,150 two years ago when the present Administration came into office. Adding to these sums the net Circulation of the Treasury, (that is, in Greenbacks and Greenback Certificates, after deducting Gold and Currency on hand,) the following is the comparison of Debt of all kinds, at present, and at the close of the War, and in 1869:

	July, 1865.	March, 1869.	June, 1871.
U. S. Stocks	$2,150,784,112	$2,107,846,150	$1,894,128,750
Circulation.....	605,211,163	383 545,854	366,333,003
Total.....	$2,755,995,275	$2,491,390,904	$2,260,461,753

The following table affords a classification of the Funded Stock (in Gold) of the United States, as at present outstanding:

Date.	Coupon.	Registered.	Total.
5-20s, 1862.....	$382,958,500	$103,973,500	$486,932,000
5-20s, 1864.....	44,752,650	55,924,100	100,676,750
5-20s, 1865.....	123,660,150	53,552,100	177,212,250
5-20s, 1865 (n.)....	179,269,500	70,951,450	250,220,950
5-20s, 1867.....	241,686,550	91,325,100	333,011,650
5-20s, 1868.....	28,009,350	11,603,000	39,612,350
Total.....	$1,000,436,700	$387,229,250	$1,387,665,950
Sixes, 1881.....	93,260,400	190,417,700	283,678,100
Fives, 10-40s.....	57,279,650	138,287,650	194,567,300
Fives, 1874.....	13,965,000	6,045,000	20,000,000
New fives, '81.....	5,117,000	3,100,400	8,217,400
Total.....	$1,170,048,750	$724,080,000	$1,894,128,750
Total March 4, 1869			2,107,846,150
Reduction of Funded Debt.....			$214,717,400
Yearly Gold Interest charge, 1869.....			$124,255,350
Present yearly charge.....			111,419,993
Reduction in Interest Charge.....			$12,835,357

The proposed further reduction of the annual interest charge upon the Public Debt by refunding is as follows:

By exchange of $500,000,000 United States six per cents for new five per cents of 1861	$5,000,000
By exchange of $300,000,000 United States six per cents for four and a half per cents of 1866.....	4,500,000
By exchange of $700,000,000 United States six per cents for four per cents of 1901	14,000,000
Total saving per annum by refunding.	$23,500,000

C. C. NORVELL,

In charge of United States Loan Advertising.

TREASURY OFFICE, NEW YORK, June 8, 1871.

Denver Pacific Railway.

To the Stockholders of the Denver Pacific Railway and Telegraph Company :

In behalf of your Board of Trustees I submit the following statement of the operations of the company during the period since your last annual meeting. At that time your road was only constructed to the crossing of the Platte river, forty-eight miles from Denver, and the Boulder Valley Branch was only a projected line with not even a survey of the route. The capacity of the road to earn money had in no particular been tested, and the question of the value and saleability of the lands granted by Congress was only a matter of conjecture.

The sale of the remainder of the first mortgage bonds by the contractors, soon after your last annual meeting, enabled them to push the work of completing the line to Denver early last Spring, and by the 24th of June last the line was extended to the Union Depot, in the city of Denver, and the road was formally opened for business.

Since that time the Kansas Pacific road has been completed to the Union Depot in Denver, giving a through line of uninterrupted railway from all points East over that line, and by your road, by way of Cheyenne and the Pacific, to the Pacific ocean.

The Colorado Central Railway has been constructed from the track of your road, two miles north of Denver, to Golden City, and the business of that road also is done at your Depot in Denver city. The extension of this road, or one that will have easier grades to the mines of Gilpin and Clear Creek counties is a matter of great importance to the country, in reference to which the people are moving in earnest, which, when completed, will add largely to the business over your road as it develops the resources of the country.

The Denver and Boulder Valley road, connecting with your line, nineteen miles north of Denver, is completed for fourteen and a half miles to Erie, the centre of one of the largest deposits and yielding the best quality of coal to be found in Northern Colorado. The work of extending the line to Boulder City is progressing rapidly, and it is expected the road will be completed to Boulder City early this year. When completed to that point the lumber trade of one of the most extensive pineries in the country, and the rich mines of Boulder county in Ward, Cariboo, Sugar Loaf, James Creek and South Boulder districts will give the line a very large increase of business. In fact, no local railroad in the country has a brighter promise of a large and profitable business than the Denver and Boulder Valley Railroad. By a lease for ninety-nine years this road becomes essentially a part of the property of your company.

Its construction has already reduced the price of fuel for locomotives and other uses on the road from eight dollars per ton to two dollars and eighty cents delivered on the cars at the mine. The advantages to your company of this line of road will become more important as the country is settled and the line is extended. It is believed that a narrow gauge road from Boulder City to Cariboo will pay on its cost (and even to extend it still further) as it would give railway communication with one of the richest mining districts in the country and a region of timber, lumber and railroad ties equal to any to be found in the Rocky Mountains.

The construction of the Denver and Rio Grande Railway south from Denver is being prosecuted rapidly and, when completed to Southern Colorado, will add largely to the business of your road by the more rapid development of the country along its route, and by directing a portion at least of the trade of New Mexico over your road, especially securing all of that part of it tending to the Pacific coast.

The most encouraging feature for your road, is the rapidity with which the local business along its route is being developed.

When the line was constructed it was on government lands for nearly the entire distance from Denver to Cheyenne, with not a village between those points nor within fifteen miles of the line. In fact, the few settlements near the line were mostly confined to the immediate bottoms of the Platte river and its tributaries. Since the construction of the road the country along the line has been settling up very fast, and its resources are being developed with unparalleled rapidity. The system of combined effort to open up and settle our wild lands, in no other part of the country has been so necessary as it is in Colorado, on account of the large expenditures for the irrigation of the land; and I may safely say in no other part of the country has it been more successful.

One year ago the pioneer enterprise of this kind was inaugurated at Greeley, in the middle of your road, by the Union Colony, and now the country all around that point is dotted over with farm houses, and the busy scene of rapidly converting a whole district of wild land into fruitful farms, greets the eye on every hand. And the town of Greeley, laid off by the Colony at the crossing of the Cache-a-la-Poudre river on the line of your road, has already grown to be a city of about two thousand inhabitants. This wonderful success, as might have been expected, is being followed by others with equal promise. Already two colonies, one from St. Louis and the other from Boston, have located at Evans, at the crossing of the South Platte river on the line of your road, where immigrants are arriving daily, and no doubt is entertained of the success of the enterprise. Another promising settlement has just commenced about fifteen miles south of the Platte crossing near Lumry's, on your road. Another, though not immediately on the line of your road, is the colony at Green City, twenty-four miles east of Evans, in the valley of the Platte, which has been inaugurated with active energy and will be a source of much local business to your road, as it will speedily develop one of the richest regions of country near your line. And the same may be said of the Chicago Colony, which is located within eight miles of Erie, the present terminus of the track of the Boulder Valley Railroad. The new town of Longmont, laid out by this colony, is rapidly rising to importance, and bids fair to make one of the best towns in the midst of one of the most fertile regions of Colorado.

Other sites for colonies along the line of your road will doubtless be occupied at an early day, until the country traversed shall be fully settled up with the abodes of thrift and industry, making the local business on your road equal to that on any line west of the Missouri river.

A valuable stone-quarry at Johnston, thirty-two miles from Denver, yielding abundance of hard flat stone, of suitable quality for railroad and building purposes, has lately been opened. And another excellent quarry of beautiful cream colored sand stone has just been opened at Erie. These promise to enlarge the local business of your road rapidly, as the stone will bear transportation to Denver and all points on the line of your road, as well as to those for at least one hundred miles on the line of the Kansas Pacific road. The rapidly increasing demand for coal from the mines at Erie also promises a large local traffic on your road. In fact, this business has already attained proportions of great importance.

The gross amount of the land granted to your company by Congress, as designated by the Commissioner of the General Land Office, as shown by the report of the Land Commissioner, is 997,994 96-100 acres. This includes 128,000 acres which is your share of the lands in the conflict of grants where your line approaches the Union Pacific Railroad, which land, by the decision of the General Land Office, is to be divided between the two companies.

Of these lands there had been sold during the year ending April 1st, 1871, (it being the whole period they had been in the market) 59,958.65 acres at an average price of $4 18 acre, making the gross amount of sales $250,640 92.

On these sales there had been received, in cash, $83,892 09 which was paid into the hands of the Trustees under the mortgage securing the bonded debt of the company. The remainder, $167,248 83, is secured upon the lands sold and bears six per cent. per annum interest, all payable to the Trustees under the mortgage.

The liberal terms and moderate prices at which these lands have been sold has greatly stimulated settlements along the line of your road, developing business, which is of greatly more importance to the success of your enterprise than a speculation on the value of the lands, by holding them for higher prices, could have been. In fact, the settlement of the lands was the only means of enhancing their value within a reasonable time. And as sales and settlements have taken place, adjacent lands, otherwise valueless and unsaleable, have gradually come into demand and become valuable. It is not too much to expect that, as the more desirable lands are occupied and put under cultivation those adjoining, even when they cannot be irrigated, will become valuable and sell for grazing purposes. In fact, recent surveys of irrigating canals demonstrate the feasibility of irrigating a large proportion of the lands belonging to your company. It is not unreasonable, in view of the facts of the case, to estimate that the 800,000 acres of these lands mortgaged with the road to secure the bonds issued for the money used in its construction, will bring enough to pay most, if not all, of the principal of the two and a half million dollars, the mortgage debt of the company.

For the excellent condition in which the road has been maintained, the regularity and safety with which it has been operated, as well as for the economical and successful management of its business affairs, the company is largely indebted to Col. C. W. Fisher, the Superintendent, and the efficient officers and employees under his control and direction. His report, herewith presented, will show the details of the operation of the road, and I am sure its results will compare favorably with those of any other new road in the country.

It will be observed that during no month, since any part of the road was opened for business, has its earnings fallen short of the expenses of its operation, notwithstanding the fact that all new roads require more expenses in their maintenance during the first year of their operation on account of repairs on new banks and other extraordinary improvements.

The earnings for the year, with only six months operation after the completion of the line, were—

Gross earnings	$304,715 06
Expenses	168,420 78
Net earnings	$136,294 28

It is but proper here to remark that, by inquiry of the General Accountant of the company, I learn that the amount of business on the road is rapidly increasing by the development of new sources of business, and especially from the increase of through traffic and travel, and a large emigration to points on the line of the road. The net earnings for March will not fall much short of $17,000, and those for April will be about $20,000. The net monthly dues for interest on two and a half millions of bonds, which is the entire indebtedness of the company, is $14,583 33⅓, in gold, so that counting premium on gold and all expenses attending the payments, it may be estimated that the net earnings of the road are now enough to meet its liabilities. And that at an early day the demand made on the receipts from the sales of lands for funds to meet interest (which is provided for in the mortgage) will no longer be necessary. With the rapid development of the country and the consequent increase in its trade and travel, with the increase of through business consequent on the opening and general advertisement of the route over your road from the East to points west of Cheyenne, on the Union Pacific road and to the Pacific coast, there can be no reasonable doubt but that this will be the result, and that the proceeds of the sales of the lands may be applied to sinking the indebtedness, and ultimately leave the road, with all its property, earnings and franchises, to the possession

of the stockholders, free from all incumbrances.

Very respectfully submitted,

JOHN EVANS, *President.*

Journal of Railroad Law.

RAILROAD COMPANIES—THEIR DUTY TO PROTECT IF POSSIBLE CATTLE ON TRACK—WHEN LIABLE.

The facts in the recent case of The Illinois Central Railroad Company vs. Baker, (47 Ills., 295,) are fully and clearly stated in the following opinion by

BREESE, Ch. J.—This was an action against the Illinois Central Railroad Company, then using and operating a portion of the Toledo, Peoria and Warsaw Railroad, for killing, by negligence, a colt of the plaintiff, of the value of one hundred dollars. The jury returned a verdict for the value of the colt, for which the Court gave judgment, having overruled a motion for a new trial.

The defendants appeal to this Court, and insist the motion to set aside the verdict should have been allowed, it being contrary to the evidence.

There was some slight conflict in the testimony as to where the colt got on to the track, whether in or outside of the limits of the town of New Benton. The jury might have found it either way, and it would not change the aspect of the case as we view it. We place it on the ground of great negligence in not stopping the train, then running at a slow rate of speed, so as to have given the animals, for there were two others with the colt, a chance to leave the track. The driver saw them in time to have done so, but did not do it, but rather pursued them a considerable distance, as if with the intent to kill them.

In the case of the same company against Middlesworth, decided at this term, (46th Ills., 494,) negligence of this character, or even ordinary negligence, will subject the company to damages.

If by the use of ordinary care and diligence, animals on a railroad track can be saved from injury, it is the duty of the company to employ that degree of care. If they do not, they are liable. No other rule would afford sufficient protection to animals which are lawfully on a railroad track, as this Court has so often decided they are, if they get upon it from the range or commons.

The instructions given are in harmony with these views, and with the principles recognized in the case referred to.

The evidence sustaining the verdict, and the instructions being proper, the judgment must be affirmed.

Judgment affirmed.

Narrow Gauge Railroads.

The Legislature of Michigan, at its recent session, passed a law authorizing the construction of railroads upon the narrow gauge plan, without special charter. Accordingly, a company has already been formed to construct a road with a three feet gauge from Detroit to Bay City, and the work will be begun in a few days. The capital of the company is fixed at $100,000, and at the first meeting of the company about the middle of May over $100,000 were subscribed. The subject of narrow gauge railroads meets with very favorable discussion in all the Western States, and many of them will no doubt be built in the course of a few years. Their economy makes them specially desirable for freight in the lumber and stock-raising districts.

BANKING AND FINANCIAL.

☞ THE NEW ORLEANS, MOBILE AND TEXAS RAILROAD COMPANY are building a trunk line, connecting New Orleans with Mobile on the east, and giving the only railroad connection between the former city and the great and most productive State of Texas on the west, the total distance from Mobile to Houston being 475 miles.

The Company is composed of strong Northern capitalists, who have already expended nearly $10,000,000 of their own funds in the construction of the line. They have built about 225 miles from Mobile westward, and secured by purchase of securities and made provision for the thorough repair and equipment of the 108 miles constituting the Texas division; leaving but 140 miles to be built to complete the entire road.

It is believed that no other railroad corporation in the country has ever made so large an expenditure from its own means before offering any of its securities to the public.

The Company now offer for sale the eight per cent. mortgage bonds upon the Louisiana Division of 226⅔ miles from New Orleans to the Sabine River. This will probably be the most valuable portion of the whole line, as it will be the only rail communication by which the enormous productions of Texas can reach the Southern metropolis.

So important is this road considered to Louisiana, that the State has made very liberal grants in aid of the enterprise, by direct donations, by indorsement of its bonds, and by subscriptions to the stock of the Company, amounting in all to over $8,000,000.

The bonds now offered are of two classes—first mortgage bonds to the amount of $12,500 per mile, and second mortgage bonds, to an equal amount, both principal and interest guaranteed by the State of Louisiana. The price of the two classes is the same, and subscribers can take their choice.

The bonds are only in the denomination of $1,000, or £200 each, interest payable January and July, at the rate of eight per cent. currency in New York, or seven per cent. gold in London, at the option of the holder, at the time each coupon is due. Bonds can be registered, if desired. No better security has been offered to investors. The line is a good and important one, and the stockholders have proved their determination and ability to carry the work to an early and successful completion by the very large amount they have themselves put into it.

The bonds are largely profitable, as well as entirely safe. One thousand dollars invested in these eight per cent. bonds will give the purchaser *more than seventy-seven per cent.* greater annual interest than the same amount invested in new Government Five Per Cents, into which the Government Sixes are being funded by the Secretary of the Treasury.

At the same price an eight per cent. currency long bond is far cheaper than a seven per cent. gold one. Calculating a return to specie payments in three years, and taking the time that the bonds of the New Orleans, Mobile and Texas Railroad have to run—forty-five years—we find that by compounding the interest of each, every six months, at 7 per cent., an eight per cent. currency bond at ninety will give a return of $2,614 18 more than a seven per cent. gold bond at the same price, or nearly three times the amount of the original investment.

While the purchaser of the eight per cent. bonds of this Company can realize this special profit, he also holds the option of taking advantage of any temporary advance in gold, as he has choice, at every separate coupon day, or gold interest at seven per cent., or currency interest at eight per cent.

The bonds are dated May 1, 1871. The first coupon will, therefore, be a fractional one, running from May 1 to July 1. The price is ninety, and accrued interest at eight per cent. currency from May 1 to date of remittance. Bonds will be sent free of cost, and Government and all marketable securities will be taken in exchange at their best market rates without charge for selling.

Information concerning the Company and the road, and pamphlets containing map and full details of the enterprise, can be obtained of the undersigned or any of the Company's advertised agents. W. B. SHATTUCK, Banker and Financial Agent, New Orleans. Mobile and Texas Railroad Company, No. 23 Nassau street, New York.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 NASSAU-ST.,
NEW YORK, June 5, 1871.

THE CHESAPEAKE AND OHIO RAILROAD COMPANY are extending their line of road to the head of reliable navigation on the Ohio River, where it will meet and connect with lines now building or projected, to the principal railroad centres and river cities of the Western States. Two hundred and twenty-seven miles are in operation, and the rails (steel and iron) for 100 miles additional are now being laid. The road will have, when completed, a large East and West through business, beside an immense mineral and general local traffic.

The SIX PER CENT. GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY are amply secured, and very desirable for safe and profitable investment. We believe them to be of equal value and security with the Central Pacific Bonds, negotiated by us, and must take a like rank in market value and salable character.

Holders of Five-twenty Bonds desiring to fund them otherwise than in the new Five per Cent. Government Loan may do so with entire safety, at a profit of about twenty per cent., and without reduction of interest, by an exchange for the Bonds of the CHESAPEAKE AND OHIO RAILROAD COMPANY.

Price of the bonds, until further notice, 92 and accrued interest from May 1.

We also buy and sell Government Securities and the Bonds of the Central Pacific Railroad Company, and as agents of the United States Government will attend to the funding of 5-20s into the new United States Bonds.

FISK & HATCH.

☞ Despatches from the Pacific Coast state that the Southern Pacific Railroad of California has been completed to Hollister, 94 miles south of San Francisco, and that trains are running thereon. Grading and bridging are ready on eleven miles south of Hollister.

Chesapeake and Ohio Canal.

At the annual meeting of the stockholders of this company, held at Annapolis, Md., on the 5th inst., the following officers were chosen: President, James C. Clarke; directors, Gilmor Meredith, George S. Brown, James G. Berret, Isaac Young, William S. McPherson and William Dodge.

From the Report of the directors which was presented we learn that the total receipts in the treasury from January 1st, 1870, to 31st December, 1871, was $353,963 50. The total payments from the treasury for same time, which included the final payment for constructing dam No. 5, the Shriver basin, and the expenses of the freshet in October last, including construction and extraordinary expenses of $51,095 77, amount to $243,504 11, showing net receipts over payments $110,459 48. To this add amount in treasury January 1st, 1870, $127,271 90; whole amount $237,731 38. Of this sum was appropriated in July, 1870, to coupon and repair bonds, $100,000, and in October of same year the further sum to pay one-fourth of the principal of the repair bonds and interest, $53,750; total, $153,750. Showing balance January 1, 1871, $83,981 30. There has been earned by the company from January 1st to May 31st, 1871, tolls, water and land rents and interest account, $164,229 87. Total, $248,211 25.

The expenses incurred in the same time, including the cost of rebuilding Williamsport aqueduct, flume and dam at No. 5, rebuilding, with hollow quoin, and other repairs to a number of locks on Georgetown, Monocacy, Hancock and Cumberland divisions, also the cost of three new scows, one horse boat, two new bridges, two lock houses and extensive cleaning out of the bottom of the canal at Georgetown and on the Hancock division, amount to $85,166 23; balance June 1st, 1871, $163,045 02.

From this amount there was appropriated in April of this year, to pay one fourth principal and interest of repair bonds, $55,250, and on May 22 the further sum of $55,500—$110,750; balance June 1st, 1871, $52,295 02.

The earnings of the canal from June 1, 1869 to May 31st, 1870, was $379,739 87; the expenses for construction, maintenance and improvement of canal for same time was $274,130 21; showing receipts over expenditures of $105,609 16. It is due to the former management of the canal to say that $52,999 84 of this outlay was for building dam No. 5 and excavating the Shriver basin.

The earnings of the canal from June 1st, 1870, to May 31st, 1871, is $417,441 35; the expenses for construction, maintaining and improving the canal for the same time was $220,121 64, showing receipts over expenditures to be $197,322 71. Included in this amount is the sum of $23,000 to repair the canal after the freshet in October, and $22,500 spent in January, February, March and April of 1871, in extraordinary repairs.

☞ The Philadelphia *Ledger* understands that the Union Canal "has passed to the control of the Reading Railroad Company so far as it relates to its stock, and, as regarded its debt, it is expected the canal and appurtenances will be sold by the Sheriff in a very short time. Being sold for default on its mortgage the holders of the bonds will be cut off from all claims beyond what is realized from the sale."

St. Louis, Alton and Terre Haute Railroad.

The annual meeting of the bond and stockholders of this company was held at St. Louis, Mo., on the 5th inst., and the following directors, whose term of service had expired, were re elected: Levi Davis, of Alton; Anthony Thornton, of Shelbyville; George W. Parker, of Charleston, Ill.; Thomas Dowling, of Terre Haute.

The directors organized by electing Charles Butler, of New York, President; George W. Parker, of Charleston, Ills., Vice President; W. G. Broughton, General Superintendent; W. W. Thomas, Secretary and Auditor, and H. S. Depew, General Freight Agent of the main line.

This road is leased by the Indianapolis and St. Louis road, but the company still operate the Belleville and Southern Illinois road, whence it is contemplated to extend it to Paducah, Ky. The Superintendent's report shows that the earnings of the Belleville and Southern Illinois division have been $362,876. The rent of the main line and Alton branch is $482,953.

Macon and Western Railroad.

The Savannah *Republican* of May 30th, says that a contract has been duly entered into and signed, to take effect from the first of June, by which the Macon and Western Company leases its line of road from the City of Macon to the City of Atlanta for the period covered by its charter to the Central Railroad Company, the latter engaging to operate the same, and on the score of dividends place its stockholders on the same footing with its own. The organization of the Macon and and Western Company will be maintained, in conformity to its charter. This transfer, it is understood, carries with it the interest of the Macon and Western road in the line westward from Griffin to Decatur, generally known as the Savannah, Griffin and North Alabama railroad, now completed and in operation to Newnan. The route is said to be a shorter one by a few miles than that *via* Atlanta, and though not a subject of contract, it is presumed that the Central will now lend its influence, if not its practical aid, to the completion of that desirable connection.

Geneva and Southwestern Railway.

Articles of association of the Geneva and South Western Railway Company were filed in the office of the Secretary of State on the 29th ult. The road to commence at the village of Geneva on the New York Central Railroad, in the county of Ontario, thence by the most direct and feasible route, through the towns of Seneca, Gorham (or as near as practicable to the village of Bethel), to the village of Rushville, thence through the towns of Middlesex, Italy and Naples, *via* the village of Naples, to a point in the town of Cohocton, Steuben county, at or near Blood's Corners, on the Buffalo, New York and Erie Railway—a distance of thirty-seven miles. Amount of capital stock, $1,000,000. The directors are: Hon. Emory B. Pottle, James Covell, Hiram Maxfield, Naples; Edwin R. Parish, Italy; M. A. Pearce, A. C. Lindsley, Hon. Oliver S. Williams, Middlesex; Emmett C. Dwelle, D. B. Holbrook, Potter; Richard M. Washburn, James Pulver, Gorham; Corydon Wheat, Alex. L. Chow, Geneva.

☞ The product of the Lake Superior mines for 1871 is estimated at not less than 1,250,000 tons.

Chicago and Northwestern Railway.

At a meeting of the stockholders of this company in Chicago on the 1st inst., John F. Tracy, A. B. Bayliss, David Dows, F. H. Tows and George L. Dunlap were elected directors for the term of three years each. At a subsequent meeting of the directors the following officers were chosen; John F. Tracy, President, M. L. Sykes, Vice President; A. L. Pritchard, Secretary and Treasurer; J. B. Redfield, Assistant Secretary. George L. Dunlap remains General Manager, and John C. Gault, General Superintendent. Mr. Dunlap, who had been re-elected director, resigned, and B. F. Allen, of Des Moines, was elected in his place. William H. Ferry, of Chicago, was chosen director in place of John B. Turner, deceased.

Notice to Contractors.

COLONIAL SECRETARY'S OFFICE, May 23, 1871.

THE Government of Prince Edward Island will until 19th of July next, receive Tenders for the construction and equipment of a Railway of 3 feet 6 inches gauge, from Cascumpec to Georgetown, a distance of about 120 miles.

Payments will be made in Prince Edward Island Government Debentures, bearing six per cent. interest, payable half-yearly, redeemable in 30 years.

Specifications may be seen, and forms of tender, and other information obtained at the Government Engineer's Office, Charlottetown, after 20th June next.

No tender will be recognized unless made on the printed form.

The Government do not bind themselves to accept the lowest or any tender.

T. H HAVILAND,
Colonial Secretary.

OFFICE OF NORTHERN PACIFIC RAILROAD COMPANY.
120 BROADWAY, NEW YORK, June 1, 1871.

The Transfer Books for the transfer of Registered Bonds will be closed on WEDNESDAY, June 14, and re-opened on SATURDAY, July 1.

Payment of Interest on Registered Bonds will be made by mailing from this office, on the FIRST DAY OF JULY, to the address of each Bondholder of record at the closing of the books, a check to his or her order for dividend due, free of tax, and payable in gold coin.

Coupons due July 1 will be paid on presentation, on and after that date, at the office of JAY COOKE & CO., New York.

4t A. H. BARNEY, Treasurer.

THE WHARTON
Safety Railroad Switch.

☞ **BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.** ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R.R. Switch Co.,
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W. G. CHITTICK,

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Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

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Edward Rowe, J. Carothers,
T. M. Niven, George W. Quintard,
James Murphy, William A. Seaver,
Phillip M. Millepaugh.

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HOME SECURITIES,

OFFICE OF

MEAD & CLARK,

BANKERS,

141 Broadway, NEW YORK.

The attention of Capitalists and Investors generally is invited to the

FIRST MORTGAGE

7 Per Cent. Gold Bonds

OF THE

WALKILL VALLEY RAILWAY CO.,

which we offer for sale at 90 and accrued interest in Currency.

The Railway is situated on the West side of the Hudson River, and is now running for 20 miles to New Paltz, and is under contract to be in working order to Kingston next fall.

The Bonds are a first-class investment, and we invite the closest investigation of them.

The Principal and Interest are PAYABLE IN GOLD.

The Coupons are paid semi-annually in this city on the first days of April and October, free of Government Tax, and the issue of Bonds is limited to $20,000 per mile of completed Road.

Any information concerning them will be given at our office.

ERASTUS F. MEAD and
THOMAS CLARK, Jr.,
Financial Agents.



I. A. WILLIAMS'

UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

RAILROAD IRON.

1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale by

DANAS & LITCHFIELD,
49tf **18 William street**

NEW YORK
State Railroad Bonds.

A First-Class Home Investment.

FIRST MORTGAGE
GOLD BONDS

OF THE

RONDOUT AND OSWEGO RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,

9 Wall Street, New York City,
Financial Agents of the R. & O. Company.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

IEVERDAHL, SCHONBERG & CO.,

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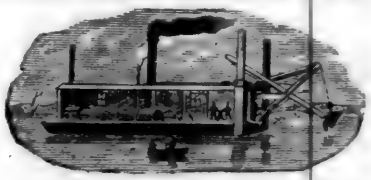
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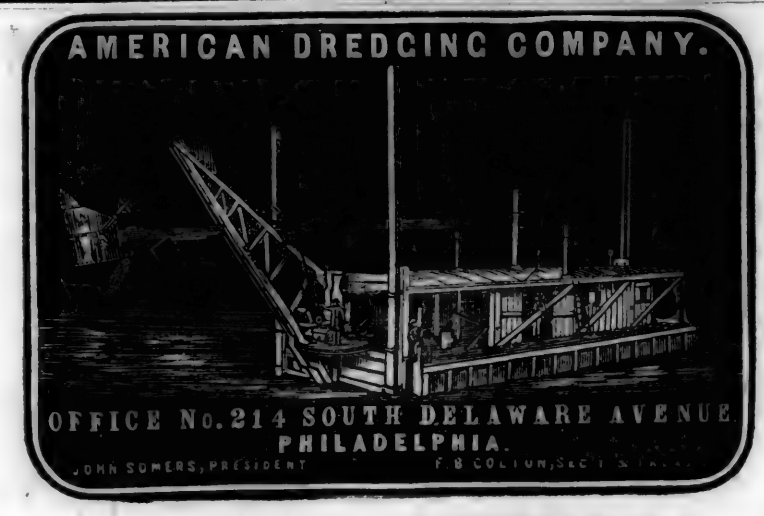
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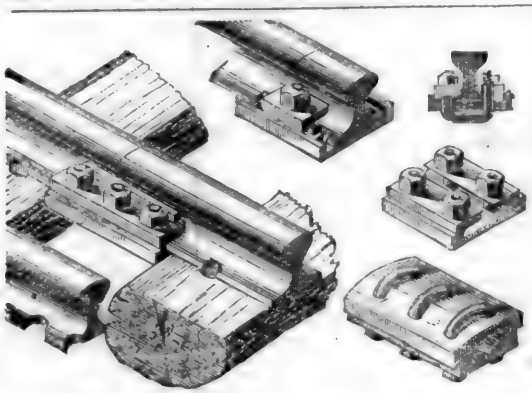
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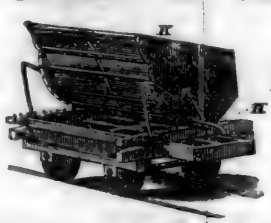
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Wrought Iron
RAIL JOINTS,
MADE BY
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The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,
of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.



RIGHTS FOR SALE BY
A. W. RHOADS & CO.,
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A. W. RHOADS. N. H. CAMP.

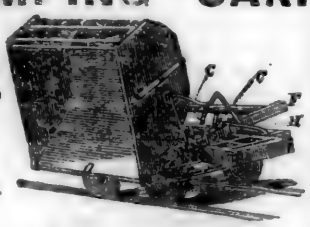


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York Saturday, June 17, 1871.

New Jersey Railroad and Transp. Co.

At a meeting of the Stockholders of this company at Jersey City on the 7th inst., the following resolution, presented by Mr. Duryea of Newark, was adopted:

Resolved, That the stockholders of the New Jersey Railroad and Transportation Company here present, at their annual meeting, express their entire and hearty approval of the action of the Joint Board in having agreed upon the terms of a lease in perpetuity of their works to the Pennsylvania Central Railroad Company upon the basis of annual dividends of ten per cent. to their stockholders.

The old Board of Directors was then re-elected, as follows: Dudley S. Gregory, Henry R. Remsen, Hamilton Fish, Alfred L. Dennis, George R. Chetwood, Martin A. Howell, Ferdinand Suydam, Nehemiah Perry, and Isaac W. Scudder.

MR. ASHBEL WELCH, the General President of the United Companies, being called upon spoke as follows:

Gentlemen: As you already know, a negotiation has been made with the Pennsylvania Railroad Company for the lease to them of your canal, railroads, property and franchises for 999 years, at such rent as will give you a clear annual dividend of ten per cent. on your stock.

The acceptance or rejection of this offer belongs, not to your representatives, but to you alone. I have, therefore, aided in the preparations to bring the question before you, as well as in securing such provisions as most effectually to protect your interests; scrupulously avoiding myself, and as far as possible preventing in others, any action or public expression tending to take the decision out of your hands. I have also advised officers and employees not to mingle in the conflict about the lease, since it has come before the Stockholders; as any hostility incurred by them as partisans, impairs their usefulness as officers.

When it was proposed that the Board of Directors should express their opinion in favor of the lease, I opposed it—partly because I thought the property worth more than we were to get for it, and partly because I thought it was not a question for the Directors, but for the Stockholders only.

But the Board having spoken and acted, their presiding officer is not at liberty to speak or act on the subject disposed of.

As this lease will probably be ratified by the Stockholders, and it is not probable that I shall again have the honor of addressing you, I take this occasion to say a few words about the policy which the present administration has pursued since the consolidation of these Companies.

This policy has been to make the avenues of traffic between the two great cities of this continent—the main trunk through which the traffic of the South and Southwest seeks the commercial metropolis—fully adequate to their purpose; to make them perform all the duties of their location; to do this at the least possible expense; to end the thirty years' war between some of the Companies and the public; to guard against competition, or to make competition harmless, by the sufficiency and superiority of our facilities and the moderation of our rates, and consequent increase of business; and to continue to show that, if corporations have no souls they may have integrity and honor; and by all these means to add greatly to the amount, and especially to the certainty of your dividends.

Of course the increase of facilities required a large increase of investment. This was not only wise, but unavoidable. Our railroads were calculated for a small high-priced business, and in that state of things the threatened competition, prevented only by our improvements, would have been ruinous. The aim was, to prepare for and develop a heavy business, which could be but little affected by competition.

Though our increase of investment is so great, though some of the expenditures have not yet had time to become productive, though the work and materials used in the maintenance and operation of our roads have been from 60 to 80 per cent. higher than before the war, though the public demands for more luxurious accommodations have added greatly to our expenses, and though many of the rates have been very much reduced, yet the per centage of profits now made on the whole enlarged investment of our four companies is not greatly different from the per centage on the former small investment. The greater proportion of stock receiving 10 per cent., to debt receiving 6 per cent., and the great increase of taxation, the gold premiums, &c., have prevented this equality from appearing in the dividend fund. The United States taxes since the consolidation have averaged something like one and a half per cent. on our stock more than they probably will hereafter. And our works, run down at the close of the war, are now in better condition than ever before.

Our railroads have never been calculated for a heavy freight tonnage. Yet, it is upon such tonnage, carried in large quantities, at low rates, and small profits per ton, that the most prosperous roads make their gains; and it is upon such that ours must mainly rely hereafter. The nett profits of the Pennsylvania Railroad Company in 1869 were more than three times as much per mile run of trains with freight as with passengers. Their profit for the year was nine times as much on freight as on passengers; ours only two thirds as much on freight as on passengers.

A fully developed business on our roads would doubtless differ in its proportions from that on the Pennsylvania Railroad, but it would differ still more from the present business. Why have we missed this important and, in our future, all-essential branch of traffic? Because we have not yet fully expiated the errors of our youth.

When the companies were consolidated, and their mutual jealousies were no longer in the way, we found the transit duties which in the early inexperience of railroad legislation and railroad management had been laid upon us, a legal prohibition of a heavy freight traffic. To do such work cheaply, expensive preparations must be made, and large quantities carried; to get large quantities, rates must be low. But as the law stood, every cent of profit, at rates not very unusually low, would have been paid to the State in transit duties.

As soon as we succeeded in getting that pernicious system abolished, in the spring of 1869, we endeavored to stimulate cheap freight, and succeeded in 1870 in more than doubling the way tonnage; it being in 1868, 319,000 tons, and in 1870, 665,000 tons; or, including coal, a great deal more. In the four years since the consolidation the whole tonnage has been trebled.

But one difficulty remains. A large part of this heavy tonnage seeks the shores of the Hudson river. Much of it ought to remain on the west bank to await final distribution to the consumer; for if taken at once to New York and distributed afterwards, the extra cartage, storage, handling,

and often extra ferriage, costs as much as hauling over 200 miles of railroad. Now, valuable as our improved property in Jersey City is for other purposes, it is not available for this. We have no place on which to store heavy goods awaiting distribution.

Along our route there are many favorable locations for manufactories. If we had a suitable place of deposit for their products at the end of our road, a saving would be effected (partly to the Company, partly to the customer) of more than half the present freight to New York. With such a place of deposit we could adopt low rates. Our local tonnage would become very great, and sure of the profits on that, the evils of competition would not be at all in proportion to our traditional nervousness about them. Our way business now is not far from half of all.

Fully impressed with these views (though circumstances did not formerly permit their expression), feeling that the salvation of the companies required a good freight terminus, I long a o selected Harsimus Cove as the best and, latterly, the only remaining available site for it. As soon as that essential step in the grand movement—the consolidation—was effected, means were taken to secure it. It was secured just in time to prevent it from falling into other hands.

It is to reach this seventy acres, now flowed by the tide, that the Pennsylvania Railroad Company offer to lease our works and pay us ten per cent. But it is a great mistake to suppose that its purchase and improvement were intended mainly for the business of that road, which gives us only a quarter of our tonnage. It is just as absolutely vitally necessary for our own local business.

This improvement was of such magnitude, and there were so many other urgent demands for expenditures, that it has been postponed to the present time. It was, perhaps, to be expected that those not practically acquainted with railroad transportation on a large scale, and with the rapid growth of traffic when it has a chance to grow, would hesitate about going into an expenditure of three millions, required for the development of this property.

The purchase of Harsimus was not a land speculation; not a lucky accident; not merely an engineer's project to bring rail transportation, shipping, lighterage, ferriage, cartage and storage all into contact, and to save one, two or three dollars a ton, and extend the commercial metropolis of this hemisphere to the west bank of the Hudson; not an instrument to secure a particular alliance; but an essential means of creating a great freight traffic, and carrying out the policy which has always been kept in view. If we had made the improvement at once we should probably now get twelve per cent. rent instead of ten; or make twelve per cent. ourselves. And we should have been able to carry out much more fully than we have done (and we have done something in that direction) our liberal policy.

Should the lease fail from any cause, we cannot stand still. We should lose no time in making this improvement; making it ourselves—not in connection with anybody else, but retaining all the power it c nfers.

Then, with our unequalled location, our ramifications among the sources of business, manufactories stimulated by low freights and favorable locations springing up along our route, the business of the South reviving and that of the whole country growing, with legal trammels now removed and valuable rights obtained; we, opening our doors to all connecting lines and all other parties on fair and equal terms, and giving them assurance for the future by permanent contracts; lifting ourselves out of any old grooves that no longer run in the right direction; adopting a single simple organization in place of the present provisional government; shunning the tainted air of legislative ante-chambers; then—we doing this—if the lease falls through, we shall have little reason to regret the failure.

☞ Track laying on the Utah Southern Railroad was commenced on the 6-h inst.

The Connecticut River Bridge at Middletown.

The third span of this bridge is now being erected; the masonry, excepting the rests for the draw, is all finished.

There are to be four spans of 209 ft. each in the clear, two spans of 54 ft. and a turntable draw of two openings each 130 ft. in the clear. The entire draw is 304 ft. long.

The abutments and piers are of massive granite and the superstructure of wrought iron. Inclined, swelled, round ended posts; box top chord; compound link lower chord; single track; working load two tons to the foot run; factor of safety six; Gen'l Serrell Chief Engineer, E. W. Serrell Jr. Ass't Engineer, in charge, C. C. Campbell & Co., Contractors for Masonry. Keystone Bridge Co., Contractors for Iron Work. Sellers & Co., Contractors for turntable.

Toledo, Wabash and Western Railway.

The revenues and expenditures of the operating department of this road for the fiscal years 1869 and 1870, compare as follows:

Revenue:	1869.	1870.
From passengers	$1,274,539 54	$1,242,891 95
" freight	2,681,235 93	3,009,025 68
" mails	72,049 98	81,993 75
" express	79,105 85	78,595 88
" miscellaneous	145,411 51	132,133 66
Total	$4,252,342 81	$4,544,640 92
Expenditures, viz:		
Iron & superstr'cture	$538,617 31	$150,203 81
Roadway and structures	513,666 39	663,272 10
Cars, engines, &c.	49,738 98	468,278 54
General expenses	1,549,386 95	1,654,510 05
Total	$3,051,404 58	$3,236,264 50
Net revenue	$1,200,938 23	$1,308,376 42

Compared with the previous year, the gross earnings of 1870, show an increase of $292,298 11; increased expenditures, $184,859 92; and net increase, $107,438 19.

The receipts from all sources and the expenditures on all accounts in 1870 were as follows:

RECEIPTS.

Gross revenue for 1870	$4,544,640 92
Proceeds of stock	914,281 69
Cash from 1869	55,320 59
I. H. Knox & Co.	91,434 47
Connecting roads and individuals	33 162 55
Total	$5,638,840 22

EXPENDITURES.

Operating expenses for 1870	$3,236,264 50
Equipment	635,850 00
Construction	357,966 62
Miscellaneous, ($1,316,178 44) viz:	
Interest less unpaid coupons	$1,200,139 92
Meredosia bridge in New York	625 00
Coupons, Han. and Naples R. R.	24,534 13
Coupons of previous years	25,012 75
Profit and loss	65,866 64
Assets of current year..$356,011 99	
Less bills payable, $56,690 60, and less overdrawn, $206,740 73	263,431 33
	92,580 66
Total	$5,638,840 22

Notwithstanding the very general prevalence of severe competition for business throughout the country, during the year 1870, it is gratifying to be able to state that the earnings of the road show an increase over those of the previous year of $292,298 11, which is the largest increase ever before realized from the traffic of any single year.

The gross earnings were $4,544,640 92 and the total operating expenses, $3,236,264 50, leaving a net surplus of $1,308,376 42, which was more than sufficient to pay the entire interest on the bonded debt and preferred stock of the company.

The volume of traffic seeking transit over the route was so large that, if it could have been made available, it would have produced sufficient revenue to have enabled the company to have earned a satisfactory dividend on their common stock; but the utter want of equipment and capacity on the part of eastern connecting lines to either receive, handle or forward such freight has subjected the traffic to blockades that have well nigh stagnated and paralized all the business operations of the road. In the rapid development and growth of strictly local business the company have found cause for encouragement and confidence in the future success of their property.

The equipment of the line has been largely augmented during the year, by the addition of 636 first-class cars of various kinds, and other business facilities, which will contribute to the removal of a want that has hitherto seriously affected the business of the road. The general renewals of the rolling stock and machinery have been prosecuted systematically and thoroughly, so that they are now in a superior condition of efficiency.

The improvements made upon the track and superstructure have been unusually extensive; over 81 miles of new iron have been laid with fish-joint, and about 70 miles of old rails have been mended and replaced. The general roadway has been much improved by more thorough ditching and the removal of perishable structures and the substitution of permanent ones.

Arrangements have been recently consummated with the Pullman Palace Car Company, whereby there has been secured an equipment of elegant sleeping cars, which will have a tendency to popularize the line with the traveling public and contribute much to the success and prosperity of the passenger traffic.

During the year the Decatur and East St. Louis Railroad Company, was merged into the Toledo, Wabash and Western Company by an act of consolidation; owing, however, to the lateness of the completion of the road and the incomplete warehouse and station accommodations, its value as an auxiliary has been but partially disclosed. Since St. Louis has already become the most prominent railroad centre in the Western States, as well as the distributing point to a vast territory in the southwest, the importance of that city as the principal western terminus of the Toledo, Wabash and Western Railway cannot be too highly valued or over-estimated.

In the month of June, the Hannibal and Naples Railroad, together with its branch to Pittsfield, passed into the control of the Toledo, Wabash and Western Company. It should however be stated that the earnings and expenses of said railroad are wholly excluded from those of the T., W. and W. Railway. The control of this line to Hannibal insures to the main line the almost exclusive traffic of the rich and productive country lying between the Illinois and Mississippi Rivers, and the still more important object, the final establish-

ment of a great through route between Toledo and Kansas City.

The superstructure of the iron railway bridge crossing the Mississippi at Hannibal is now being placed in position and the construction work upon the only remaining link of the line, between Hannibal and Moberly is rapidly advancing to completion and will be completed during the coming summer, arrangements having already been perfected for the control of this bridge and the line west of Hannibal, their completion secures the continuity of the T., W. and W. Railway between Toledo and Kansas City and gives the shortest and most practicable line between the lakes and the Southwest.

With a view to further strengthen their position, the company have effected favorable arrangements for the control of the road now in process of construction between Decatur, Lincoln and Pekin. It is expected that this line will be opened for business early in the autumn of 1871.

The early completion of the new railroad from Lafayette to Bloomington is looked forward to with interest. This line, like the last one referred to, passes through the most productive counties of Illinois and Indiana, and will secure to the T., W. and W. Railway a large traffic in grain, &c., which will naturally seek an outlet east by way of Toledo.

Under these circumstances the future prospects of the company are encouraging. By the extension of the line to St. Louis and the cordial co-operation of several new and valuable connecting roads, the business must be largely increased. In addition to the large increase recently made to the equipment, the company have also arranged for immediately placing upon the line 50 first-first-class locomotives and 450 box freight cars.

The company are now operating 631 miles of road, viz: the Main Line, (in Ohio 75.5, in Indiana 166.9, and in Illinois 212.4,) 454.8 miles; the Keokuk Branch, 41.2 miles; the Naples Branch, 4 miles; the St. Louis Division, 109 miles; and the Camp Point and Quincy (leased), 22 miles. The weight of iron averages 60 lbs. to the yard.

The equipment of the company at the close of 1870 consisted of 130 locomotives and the following cars—passenger 54, sleeping 3, directors' 1, smoking 4, mail and baggage 32, box freight 1,696, stock 391, platform 280, coal 406, caboose 52 and other 58—total, 3,111. Engine houses 13; stations 120.

New iron put in track 81.2 miles; iron repaired and replaced 76.5 miles; new ties put in track 310,290; new passenger buildings, 2.

INCOME ACCOUNT.

Balance of net income	$1,308,376 42
Income account of 1869	540 956 11
Capital stock	3,166,855 00
Total resources	$5,016,187 53
Construction and equipment	$994,400 88
Interest account	1,225,159 17
Discount on capital stock	2,252,573 31
Profit and loss	65,866 64
Balance carried to next year	478,187 53
Total	$5,016,187 53

The company commences the year 1871 with materials, fuel and other available assets to the amount of $691,849 23, in which are included material and fuel, $292,835 52; cash, $173,231 97, &c., &c.

GENERAL BALANCE SHEET.

Road and equipment	$33,590,000 00
1st mortgage bonds, Griswold and others, trustees	797,000 00
Supplies, fuel, &c	292,835 52
U. S. Post Office department	3,393 75
Quincy and Palmyra R. R. Co	22,223 95
Hannibal and St. Joseph R. R. Co.	834 46
Meredosia Bridge Co	56,786 96
Hannibal and Naples R. R. Co	13,669 00
Ill. and Miss. Telegraph Co	11,950 00
Equalization account	34,574 08
Jacksonville depo'	3,765 48
Quincy R. R. Bridge Co	3,900 00
South Shore Line	800 00
Buffalo and Erie R. R. Co	567 05
Hayward, Stillwell & Co	7,187 53
Pullman Palace Car Co	45,885 61
Hannibal and Naples Co.	140,729 00
Decatur and State Line R. R. Co.	3,876 88
Ind., Cin. and Lafayette R. R. Co.	10,634 41
Hannibal and Naples R. R. Co. (interest account)	24 534 13
Red Line Transit Co	6,686 89
Sinking fund consol. bonds	75,000 00
Railroads and individuals	7,387 67
Cash on deposit in New York	173,231 97
Total	$35,327,454 34
General stock	$15,000,000 00
Preferred stock	1,000,000 00
First mortgage bonds, Toledo and Illinois R. R. Co	900,000 00
First mortgage bonds, Lake Erie, Wabash and St. L. R. R. Co	2,500,000 00
First mortgage bonds, Gt. W. R. R. Co., Western Division	687,000 00
First mortgage bonds, Gt. W. R. R. Co. of 1859	2,500,000 00
First mortgage, Q. & T. R. R. Co.	500,000 00
First mortgage bonds, I. and S. I. R. R. Co.	300,000 00
Second mortgage bonds, T. and W. R. R. Co	1,000,000 00
Second mortgage bonds, W. and W. R. W. Co	1,500,000 00
Second mortgage bonds, Gt. W. R. R. Co. of 1859	2,500,000 00
Equipment bonds, T. and W. R. W. Co	600,000 00
Consolidated mortgage bonds, T., W. and W. R. W. Co.	2,700 000 00
First mortgage bonds, Decatur and East St. Louis R. R.	2,700 000 00
Bills payable	56,690 60
Coupons uncalled for	25,019 25
Balance	379,972 70
Total	$35,327,454 34

The company is entirely free from floating debt.

President.—AZARIAH BOODY, New York.

Vice President.—J. N. DRUMMOND, Toledo.

Directors—Azariah Boody, A. M. White, Isaac H. Knox, William Kidd, A. B. Baylis, Augustus Schell, and Horace F. Clark, New York; J. N. Drummond, and W. Colburn, Toledo; George Cecil, Logansport, Ind.; James Spears, Lafayette, Ind.; C. M. Smith, Springfield, Ill.; J. H. Banker, New York; Amasa Stone, Jr., Cleveland, O.; and S. B. Crittenden, New York.

Sec. and Treas.—WM. B. CORNEAU, Toledo.

Transfer Agent.—C. H. PEIRCE, New York.

Gen'l-Sup't.—GEO. H. BURROWS, Toledo.

Supply Agent.—J. I. NESSLE, Toledo.

Gen'l Pass. Ag't.—W. L. MALCOLM, Toledo.

Freight Agent.—W. P. ROBINSON, New York.

Gen'l Agent.—C. E. CANDEE, St. Louis.

☞ Col. A. P. Robinson has been made chief engineer of the Atlantic and Pacific railroad.

Illinois Central Railroad.

The statement of this Company for the month of May, 1871, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	4,110.88 for	$40,551 59
Acres Int. Fund Lands sold		
Acres Free Lands sold	280.00 for	5,449 39
Total sales during month of May, 1871	4,390.88 for	$46,000 98
To which add Town Lot Sales		1,442 00
Total of all	4,390.88 for	$47,442 98
Cash collected in May, 1871		$119,201 52

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 402 Miles.	Total. 1109 Miles.
Freight	$389,319 00	$66,333 00	$455,652 00
Passengers	116,618 71	41,800 25	158,418 96
Mails	6,375 00	3,059 33	9,434 33
Other sources	69,000 00	2 940 67	71,940 67
Tot, May, '71	$581,312 71	$114,133 25	$695,445 96
Total actual earn'gs, May, 1870	$565,904 02	$118,634 55	$684,538 57

☞ A new railroad is projected in Ontario County, N. Y., to be known as the Blood's Corners and Geneva Railroad. The Company is organized and the articles of association filed in the office of the Secretary of State. The road will be 37 miles in length, extending from Geneva, at the head of Seneca Lake, south, through the villages of Gorham and Rushville, and the towns of Middlesex, Italy and Naples, in Orange County, to Blood's, in Steuben County, where it will connect with the Rochester and Genesee road. The capital stock of the company is $1,000,000.

☞ The directors of the New York Central and Hudson River R. R. Co., recently elected, are: Cornelius Vanderbilt, William H. Vanderbilt, Horace F. Clark, Augustus Schell, James H. Banker, Samuel F. Barger, William A. Kissam, H. Henry Baxter, Joseph Harker, New York; Henry R. Pierson, Albany; Chester W. Chapin, Springfield, Mass.; Geo. J. Whitney, Rochester, N. Y.; James M. Marvin, Saratoga Springs, N. Y.

☞ The receipts of the Chesapeake and Delaware Canal, during the year ending May 31, 1871, from tolls and other sources amounted to $413,593 26, cash on hand, $151,966 82—total, $565,559 08. The total expenditures for materials, dividends and $50,339 72 of accrued interest, amounted to $441,686 05, leaving $123,904 03 as cash in the treasurer's hands.

☞ Arrangements have been effected for the immediate extension of the Missouri, Kansas and Texas Railroad from Harrisonville, Mo., to Paoli, Miami county, Kansas, to be completed by October 1. The recent decision of the Supreme Court of Kansas, sustaining the validity of city and county bonds, has given a new impetus to railroad building throughout the State.

☞ At the annual election of the Milwaukee and St. Paul Railroad Company, at Milwaukee, on the 10th inst., the old officers were re-elected. The four Directors elected for three years are Alexander Mitchell, Russell Sage, Selah Chamberlain and Julius Wadsworth.

Poughkeepsie Bridge Company.

AN ACT to incorporate "The Poughkeepsie Bridge Company, for the purpose of constructing and maintaining a bridge, appurtenances and approaches to the same, over the Hudson river, at a point or points between the city of Poughkeepsie and the town of Loyd, Ulster County, on said river.—Passed May 10th, 1871.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Harvey G. Eastman, George Innis, John F. Winslow, John O. Whitehouse, Homer A. Nelson, John I. Platt, Isaac W. White, Geo. R. Gaylord, Oliver H. Booth, William A. Davies, John M. Toucey, John P. Adriance, Alfred B. Smith, Charles Wheaton, Henry D. Varick, Abram Wright, Charles Kirchner, Chas. W. Swift, Geo. Corlies, Jas. Mulrein, Robert Slee, Allard Antony, Edward Storm, George P. Pelton, Pomeroy P. Dickinson, Jas. G. Wood, Aaron Innis, Hudson Taylor, Mark D. Wilber, Geo. Parker, Jas. Collingwood, Matthew Vassar, Walter Van Kleeck, Charles H. Roberts, Lawrence C. Rapelje, Anning Smith, Abram Hasbrouck, George Cornwell, and their associates, are hereby created a body politic and corporate, by the name and style of "The Poughkeepsie Bridge Company," for the purpose of constructing and maintaining a permanent bridge, appurtenances, and avenues of approach thereto, for the passage and transportation of passengers, railroad trains, teams, vehicles, cattle, horses, sheep, swine, and other merchandise and property, to and from the east and west banks of the Hudson river, at some point or points between the city of Poughkeepsie and the town of Loyd on said river; and as such corporation, are invested with all the powers and privileges, and are subject to all the liabilities, conferred and imposed by title three, chapter eighteen of part one of the Revised Statutes; provided, however, that the said bridge shall be commenced on or before July first, eighteen hundred and seventy-two, and shall be completed and opened for use, on or before January first, eighteen hundred and seventy-six.

§ 2. The said corporation shall have power to purchase, acquire, hold and use as much real estate as may be necessary for the site of said bridge, and of all piers, abutments, walls, toll-houses, workshops, guys, main anchor pits, anchor pits for guys, and other structures and places for the storage of merchandise and property, and for the opening and maintaining of proper and necessary avenues of approach to said bridge, not to extend over two miles from each end or terminus of said bridge. To borrow, from time to time, such sums of money as may be necessary, and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by said corporation, for the purposes aforesaid; and the directors of the corporation hereby created, may confer on any holder of any bond issued for money borrowed as aforesaid, the right to convert the principal due and owing thereon, into stock of said corporation, at any time not exceeding ten years from the date of the bond, under such regulations as the directors may see fit to adopt. And in case of the destruction of said bridge, to reconstruct the same, and in like manner to borrow additional moneys for that purpose: but nothing in this act contained shall authorize said corporation to borrow and owe for money borrowed, at any one time, an amount exceeding the capital.

§ 3. The capital stock of said corporation shall be two million dollars, divided into shares of one hundred dollars each. The directors of said corporation may, at any time, with the consent in writing of stockholders holding a majority of the stock, increase such capital to an amount not exceeding five thousand dollars. The shares shall be deemed personal property, and may be transferred in such manner as shall be provided by the by laws of the corporation. Any railroad corporation in this State, or elsewhere, may subscribe to, and become the owner of, with the like rights as an individual, of any part of the capital stock of the corporation hereby created; not exceeding in amount, however, five per cent. of said capital stock by any one railroad corporation so subscribing; and rails may be laid upon the said bridge, and on the said avenues of approach to the same, for the passage of railroad trains, in such manner as the directors may deem proper, and under such agreement and compensation, and on such terms in all respects as may be agreed upon, with any railroad corporation or corporations: Provided, that at least fifty per cent. of the amount of the capital stock of the corporation to be created under this act, shall be distributed to individuals, in case so much shall be subscribed for by individuals. The directors of the corporation hereby created may issue full paid stock for the purpose of purchasing property, both real and personal, necessary for the purposes of the corporation, to the amount of the value thereof, and the stock so issued shall not be liable to any further assessments, neither shall the holders thereof be liable for any other payments on such stock, under the provisions of this act, but in all statements and reports of the corporation hereby created, to be published, such stock shall not be stated or reported as being cash paid in to the corporation, but shall be stated and reported according to the fact.

§ 4. The persons named in the first section of this act shall constitute the first board of directors of the corporation hereby created, and shall hold their places as such until the first Monday in January, one thousand eight hundred and seventy-three, and until others shall be elected in their stead; and a majority of them may, at any meeting of their board, at any time hereafter, designate three or more of their number to open books, after twenty days' previous public notice in the State paper, and two or more daily papers published in the city of New York, to receive subscriptions to the capital stock of the corporation hereby created, at such place or places, and under such regulations in all respects, as said board of directors may prescribe; and in case of an excess of subscriptions, they may apportion the stock among the subscribers in such manner as they shall deem most likely to promote the interests of the corporation hereby created, by or in the speedy erection of said bridge, and the construction of its appurtenances and avenues of approach. The books, when opened as herein provided, shall remain open at least through the business hours of the day, so that all persons may have a fair opportunity of subscribing; and at the time of subscribing, an instalment, to an amount to be fixed upon by the directors, and stated in said books, (if not less than ten per cent.) on each share, shall be paid in, or such subscription shall not be received. The number of directors, after the time last mentioned, namely, the first Monday in January, eighteen hundred and seventy-three, shall not be less than seven nor more than thirteen, to be fixed upon in the by-laws of the corporation hereby created. An election of directors shall take place, on the first Monday in January, in the year one thousand eight hundred and seventy three, and annually thereafter, on that day, at an hour and place to be designated in the by-laws, and the persons then elected by a majority of the shares voted upon by the stockholders, in persons or by proxy, shall constitute the directors for the then ensuing year, and until others shall be elected in their places. And in case it shall happen at any time that an election of directors shall not be made on the day herein designated, it shall be lawful to hold such election on some day thereafter, on full and reasonable notice to the stockholders. All vacancies which shall occur in the board of directors, by death, resignation, mental incapacity or otherwise, shall be filled by appointment of a majority of the remaining members for the balance of the term then vacated. A majority of said board shall form and constitute a quorum.

§ 5. The said board of directors shall have power to cause such examinations and survys to be made as may be necessary in their judgment for the selection of the most advantageous site for the said bridge, the buildings, structures and yards, and the avenues of approach to the same herein authorized; and for such purposes they shall have power to appoint an engineer, agents or officers, who are authorized to enter upon the lands or waters of any persons for such purpose, but subject to proper responsibility for all damages which they may do thereto.

§ 6. The officers of the corporation hereby created, shall consist of a president, secretary, treasurer and chief-engineer, who shall be annually elected by the board of directors, of which board the president shall be one, and such committees may be appointed, as well as subordinate officers, and such security required from the officers as the said board of directors may deem necessary and proper. The board may also require payment of the amount remaining unpaid on the stock of the corporation hereby created, giving at least thirty days' previous notice in the State paper at Albany, and the official county papers, of the counties of Dutchess, Ulster, and Columbia, also in two daily papers published in the city of New York, under penalty in case of non-payment, of forfeiture of said stock, and all the previous payments made thereon, for the benefit of the corporation hereby created, provided that no one assessment shall exceed ten per cent. upon the amount subscribed and shall not be called oftener than once in thirty days. The said board of directors may also from time to time ordain and establish such by-laws, and adopt such measures as they may deem proper to further the interests of the corporation hereby created, and to promote the speedy construction of the said bridge, its appurtenances, and avenues of approach herein authorized.

§ 7. Whenever the said bridge shall be completed and its safety tested, and the fact certified by the State Engineer and Surveyor, the corporation hereby created may erect toll gates, fix the rates of tolls for persons and animals, except such as are being conveyed on railroad cars or trains, and vehicles of every kind and description drawn by animals entering upon or crossing over said bridge, and such erections as the board of directors may direct to guard the said bridge, its entrances, avenues and approaches, but no greater tolls than the following shall be charged, namely: For every foot passenger entering upon or passing over said bridge, twenty five cents, for every horse and single carriage, fifty cents, and an addition of fifteen cents for every passenger actually traveling in such carriage; for double carriages and two horses, one dollar, and the same rates for passengers as before provided, and twenty-five cents for each additional horse with such double carriage; for sheep passing, two cents per head; for horses or mules without carriage, six cents; swine, two cents each, and for neat cattle, six cents each; for wagons, drays and vehicles of every description used for the purpose of carrying freight or merchandise, except railroad trains or cars, twenty-five cents for single vehicles. The rates of toll shall be posted up conspicuously at each end of said bridge. The board of directors shall reduce the rates of toll in this section specified, whenever the net receipts from the same amount to the sum of ten per cent. on the cost of that portion of said bridge to be devoted to travel and transportation specified particularly in this section, so that the said net proceeds shall not exceed that sum in any one year. If any person shall force, or attempt to force, a passage upon or over said bridge, without having paid the established toll, such person shall be deemed guilty of a misdemeanor, and shall forfeit and pay to the said corporation hereby created five times the amount of legal toll, to be recovered in the name of the corporation hereby created, with costs of suit.

§ 8. Any person wilfully doing any injury to the said bridge or any of its appurtenances or avenues of approach, either before or after their completion, shall forfeit or pay to the corporation hereby created three times the amount of such injury, and shall be deemed guilty of a felony, and shall be subject to a penalty or fine not less

than one thousand dollars or imprisonment for a term of not less than one year, or be punished by both such fine and imprisonment, in the discretion of the courts. Concurrent jurisdiction shall be possessed and exercised by the courts held or to be held in the counties in which said bridge, its appurtenances and avenues of approach, or any part thereof, may be located respectively, over all crimes to or on the same, and of any civil actions or proceedings brought or prosecuted by the corporation hereby created.

§ 9. A record of the proceedings of the board of directors shall be kept by the secretary, and a statement of the financial condition of the corporation hereby created, the amount of money expended on account of said bridge, its appurtenances and avenues of approach, and of all its receipts and expenditures, shall be annually prepared by the president and treasurer, verified by them under oath, and filed in the office of the State Engineer and Surveyor on or before the first day of December in each year.

§ 10. In case it shall be found necessary, in order to facilitate the erection or secure the safety of said bridge, it shall be lawful for the corporation hereby created to erect and maintain anchor blocks of masonry in the said river, from which guys or stays to said bridge may be stretched to secure the same, but nothing in this act contained shall be construed to authorize, nor shall it authorize the construction of any pier or anchor blocks which shall obstruct or in any manner interfere with the free or common navigation of the said river, or the construction of any pier in said river beyond the pier lines heretofore established by law; and said bridge shall not be constructed at a less elevation than one hundred and thirty feet above high tide, and shall be so constructed as not in any respect to interfere with the free navigation of the Hudson River; and if at any time there shall be reasonable grounds to believe that in the construction of said bridge or any erection connected therewith, the free navigation of said river may be impaired, or interfere with, it shall be the duty of the attorney general to institute in the name of the people proceedings to restrain the further construction of said work.

§ 11. The board of Directors may at any time apply to the Governor to commission such persons as they may designate to act as policemen for the corporation hereby created. The Governor, upon such application, may appoint such persons or so many as he may deem proper to be such policemen, and shall issue to such person or persons so appointed a commission to act as such policemen. Every policeman so appointed shall, before entering upon the duties of his office, take and subscribe the oath prescribed in the twelfth article of the Constitution; such oath, with a copy of the commission, shall be filed with the Secretary of State, and a certificate thereof by said Secretary be filed with the clerk of each county in which said bridge, its appurtenances and avenues of approach, or any part thereof, may be located, and in which it is intended he shall act, and such policemen shall severally possess all the powers of policemen in the several towns and villages in which they shall be authorized to act as aforesaid. Such police, shall, when on duty, severally wear a metallic shield with the words "Poughkeepsie Bridge Police" inscribed thereon, and said shield shall always be worn in plain sight or view, except when employed as detectives. The compensation of such police shall be paid by the corporation hereby created, as may be agreed upon between them; and whenever the president or acting president of the corporation hereby created shall no longer require the services of any policeman so appointed as aforesaid, he may file a notice to that effect in the several offices in which notice of such appointment was originally filed, and thereupon the power of such policeman shall cease and be determined.

§ 12. Any railroad corporation whose road shall have a terminus at said bridge, or shall connect with the same or either of its avenues of approach, or shall run its trains in connection with any railroad having such terminus or connection with said avenues of approach, shall be permitted, under the directions of the corporation hereby created, to use said bridge and avenues of approach for railroad purposes, upon such terms as the board of directors of the corporation hereby created and each of the several corporations interested respectively may agree. But no preference in the use of said bridge, its appurtenances and avenues of approach shall be given to one or more railroad corporations, over any other railroad corporation in the terms of agreement or in the transaction of business; but the corporation hereby created shall fairly and impartially grant and afford to each and every of such railroad corporations in their turn and order, equal terms of accommodation, privileges and facilities, and the corporation hereby created shall be liable to the party aggrieved in an action for damages for any neglect or refusal in the premises; and it shall not be lawful for any railroad corporation, or other corporations or parties (whose road shall have a terminus at said bridge), to construct a railroad track or tracks across, over or above any of the avenues of approach to said bridge without a special permit from the Legislature of this State, or the board of directors of the corporation hereby created.

§ 13. If the corporation hereby created shall be unable to agree for any reason with the owner or owners of any real estate required for its purposes as herein provided for the purchase thereof, it shall have the right to acquire the same in the manner and by the like special proceedings as are authorized and provided for, for the obtaining title to real estate required for purposes of a railroad corporation, under the fourteenth section of he act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, one thousand eight hundred and fifty, and the other sections of said act relative thereto, and any acts amendatory thereof or in addition thereto; and for such purposes, and for that purpose, all such acts shall be considered applicable to the corporation hereby created, as far as may be, in like manner as if the same were named therein, and such modifications may be made in the formal part of the proceedings in order to apply the same to the corporation hereby created, instead of a railroad corporation, as shall be approved of by the supreme court; and the said court, at special term or otherwise, may make such orders and regulations as to the mode and manner of conducting the proceedings and all things relative thereto, so as to effectuate and make the same valid for acquiring title to such real estate as the said court may deem proper; and the title thus required by the corporation hereby created, shall vest in it the fee simple of the said lands and real estate. The said court, on sufficient cause being shown and on proof of tender of the amount to be paid for such real estate in any manner as may have been required by or in said court, may issue summary process in such form as may be deemed proper, to the sheriff of the proper county, commanding him without delay, to put the corporation hereby created, by its proper agents, in the possession of such real estate, and may enforce such process in such manner as may be conformable to law.

§ 14. The corporation hereby created, before constructing any part of said bridge, its appurtenances and avenues of approach, shall make a map and profile of the same as intended to be adopted, which shall be certified by the president and engineer, and filed in the office of the State Engineer and Surveyor, and the offices of the county clerks of the counties respectively in which the same, or any part of the same, is to be made or constructed.

§ 15. The avenues of approach herein authorized, except the main entrances to said bridge, shall not be over 12 rods in width, and shall be located with the view of connecting with public highways laid out, or which may be proposed to be laid out, and with the roads of railroad corporations proposing to use said bridge, as in this act provided; and the corporation hereby created is required to allow and permit any railroad corporation now formed and organized, or hereafter to be formed and organized, to connect their roads with the avenues or approaches to and from said bridge, on which rails may be placed for the passage of railroad trains as herein provided.

§ 16. That the seven persons first named in this act, or a majority of them, shall call a meeting of the directors or corporators herein appointed at some convenient time and place, and shall give due and reasonable notice at as early a day as may be practicable, after the passage of this act.

§ 17. This act shall take effect immediately.

Northern Pacific Railroad.

A meeting of merchants, bankers and capitalists was held in Philadelphia on the 12th inst. for the purpose of listening to an address of Hon. Wm. D. Kelley on the development of the northwestern portion of the country, and the effect of building the Northern Pacific railroad on the trade and commerce of the Middle States. Gov. Geary presided, assisted by four hundred vice-presidents. Gov. Geary made some remarks on the importance of the road to the interests of Philadelphia, and introduced Mr. Kelley, who gave a history of the project of the Northern Pacific road from its inception, and in the course of his remarks said: "I regard the construction of the road as chief among the great works of the future, and believe it will be not only to its promoters a proud monument and vast source of wealth, but also that its construction will add inconceivably to the wealth and power of the country. It will open vast regions, abounding in elements of wealth, to settlement under the pre-emption and homestead laws, give an additional impulse to immigration, and revive the prostrate commerce of the country. Such are my convictions, and a study of many authorities, much intercourse with men and extended travel, have only served to confirm them." He enforced these convictions with a brilliant argument, and concluded amid much applause.

☞ The Court of Appeals of Maryland has reversed the decision of the Superior Court, Baltimore, in the case of the State versus the Baltimore and Ohio Railroad Company, involving capitation tax on passengers travelling over the Washington branch of the Baltimore and Ohio Railroad, holding that the one-fifth of the gross receipts for passenger travel over the road, required to be paid into the State Treasury, is a tax on the Company and not on the traveler, and was free from the operation of the principle announced in the Nevada case.

☞ Work on the Bridgeton and Port Norris (N. J.) Railroad is advancing, and rails for laying the track are being sent to Bridgeton over the West Jersey Road. The section from that city to Fairton will soon be completed and the cars running. The road will then be continued to Cedarville, and it is intended that by autumn it shall be finished to Port Norris.

☞ The executive committee of the Plymouth, Kankakee and Pacific Railroad Co. have closed a contract with Messrs. Hawkings, Hillard & Co., of Chicago, for the grading, bridging and ties for fifty-five and one-half miles of the east end of their road extending from Plymouth, Ind., to within ten miles of the Illinois State line.

☞ A deed of trust for $2,000,000 of the second mortgage bonds to be issued by the Illinois and St. Louis Bridge Company has been recorded. Solon Humphreys and John A. Stewart, of New York, are the trustees.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,145,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,660,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 5
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	Apl.'71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,900	.....	.....
Do., do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ...100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J A J.O.	Apl.'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City.....10	1,000,000	F.M.AN	May '71 3
Brooklyn City & Newt'n..100	398,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May 71 3½
Buffalo and Erie.....100	5,00 ,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Boat'n)100	727,800	A. & O.	Apl. 71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,69	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	915,577	J. & J.	D.,'70 2½
Cape May and Millville* .. 50	447,000	J. & D.	June '71 3
Catawissa, ... 50	1,1 9,600	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref...100	765,000	M. & N.	May 71 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '71 5
" " pref..100	2,425,4 0	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*.100	2,247,000	.....	.....
Chicago & N. Western....100	14,6 5,629	J. & D.	June '71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	.....	J'n &J'l	Jan.'68½
" Street.....	.....	J. & J.	Jan.'68½
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,404,588	F.M.A.N	May'71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Dec. '70 2
Concord 80	1,500,000	M. & N.	May '71 5
Concord & Ports., guar.,..100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn 100	600,000	.....	.....
Conn. & Passum'c. R. pref. 60	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 100	1,7 0,000	J. & J.	Dec. '70 5
Cumberland Valley..... 50	1,318,900	A. & O.	Oct. '70 4
Danbury and Norwalk .. 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100	.....	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,800	J. & J.	Dec. '70 4
East Pennsylvania 50	1,309,200	.....	Jan. '71 3
East Tenn., Va. and Ga....100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ..100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	May'71 2½
Do. do. pref. 50	500,00.	J. & J.	Jan.'71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	2,148,445	.....	.....
Fitchburg 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	800,000	M & N.	M'y '67 5
Forty-Sec. St. & G. 2d Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) ... 50	180,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Mar.'71 4
Green and Coates St.(Ph.)	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Apl. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Feb. '71 8
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn. 68 3½
Illinois Central.....100	25,280,240	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'71 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '71 4
" " guar.100	533,500	F. & A.	Feb. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,168,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y. 67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Apl.'71 2½
Lehigh Luzerne..... 50	344,950	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D	Mar. '71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville...100	8,680,912	F. & A.	Feb. '71 4
Louisv., N. Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan.'70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	.....	Dec. '70 3
Memphis and Charleston..100	5,312,725	....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	13,225 848	J. & J.	Dec. '70 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehl l*. 50	323,375	J. & J.	Jan '71 5
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644,10:	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,3:0	J. & J.	Jan. 71 6
Nashua and Lowell..... 100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	A. & O.	Apl. '71 4
New Haven & N London..100	738,538	.....	.....
N Haven & Northampton.100	1.800,000	J & J.	Jan. '68 3
New Jersey 100	7,297,200	F. & A.	Feb. '71 5
New London Northern.....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	Jan. '71 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 5
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh...100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	Jan.'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Apl.'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	Dec. '70 5
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama..... 100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630 000	J. & J.	Dec. '70 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... 100	1,32 ,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,300	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jun.'71 3
Phila. and Trenton*..... 100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '71 3
Philadelphia and Dar'by... 50	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft.W. & Chi. gtd.*100	19,685,000	J.A.J&O	Jan.'71 1½
Pittsfield and N. Adams..100	480,000	J. @ J.	Apl. '71 3
Portland and Kennebec...100	616,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th...100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	Dec.'70 4
Rutland preferred. 100	1,831,400	F. & A.	Feb 71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2.040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand. Mansf. and Newark.100	995,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susquch'a. 50	1,289,150	.....	.....
Second and Third Sts(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'71 3
Shore Line..... 100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 -
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. 68 3
South Western, Georgia.*100	3,939,900	F. & A.	Feb.'71 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,988,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....3½
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,150	.....	.....
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan.'71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D.' pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May 70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Dec'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	1,000,000	J. & J.	July 70 3
Vermont and Canada*.....100	2,500,000	J. & D.	June'71 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,560,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	2,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon..... 100	1,463,776	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren 100	1,547,650	.....	.....3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 3½

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,833,350	F. & A.	Feb. 71 4
Delaware and Hudson.....100	15 000,000	F. & A	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 40	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania 100	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,808,207	F. & A.	Feb.'67 6
" (pref.). 50	2 878,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	.....	.....	.....
" preferred 50	2,907,850	.....	.....
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & D.	Dec.'70 2
Central Coal 100	3,000,000	J. & J.	July'65 5
Fulton Coal..... ..... —	.....	J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'71 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	8,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	———	———

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29 ,422	286,562	342,743	2,540,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	585,200	467,059	5,670,882
1870	413,104	394,176	488,333	633,758	768,71	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,260	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,038	360,223	323,050	271,347	3,695,153
1867	243,787	157,852	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,881
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	505,746	409,569	361 701	4,508 643
1869	343,182	315,099	388,727	328,390	345,833	402,854	551 045	493,232	506 623	498,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,981	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	465,780	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811.544
1864	273,876	317,839	390,355	421,363	466,830	565.145	480,710	519.306	669.605	729.759	716,378	563.400	6.114.566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,091	767.508	946,707	932.683	754,671	547,842	7,976,490
1866	523.566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000.086	1,200.216	1,010,892	782.559	9.299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063.237	1,448,942	1.541.057	1,211.580	879,900	11,032.789
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507.479	1,570,067	1,107.084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112.190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1371,780	1,140.145	845,708	13.355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259.282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230.061	2,918.342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320.025	293.615	271.555	242,621	3,095.965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,275,719
1871	272,826	266,790	313,199	283,399	.....	.....	.....	... ...	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359 463	3,445,827
1863	299,944	271,085	275,643	289,224	234,687	407,992	343,929	511,305	478,576	496,433	437.679	424,551	4.571,068
1864	327,900	416,588	459.762	423,797	406,373	510,100	423,578	640.179	799.236	661.391	657,141	605,402	6.829.447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	759,736	641.589	643.887	518,088	7,181,208
1866	603,055	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661.971	588.219	504.066	6.546.741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823.901	727,810	613.329	7,161.902
1868	587,443	536,165	444,443	518,800	572,551	626.249	549,714	794.325	889,967	931,530	685.491	681.041	7,817,029
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,141
1870	623,383	661,759	601,526	565,087	684,539	712,647	627,216	899,052	901,255	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	606,845	588,661	695,4 6	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113.504	112,952	123.802	1.201,239
1867	94,136	78,976	92.910	92.768	90,526	96.535	106,594	114.716	121.217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95.924	108,413	126,556	121.519	125,065	119,169	121,408	1.294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140.473	132,869	131,019	109,629	1.390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	135,531	144,023	141,316	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172.189	216,624	295.956	322,369	307,474	258.634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,784	30 .186	3,168,005
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410.802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329.105	413.501	476,661	490,694	447,770	328,870	4,520,550
1866	282,439	295,796	337,158	343,737	365,196	335,083	324,986	359,646	429.161	493,640	414 004	305,669	4,260,115
1867	304,095	283,661	375.210	362,783	335,952	284.977	313,021	398,993	464,778	506.296	412,954	330.373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	395,412	350,565	751,738	1,101,771	775,616	438,323	5,083,808
1868	369,228	321,203	333,508	436.412	505,718	458.191	423,398	522.682	1,024.045	1,037,484	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	480,288	630.844	678,923	586,581	525,547	724,792	1,040.102	801 195	490,481	7,250 069
1870	396,171	382,823	377,571	443,132	750,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	483,884	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,273	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248.838	203,595	2.024,860
1870	213,101	190,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	205,728	2,833,899
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278.006	346,243	275,950	3.311,077
1865	259,223	239,139	313,914	271.527	290,916	304,463	349,285	344,700	350,348	372.618	412.553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283.130	253,925	247,262	305.454	278.701	310,762	302,426	281,613	3 .50 .583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252.149	204,620	217,082	194.455	287,557	307,122	283,329	274,637	253,861	2,984,041
1869	190,366	216,080	221,459	214,409	218,639	223,236	192,364	275.220	292,803	324,044	298.027	254,896	2.915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271.207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	319,765	285,416	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	285,996	254,285	388,725	414,707	445.994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429.929	505,517	464,509	451,884	574,486	714,302	815.902	746,955	526 009	6,324,083
1864	436.742	532,786	617,021	669.384	757,178	936,188	711,457	1,170,241	1,125.685	754.551	1,032.149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416.341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10 033 626
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	855.742	887,793	874,974	436 990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,164	873.153	956,658	837,351	586,779	9.256.284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8.735.083
1869	479,256	525,490	755,433	904,834	499,463	630,680	1,232.903	1,454,026	1,284,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,382	514,493	593,966	617,058	569,697	1,1.9,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,600	162,532	166,015	222.653	198,884	244,884	212,227	177.304	2.250,142
1867	149,658	149,342	174,153	188.162	171,736	156,066	172,933	220,788	219.160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204,597	196,910	210,473	174,590	168,696	1,935,753
1869	132,623	127,817	175,950	171,568	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	168,788	172,216	172,847	155,081	150,719	.....	167,305	175,453	165,285	159,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,968	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,706	351,756	333,480	3.809,353
1868	278,712	265,137	257,800	256,825	260,529	293.344	283,833	484,209	450.203	429,898	328,270	399,439	4.018,208
1869	284,193	240,395	242,705	311,533	312,530	348,891	310.800	450.246	4.0.720	422,369	323,577	434,284	4,252,243
1870	312,133	293,645	295,278	318,090	340,892	348,632	322,756	466,431	508,042	451,296	425,657	386,254	4,469,762
1871	365,174	328,791	393,455	458,076	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	625,850	617,585	758,467	999,665	837,258	716,820	5,709,183
1870	528,529	501,169	530 238	706,628	802,586	746,450	643,006	664,901	728,424	719,098	670,168	905,053	7,854,094
1871	470,873	470,909	493,500	684,640	711,816	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities June 1, 1871.					
Loan of June 14, 1858 ..... registered	20,045,000	5	Jan. & July.	1874	105½
.. .. coupon	13,955,000	5	" "	1874	106¼
Loan of February 8, 1861 ..... registered	13,567,000	6	Jan. & July.	1880	114
.. .. coupon	4,548,000	6	" "	1880	117⅝
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861 ..... registered	123,665,600	6	Jan. & July	1881	114
.. .. coupon	65,652,500	6	" "	1881	117⅝
Loan of Feb. 25, 1862 (5-20s) ..... registered	103,973,500	6	May & Nov.	1882	112½
.. .. .. (5-20s) ..... coupon	382,958,500	6	" "	1882	112
Loan of March 3, 1863 ..... registered	53,185,100	6	Jan. & July.	1881	114
.. .. coupon	21,814,900	6	" "	1881	117⅝
Loan of March 3, 1864 (5-20s) ..... registered	2,995,100	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s) ..... registered	52,929,000	6	May & Nov.	1884	112
.. .. .. (5-20s) ..... coupon	44,752,650	6	" "	1884	111⅞
Loan of March 3, 1865 (5-20s) ..... registered	53,552,100	6	May & Nov.	1885	111½
.. .. .. (5-20s) ..... coupon	123,660,150	6	" "	1885	112
.. .. 2d series (5-20s) ..... registered	70,851,450	6	Jan. & July.	1885	110⅞
.. .. .. (5-20s) ..... coupon	179,769,500	6	" "	1885	114½
.. .. 3d series (5-20s) ..... registered	91,325,100	6	Jan. & July.	1887	111⅞
.. .. .. (5-20s) ..... coupon	241,686,550	6	" "	1887	114½
.. .. 4th series (5-20s) ..... registered	11,603,000	6	Jan. & July.	1888	113¼
.. .. .. (5-20s) ..... coupon	28,009,550	6	" "	1888	114½
Loan of March 3, 1864, (10-40s) ..... registered	137,287,650	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s) ..... coupon	57,279,650	5	" "	1904	110
Consols of July 14, '70 & Jan. 20, '71. registered	3,100,400	5	F. M. A. & N.	1881	....
.. .. coupon	5,117,000	5	" "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	34,445 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,618,832	6	Jan. & July.	'95-'99	115⅛
U. S. Notes and Fractional Currency	396,671,566	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	72½
.. .. (extended)	2,414,800	5	" "	'83-'86	....
.. .. (sterling)	688,000	6	June 1.	1870	....
.. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. .. (" ") ..	712,800	5	" "	1886	....
.. .. (new)	1,316,700	8	" "	'86-'88	104
Arkansas—State Bonds (refunded)	4,430,000	6	Jan. & July.	1899	57
.. .. .. (Aid R. R's)	.....	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	111
.. .. .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s) ..	5,927,000	6	" "	1883	....
.. — .. of 1864, (10-20s) ..		6	April & Oct.	1884	106½
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1909	....
.. — 1869	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile	.....	6	....	'71-'74	90
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'72-'74	93
.. — " " 1842 to 1848	273,000	7	Various.	'78-'86	87
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	1886	94
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1877	100
Illinois—Interest Bonds of 1847	980,695	6	" "	1877	....
.. — " Stock of 1857	134,311	6	" "	Var.	....
.. —Refunded Stock Bonds	348,000	6	" "	1879	....
.. —Normal University Bonds	45,000	6	Mar. & Sept.	1879	....
.. —Thornton Loan Bonds	103,000	6	Jan. & July.	1879	....
.. —War Loan Bonds	416,800	5	" "	1885	....
Indiana—State Bonds	.....	6	May & Nov.	1885	....
.. —War Loan Bonds	204,000	7	Jan. & July.	1881	....
Iowa—War and Defense Bonds of 1861	300,000	6	" "	'83-'84	....
Kansas—State Bonds	100,675	7	" "	'76-'89	....
.. —	1,069,500	7	" "	1889	....
.. .. .. military	176,000	6	April & Oct.	'71-'72	....
Kentucky—State Bonds of 1841-'42	913,000	6	" "	1873	....
.. — .. .. of 1843	160,000	6	Various.	1895	....
.. — .. .. military	309,300	5	Mar. & Sept.	1872	....
Louisiana—Charity Hospital	86,000	6	Jan. & July.	1893	71
.. —State Bonds, general	750,000	5	Various.	'70-'79	....
.. —Railroad Bonds	561,000	6	Various.	'93-'06	69
.. ..	2,052,000	8	Various.	1886	....
.. —Levee Bonds 1865	1,000,000	6	May & Nov.	1907	70
.. — 1867	4,000,000	8	Mar. & Sept.	1875	85
.. — 1870	3,000,000	6	Jan. & July.	'86-'88	....
.. —Funded coupons 1866	997,300	6	May & Nov.	1910	62
.. —Funded Floating Debt	3,000 000	7.3	Mar. & Sept.	1899	....
.. —Ship Canal Bonds of 1860	474,000	7	" "	1909	....
.. —Penitentiary Bonds of 1869	500,000	8	April & Oct.	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	6	Various.	'75-'78	....
Maine—State Bonds	301,000	6	Various.	1871	....
.. —War Loan of April 25, 1861	800,000	6	Mar. & Sept.	1883	100
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 26, 1863 ..... (cur)	475,000	6	June & Dec.	1889	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	April & Oct.	1889	100½
.. —Municipal War Debts assumed .. (cur.)	3,084,400	5	J. A. J. & O.	1890	....
Maryland—Balt. & Ohio R. R Loans, Stg.	2,288,888	5	" "	1890	....
.. — .. .. converted	448,500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.	1,855,335	6	" "	1870	97
.. — .. .. .. converted	1,687,345	3	" "	1890	....
.. — .. .. .. of 1834 ...	1,403,146	6	" "	1890	97
.. —Balt. & Susq. R. R. Loans	269,000	6	" "	1890	....
.. —	429,000	6	" "	1889	....
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1885	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	5	" "	1890	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	106½
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	....
.. — .. .. of 1864	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	....
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	94½
.. —Railroad Loans	13,112,000	6	" "	'74-'90	94½
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	94½
Nebraska—(No Debt)	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	107½
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	109½
.. — .. Bonds	21,089,000	7	" "	1877	110½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	102⅝
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	107½
.. —	2,099,000	6	" "	1874	107
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	'71-'91	47½
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	27½
.. — .. .. (new) ..	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	50
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds	11,407,000	6	" "	1900	20
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	....
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,095,309	6	" "	1881	105
.. — .. (")	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	101½
.. —	4,731,300	6	" "	1872	103
.. —	90,400	5	" "	1877	....
.. —	7,890,550	6	" "	1877	108
.. —	726,950	5	" "	1882	....
.. —	9,237,050	6	" "	1882	109½
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	101½
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	....
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old)	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863	736,000	6	Jan. & July.	1893	....
.. — .. of 1863	239,000	6	April & Oct.	1883	....
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	76
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	64
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	63½
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	71
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	71
Texas—No legal debt	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101½
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	57
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	68½
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	71½
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	73½
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt	of Virginia.	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1860	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	651,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	25½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	99½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	3,500,000	7*	May & Nov.	New York.	1919	90
Burlington and Missouri River:						
Land Grant Mortgage	4,600,608	7	April & Oct.	New York.	1893	97½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	96
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	94
Loan for $2,500,000	866,000	6	June & Dec.	" "	1889	93½
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	95½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug	Philadelphia.	1897	87
Cape Cod Central:						
Mortgage	125,000	6	Jan. & July.	Boston.	69–'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	13
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	88
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,600,000	7	April & Oct.	New York.	1916	90½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96–'98	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	93½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	100
New Loan for $5,000,000	2 837,000	7	Feb. & Aug.	" "	1890	103½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	102
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	102½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	98½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	105½
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	96
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	100
Funded Coupons	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1886	90
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	94½
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	92
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	102½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	83½
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68–'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,35[illegible],000	7	May & Nov.	" "	1875	7
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1896	95½
Con[illegible] F. Mort. 5,000,000	628,000	7	May & Nov.	" "	1900	93

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	95
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	87½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	72
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	793,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	90
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	...
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1890	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1908	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	99½
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1868	500,000	6	March & Sept.	"	1889	97½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	95
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1656	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	Marcn & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	92
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	90
5th Mortgage	926,500	7	June & Dec.	" "	1888	83½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1900	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95½
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	93½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	85
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	103
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 90.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	84½
Consol. Mortgage	887,045	7	April & Oct.	"	1895	45
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1900	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	85
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1885	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	845,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	110
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,660,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	101
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Lounsville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Lounsville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	97⅞
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	84½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,483	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	119
Michigan Southern & North. Ind.						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101½
2d Mortgage	2,693,000	7	" "	" "	1877	97
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	97
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1896	97½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,456,000	8	Feb. & Aug.	" "	1893	107½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1893	99½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	839,000	8	Jan. & July.	" "	1900	....
Mobile and Girard:						
1st Mortgage Bonds	$417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov	New York.	1915	102⅝
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	98½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'85	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,936,626	6	May & Nov	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	92
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	92
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	98
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage,	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	69½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	63½
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	102
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	May & Nov.	"	18—	99½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	...rred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	91½
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1864	120,600	6	April & Oct.	Boston.	1874	90
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	90½
2d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100½
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	102
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	86
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	90½
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	87
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	104
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	84½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	78½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	82
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	100
St. Louis Loan	760,000	6	" "	" "	'71–'75	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama.						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	98
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mort. } Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	99½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	96½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	101
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	98½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	93
2d Mortgage	4,000,000	6	" "	"	1901	87½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	92½
Philadelphia, Germant. & Norist'n						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	100
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	97
Bonds of 1857, convertible	143,500	6	" "	"	1886	98½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	85½
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	93
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	101
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	" "	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	85½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,000	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	75
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	103½
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	86½
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	77
2d Mortgage Income (Series E)	1,700,000	7	" "	" "		
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	93
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,000,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	500,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,586	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	...
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	99½
South Western:						
1st Mortgage	600,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	78
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	89½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	97½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95–'99	92½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	...
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.& Boston	'87–'89	84
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	83½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1856	88
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93
Vermont Valley:						
1st Mortgage	396,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	293,200	7	" "	New York.	1869	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort—1st class	$722,500	7	Apr.& Oct or Jan.& Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	73½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1885	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	85
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1898	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	94
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	101½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	89½
New Preferred mortgage	600,000	6	.....	.....	....	91
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	82
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1866	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1885	....
Interest Bonds	161,900	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	186,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "		1884	88½
3d Loan	2,000,000	6	" "	"	1897	92½
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93½
Convertible Loan	1,496,879	6	" "	"	1877	83½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage	302,750	6	" "	"	1876	86
Boat Loan	232,087	6	" "	"	1885	90
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,560	6*	March & Sept.	Philadelphia.	1872	79½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	81½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	84
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	63
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1885	11½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	760,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. &c.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Train Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,679	*	.....	.....	4,183,000	915,000	1,205,943	.....	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	70.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*	.....	.....	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	95
Jan. 31, 1870	132.0	—	23.6	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800,000	.....	.....	.....	.....	425,000	.....	.....	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	to Cheshire.)	.....	.....	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,675	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased	& oper. by	Grand Trunk of Canada.)	.....	.....	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	.....	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,159	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	732,—	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	146
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	74
Dec. 31 1869	28.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	.....	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire.....Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	80½
Sept. 30, 1869	15.6	—	0.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)	.....	7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	103	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3 546,638	751 902	19,184,800	1,764,520	2,488,621	2,390,506	268.0	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	158½
Sept. 30, 1870	42.9	....	7.0	—	18	17	10	226	Boston, Clinton and Fitchburg .....Mass.	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,342	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	20.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	456,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396.556	11,603,003	5,936,796	470,732	110,948	—	100	14
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	354,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	142
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,626	4,471,274	.....	.....	1,000,979	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	155
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,507	10	100	158
Sept. 30, 1869	126.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	.....	.....	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	Grand Tru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Er	ie.)	.....	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	.....	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No ret	rns 175 m	iles recent	ly comple	ted.)	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	116
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	128½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	.....	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec 31 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	300,000	.....	.....	—	(Leased	& oper. by	Camd &	Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	92,010	5	100	67½
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. b	y West J	ersey.)	.....	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	46
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	. and W.)	.....	54,000	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	111½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515 195	970,890	49,521	3½	100	29½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... .....California.	97,004,922	*	.....	.....	40,097,290	58,905,777	.....	.....	74 20	2,809,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	(N	o returns.)	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	.....	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	.....	(No return	s publish	ed.)	.....	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	406	Cheshire.....New Hampshire.	2,689,307	*	813,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ¶.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	120
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy...Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	153
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(N	o returns.)	.....	—	100	....
May 31, 1870	81.8	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. b	y Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,780	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	79
Mar. 31, 1870	493.0	50.5	98.0	—	138	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	121½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	875,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. b	y Kentuc	ky Centra	l.)	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	.....	.....	.....	3,027,450	2,033,000	776,398	.....	96.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n. and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	828,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,866	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	25½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	53	47	22	1,435	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*					11,620,000	1,997,000			390.4	2,155,245	29,770,918	95,180,680	2,962,614	929 384	7	100	80
Jun. 30,	1869	67.8	12.4	59.6	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981					2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)			8	100	
Oct. 31,	1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283,265					6,300,475	3,883,500		610,497	225.0	1,665,141			2,383,670	908,306	8	50	118½
Jun. 30,	1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,539,369	*					13,000,000	18,814,000	1,725,369		588.0	3,655,909	35,605,620	41,064,196	3,529,411	262,462	—	100	20½
Jun. 30,	1869	54.5	—	13.0	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200	—					1,786,200	248,000				(Leased	& operate	d by Little	Miami.)		6½	100	
Mar. 31,	1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*		138,029	92,610	1,500,000	—	75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	18½
Mar. 31,	1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*					595,587	374,500	300,000		27.0	39,460	556,055	361,137	75,430	27,338	—	100	
Mar. 31,	1869	41.0	—	8.2	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—					350,000	—				(Leased	and operat	ed by Con	cord.)	25,000	7	100	12½
May 31,	1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*		11,573	163,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	93
Sept. 30,	1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River	Massachusetts.	2,100,430	*		164,854	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,954,321	6,466,931	591,972	197,174	10	100	148
Oct. 31,	1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—		215,000	—	1,278,300	1,000,000	—	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	—
Oct. 31,	1869	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—				200,000	30,000	—	—	14.6	(Oper.	by Northe	rn N. H.)	38,468	15,931	—	100	
Mar. 31,	1869	14.6	—	1.1	—	—	—	—	—	Cumberland and Pennsylvania	Maryland.	3,300,000	*				1,500,000	3,443,000	—	—	34.0	337,200	—	—	791,053	75,118	—	50	
Dec. 31,	1869	34.0	—	19.0	—	23	5	1	420	Cumberland Valley	Penn. & Md.	1,492,204	*		110,000	—	1,316,900	352,300	—	—	74.0	226,576	—	—	523,993	143,479	8	50	110
Oct. 31,	1869	74.0	—	11.0	—	16	14	6	232	Danbury and Norwalk	Connecticut.	581,079	87,783	11,200	26,391	—	400,000	300,000	—	6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Dec. 31,	1870	23.8	4.0	4.0	—	6	6	2	62	Danv., Hazleton & Urbana	Penn.	313,910	15,600	300,000	—	—	413,150	510,000	—	—	—	(N	ot yet in o	peration.)	—	—	—	100	—
Oct. 31,	1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*				3,000,000	2,000,000	—	—	—	(U	nder cons	truction.)	—	—	—	100	—
Apr. 30,	1869	—	—	—	117.5	—	—	—	—	Dayton and Michigan	Ohio.	5,857,058	667,268	—	—	261,099	2,393,140	4,278,300	112,579	—	141.4	—	—	—	1,061,856	421,277	—	100	—
Mar. 31,	1870	141.4	—	16.1	—	21	4	4	351	Dayton and Union	Ohio.	599,684	*				76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	—
Jun. 30,	1868	31.8	—	1.9	—	4	4	3	56	Dayton and Western	Ohio.	870,000	—				309,276	715,000	—	—	—	(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	—
Jun. 30,	1869	42.0	—	3.0	—	—	—	—	—	Delaware	Delaware.	1,826,018	—				891,206	892,750	—	—	—	[Leased	and oper.	by Phila.,	Wilm. and	Balt.]	6	100	—
Oct. 31,	1869	84.5	28.0	4.9	—	—	—	—	—	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	—	—	—	14,100,600	3,308,000	2,190,000	—	258.4	1,820,253	—	—	2,417,324	637,845	10	50	104½
Oct. 31,	1869	113.0	—	102.0	—	108	19	9	4,155	Des Moines Valley	Iowa.	8,182,500	*				3,872,500	4,310,000	—	—	184.0	—	—	—	830,241	365,392	—	100	—
Dec. 31,	1869	235.0	—	16.0	12.0	25	10	10	515	Detroit and Milwaukee	Michigan.	11,467,220	*		111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	—	—	1,615,618	666,267	—	100	—
Dec. 31,	1869	189.0	—	19.0	—	34	30	21	524	Dover and Winnipissogee	New Hamp.	480,000	—				480,000	—	—	—	—	(Leased	and operat	ed by Bo	ston & M	aine.)	6	100	—
Nov. 30,	1869	28.5	—	1.7	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*		107,393	64,767	3,662,123	960,000	663,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,290,589	—	7	100	91
Dec. 31,	1869	143.5	—	6.1	—	—	—	—	—	Dubuque South Western	Iowa.	1,550,000	*				1,000,000	550,000	—	—	79.0	—	—	—	188,832	—	—	100	—
Dec. 31,	1869	55.8	—	22.5	—	4	2	3	67	Dunkirk, Warren & Pittsburg	N. York.	407,000	—				280,000	—	—	—	—	(I	n progres	s.)	—	—	—	100	—
Sept 30,	1869	41.0	—	—	—	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—				700,000	1,000,000	—	—	—	(Leased	to Boston,	Hart. & Fis	hkill.)	—	—	—	100	—
Sept. 30,	1869	43.0	—	0.6	15.0	—	—	—	—	East Brandywine and Waynesb	Penn.	264,866	—		2,500	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	50	—
Oct. 31,	1869	17.5	—	0.3	—	—	—	—	—	Eastern	Massachusetts.	6,783,262	*		900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	126½
Sept. 30,	1870	44.1	54.4	21.8	—	46	86	25	810	Eastern Shore	Maryland.	850,000	—				280,000	570,000	—	—	—	(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	—	—	—
Dec. 31,	1869	38.5	—	1.9	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—				392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	—	6	50	—
Oct. 31,	1869	7.5	—	3.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—				1,309,200	495,900	—	—	—	(Leased	to Phila.	& Readin	g.)	—	7	50	82
Oct. 31,	1869	36.0	—	9.8	—	—	—	—	—	East Tenn. Va., & Georgia	Tenn & Ga	9,164,694	*		125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	270.0	—	—	—	1,278,864	562,682	—	100	—
Jun. 30,	1870	240.0	30.0	17.9	—	39	21	7	530	East Tennessee and Virginia	Tenn.	—	—				(Consolid	ated in t	he East	Tennessee,	Virginia and	Georgia.)	—	—	—	—	—	—	—	—
Jun. 30,	1870	—	—	—	—	—	—	—	—	Edgefield and Kentucky	Tenn.	—	—				—	—	—	(Oper. by	Evan	sville, H	enderson	& Nashv.)	—	—	—	—	—
Oct. 31,	1869	48.0	—	2.6	—	5	5	1	57	Elmira, Jefferson and Canandalgua	N. Y.	500,000	—				500,000	—	—	—	—	(Leased	to Norther	n Central.)	25,000	25,000	5	100	—
Sept. 30,	1869	46.8	—	2.9	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	56½
Oct. 31,	1869	78.0	—	15.2	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	—	—	—	78,536,910	23,398,800	—	—	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	29½
Sept. 30,	1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	—	—	999,600	2,577,590	—	57,809	101.2	484,530	—	—	824,611	383,028	—	50	—
Oct. 31,	1869	83 7	3.2	17.1	—	22	11	4	716	European and North American	Maine.	2,094,883	148,659	—	—	—	—	3,000,000	—	—	—	58,493	—	—	129,726	56,196	—	100	—
Dec. 31,	1869	58.0	—	5.0	52.0	5	5	1	98	European and N. American	N. Brunsw.	4,674,808	*		—	—	[Owned	by Dom	inion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	—
Jun. 30,	1869	108.0	32.0	15.2	....	14	18	9	115	Europ. & N. American W. Div.	N. Bruns.	1,743,037	*		—	—	803,750	1,853,907	18,001	—	—	(No	t in comp	lete opera	tion.)	—	—	—	100	—
Jun. 30,	1869	33.5	—	....	5.46	....	....	....	....	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600	—	1,144,053	1,185,000	36,564	522,377	132.0	306,838	—	—	516,804	166,699	—	100	—
Aug. 30,	1870	100.0	23.0	12.0	....	15	12	5	201	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	—
Dec. 31,	1868	63.0	—	2.0	35.0	8	6	3	145	Fall River, Warren and Providence	R. I.	330,089	*	21,174	—	491	150,000	—	269,450	—	5.8	10,846	350,016	—	26,815	3,800	—	100	—
Sept. 30,	1870	5.8	—	....	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	—	90,000	—	—	60	—	(Leased	to Pittsbu	rg and Co	nnellsville	e.)	7½	50	—
Oct. 31,	1869	12.7	—	0.5	—	—	—	—	—	Fitchburg	Massachusetts.	3,640,000	*	300,579	200,661	3,640,000	—	—	—	501,231	93.7	538,088	20,328,234	13,563,559	1,085,937	252,285	8	100	140½
Sept. 30,	1870	51.0	43.7	31 1	—	35	42	11	600	Flemington	New Jersey.	375,000	—	—	—	—	150,000	100,000	100,000	—	—	(Oper. by	Belvidere	Delaware.	—	—	—	100	—
Dec. 31,	1869	12.0	—	....	—	—	—	—	—	*Flint and Pere Marquette*	Michigan.	2,269,094	*	173,876	1,149,692	—	1,099,100	1,867,500	441,208	124,854	90.0	208,113	—	—	466,737	232,707	—	100	—
Dec. 31,	1869	77.0	—	....	112.5	14	18	7	159	*Florida*	Florida.	5,300,000	*	—	—	—	3,000,000	2,300,000	—	—	154.0	—	—	—	—	—	—	100	—
Dec. 31,	1869	154.0	—	3.1	—	7	—	—	87	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*	—	—	—	800,000	1,500,000	—	—	—	(Not	in complet	e operatio	n.)	—	—	—	100	—
Feb. 28,	1870	56.0	—	2.5	44.0	4	3	2	60	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,266	—	—	230,845	—	99,266	—	23.0	12,800	—	—	69,807	2,038	3	100	—
Dec. 31,	1869	17.0	—	12.5	—	3	3	—	22	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	—	575,000	—	—	52.0	[Operat	ed by Rec	eiver.]	—	—	—	100	—
Dec. 31,	1869	50.3	1.7	3.2	—	7	8	2	91	Georgia	Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	861,823	—	—	1,352,029	901,897	8	100	109
Mar. 31,	1870	171.0	61.0	16.1	—	45	23	10	503	*Grand Rapids and Indiana*	Indiana.	—	—	—	—	—	—	—	—	—	40.0	[In prog	ress and n	o part in c	ompl te o	pera'n.]	—	100	—
Dec. 31,	1869	40.0	—	....	280.0	....	....	....	....	Grand River Valley	Michigan.	3,000,000	—	—	—	—	1,000,000	1,000,000	—	—	—	[Owned	and oper.	by Mich. Ce	n. since A	pl. 1870.]	—	100	—
Dec. 31,	1869	94.0	—	6.5	—	—	—	—	—	Grand Trunk	Canada.	90,720,865	*	—	—	—	—	—	—	—	1,360.0	7,071,893	—	—	7,153,924	1,607,631	—	100	—
Jun. 30,	1869	854.0	197.0	106.7	—	323	219	85	4,061	Great Western	Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,895	334.5	2,676,393	—	—	3,934,114	1,780,516	4	100	—
July 31,	1869	229.0	105.5	132.0	—	99	146	45	1,829	Greenville and Columbia	S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,902,157	—	—	—	164.2	125,000	—	—	365,528	146,211	—	100	—
Sept. 30	1869	143.2	21.0	4.5	—	27	14	2	85	*Hannibal and St. Joseph*	Missouri.	17,947,073	*	—	—	8,000,000	8,938,000	1,009,073	—	—	275.0	—	—	—	2,941,997	—	—	100	89½
Aug 31,	1869	207.0	68.0	22.6	—	80	27	14	701	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	23,069	—	—	(Leased	to Penney	lvania.)	—	—	7	50	110
Oct. 31,	1869	36.0	18.0	20.6	—	—	—	—	—	Hartford and New Haven	Connecticut.	3,407,285	*	—	—	4,800,000	744,000	—	—	—	75.0	578,810	—	—	1,568,362	515,594	10	100	169
Sept. 30,	1870	62.0	12.8	64.5	—	31	33	18	584	Hartford, Prov. and Fishkill	Conn. & R. I.	4,704,866	*	—	—	2,037,939	2,065,500	—	—	—	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	—
Dec. 31,	1869	122.4	7.7	15.4	—	24	30	16	302	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900	—	1,809,585	500,000	100,000	—	—	32.0	20,800	—	—	60,495	3,008	—	100	—
Oct. 31,	1869	32.0	—	1.3	44.0	3	2	1	13	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291.000	123,768	153,257	—	119.8	—	—	—	743,808	166,231	—	100	—
Dec. 31,	1869	74.0	—	8.9	—	13	14	6	246	Houston and Texas Central	Texas.	5,600,000	*	—	—	3,000,000	2,600,000	—	—	—	125.0	—	—	—	1,040,400	601,933	—	100	—
Dec. 31,	1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	—	50.0	[Is being	continued	d to Whar	ton Color	do Riv.]	—	100	—
Dec. 31,	1869	50.0	—	3.7	48.0	2	2	1	21	Hudson River	New York.	19,919,537	*	—	—	16,020,000	4,309,220	—	—	—	150.0	1,978,880	106,998,815	114,943,123	291,564	5,882	—	50	—
Sept. 30,	1869	144.0	—	170.6	—	86	154	37	1,077	Huntingdon and Broad Top Mt.	Penn.	2,202,174	*	—	—	706,580	1,927,614	—	—	—	58.8	191,777	—	—	8,823,482	3,652,516	10	100	136½
Oct. 31,	1869	44.0	14.8	12.0	—	15	3	3	58	*Illinois Central*	Illinois	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,508	—	—	970.9	5,414,403	53,306,016	253,336,118	6,484,967	2,713,490	8	100	—
Dec. 31,	1869	703.0	—	100.0	—	177	100	41	4 214	Indianapolis and St. Louis	Indiana.	(Road in	progres	s now o	perating	St. Louis	Alton &	T. H. R. R.)	—	—	194.0	—	—	—	1,774,867	Loss.	—	100	—
Dec. 31,	1869	—	—	—	72.0	59	31	13	806	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*	—	—	5,685,497	7,358,931	675,628	—	—	289.0	1,205,686	—	—	1,921,274	707,492	—	100	6½
Dec. 31,	1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	100	—
Dec. 31,	1869	75.0	—	3.7	—	12	10	6	280	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	[Project	ed.]	—	—	—	—	100	—
Dec. 31,	1869	—	—	—	225.0	—	—	—	—	Iron	Ohio.	327,795	*	—	—	132.411	35,000	—	—	—	13.0	24,000	234,368	664,541	73,307	11,855	—	100	—
Jnn. 30,	1869	13.0	—	1.2	23.0	3	3	—	14	Ironton	Pennsylvania.	250,000	15,000	249,500	—	400,000	130,000	—	—	—	11.0	—	—	—	32,361	22,727	—	50	—
Oct. 31,	1869	10.0	1.0	4 0	—	2	—	—	—	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	—	—	603,077	1,000,000	688,228	—	—	116.0	—	—	—	391,849	212,727	—	100	—
Dec. 31,	1869	116.0	—	10.7	....	10	10	4	152	Jamestown and Franklin	Penn.	1,765,248	—	35,000	—	515,465	1,895,000	143,196	131,303	—	—	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	—
Oct. 31,	1869	43.2	1.5	2.5	13.0	—	—	—	—	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	587,179	1,632,923	225.0	—	—	—	1,140,099	405,486	—	100	40
Dec. 31,	1869	108.0	52.0	17.9	—	37	28	15	549	Joliet and Chicago	Illinois	2,000,000	—	—	—	1,500,000	500,000	—	—	—	—	(Leased	and oper.	by Chicago	& Alton.)	—	7	100	84½
Dec. 31,	1869	37.0	—	8.9	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	—	300,000	800,000	—	—	—	(Leased	and oper.	by Mich'gan	Central.)	—	8	100	—
Dec 31,	1869	44.5	—	10.5	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	—	—	—	180,250	800,000	—	—	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	—
Oct. 31,	1869	4.6	—	5.3	—	—	—	—	—	Kansas Pacific	Kansas & Col.	—	—	—	—	—	5,072,500	—	—	—	439.0	963,512	—	—	2,225,850	839,670	—	100	—
Dec. 31,	1869	487.0	84.0	22.8	143.0	50	35	11	1,025	Kentucky Central	Kentucky.	—	—	—	—	—	—	1,209,000	(Not k ew	amped.]	112.0	—	[Operated	by bondh	olders.]	—	—	—	100	—
Dec. 31,	1869	99.0	—	11.0	—	21	12	16	300	Knoxville and Charleston	Tennessee.	—	—	—	—	—	—	—	—	—	16.0	[No	returns.]	—	—	—	—	100	—
Dec. 31,	1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Kentucky	Tennessee.	—	—	—	—	—	—	—	—	—	31.0	[No	returns.]	—	—	—	—	100	—
Dec. 31,	1869	31.0	—	1.3	34.0	2	2	1	20																					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	984	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,336,000	2,200,000	125,000	.....	80.0	576,040	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville.....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	113½
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coal	and Na	vigation	Co.)	.....	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	125½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	.....	15.0	4	1	—	206	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	.....	.....
Jun. 30, 1869	84.2	—	47.9	—					Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....		(Operated by L. M. and Col. & Xenia.)					—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint)..O.	7,786,460	*	[Leased	Dec. 1, 1	869 to Pb	g Cin. & S	t. L. at	80,000 p.a.	196.5	954,319	22,208,216	35,730,006	1,709,708	562,298	6	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....		(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	92½
Dec. 31, 1869	9.0	—	.....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,545	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,706	*	3,555 951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603					20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10,000	—	(Leased	to Summit Branch.)		63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick.....Georgia.	(Comple	ted in D	ec. 1869, n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	138
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶..Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....		(Leased	to Phila.&	Reading.)	128,580	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942.664	132,510	102,110	10	100	145
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	—	—	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	28	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	—	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,812,725	4,110,937	565,544	139,864	291.0	934,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	.....	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	.....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	[Under co	nstruction.]	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	126
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	—	—	109,100	215,800	50,966	—	—	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	.....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	—	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	.....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	61½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	103
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missies. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,201,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	eases.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,233	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	581,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	.....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept. 30, 1869	23.0	—	2.0	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	—	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....		(Leased	to Dela., L	acka. and	West'n.)		7	100	92½
Sept.30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell.....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	—	—	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	161.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,755	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Louisville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck.....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	689,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.5	—	5	13	8	96	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	—	124,078	35.4	69,232	2,903,432	620,618	169,141	45,670	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In hand	s of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P. Ft. W. &	Chicago.)	.....	114	100	....
Oct. 31, 1869	6.0	—	.....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	—	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	.....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....		(In	cluded in	United Co	mpanies)		10	100	129
Dec. 31, 1869	73.8	8.5	7.1	—	—	—	—	—	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	2'6,021	.....	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,768	65,493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	18	440	N. Orleans, Jack. and Gt. North.¶..L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morgan	of New	York City.]	.....	.....	.....	—	.....	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15 586,616	6,531,131	8	100	.....
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,628	8	100	98½
Sept. 30, 1869	5.0	—	.....	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	—	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,920	.....	.....	156.9	745,703	27,953,142	17,176,695	2,776,890	959,745	8	100	133
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,7 2	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	160
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	—	(In cour	se of con	truction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	863,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458.	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60.000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,530	1,335,350	6,842,537	304,527	121,170	—	100	80
May 31, 1869	225.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102.629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	.....
Feb. 28, 1869	102.0	—	.....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	284,164	108,725	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Account and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union †.South Carolina.	1,340,682	•	.....	.....	751,298	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	150	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	•	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	3	—	6	Staten Island .....New York.	359,579	•	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	62,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	•	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	.....	.....	634	267,300	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	•	.....	.....	1,000,000	1,000,000	.....	634	—	.....	.....	.....	8,591	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	•	.....	.....	258,139	200,000	.....	.....	12.0	(In pro	gress to be	completed	June 187 0.)		—	50	....
Sept. 30, 1869	61.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	•	.....	.....	1,470,130	1,707,050	.....	.....	81.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the		Rondout	and Os	wego Li	ne.)	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	100	Taunton Branch.....Massachusetts.	392,971	•	24,194	52,224	400 000	.....	23,557	45,841	11.1	66,346	1,933,322	849,113	102,173	22,935	8	100	106
Jun. 30, 1869	—	—	—	137.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620 000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	751	Terre Haute and Indianapolis....Indiana.	2,215,996	•	1,157,178	186,284	1,988,150	345,000	163,918	1,049,365	84.0	503,198	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843.402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	1,279,043	671,445	12	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	•	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	•	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	1,072,995	.....	—	100	62
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	•	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	.....	4,252,343	1,200,938	—	100	62
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudso	4,950,807	529,680	236,987	—	100	....
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt	& Mass.	R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	•	.....	.....	swamped	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,945,978	•	5,501,000	654,530	33,762,300	107,907,366	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4.200,000	•	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	8,407,553	4,203,926	—	100	32½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	•	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	•	.....	.....	1,582,650	.....	.....	.....	—	54,450	2,244,178	734,753	166,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2.500.000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased	by Vermo	nt Centra	l.)		8	100	102½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10.500,000	•	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	•	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	76
May 31, 1869	23.7	—	.....	.....	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	•	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	182	*Vicksburg and Meridian* .....Mississippi.	3,200,000	•	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	2	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee † .....Virginia.	8,012,873	•	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	•	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'tn.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	.....	.....	(In hands of r	eceiver.)	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	.....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 000	97,500	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	—	—	—	85.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.6	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	—	[In	progress.]	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) † .....North Carolina.	1,025,016	•	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1869	48.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,550,000	•	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina...North Carolina.	.....	.....	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	6,500,000	.....	36,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	1,022,450	1,800,000	304,413	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	81
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[No	w forming	a divis	ion of the	Milwau	kee and	St. Paul	—	No retu	rns for ye	ar.]	.....	.....	—	100	....
Aug. 31, 1869	94.0	—	....	86.0	....	....	....	....	West Wisconsin .....West Wisconsin.	3,500,000	•	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	662,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg †....New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operat	ed during	construct	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(No	return.)	.....	.....	.....	.....	20.0	13,430	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	•	.....	.....	200,000	.....	.....	.....	—	(Leased	to Boston,	Con.and M	ontreal.)	12,090	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford..N.C.	3,600,000	.....	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Mar. 31, 1870	271.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR.sold	Jan.5, '70	$525,000.	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,618	35,915	8,286	.....	5,000,000	.....	.....	.....	—	[no	returns.]	.....	139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon †...N. Carolina.	3,076,968	•	11,662	184,126	734,812	789,300	.....	.....	19.3	1,857	(Leased t	o Northern	Central.)	.....	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	560,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	.....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	950,000	•	.....	.....	213,000	.....	.....	.....	—	(Recen't	y opened.)	1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	•	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	393,535	—	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	142
														317,050	.....	76,845	.....	—	(Le	ased to N	orthern C	entral.)		—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,308,019	—	641,582	112,080	1,983,563	2,092,400	—	—	13.6	—	—	—	403,210	342,527	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	—	—
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	124½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,300	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	.....	64,000	899,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	76½
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 373,611	—	—	.....	2,200,000	1,130,447	74,087	68,226	102.0	(5 p. c. o	n preferre	d stock.)	431,246	184,848	—	100	53
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	94,149	4,300,000	1,961,000	.....	.....	354.0	—	—	—	736,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	218,906	.....	4,797,155	7,165,256	588,689	.....	109.2	—	—	—	1,159,095	598,519	—	50	18½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	—	.....	2,002,740	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	20
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1.100,000	708,000	86,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	900,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,502	5.	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	490,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	40	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	683,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City,Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	....	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1,	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	....	Brooklyn & Rockaway Bh..N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	80	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	102½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia .....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	....	East New York & Jamaica.N.Y.	257,098	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	....	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,900	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	501	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	42
Sept. 30,'70	3.25	28	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31, '70	34.25	560	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	13	33½
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	45
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	43
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,530	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	30
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) .....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	76
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	75½
Dec. 31, '70	3.40	....	....	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	52
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	12
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	31½
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.58	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	12
Sept. 30,'70	10.00	72	20	Rochester and Brighton ....N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	5.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,160,000	—	570,583	93,991	2	100	100	....
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	62½
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	21
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	75½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.50	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.33	200	25	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	63½
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,025,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	127½
Dec. 31, '70	7.80	150	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	24½
Dec. 31, '70	3.60	....	....	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,980	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	43
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	16,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	38,845	14,750	—	19,049	7,887	Loss.	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	60
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	38,580	16,600	5,000	41,489	9,530	—	—	25	25	....
Oct. 31, '70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,162	52,900	—	—	3,600	3,010	4	100	100	18
Oct. 31, '70	3.55	40	16	Worcester.....Mass.	46,205	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	P.			
Albany: 1st Mortgage	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J. & J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J. & J.	1882	...
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1876	....
Brooklyn, Prosp. P. & Flatbh.: 1st Mortgage	278,000	7	M. & N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J. & J.	18—	....
Buffalo street: 1st Mortgage	316,500	7	J. & D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J. & J.	1878	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J. & J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	195,000	7	J. & J.	1877	....
Germantown: 1st Mortgage	250,000	7	J. & J.	1879	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1878	85½
Grand st. and Newtown: 1st Mortgage	30,000	7	J. & J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,000	7	J. & J.	1874	98½
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M. & N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J. & J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A. & O	1890	....
Metropolitan (Brooklyn): 1st Mortgage	191,000	7	J. & J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J. & D.	1884	87
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J. & J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J. & J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J. & J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J. & J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1881	85
Philadelphia and Darby: 1st Mortgage	57,000	7	J. & J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	22,000	7	M. & N	1878	....
Quincy: Plain bonds	56,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J. & J.	1880	....
1st Mortgage	15,000	6	J. & J.	1880	....
Salem: 1st Mortgage	25,000	6	J. & J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	1,015,000	7	J. & J.	1873	....
Second and Third st. (Ph.): 1st Mortgage	53,700	7	J. & J.	1878	....
2d Mortgage	15,000	7	A. & D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J. & J.	1875	....
Real estate	600,000	7	J. & J.	—	...
Troy and Lansingburg: 1st Mortgage	100,000	7	A. & O	1879	...
Union (Boston): Real estate mortgages	105,000	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J. & J.	1857	...
Watervliet: 1st Mortgage	131,000	7	J. & J.	1882	...
West Hoboken: 1st Mortgage	61,000	7	M. & N	1878	...
West Philadelphia: 1st Mortgage	100,000	7	J. & D.	1878	90
Worcester: 1st Mortgage	20,000	6	A. & O	1879	...

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74¾
Camden and Atlantic, pref.	753,695	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	98½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	500,000	8	6	....
Cheshire, preferred	2,017,815	7	5	88½
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	92½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
	504,901	6	6	....
Delaware,* guaranteed				
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	90
Erie, preferred	8,536,910	7	7	87
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	92
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	12
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,760	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	50
" " 2d pref.	4,051,744	6	...	9
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	580,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	80½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	....
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	129½
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	....
Ohio and Mississippi, pref.	3,500,000	7	7	106½
Paterson and Hudson,* guar.	630,000	8	8	77
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	...	7	....
St. Louis, Alton and T. H., pref.	2,040,000	7	7	95
Sandusky and Cincinnati, pref.	445,566	6	6	62
Schuylkill Valley,* guar.	576,000	5	5	30½
Shamokin Valley & Pottsville,* guar.	865,455	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	124½
Schuylkill Navigation, pref.	2,888,997	6	6	37
Union, preferred	.. ..	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	7½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	29 — @ 34 —
Pig, American, No. 1		34 — @ 36 —
Pig, American, No. 2		32 — @ 34 —
Pig, American, Forge		31 — @ 32 —
Bar, Refined, English and American		74 — @ 75 —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —
Store Prices.		
Bar, Swedes, ordinary sizes		105 — @115 —
Bar, Refined		75 — @ 77 50
Bar, Common		82 50 @ 85 —
Scroll		95 — @125 —
Ovals and Half-round		95 — @120 —
Band		90 — @ 95 —
Horse Shoe		95 — @100 —
Rods, ⅜@3-16 inch		82 50 @120 —
Hoop		100 — @140 —
Nail Rod	per lb.	— — @ — 6¾
Sheet, Russia, as to No.'s	(gold)	— 12 @ — —
Sheet, Single D. and T. Common		— 4¼@ — 6
Rails, English	(gold) per ton.	55 — @ 57 —
Rails, American, at Works in Penna.	c'y.	70 — @ 72 —
Anvils, (Eagle)	per lb currency.	— 8 @ —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val.. (Store prices.)

English, Cast...(2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 12 @ — 14
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 15 @ — 16
American, Spring, do.		— 9 @ — 11
American Machinery do.		— 10 @ — 11
American German do.		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb	4 75 @ — —
Cut Spikes, all sizes		5 — @ — —
Clinch		5 25 @ — —
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 31
Copper		— 36 @ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— — @ — 38
Straits	(gold)	— 32½ @ — 32¾
English	(gold)	— — @ — 32½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal...per box.	8 50 @ 8 75	9 75 @ 10 25
I. C. Coke	7 25 @ 8 —	8 25 @ 9 25
Coke Terne	6 12½@ 7 25	7 — @ 8 25
Charcoal Terne	7 75 @ 8 50	9 — @ 9 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	per gall.	— — @ — 15½
Crude, 40 @ 47 gravity (in shipping order)		— 19½@ — —
Refined, Standard White (in ship'g order)		— 26 @ - 26½
Refined, prime White (in shipping order)		— — @ — 27
Refined, S. W. (in jobbing lots)		— 29 @ — —
Refined, S. W. (in tin)		— 29 @ — 30
Naptha, Refined, (65 @ 73 gravity)		— 9½@ — 10
Residuum	per bbl.	4 — @ — —

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.) ...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14.
Canton Co.	83	....	....	....	....	....
Central Pacific 6s	102¼	102½	102½	102½	102	101½
Central of N. Jersey	....	111¼	111	111½	....	111½
Chicago & Alton	119¼	120	119½	120	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	113½
Chic. & Northwestern	85½	85½	....	85½	85½	85½
" pref.	....	98½	98½	98½	....	99½
" 1st M.	99½	....	....	....	....	99
" S. F.	100	....	....	....	....	....
" Consol.	....	....	....	94½	....	....
Chic., Rock Isl. & Pac.	121½	121½	121½	....	121½	121½
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	....	....
Clev., Col., C. and Ind.	89½	89½	89½	....	89½	89½
Clev. and Pittsburg	119½	119½	119½	120½	....	118½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	22½	....	21½	....	....	21½
" 1 M.	87½	87½	87½	87½	....	87½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	124	124½	....	....	....	....
Del. Lack. & Western	108	107½	106½	108½	107	106½
" 1 M. 7s	102	....	....	....	....	....
" 2 M 7s	....	....	96½	....	96	....
Dubuque & Sioux City	....	....	....	....	....	91
Erie Railway	31	31½	30½	30½	30½	30
" pref.	57	57	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	100½
" 2 M. 7s, 1879	95½	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	87½	....	88½	89	....	89½
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	85
Hannibal & St. Joseph	95½	93½	89½	87½	86½	88½
" pref.	93½	92½	....	89½	88½	....
" 8s, conv.	104½	104½	....	104	103½	103
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	136	136½	136½	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S.	113½	113½	114½	114	114	114½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	125½	....	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	101½	....	....	....	....	....
" 2 M.	97	....	....	....	....	....
Mariposa Mining Co.	....	....	5	4½	4½	4½
" pref.	....	....	8½	8	7½	7½
" Tr. 10s cts.	....	....	....	....	....	22
Milw. and St. Paul	61½	61½	61½	61½	61½	61½
" pref.	81	....	....	80½	80	....
" 1st mort.	....	98	....	....	97½	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	107½	....	....	....	....
" 7 3-10s con.	....	....	99½	....	....	....
Missouri 6s	95½	....	96	....	....	96½
" H. & St. J. 8s	....	....	....	....	....	....
Morris and Essex	94½	94½	95½	92x	92½	92½
" 1st mort.	....	....	102½	102½	....	....
" 2d mort.	98	....	....	99	98½	....
New York Central	....	....	....	....	....	....
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s, S. F. 1883	92	....	....	....	....	92½
" 6s, S. F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98½	98½	98	98½	98½	98½
" certificates	....	....	93	93½	93½	93½
N. York and Harlem	133½	....	133½	....	133	133
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873, 101	....	....	....	....	....	....
N. Carolina 6s, old	47½	....	....	....	....	47½
" new	27	....	....	....	27	27½
Ohio and Miss.	....	47½	....	....	....	48½
" pref.	....	....	....	78	77	....
" 1st M.	102	....	....	....	....	....
Pacific Mail S. S. Co.	43½	43½	....	....	44	....
Panama	....	....	....	....	52½	53½
Phila. and Reading	116½	117	....	117	117½	117½
Pitts., Ft. W. & Chi. gtd.	99½	....	....	99½	100	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	101
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	13½	13	13½	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	88½	....	....
" Income bds.	....	....	....	77	....	....
Tennessee 6s, old	....	....	71½	71½	71½	....
" new	71½	71½	71½	....	....	71½
Tol., Wab. & Western	62½	....	62½	63½	....	62½
" pref.	....	....	82	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	89½	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	....	....
Union Pacific	32½	32½	32	32½	32½	32½
" 1st mort.	92	92	92	92½	92	92½
" L. Gt. 7s	....	86	85	....	....	84
" Inc. 10s	84½	....	83½	....	....	....
Virginia 6s, old	....	....	....	....	68½	....
" new	....	....	....	....	73½	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	110	....	110	....	110	
U. S. 5s, 10-40s, reg.	....	....	109¾	....	....	
U. S. 6s, 1881, reg.	114	....	114¼	114	....	....
U. S. 6s, 1881, coup.	117¾	....	....	....	....	117¾
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	....	....	112¼	....	....	....
U. S. 6s, 5-20s, c. 1862.	112	....	112¼	....	112	
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	112	....	112	....	....	....
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	....	....	112¼	112¼	112	
U. S. 6s, 5-20s, r. n. '65.	....	....	111	....	110½	
U. S. 6s, 5-20s, c. n. '65.	114¼	114¼	114¼	114¼	....	
U. S. 6s, 5-20s, reg. '67.	....	....	111	111¾	....	....
U. S. 6s, 5-20s, c. 1867.	114¼	114¼	114¼	114¾	114¼	
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	....	....	....	....	114½	
U. S. 6s, Pac.R.R.issue	115¾	....	....	115¼	115¼	115¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12	Tu.13
Catawissa		22¾	23	....	....	....
" preferred	49¼	....	49	44¾	....	....
Camden and Amboy	129½	129½	129¼	129½	129	128¾
" 6s, 1875		....	....	....	....	....
" 6s, 1883		94	94	....	....	....
" 6s, 1889		....	....	....	....	....
" mort. 6s, '89	95¼	....	....	95¾	96	....
Elmira & Williamsport		....	....	....	....	....
" pref.		....	....	....	....	....
" 7s		95	....	....	....	....
Lehigh Navigation	38¾	38¼	....	38¼	38¾	38¾
" 6s, 1884	88¼	....	88¼	....	....	....
" Gold L.	93¼	93¾	93¼	93¼	93¾	93¾
" R. R. L.	92¼	....	92¼	....	....	....
" Conv. L.		88¼	....	....	....	....
Lehigh Valley R. R.	62¾	62¾	62½	....	62¾	62¾
" 6s new coup.		....	....	....	....	....
" 6s new reg.		97½	....	....	....	....
Little Schuylkill R.R.		....	....	....	....	46¾
" 7s		....	....	....	....	....
Minehill	54	....	54	54	54	....
Morris Canal		....	....	....	....	....
" pref.	124½	125	125	125	125¾	....
" 1st mort		....	....	....	....	....
North Pennsylvania		48	48	....	....	....
" 6s, 1880		....	....	....	....	102
" 7s	100	....	....	....	99¼	....
" 10s, 1887		....	....	....	....	....
Northern Central		....	....	41	41¼	..
Oil Creek & Alleg. Riv.	52¾	52¼	52½	....	52	....
" 7s		....	57	57	....	....
Pennsylvania R. R.	62¾	61¼	61¼	61¼	61¾	61⅞
" 1st M.		103	....	....	....	....
" 2d M.		....	....	....	....	99¼
" Gen. mort.		96¼	....	....	....	....
" " reg.		....	....	....	95¼	....
Penn. State, 6s.1st series		....	....	....	....	....
" 6s, 2d series		106¾	....	....	....	....
" 6s, 3d series		....	109	....	....	109
" 6s, W L		....	....	....	....	....
Philadelphia City, 6s		....	....	....	....	....
" new	100	100	100	100½	100¼	100¼
Philad., Germ. & Nor.		86	....	....	....	85
Phila. & Reading	58¾	58¾	58¼	58¾	58¼	58¾
Philadelphia and Erie		....	....	....	28¼	28¾
" 6s		....	....	92¾	....	93
" 7s	92¼	92¼	92¼	....	92¼	....
Schuylkill Navigation		....	....	....	....	....
" pref.	18¼	....	....	....	18¼	18¼
" 6s, 1882	81	81	....	....	80¾	81
" 6s, 1876		....	....	....	....	....
" 6s, 1872		....	77¼	....	....	79¼
Susq. Canal		....	....	....	....	....
" 6s, 1878		....	....	....	63	....
Union Canal, pref.		....	....	....	....	....
" 6s, 1878		11¼	....	11¼	....	....
Hestonville, (Horse)		....	21¾	....	....	....
Chestnut & Wal.		52	52	52	....	....
Green & Coates		....	....	....	....	....
2d and 3d streets	62¼	....	....	....	....	....
Spruce and Pine		....	....	31¼	....	....
13th and 15th sts.	24¼	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12	Tu.13
Baltimore City 6s, 1875		....	99¼	....	99¼	....
" 1886		....	....	....	....	....
" 1890	100	99¾	99¼	....	99¼	98¼
" 1884		....	....	....	....	....
" 1900		....	....	....	....	....
Balt and Ohio		148	....	....	148	....
" bonds, 1875		....	....	....	....	....
" " 1880		....	....	....	....	....
" " 1885. 97		96¾	....	....	....	....
Marietta & Cin. 1st M.		97¼	97¼	97¼	....	97¼
" 2d M.		83¼	....	84	84	84¼
Northern Central		41¼	....	....	41¼	41¼
" bonds, 1885		....	....	....	....	....
" " 1900		....	....	....	....	91¼
N. W. Va. 1st mort.		90¼	....	....	....	....
" 2d mort.		....	....	....	....	....
" 3d mort.		....	....	....	....	....
City Passenger R. R.		....	....	....	....	23¼

Boston Stock Exchange.

Actual Sale Prices for the week ending June 14.

	Th.8.	F.9	Sat.10.	M.12.	Tu.13.	W.14
Boston and Albany	158½	158	....	159	....	158⅝
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	154½	....	155½	155	....	155
Boston and Providence	158	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	1½
" 7s, new	24½	25½	25½	25½	25½	25⅝
Cheshire, pref.		88	87½	....	....	88½
Concord		74½	....	....	77	....
Connecticut River		....	....	....	....	....
Eastern		....	....	....	126	126¼
Fitchburg		....	140½	....	....	....
Manchester & Lawr'ce		....	145	....	....	145
Michigan Central		....	125½	125½	125½	125⅝
Northern, N. H.		112	112	....	....	....
Ogdens. & Lake Champ.		....	92	92	92	92
" pref.		107	....	107	....	106¾
Old Colony & Newport	103½	....	....	103½	103½	103⅛
Ph., Wil. & Baltimore		....	56⅝	....	....	56¾
Portl'd, Saco & Ports.		....	....	....	....	....
Union Pacific		31½	....	32½	....	....
" 6s		....	....	....	89	....
" Land Grant 7s	85½	84½	....	....	....	....
" Income 10s	82	....	....	....	....	....
Vermont & Canada	101½	....	102	102½	102⅜	
Vermont & Mass.		....	....	....	....	76
South Boston (Horse)		....	....	....	....	75¾
Cambridge "		....	....	....	....	....
Metropolitan "		....	....	....	....	....
Middlesex "		....	....	....	....	....
Central Mining Co.		....	....	....	....	....
Copper Falls "	10	9½	....	....	9¼	
Franklin "		....	....	....	....	....
National "		....	....	....	....	....
Pewabic "	3	....	....	....	3	3
Quincy "	29	....	....	....	28¾	29

London Stock Exchange.

	Closing Prices. June 2.	May 26.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	83 — 88	83 — 88
Do. do., 2d mort., 1881	73 — 78	73 — 78
Do. Penn., 1st mort., 1877	83 — 88	83 — 88
Do. do., 2d mort., 1882	73 — 78	73 — 78
Do. Consol. 7 per cent. mort. 1890	42 — 43	41¼ — 42¼
Detroit and Milwaukee 1st mort. 7s	69 — 71	68 — 70
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	— —	— —
Do. sterig. 6 p. c. convertible bonds	64 — 66	64 — 66
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c	100 —102	100 —102
Do. 100 dol. shares, all paid	109 —110	109 —110
Panama General mort. 7s, 1897	80 — 85	73 — 78
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	98 —100
Do. General mort. 6 p. c. 1910	93 — 94	93 — 94
Do. $50 shares	49 — 51	48 — 51
Philadelphia and Erie 1st mort. 1881	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, June 17, 1871.

Stock Exchange and Money Market.

The Money market has shown rather more animation, but, under very liberal offerings of capital on the part of lenders, rates have been without change of moment,—the range on call loans having been from 2@5 mainly 3@4 per cent., and on very choice to good mercantile credits, 4@7, chiefly 5@6 per cent. per annum. The Government houses have been very promptly supplied. The inquiry from the Stock Exchange firms has been on a moderate scale. There has been rather more demand from the Gold Exchange dealers. The mercantile call has been comparatively light. Some outflow of currency to the interior has been noted to aid in moving the wool clip to market, and other business operations; and this has had an unfavorable effect on the city bank reserves. The city banks, last week, reported a loss of $1,073,727 of specie, and $490,392 legal tender notes, with a gain of $510,817 of deposits. They enlarged their loan and discount averages $2,008,013 and reduced their circulation $228,312. The city bank exchanges, last week, averaged $119,958,738; and thus far, this week, 127½ millions daily. The banks now hold $14,967,907 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a loss of $6,839 of specie and $664,101 of currency, as the result of the week's business. The receipts of the office were $3,145,618 in coin, and $3,319,125 in currency; payments, $3,152,457 in coin, and $3,983,176 in currency. The office received $2,678,000 in coin or its equivalent, from customs; and disbursed $897.776 of coin interest.

The specie reserve of the city banks according to the latest return is $12,716,153, against $28,523,819 same time last year. The city bank deposits are now $241,894,336 against $220,699,290 week ending June 11, 1870. The legal tender reserve amounts to $70,410,441 against $60,159,170 same time last year. The circulation now stands at $30,740,411, against $33,142,188 same time last year. The loans are now $276,419,576, against $293,810,161 at this date last year.

The subscriptions to the new refunding Five per cent. Loan now amount to about 67½ millions.

The U. S. Sub-Treasurer retired, last week, $2,323,281 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $3,752,817 in currency, and $57,998,256 in coin, against a balance a week previous of $4,710,222 currency, and $56,783,998 coin.

Government revenue returns for the week show a fair yield. The excises yielded last week about three millions. The customs at the port of New York, last week were $2,571,281; and at the outports, equal to about $850,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been $136,511,397.

Under the Treasury programme for June, Government will sell Gold during the month, through the Treasury office here, as follows: Thursday, June 22, $1,000,000; Thursday, June 29, $1,000,000. And buy in Five-Twenties, as follows Wednesday, June 21, $1,000,000; Wednesday, June 28, $1,000,000.

The Gold movement has been more active, and under speculative manipulations of the floating supply, the market has been quoted stronger, with more than the usual measure of excitement in the dealings, as between the conflicting elements in the Gold Exchange. The operators for a rise have manifested a bolder and more confident temper. The customs call has been up to a fair average. The export movement has been less extensive. The later operations indicated less vigor in the speculation. The range of the price, during the week, has been from 111¾@113, and the closing quotation on Wednesday was 112¼ against 111⅞ the preceding Wednesday. The outflow, last week, was $1,520,568; on Tuesday of this week to $124,371, and on Wednesday, to $223,137. The Gold Exchange Bank clearances daily, through the week have been as follows: June 8, $77,603,000; June 9, $57,716,000; June 10, $30,496,000; June 12, $105,818,000; June 13, $86,167,000; June 14, $63,409,000.

The Treasury Department balances, on Monday, were $89,580,000 of coin, including $17,555,000 represented by outstanding certificates; and $5,294,879 of currency.

The customs at this port on Wednesday were $500,000.

The export drain was $1,520,568 last week,

against $834,424, same week preceding year. The shipments since July 1, 1870, have been $77,212,241, against $30,952,660 same time in 1869–'70.

The customs demand for Gold last week, averaged $445,697 a day; thus far, this week, it has averaged $359,000 a day, or equal to a weekly aggregate of $2,354,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $5,914 and since Jan. 1, 1871, $3,049,749 against $6,988,507 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $140,453,844, against $128,463,794 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $84,912,515 against $85,671,417 same time in 1869–'70.

Foreign Exchange has been in less request and quoted weaker in price, closing on Wednesday, with Bankers' sixty day bills on London at 109¾@110; sight bills on London, 110¼@110½.

The produce exports from this port, week ending with June 13, were to the currency value of $3,998,129.

Government securities have been in more general request at stronger prices, on very limited offerings of all issues.

On Wednesday, Government bought in a million of Five-Twenties at 111 12@111 46, ex-interest. The amount of bonds offered was $3,571,250.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117¼@117½; U. S. Five-Twenties of 1862, 112@112⅛; U. S. Five-Twenties of 1864 at 112@112⅛; U. S. Five-Twenties of 1865, 112@112⅛; U. S. Five-twenties of 1865 consolidated, 114¼@114⅜; U. S. Five Twenties of 1867, 114¼@114⅜; U. S. Five-twenties of 1868, 114⅜4@114½; U. S. Ten-forties at 109⅞@110⅛; U. S. Six per cent. currency bonds, 115⅛@115⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 31.	June 7.	June 14.
Consols	93 9/16	91⅝	92
U.S. 5-20's of 1862	90⅜	90⅝	90⅝
U. S. 5-20s, 1865	90½	90⅜	90½
" 1867	92⅝	92¾	92⅝
" 10-40s	89	88¼	88½
Erie	25¼	24½	24½

State bonds have been in fair demand at fairly supported prices.

Railway bonds have been in good request and quoted firm in price. Central Pacific Sixes closed at 102@102¼. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been selling quite freely at 92 per cent. and accrued interest. Union Pacific Sixes closed at 92@92¼.

Business in Railway and miscellaneous share property has been less active and prices have been unsettled, though closing.

The semi-annual dividend of three and one-half per cent. guaranteed by the Delaware and Hudson Canal Company on the stock of the Albany and Susquehanna Railroad Company, due on the first day of July next, will be paid on and after that date at the National Bank of Commerce in this city.

General business has been moderately active, with, however, much irregularity in prices of the leading articles of domestic produce. Breadstuffs and Provisions closed less firmly. Middling upland cotton closed on Wednesday at 20¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,820,777 bales, against 2,247,700 bales same time last year; exports 2,997,700 bales, against 2,010,023 bales same time last year; stock at the ports at latest dates, 254,360 bales, against 244,595 bales same date 1870.

At a meeting of the stockholders of the Southern Trans-Continental Railroad Company held in this city on the 13th inst., a committee consisting of Edwards Pierrepont, E. B. Hart and W. R. Travers, was appointed to confer with the Texas Pacific Railroad Company, with power to negotiate for the sale of their property.

At the Live Stock Markets, Beeves have been in more demand at from 10@14 cts; Veal Calves, at 4½@9½ cts; Sheep at 5@8 cts; Lambs at 8@13 cts; Swine, 5@5⅝ cts per lb., all live weight. The week's receipts were 6,790 Beeves, 3,873 Veal Calves, 24,990 Sheep and Lambs; and 26,002 Swine.

Foreign goods have been less freely dealt in at about previous prices, in most instances. The week's imports of foreign goods reached $7,410,146 including $1,618,833 of dry goods.

Ocean freights have been moderately active but quoted lower and somewhat irregular. At the close, the market was generally weak.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Albany and Susq. R. R., 95; do., 2d mort., 95; Long Dock bonds, 89; Cedar Falls and Minnesota 1st mort., 88; Pacific R. R. 7s, guar. by Mo., 100; Gt. Western 1st mort., 1888, 93¾; Toledo, Peoria and Warsaw, E. D., 89½; Cleveland, and Pittsburg consol., 93; Ohio and Miss. consol. bonds, 96½; 2d mort., 86; North Missouri 2d mort., 63½; Toledo, Wabash and Western consol., 97½; Quincy and Toledo 1st mort., 85⅛; Joliet and Chicago 1st mort., 110; Illinois Central 7s, 1875, 106½; South Carolina 6s, new, Jan. and July, 63; do. April and Oct., 61¼; North Carolina 6s, special tax, 20½; Georgia 7s, gold, 94; Louisiana 8s, Levee bonds, 85; Brooklyn 6s, Water Loan, 95; Atlantic and Pacific pref., 36½; St. Louis and Iron Mt. R. R., 61; N. Y. and N. H. R. R. scrip, 150; New Jersey R. R., 129; Brunswick City Land, 9; Western Union Telegraph, 59¼; do. 7s, 95; Cumberland Coal and Iron, 49; Spring Mt. Coal, 81; Consol. Coal of Md., 53; Maryland Coal Co., 39¾; American Coal, 67; Adams Exp. Co., 80⅝; Wells-Fargo Exp., 48; Am. Mer. Union Exp., 54½; U. S. Exp., 56¼; Quicksilver Mining pref, 19¾.

Philadelphia.—Harrisburg and Lancaster 6s, 95; Phila. and Reading deben. bonds, 83½; Pennsylvania and New York Canal 7s, 96¾; Wilmington and Reading 7s, 101¾; Pennsylvania Canal bonds, 80¼; Huntingdon and Broad Top Mt. 1st mort., 99½; do., consol. bonds, 45; do., scrip, 50; West Jersey R. R. 6s, 94; Morris Canal scrip, 76; Schuylkill Nav. Imp. Loan, 84; do. 6s, 1895, 80; East Penna. R. R., 41; St. Nicholas Coal, 8; Pittsburg 5s, 75; Allegheny County 5s, 79¾. The latest quotations are: City 6s, 99½@100; do. free of tax, 100@100⅛; State 5s, conpon, 100@101; do. 6s, W. L., 102@—; do. 1st series, 102⅞@103; do. 2d series, 108@108; do. 3d series, 109@109⅛; Reading, 58⅝@58⅝; do. 7s, 1893, 103@104; do. mort. 6s, 1880, 96@97; Camden and Amboy, 128⅜@128⅝; do. mort. 6s, 1889, 95⅛@96; do. 1883, 92½@93½; do. 1889, 89½@90½; Pennsylvania R. R., 61⅜@61½; do. 1st mort., 103@103⅛; do. 2d mort., 99@100; do. General mort. coupon, 96@96½; do. reg., 95@95¼; Little Schuylkill R. R., 46½@46⅞; Morris Canal, 51@53; do. pref., 125@125¼; do. 6s, 90@—; Susquehanna Canal, 10@11; do. 6s, 61@64; Schuylkill Nav., 9@9¼; do. pref., 18⅜@18½; do. 6s, 1882, 81⅞@82; Elmira and Williamsport pref., 43½@45½; do. 7s, 1873, 94@95; do. 5s, 61¼@—; Lehigh Coal and Navigation, 38¾@38⅞; do. 6s, 1884, 88⅛@89¾; do. R. R. Loan, 92@93; do. Gold Loan, 93¾@93⅞; North Pennsylvania, 48@48½; do. 6s, 101@102; do., 7s, 99@99⅞; do. Chattle 10s, 112@114; Philadelphia and Erie, 28⅝@28¾; do. 6s, 92¾@—; Minehill, 53¾@54; Catawissa, 22@22½; do. pref., 48⅝@49; Lehigh Valley, 62⅜@62½; do. 6s, 97@99; Fifth and Sixth streets, (horse,) 42@42½; Second and Third, 63¾@64½; Thirteenth and Fifteenth, 24@25; Spruce and Pine, 31@32; Green and Coates, 43@46; Chestnut and Walnut, 51@52; Hestonville, 21½@22; Union, 62@70; Germantown, 33@34.

Boston.—Androscoggin and Kennebec 6s, 1891, 90½; Detroit, Hillsdale and Indiana 8s, 1890, 89¾; Burlington and Missouri 8s, in Nebraska, 97¾; Leavenworth, Lawrence and Galveston 10s, 100; Cincinnati, Sandusky and Cleveland R. R., 23¾; do. 7s, 1890, 83¾; Grand River Valley 1st mort. 8s, 1886, 105¾; Vermont Central 1st mort., 88; Vt. Central and Vt. and Canada 8s, 1889, 102½; Stanstead, Shefford and Chambly 7s, 84; Eastern 6s, 1874, 99⅞; Cedar Rapids and Missouri 7s, 1891, 91; Phila. and Reading 7s, new, 100; Concord and Portsmouth R. R., 121¼; Boston and Lowell, old, 138¾; Portsmouth, Gt. Falls and Conway R. R., 115½; Rutland R. R., 39; do. pref., 85; do. 8s, 1880, 100¼; Conn. and Pass. Rivers R. R., 93; Indianapolis and Cincinnati R. R., 6¼; Worcester and Nashua R. R., 142; Norwich and Worcester, 116; Summit Branch, 49; Eastern (N. H.) R. R., 118; Boston Water Power Co., 43; Waverly Land, 3½; Cary Imp., 17¾; Missouri 6s, 1874, 94½; Maine 6s, 1889, 100½; New Hampshire 6s, 1875, 100⅝; Connecticut 6s, 1881, 100; Chicago 6s, 1875, 98¼; do. 7s, 1881@1884, 101; Cincinnati 6s, 1880, 97; St. Louis 6s, 1887, 91¼; St. Louis County 6s, 1880, 93½; Boston 6s, currency, 1876, 101½; Bath 6s, 1898, 90¾; Allouez Mining Co., 4⅜; Astor, 50c.; Humboldt, 1; Petherick, 2; Pontiac, 50c.; Star, 35c.

Baltimore.—Maryland Defense Loan, 106½; Virginia 6s, old, reg., 54½; do. 1866, 72⅛; Western Maryland bonds, guar. by Washington Co., 89⅞; do. 3d mort. guar., 93; Northern Central 6s, 1900, gold, 94; Pittsburg and Connellsville bonds 96; Orange, Alex. and Manassas bonds, 82; Orange and Alexandria 3d mort. 8s, 84¼; do. 4th mort. 8s, 78½; Memphis City 6s, 57⅜; George's Creek Coal, 70; Bare Hill Mining, 0.03. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95¾@96; Baltimore and Ohio, 145@148; do. 6s, 1875, 98@98½; do. 1880, 98⅛@—; do. 1885, 96¼@97; Northern Central, 41¼@41¼; do. 6s, 1885, 94¾@96; do. 1900, 90@90½; do. 6s, 1900 gold, 93¾@94¼; N. W. Va. 1st mort., 99@100

do. 2d mort., 98⅝@98¾; do. 3d mort., 1885, 97¼@97⅛; Marietta and Cincinnati 7s, 1892, 97½@98; do. 2d mort., 84⅛@84⅜; Central Ohio, 28@33; do. 1st mort., 85⅞@88; Western Md. 1st mort. 6s, 1890, 78@80; do. guar. by Baltimore City, 93@95; do. 2d mort. guar., 93@94; do. 2d mort. pref., 59@60; do. 6s, guar. by Washington Co., 89@91; do. 6s, 3d mort. guar., 93@93⅛; Richmond and Danville bonds, 76¼@77; Orange and Alexandria 1st mort. 6s, 86@86½; do. 2d mort. 6s, 79@85; do. 3d mort. 8s, 84@85; do. 4th mort. 8s, 78¼@79; Orange, Alex. and Manassas 7s, 81⅞@82; Virginia and Tennessee 8s, 86@88; do. 6s 1st mort., 88@92½; do. 6s, 2d mort., 75@77; Baltimore 6s, 1875, 99@99½; do. 1884, 98@100; do. 1890, 98¼@98¾; do. 1893, 98@—; do. 1900, 99½@100; do. 5s, 1838-'70, 80@81; Memphis City 6s, 57¼@57¾; Maryland Defense Loan, 1883, 106½@107; City Passenger R. R., 24@24⅛; George's Creek Coal, 70@73; Baltimore Copper, 0.50@0.90; Santa Clara, 1@3.00; Atlantic Coal, 1@2.25.

GREAT NATIONAL LOAN.

—o—

$134,000,000 NEW 5 PER CENTS.

PRINCIPAL AND INTEREST PAYABLE IN COIN.

Interest quarterly, February, May, August, and November.

BONDS FREE OF ALL TAXES, LOCAL OR NATIONAL.

The Treasury Department having already received subscriptions to the amount of $66,000,000 to the first two hundred millions of the New Loans authorized by the Act of Congress, of July 14, 1870, for refunding the Public Debt, bearing five per cent. per annum interest, now offers to popular subscription the remaining $134,000,000 of this particular Loan, and is prepared to promptly deliver the Coupon Bonds or Registered Certificates in exchange dollar for dollar for any of the United States six per cent. Bonds or Registered Stocks, known as *Five-Twenties*, or for Gold Coin at the par value of the New Loan, and accrued Interest from the first of May. When this amount, to which preference is given, is taken up, the remainder of the Five per Cents, $300,000,000, embraced in the Act will be offered in connection with $300,000,000 Four and one half per Cents, and any part of $700,000,000 of Four per Cents, the one running fifteen years and the other thirty years.

The following is a copy of the New Five per Cent. Bond, under and pursuant to the Act of Congress:

FORM OF FIVE PER CENT BOND.

INTEREST | FUNDED LOAN OF 1881 | 5 PER CENT.

UNITED STATES OF AMERICA

ARE INDEBTED TO THE BEARER IN THE SUM OF .... DOLLARS.

THIS BOND is issued in accordance with the provisions of an Act of Congress entitled "An Act to authorize the refunding of the National Debt," approved July 14, 1870, amended by an Act approved January 20, 1871, and is redeemable at the pleasure of the United States, after the first day of May, A. D. 1881, in Coin of the standard value of the United States on said July 14, 1870, with interest in such Coin, from the day of the date hereof, at the rate of FIVE PER CENTUM per annum, payable quarterly, on the first day of February, May, August, and November, in each year. The principal and interest are exempt from the payment of all Taxes or Duties of the United States, as well as from taxation in any form, by or under State, municipal or local authority.

WASHINGTON, ..., 18....

Entered ..... Recorded .....

....

Register of the Treasury.

Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000, and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depository of the Government, quarterly, on the first days of February, May, August and November, in each year.

The Interest on the Registered Stock of this Loan, it is determined by the Treasury Department, will be paid by the Treasurer of the United States in his Gold Check for the Quarterly Interest, to the Post office address of every holder, free of trouble or expense, dispensing with attendance, in person or by proxy, at the Treasury, for the durpose of receipting for and drawing such interest.

The whole proceeds of the New Loan will be applied to the payment or redemption and cancellation of the 5-20 years six per cent. bonds, and in addition to these proceeds, the 5-20s are being reduced by purchases, averaging, for two years past, about $10,000,000 per month.

The entire effect, therefore, of the New Loan, in connection with the existing Sinking Fund process of the Treasury, is to reduce both Principal and Interest of the Public Debt of the United States. *The Loan creates no additional supply of Government Stocks*, while the application of the surplus revenue is constantly lessening the Funded Stocks bearing six per cent. Gold Interest.

The policy of the Government since the close of the War in 1865, which left a debt upon the country of $2,755 000,000, and an annual taxation of $311,000,000, has been to reduce steadily both Debt and Taxes: to reduce the Principal of the Debt by actual payments, and to lessen the annual burden of Interest, and thereby the burden of Taxation, not only through such payments, but by funding the debt at the cheapest rates of interest practicable from time to time, until it is now felt that the very cheapest rates are due to the high Credit, unblemished Public Faith, and vast and growing resources of the country. From $2,755,000,000 the Principal of the Debt has been reduced to $2,260,000,000—both sums exclusive of accrued interest—and from the heavy burden of $151,882,000 per annum, the Interest charge has been reduced to $112,780,000 per annum; while the annual taxation, under the Internal Revenue system, which the necessities of the War and the Debt thereby created rendered necessary for at least a short series of years, has been reduced from $311,000,000 in 1865-66 to about $154,000,000 per year in 1870-71, (estimating for the highest probable collections in the current month, the last of the Fiscal year,) or less than one-half the first named sum. And in the year 1871-72 a further reduction of $28,000,000 will come in under the Act of July, 1870, so as to give only $126,000,000 for the year, or about two-fifths the maximum of 1865-66.

By the successful refunding of the Public Debt at moderate rates of Interest, and by continued economies in the expenditures of the Government—which in two years, from March 4, 1869, to March 4, 1871, amounted to $126,700,949, or an average saving per year of $63,350,474—it is believed that nearly the entire system of Internal Taxes can be dispensed with in a few years, or so much of it as requires the machinery of District Assessors and Collectors.

The Secretary of the Treasury has just published the Monthly Schedule of the Public Debt to June 1, from which it appears that he has further reduced the total of Funded Gold-bearing debt since May 1, by the sum of $8,000,000 by purchase of United States 5-20s for the Sinking Fund, and reduced the 5-20s by the further sum of $8,217,400 by conversion into the New 5 per Cents. The whole Funded Debt now stands, $1,894,128,750, as against $2,107,846,150 two years ago when the present Administration came into office. Adding to these sums the net Circulation of the Treasury, (that is, in Greenbacks and Greenback Certificates, after deducting Gold and Currency on hand,) the following is the comparison of Debt of all kinds, at present, and at the close of the War, and in 1869:

	July, 1865.	March, 1869.	June, 1871.
U. S. Stocks	$2,150,784,112	$2,107,846,150	$1,894,128,750
Circulation.....	605,211,163	383 545,854	366,333,003
Total....	$2,755,995,275	$2,491,390,904	$2,260,461,753

The following table affords a classification of the Funded Stock (in Gold) of the United States, as at present outstanding:

Date.	Coupon.	Registered.	Total.
5-20s, 1862.....	$382,968,500	$103,973,500	$486,932,000
5-20s, 1864.....	44,752,650	55,924,100	100,676,750
5-20s, 1865.....	123,660,150	53,552,100	177,212,250
5-20s, 1865 (n.)....	179,269,500	70,951,450	250,220,950
5-20s, 1867.....	241,686,550	91,325,100	333,011,650
5-20s, 1868.....	28,009,350	11,603,000	39,612,350
Total.....	$1,000,436,700	$387,229,250	$1,387,665,950
Sixes, 1881.....	93,260,400	190,417,700	283,678,100
Fives, 10-40s.....	57,279,650	138,287,650	194,567,300
Fives, 1874.....	13,965,000	6,045,000	20,000,000
New fives, '81.....	5,117,000	3,100,400	8,217,400
Total.....	$1,170,048,750	$724,080,000	$1,894,128,750
Total March 4, 1869			2,107,846,150
Reduction of Funded Debt.....			$214,717,400
Yearly Gold Interest charge, 1869.....			$124,255,350
Present yearly charge..... ...			111,419,993
Reduction in Interest Charge.....			$12,835,357

The proposed further reduction of the annual interest charge upon the Public Debt by refunding is as follows:

By exchange of $500,000,000 United States six per cents for new five per cents of 1861	$5,000,000
By exchange of $300,000,000 United States six per cents for four and a half per cents of 1866.....	4,500,000
By exchange of $700,000,000 United States six per cents for four per cents of 1901	14,000,000
Total saving per annum by refunding.	$23,500,000

C. C. NORVELL,

In charge of United States Loan Advertising.

TREASURY OFFICE, NEW YORK, June 8, 1871.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool	$1,162,012	$1,369,208
" cotton	1,095,979	1,505,113
" silk	2,080,264	2,587,300
" flax	811,672	965,942
Miscellaneous dry goods	720,013	881,679
Total entered for consump.	$5,819,940	$7,259,242

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$857,462	$668,878
" cotton	576,094	315,129
" silk	386,247	480,516
" flax	440,694	300,547
Miscellaneous dry goods	183,542	129,758
Total withdrawn from warehouse	$2,444,039	$1,894,828
Add entered for consump.	5,819,940	7,259,242
Tot. thrown on the market.	$8,263,979	$9,154,070

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool	$497,695	$882,491
" cotton	232,550	482,799
" silk	265,948	518,531
" flax	301,916	326,548
Miscellaneous dry goods	103,349	182,617
Total entered for wareh'g.	$1,401,458	$2,402,986
Total entered for consump.	5,819,940	7,259,242
Total entered at the port.	$7,221,398	$9,662,228

The imports of foreign dry goods at New York for five months from January 1, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool	$7,676,400	$11,674,889
" cotton	7,751,375	10,773,538
" silk	9,665,899	14,156,756
" flax	4,458,565	5,702,650
Miscellaneous dry goods	4,231,789	4,912,628
Total imports	$33,784,028	$47,220,461

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$4,967,143	$5,066,353
" cotton	3,335,465	2,771,711
" silk	2,546,192	3,098,264
" flax	2,995,924	2,783,800
Miscellaneous dry goods.	794,832	800,000
Total withdrawn from warehouse	$14,639,556	$14,520,128
Add entered for consump.	33,784,028	47,220,461
Total thrown on the market	$48,423,584	$61,740,589

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool	$4,484,134	$5,383,457
" cotton	3,090,419	3,067,643
" silk	2,187,483	3,196,290
" flax	2,248,689	2,008,016
Miscellaneous dry goods.	818,392	968,739
Total entered warehouse.	$12,829,117	$14,624,145
Add entered for consump.	33,784,028	47,220,461
Total entered at the port.	$46,613,145	$61,844,606

The imports of foreign dry goods at New York for eleven months from July 1, were:

1862	$34,620,618
1863	59,061,614
1864	78,433,263
1865	44,411,471
1866	130,280,590
1867	99,161,965
1868	78,072,553
1869	88,131,658
1870	91,855,730
1871	120,171,438

Stocks and Bonds of the City and County of New York, May 1, 1871.

The following is given as an official statement of the public debt of the city and county of New York, as it stood upon the first day of May, 1871:

CITY FUNDED DEBT.

Five per cent. Water stock, due in 1875	$284,700
Five and Six per cent. Croton Water stock, due in 1890	1,000,000
Five and Six per cent. Croton Water stock, due in 1879	267,000
Six per cent. New Aqueduct stock due in 1884	250,000
Six per cent. Additional New Croton Aqueduct stock, due in 1900	246,000
Six per cent. Croton Reservoir bonds, due in 1907–1911	900,000
Six per cent. Croton Aqueduct bonds, due in 1907–1911	490,000
Seven per cent. Croton Water Pipe bonds, due in 1880:	450,000
Six per cent. Water stock, due in 1875	1,878,900
Five per cent. Water stock, due in 1870	273,064
Five per cent. Water stock, due in 1880	2,147,000
Six per cent. Croton Water stock, due in 1883	1,900,000
Five per cent. New York City stock for Docks and Slips, due in 1871–1876.	300,000
Six and seven per cent. Market stock, due in 1894–1897	296,000
Six per cent. City Improvement stock, due in 1889	451,200
Seven per cent. City Improvement stock, due in 1889	3,340,000
Five per cent. Building Loan stock, No. 4, due in 1873	115,000
Five per cent. Public Education stock, due in 1873	154,000
Seven per cent. City Cemetery stock, due in 1888	75,000
Five per cent. Central Park Fund stock, due in 1898	393,800
Six per cent. Central Park Fund stock (Arsenal), due in 1898	275,000
Seven per cent. Lunatic Asylum stock, due in 1889	300,000
Six per cent. Lunatic Asylum stock, due in 1889	400,000
Six per cent. Central Park Fund stock, due in 1887	3,066,071
Six per cent. Central Park Imp. Fund stock, due in 1887	2,083,200
Six per cent. Central Park Imp. Fund stock, due in 1876	2,500,000
Six per cent. Central Park Imp. Fund stock, due in 1895	1,766,600
Five and six per cent. Central Park Additional Fund stock, due in 1874.	1,000,000
Six per cent. Floating Debt Fund stock, due 1878	2,748,000
Six per cent. Real Estate Bonds, due in 1873	1,133,437
5 per cent. Vol. Sol. Family Aid Fund bonds, due in 1871 and 1872	1,000,000
6 per cent. Vol. Sol. Family Aid Fund bonds, due in 1873–1875	1,500,000
7 per cent. Vol. Sol. Family Aid Fund bonds, due in 1876	266,500
6 per cent. Street Improvement bonds, due in 1888	606,939
7 per cent. Street Opening and Improvement bonds, due in 1879–1882.	1,000,000
7 per cent. Accumulated Debt bonds, due in 1884–1888	6,500,000
7 per cent. Tax Relief bonds, due in 1879	2,767,000
Seven per cent. Tax Relief bonds, No. 2, coupons, due in 1890	3,000,000
Seven per cent. Stock bonds, due in 1901	500,000
Six per cent. Fire Telegraph bonds, due in 1884	400,000
Six per cent. Fire Department stock (1), due in 1899	50,000
Six per cent. Fire Department stock (2), due in 1899	471,952
Six per cent. New York Bridge bonds, due in 1905	450,000
Seven per cent. Ninth District Court House bonds, due in 1890	300,000
Seven per cent. Croton Water Main stock, due in 1900	250,000
Amount	$49,551,864

CITY TEMPORARY DEBT.*

Seven per cent. Street Improvement bonds, due in 1873	3,200,000
Seven per cent. Street Improvement bonds, due in 1874–1876	3,101,500
Seven per ct. Assessment Fund bonds, due in 1874	1,100,000
Seven per ct. Assessment Fund bonds, due in 1872	726,800
Six per cent. Central Park Com. Imp. bonds, due in 1871	125,000
Seven per cent. Central Park Com. Imp. bonds, due in 1871 and 1872	1,200,000
Seven per cent. Department of Parks Imp. bonds, due in 1874 and 1875	1,462,200
Amount	$10,915,500

* Payable from assessments for opening, sewering and improvement of streets.

COUNTY FUNDED DEBT.

Six per cent. County Court House stock, due in 1875–1892	$1,800,000
Six per cent. County Court House stock, No. 2, due in 1877–1881	800,000
Seven per cent. County Court House stock, No. 3, due in 1884–1888	600,000
Seven per cent. Assessment Fund stock, due in 1871	768,000
Six per cent. Assessment Fund stock, due in 1887	1,106,700
Six per cent. Soldiers' Bounty Fund bonds, due in 1883–1890	4,000,000
Six per cent. Soldiers' Bounty Redemption bonds, due in 1873–1876	2,000,000
Seven per cent. Soldier Bounty bonds, No. 3, due in 1895 and 1897	745,800
Six per cent. Riot Damages Redemption bonds, due in 1877 and 1879.	1,000,000
Six per cent. Soldiers' Subsistence and Relief Redemption bonds, due in 1880 and 1881	946,700
Six per cent. Riot Damages Indemnity bonds, Nos. 1 and 2, due in 1882.	848,000
Seven per cent. Soldiers' Bounty Fund Redemption bonds, No. 2, due in 1891	876,600
Seven per cent. Bonds for Repayment of Taxes, due in 1871	499,550
Seven per cent. Accumulated Debt bonds, due in 1884–1888	6,000,000
Six per cent. New York County Repairs to Building stock, due in 1884–1888	100,000
Amount	$21,591,350

RECAPITULATION.

City funded debt	$49,551,864
City temporary debt	10,915,500
County funded debt	21,591,350
Total amount	$82,058,714
Of the above amount of stock and bonds of the city and county of New York the Commissioners of the Sinking Fund hold	17,784,063
Net amount outstanding	$64,274,651

☞ J. W. Phelps of Springfield and G. W. Hendrick of Easthampton (Mass.) have received the contract for building the railroad from Mount Tom to Easthampton.

☞ The officers of the New Jersey West Line Railroad company, recently elected, are: President, Hon. Asa Packer; Vice President, Robt. H. Sayre; Secretary and Treasurer, T. McCarter.

Journal of Railroad Law.

RAILROAD COMPANIES—TRESPASS OF CATTLE—WHAT CONSTITUTES NEGLIGENCE.

The facts in the recent case of Arnold *ats.* The Illinois Central Railroad Company (47 Ills., 173,) are fully and clearly stated in the following opinion by

LAWRENCE, J.—The cow of the appellee, Arnold, was killed by a train of the appellant, where the road passes through the farm of one Thomas Snell. The cow had come upon his farm from the public highway, through an insufficient fence, and passed from thence on to the railway track through an open space designed as a farm crossing, where the company had erected bars about a year before the accident. The bars, however, had been down and wholly neglected for three months. On these agreed facts the court gave judgment for the plaintiff below.

If the bars had been taken down by the owner or occupant of the farm, and he had neglected to replace them, it might be urged with great propriety, that his own acts would prevent a recovery in a suit brought by him. But in this it is immaterial whether the bars were taken down by the company or the occupant of the adjacent land. The company was guilty of negligence, under the statute in allowing them to remain down for three months. The statute required the company to "erect and maintain" a sufficient fence, and of this fence the bars were a part. Great Western Railway Company *vs.* Hehm, 27 Ill., 199.

It is urged, however, that the cow of appellee was a trespasser on the farm of Snell. But under the Laws of this State, as long since settled by this court, cattle may go at large, and if they enter upon private property they are not trespassers unless such property is surrounded by a statutory fence. The fence in this case, between the farm of Snell and the highway, was admitted to be insufficient, and, in determining the rights of the appellee, they must be passed upon as if no fence whatever had been there. If there had been no fence on the highway it would hardly be contended that the company was not liable for allowing this opening in the railway fence to remain three months, and its track subject to be entered upon by all the animals remaining at large in the neighborhood, and a fence less than that required by law around the farm of Snell did not change the aspect of the case.

The judgment of the circuit court was in accordance with the former decisions of this court, and must be affirmed.

Judgment affirmed.

☞ It is announced that arrangements for the survey of the Canadian Pacific Railroad have been completed. The points to be explored are between Lake Nipissing and Lake Winnepeg, on the eastern end, and on the Pacific end through the mountain ranges. The plans intermediate present no difficulties, and will not be surveyed. The work will be divided among eighteen or twenty parties, each taking a section of seventy or eighty miles. Something of the character of the route will, it is expected, be known in time to be reported at the next session of Parliament.

☞ J. S. Thompson has been elected President and D. B. Gill Secretary and Treasurer of the Camden and Swedesboro railroad company.

BANKING AND FINANCIAL.

☞ THE NEW ORLEANS, MOBILE AND TEXAS RAILROAD COMPANY are building a trunk line, connecting New Orleans with Mobile on the east, and giving the only railroad connection between the former city and the great and most productive State of Texas on the west, the total distance from Mobile to Houston being 475 miles.

The Company is composed of strong Northern capitalists, who have already expended nearly $10,000,000 of their own funds in the construction of the line. They have built about 225 miles from Mobile westward, and secured by purchase of securities and made provision for the thorough repair and equipment of the 108 miles constituting the Texas division; leaving but 140 miles to be built to complete the entire road.

It is believed that no other railroad corporation in the country has ever made so large an expenditure from its own means before offering any of its securities to the public.

The Company now offer for sale the eight per cent. mortgage bonds upon the Louisiana Division of 226⅔ miles from New Orleans to the Sabine River. This will probably be the most valuable portion of the whole line, as it will be the only rail communication by which the enormous productions of Texas can reach the Southern metropolis.

So important is this road considered to Louisiana, that the State has made very liberal grants in aid of the enterprise, by direct donations, by indorsement of its bonds, and by subscriptions to the stock of the Company, amounting in all to over $8,000,000.

The bonds now offered are of two classes—first mortgage bonds to the amount of $12,500 per mile, and second mortgage bonds, to an equal amount, both principal and interest guaranteed by the State of Louisiana. The price of the two classes is the same, and subscribers can take their choice.

The bonds are only in the denomination of $1,000, or £200 each, interest payable January and July, at the rate of eight per cent. currency in New York, or seven per cent. gold in London, at the option of the holder, at the time each coupon is due. Bonds can be registered, if desired. No better security has been offered to investors. The line is a good and important one, and the stockholders have proved their determination and ability to carry the work to an early and successful completion by the very large amount they have themselves put into it.

The bonds are largely profitable, as well as entirely safe. One thousand dollars invested in these eight per cent. bonds will give the purchaser *more than seventy-seven per cent.* greater annual interest than the same amount invested in new Government Five Per Cents, into which the Government Sixes are being funded by the Secretary of the Treasury.

At the same price an eight per cent. currency long bond is far cheaper than a seven per cent. gold one. Calculating a return to specie payments in three years, and taking the time that the bonds of the New Orleans, Mobile and Texas Railroad have to run—forty-five years—we find that by compounding the interest of each, every six months, at 7 per cent., an eight per cent. currency bond at ninety will give a return of $2,614 18 more than a seven per cent. gold bond at the same price, or nearly three times the amount of the original investment.

While the purchaser of the eight per cent. bonds of this Company can realize this special profit, he also holds the option of taking advantage of any temporary advance in gold, as he has choice, at every separate coupon day, or gold interest at seven per cent., or currency interest at eight per cent.

The bonds are dated May 1, 1871. The first coupon will, therefore, be a fractional one, running from May 1 to July 1. The price is ninety, and accrued interest at eight per cent. currency from May 1 to date of remittance. Bonds will be sent free of cost, and Government and all marketable securities will be taken in exchange at their best market rates without charge for selling.

Information concerning the Company and the road, and pamphlets containing map and full details of the enterprise, can be obtained of the undersigned or any of the Company's advertised agents. W. B. SHATTUCK, Banker and Financial Agent, New Orleans, Mobile and Texas Railroad Company, No. 23 Nassau street, New York.

Railroad Passenger Tax.

The Court of Errors and Appeals for the State of Delaware has unanimously declared unconstitutional the tax of ten cents per head attempted to be levied by the Legislature of that State upon every passenger travelling by steam routes. The suit was brought by the State against the Philadelphia, Wilmington and Baltimore Railroad Company for $75,000. The law is declared invalid only so far as it applies to passengers traveling into, out of, or wholly through the State—that is, so far as it attempts to impose a tax upon inter-State travel.

☞ The directors of the Hudson Suspension Bridge and New England Railway Company are: Benjamin E. Smith, Hiram Barney, D. C. Littlejohn, E. W. Serrell, Chas. J. Pusey, Andrew Carnegie, Clark R. Briggs, A. S. Diven, Job H. Jackson, A. W. Humphreys, L. T. Guthrie, E. R. Wiswell and Charles Dawson. The officers are: Charles J. Pusey, President; Clark R. Briggs, Vice President; Charles Dawson, Treasurer; Gen. E. W. Serrell, Chief Engineer.

☞ The contract for building the bridge over the Missouri river at St. Joseph, Mo., has been awarded to the Detroit Bridge and Iron Works Company for $710,000, to be completed November 1, 1872.

☞ The Directors of the Portland, Saco and Portsmouth Railroad Co. have elected the following officers: President, Thornton K. Lothrop of Boston; Clerk, Charles E. Barrett of Portland; Treasurer, Eliphalet Nott of Saco.

☞ Mr. Alexander Taylor, who has the contract for grading the Chicago, Danville and Vincennes railroad, expects to reach Rossville, 20 miles north of Danville, by the 4th of July.

☞ The Supreme Court of Kansas, in session at Topeka, has sustained the validity of the bonds issued by counties in aid of railroads, holding their issue to be constitutional.

Tobacco Production of the United States.

Upon the 21st of June St. Louis tobacco dealers will hold the only Tobacco Fair to be convened in this country for the current year. Upon that occasion premiums expressive of the various grades of excellence of the tobacco shown are to be liberally awarded. Believing that a compact exhibit of all the attainable facts concerning the tobacco crop in this country will prove useful and timely, inducing, perhaps, a more liberal use of fertilizers, a more thorough and generous tillage, greater care in handling and curing and in experimental efforts for the improvement of the tobacco plant, common to Western fields, we begin with the following general statement of the total crop of 1870, by States:

States.	Total lbs. produced.	States.	Total lbs. produced.
Mass	5,200,000	Arkansas....	2,250,000
Connecticut .	6,500,000	Tennessee ..	35,000,000
New York...	8,500,000	W. Virginia.	2,250,000
New Jersey..	100,000	Kentucky ..	40,000,000
Maryland....	14,500,000	Missouri ...	18,500,000
Virginia	65,000,000	Illinois.....	14,500,000
N. Carolina ..	33,500,000	Indiana	7,000,000
Florida.....	500,000	Ohio.....	16,000,000
Georgia	1,000,000	Michigan...	3,500,000

The total number of pounds raised amount to 278,775,000, and the value is estimated at $32,206,325. Virginia very largely leads every other State in tobacco production. Kentucky stands next in order. Tennessee and North Carolina both lead Missouri, and she in turn leads Illinois and every other Western State, though Ohio trenches very close upon her showing. The average yield per acre in the several States was as follows:

States.	Pounds per acre.	States.	Pounds per acre.
Massachusetts....	1,200	Arkansas.....	750
Connecticut.....	1,450	Tennessee	548
New York.....	800	West Virginia.....	707
New Jersey	1,300	Kentucky	667
Maryland	500	Missouri	992
Virginia	418	Illinois.....	633
North Carolina ..	508	Indiana.....	731
Florida	500	Ohio.....	700
Georgia	375	Michigan.....	1,000

The immense yields of Connecticut, Massachusetts, and New Jersey per acre are induced, of course, by high culture and a liberal use of fertilizers. But this care and outlay pay, for not only is a much greater crop produced than by the careless culture and from the lean soils of the West, but the quality is so greatly improved that the tobacco marketed from those States brings a higher price per pound than does that raised in the West. That this may appear more clearly to our Western tobacco-growers, we will put the fact in tabular form, as follows:

	Pounds per acre.	Price per lb.	Cash ret'n per acre.
Massachusetts	1,200	26	$312 00
Connecticut.....	1,450	27	391 50
New York.....	800	14	112 00
New Jersey.....	1,300	27	351 00
Maryland.....	500	13	65 00
Virginia.....	418	10	41 80
North Carolina	508	13	66 04
Florida	500	29	145 00
Georgia	375	19	71 25
Arkansas.....	750	13	97 50
Tennessee	548	13	71 24
West Virginia.....	707	13	91 91
Kentucky.....	667	9	60 03
Missouri	992	10	99 20
Illinois.....	663	8	53 04
Indiana.....	731	9	65 79
Ohio.....	700	6	42 00
Michigan	1,000	20	200 00

Can our Missouri grower of tobacco satisfy himself why it is that while the Connecticut Yankee is able to draw 1,450 lbs. tobacco, worth 27c. per lb., from the stony, unkind soil of his Granite State, he (the Missouri grower) can only get 992 lbs., worth 10c. per lb.? The Connecticut planter gets $391 50 per acre for his crop, the Missouri planter but $99 20 or $292 30 less per acre. Really this is too fearful a difference, and we ask the attention of our tobacco-dealers to the matter. Let the whole question be taken under thorough advisement, and it is more than likely that some Western organization for the improvement of tobacco will be formed, and vast good result to the tobacco interest of the West.—*St. Louis Democrat.*

☞ The Kentucky and Great Eastern Railroad Company was organized at Cincinnati on the 1st inst., by the election of the following board of directors: W. S. Cutler, J. C. Fremont, of New York, James T. Brady, of Pennsylvania, N. P. Banks, of Massachusetts, S. W. Morton, of Kentucky, A. J. Hodder, of Ohio, and John M. Duke, of Kentucky. At a subsequent meeting of the board, S. W. Morton was elected President, James T. Brady, Treasurer, and T. Wrightson, of Kentucky, Secretary.

☞ The earnings of the Chicago, Rock Island and Pacific Railroad for the year ending March 31, 1871, were $6,028,187 29; and the expenses, including taxes, etc., $3,405,459 06—making the net receipts $2,622,828 23. The surplus earnings, after paying rent, interest and dividends, were $650,610 48. The operating expenses proper were 53 39 100 per cent. of the gross earnings, and 56½ per cent. including taxes and legal expenses.

☞ A letter from Coalsmouth, Kanawha county, West Virginia, states that workmen commenced laying the track of the western end of the Chesapeake and Ohio railroad on the 1st instant, and it is expected the road will be equipped and in operation to the falls of the Kanawha in time to take visitors home from the springs, *i. e.*, in the latter part of August or the first of September.

☞ The Maine Central Railroad Company have just received 1,200 tons of railroad iron to be laid at once on the Danville Junction extension. The road bed is already nearly graded. Some five miles of track are already laid and the whole extension will be ready by August for business.

☞ The following gentlemen have been elected directors of the Winona and St. Peters railroad company: John F. Tracy, John W. Burk, A. G. Dulman, David Dows, A. P. Baylis, M. L. Sykes, Jr., of New York; H. H. Porter, W. H. Terry and J. H. Howe, of Chicago.

☞ The semi-annual interest of the Virginia and Tennessee Railroad Company, due July 1st, 1871, will be paid at the office of the Atlantic, Mississippi and Ohio Railroad Company, Lynchburg, Va., on and after the 20th instant.

☞ The officers of the South Side (L. I.) Railroad Company, recently elected, are as follows: Charles Fox, President; Wm. Floyd Jones, Vice-President; O. M. Denlon, Treasurer, and W. H. De Bevoise, Secretary.

☞ The Central Ohio Railroad Company has declared a dividend of 3 per cent. on the preferred and 2½ per cent. on the common stock for the last six months, payable on and after 22d inst.

☞ The Portland and Ogdensburg railroad was formally opened to Fryeburg, Me., 50 miles from Portland, on the 6th of June, and by the 4th of July it will be running to North Conway.

☞ A semi-annual dividend of three and a half per cent. has been declared on the stock of the Newark and New York railroad.

Great Western Railway of Canada.

The Directors are prepared to receive tenders for the fourth division of their Canada Air Line, extending from Canfield to Fort Erie, a distance of about forty-four miles. Plans and specifications will be on exhibition at the office of George Lowe Reid, Esq., Chief Engineer, Hamilton, on and after 10th July, and sealed tenders, marked "Tender for Fourth Division Air Line," addressed to the undersigned, will be received to the 24th July.

JOSEPH PRICE,
Treasurer, &c.

Chief Offices, Hamilton, Ontario, May 27, 1871.

Notice to Contractors.

Colonial Secretary's Office, May 23, 1871.

THE Government of Prince Edward Island will until 19th of July next, receive Tenders for the construction and equipment of a Railway of 3 feet 6 inches gauge, from Cascumpec to Georgetown, a distance of about 120 miles.

Payments will be made in Prince Edward Island Government Debentures, bearing six per cent. interest, payable half-yearly, redeemable in 30 years.

Specifications may be seen, and forms of tender, and other information obtained at the Government Engineer's Office, Charlottetown, after 20th June next.

No tender will be recognized unless made on the printed form.

The Government do not bind themselves to accept the lowest or any tender.

T. H HAVILAND,
Colonial Secretary.

OFFICE OF NORTHERN PACIFIC RAILROAD COMPANY.

120 Broadway, New York,
June 1, 1871.

The Transfer Books for the transfer of Registered Bonds will be closed on WEDNESDAY, June 14, and re-opened on SATURDAY, July 1.

Payment of Interest on Registered Bonds will be made by mailing from this office, on the FIRST DAY OF JULY, to the address of each Bondholder of record at the closing of the books, a check to his or her order for dividend due, free of tax, and payable in gold coin.

Coupons due July 1 will be paid on presentation, on and after that date, at the office of JAY COOKE & CO., New York.

4t A. H. BARNEY, Treasurer.

THE WHARTON

Safety Railroad Switch.

☞ **BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.** ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R. R. Switch Co.,
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Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

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Edward Rowe, J. Carothers,
T. M. Niven, George W. Quintard,
James Murphy, William A. Seaver,
Phillip M. Millspaugh.

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HOME SECURITIES,

OFFICE OF

MEAD & CLARK,

BANKERS,
141 Broadway, NEW YORK.

The attention of Capitalists and Investors generally is invited to the

FIRST MORTGAGE
7 Per Cent. Gold Bonds

OF THE

WALKILL VALLEY RAILWAY CO.,

which we offer for sale at 90 and accrued interest in Currency.

The Railway is situated on the West side of the Hudson River, and is now running for 20 miles to New Paltz, and is under contract to be in working order to Kingston next fall.

The Bonds are a first-class investment, and we invite the closest investigation of them.

The Principal and Interest are PAYABLE IN GOLD.

The Coupons are paid semi-annually in this city on the first days of April and October, free of Government Tax, and the issue of Bonds is limited to $20,000 per mile of completed Road.

Any information concerning them will be given at our office.

ERASTUS F. MEAD and
THOMAS CLARK, Jr.,
Financial Agents.



I. A. WILLIAMS',
UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER.

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

RAILROAD IRON.

1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale by

DANAS & LITCHFIELD,
49tf **18 William street**

NEW YORK
State Railroad Bonds.

A First-Class Home Investment.

FIRST MORTGAGE
GOLD BONDS

OF THE

RONDOUT AND OSWEGO RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,

9 Wall Street, New York City,
Financial Agents of the R. & O. Company.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

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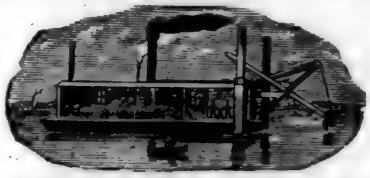
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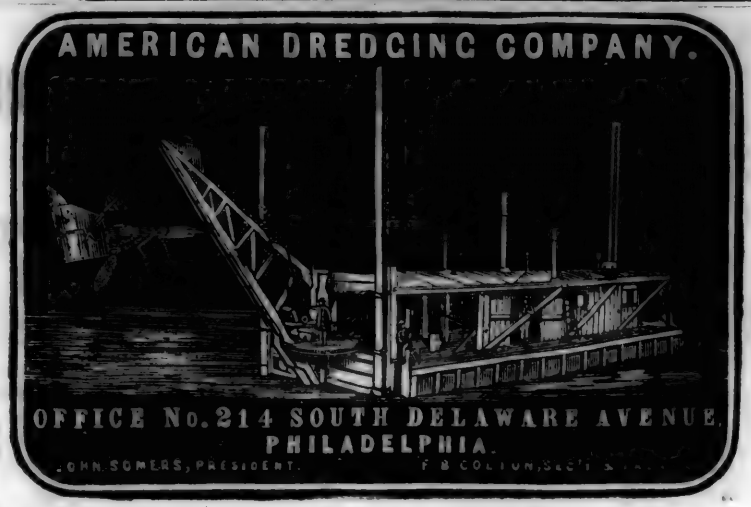
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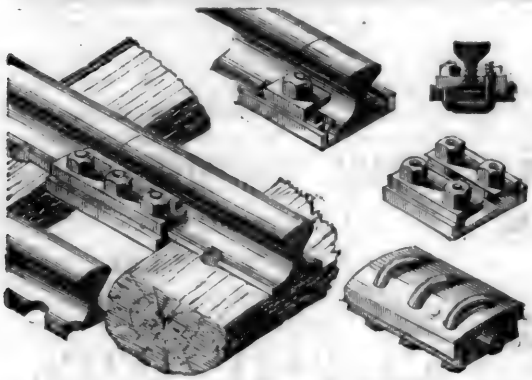
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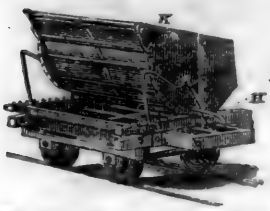
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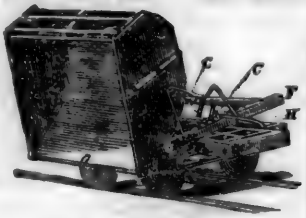


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York Saturday, June 24, 1871.

Wallkill Valley Railway.

At the recent annual meeting of the stockholders of this company at New Paltz, N. Y., the following directors were elected for the ensuing year: Seth M. Capron and John C. Scofield of Walden; Edmund Bruyn of Shawangunk; Abner Hasbrouck, Floyd S. McKinstry and A. D. Deyo, of Gardner; A. V. N. Eltinge and Jacob Lefever, of New Paltz; S. Schoonmaker, of Rosendale; C. S. Kiersted, R. Bernard and J. E. Ostrander, of Kingston, and Erastus F. Mead, of N. Y. City. F. S. McKinstry was re-elected President; Abner Hasbrouck, Vice President; A. D. Deyo, Secretary and A. V. N. Eltinge, Treasurer. Levi D. Bruyn, was re appointed Chief Engineer. The road is expected to be open to Rosendale by July 1st, and work is being rapidly pushed forward, for the extension to Kingston. An iron bridge to cost one hundred thousand dollars is now building in Paterson, a town near Rosendale, for the Company, and between four and five hundred men are at work between Rosendale and Kingston, N. Y., and it is expected that the Wallkill Valley Railroad will connect with the Rondout and Oswego Railroad about the beginning of October next, thereby enabling the freight of the R. and O. R. R. Co. to be shipped over this road during the next winter.

New Orleans, Mobile and Texas Railroad.

The New Orleans, Mobile and Texas railroad, which some of the strongest capitalists and well known business men of the North are building from Mobile through New Orleans to Houston, is receiving unusual notice as an enterprise not only much needed but containing more than ordinary conditions of success and security. The road is to be the only rail connection between New Orleans and the great and most productive State of Texas, of which State Horace Greeley writes as follows:

"Texas is as large as France, with a more genial climate and far richer soil. She has more and better timber, and more cattle and horses than France. Slavery being dead, lands are in request and have a value, which railroads are rapidly doubling and quadrupling. Railroads are bringing markets and comforts to every man's door. The work of providing this people with necessary railway communication is barely well begun; but that is half the battle. At last, nearly every line seems to be in the hands of solvent, capable, upright men who are backed by ample capital, and is pushed with vigor and clear sighted resolution. The New Orleans, Mobile and Texas railroad is now pushing due westward through Louisiana, and expects to reach Houston before this time next year."

The New York *Evening Post* says in its financial review of June 10th:

"The road is one of the most important in the South, and its stock is largely owned by such capitalists as Messrs. E. D. Morgan & Co., Morton, Bliss & Co., J. and W. Seligman & Co., L. Von Hoffmann & Co., and Hon. John A. Griswold, whose names are of themselves a guarantee that the enterprise is a good one."

The New York *World* of June 12th, says in its financial article:

"The Company has expended already nearly $10,000,000, and two-thirds of its entire road is built. The Board of Directors consists of some of our wealthiest and most influential citizens."

The New York *Express* of the same day says, in its report of the money market:

"The road is one of the great Southern trunk lines destined to open up a rich and productive section of country heretofore devoid of railway facilities."

Some interesting statements concerning the securities of the enterprise so highly commended, will be found in our advertising columns.

New York and Albany Railroad.

The following is a copy of the petition in circulation which has been signed by several hundred of the Tax-payers of the City of Albany:

To the Hon. —— ——, the County Judge of Albany, N. Y.:

The following named Petitioners and Tax-payers of the City of Albany, whose names appear upon the last preceding Assessment Roll of said city, in its corporate capacity, shall create and issue its bonds to an amount of three and one-half per cent. of the whole amount of taxable property of said city, as shown by said Tax List and Assessment Roll, and invest the same, or the proceeds thereof, in the stock of the New York and Albany Railroad Company a corporation of the State of New York, in pursuance of the Statute in such case made and provided.

The Petition is at the office of the Albany and Susquehanna Railroad Company for signatures, where any information can be obtained in relation to the matter desired.

☞ The Lake Ontario Shore Railroad Company invite proposals until July 5th, for the grading, masonry, etc., of that part of the road between the city of Oswego and the west line of Wayne County, N. Y. a distance of about 50 miles. The entire length of the road from Oswego to Lewiston will be about 143 miles, with a branch to Rochester of 6 miles. The office of the company is at Oswego, N. Y. The officers are: President, Gilbert Mollison, Oswego; Vice-President, O. P. Scoville, Lewiston; Treasurer, Luther Wright, Oswego; Secretary, Henry L. Davis, Oswego. The estimated cost of the road is $5,000,000, or about $33,000 per mile. The line of the road will be through nearly the centre of the towns of Oswego, Hannibal, Sterling, Red Creek, Wolcott, &c.

☞ It is expected that the Atlanta and Richmond Air Line Railroad will be completed to Spartanburg, S. C., and trains running between that place and Charlotte, N. C., a distance of nearly 70 miles, by January 1872. From Atlanta to Gainesville, a distance of 53 miles, the road is already in operation. The whole road, when built will be about 225 miles in length—of which 95 miles is in the State of Georgia, 105 through South Carolina, and 25 in North Carolina.

Maine Central Railroad.

The earnings of this road for the years ending December 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$298,815 25	$288,901 95
" freight	259 537 52	272,096 55
" mails, etc.	27,284 90	29,040 72
	$585,637 67	$590,039 22
Expenses, viz:		
Repairing track	$142,741 91	$118,661 65
Repairing engines and cars	85,852 99	97,586 19
Train expenses	24.070 66	21 942 30
Station services	27,474 91	29,199 08
Salaries	11.552 00	7,699 88
Repairing buildings	12,612 07	10,623 77
Repairing fence	7,901 51	10,657 60
Oil and waste	4,284 81	3,926 51
Wood	44,327 88	44,316 38
Loss and damage	1.519 50	1.278 33
Taxes and insurance	20 818 65	13 584 36
General expenses, etc	23,342 28	17,112 76
Change of gauge of cars and locomotives		28,719 76
Change of gauge of tr'k		7,910 97
	$405,499 17	$414,169 54
Net earnings	$180,138 50	$175,869 68
Deduct rent of Dexter and Newport railroad		18.000 00
Leaving a balance of		$157,869 78

The earnings show an increase over the previous year of $4,401 55. This sum embraces $32,704 06, earned on the Dexter and Newport road being a decrease from the year previous of $2,351 51. The earnings of the main line have been for the year $5,066 69 per mile of road, $3 22 per mile run by passenger and freight trains, and $2 57 per mile run by all trains. The whole number of passengers carried was 177,161; do. carried one mile, 6,581,513; the average distance travelled was 37.15 miles; and the average rate of fare received, 4.38 cents per mile. The whole number of tons of freight moved was 108,201; do. moved one mile, 5,548,889; the average distance hauled was 51.28 miles; and the rate per ton charged, 4.91 cents per mile.

Included in the expenses are those incurred in working and repairing the Dexter and Newport railroad—$15,191 63, as against $17,645 33 for the year 1869. These expenses also embrace, as will be seen, $29,719 76, the cost of changing the gauge of 4 locomotives, 9 passenger and baggage and 3 saloon cars and about 150 merchandise cars; and $7,910 97 for changing the gauge of the track east of Waterville, and the Dexter and Newport road, and for laying the mixed track at Waterville and Bangor, where the two gauges unite. There are also embraced in these expenses the sum of $32,750, the cost of three first class locomotives; and $7,400, being about the cost of one new passenger car and one mail and baggage car built in the shops of the company, and three box cars purchased. The legitimate expenses of operating and repairing the road have been at the rate of $2,712 81 per mile of road, and $1.56 per mile run; and the net earnings have been $2,358 88 cents per mile of road, and $1.01 per mile run. The President in his report says:

The past has been an eventful year in the history of your road. Although it was originally well constructed and well equipped, and has been managed with ability, and though the country through which it passes has been largely benefitted by its operations, still it has heretofore brought no returns, in the form of dividends, to its stockholders on capital long since invested. This depressing result has induced you to investigate its cause and cast about for a remedy. Among other reasons, it was found that the gauge of your road, being different from that on the lines over which your principal traffic found its way to the great marts of commerce, was a serious hindrance to your success. Trade and travel was much impeded or diverted to other lines of communication and transportation.

The location of your line was also to some extent unfortunate. At Bangor, its eastern terminus, it had ample accommodations, and an independent position, but it did not reach Portland, its natural terminus on the west, and had no independent position in that city. From Danville Junction to Portland, a distance of twenty-seven miles, your freight and passengers were transported over the Grand Trunk road, and your accommodations in Portland were such only as could be conceded by that company. Of our treatment by that corporation we make no complaint, on the contrary are happy to say it has been uniformly considerate, and that it has conceded to us all the facilities consistent with a just regard to its paramount duties to its own stockholders. Our difficulties originated from the very nature of things, and from no disposition to withhold from us any accommodation which it could grant. But when we consider that this great company operates more than thirteen hundred miles of railroad terminating in Portland, that it transports an immense amount of freight, a large portion of which is landed in Portland, and necessarily runs a vast number of trains daily, and requires for the accommodation of its own large and increasing traffic, all the terminal facilities it now possesses, we cannot fail to perceive that it cannot, if it desires, concede to us such accommodations as we require for the development of our growing business, and that as long as we continue to operate our road in subordination to the necessities of that long line, so long shall we be obstructed in the movement of our trains, and cramped and restricted in our terminal facilities. So has it heretofore proved, and these difficulties, despite the good intentions and best efforts on the part of the managers of the Grand Trunk, must continue to increase in the future.

In view of these facts and considerations, the question occurred, is there a remedy for these evils? and if so, what is it?

The Portland and Kennebec Railroad extending from Portland to Skowhegan, and intersecting our track at Kendall's Mills had large accommodations in Portland, was constructed upon the narrow gauge and at Portland connected directly with the system of roads leading west; but it had no direct connection with the great and growing east, except over our road.

Thus were the two roads situated—one with good accommodations west, but none east; the other with good accommodations east, but none west. These roads were substantially equal in length, in cost, equipment, and in business. Each had great elements of strength, but at the same time both had obvious elements of weakness. Alone, each was defective, united they would constitute one strong road, perfect in all its parts, uniting the two great commercial cities of the State, giving great facilities to our people, capable of developing to a remarkable degree our natural resources, and forming favorable connections with the great railroad system of the country.

Observing these facts, your Directors conferred with the Directors of the Portland and Kennebec Railroad Company, and after long and patient examination and careful consideration, they came to a conclusion, the result of which you already know and have fully approved.

In the negotiation between the two roads they met as equals, and consulted as such, and finally agreed to unite their roads as being substantially of equal value. With this view, they equalized their interest paying securities, which gave you an interest paying scrip dividend on your stock, and also equalized their stock, and agreed to assume all the liabilities of both roads, and thus become in substance one institution.

After having agreed to do thus they asked permission of the Legislature to merge their separate corporate organizations into one, under a common name, and to yield up the exclusive rights now possessed under their charters and subject themselves to the immediate control of the Legislature. But to their surprise, they found this proposition vehemently opposed; and they therefore withdrew their application and determined to reorganize under their charters and existing laws. And so we have done, not in violation of law as has sometimes been asserted, but in strict conformity with law. The permission asked of the Legislature would have been convenient for us and neither prejudicial to the State nor injurious to any human being.

During the past year a large amount of the bonds on both roads, issued many years ago to aid in their construction, have matured. These have all been promptly provided for, and all now outstanding will be paid on presentation, the funds being in the Treasury for that purpose.

The result of consolidation or united action, whichever you may call it, has already given largely increased business facilities to our people. Prior to the new arrangement it required four days to transport freight between Bangor and Boston. Now that result is accomplished without transhipment in less than twenty-four hours, and at reduced expense to the shipper.

A morning and evening train between Augusta and Bangor has been put in operation to the great benefit of the business men of Bangor, and the convenience of the people.

Other improvements are being pressed forward for the development of our material interest as well as for the convenience of our business men. Among those in contemplation and for which preparations are being made, is a night train between Bangor and Boston. This will be accomplished early in the coming spring, provided the railroads west of Portland can so far harmonize their interests as to act in concurrence with us. This train when established will be of great importance to the business interest of our State, and we believe will also prove remunerative to our stockholders.

These and like beneficial results flow from harmonious action on the part of roads heretofore supposed to have different if not conflicting interests. It is the result of practical consolidation.

Immediately upon the completion of the arrangement with the Portland and Kennebec Company, and the reorganization of this company, active measures were taken for the construction of the piece of road necessary to connect the Maine Central road with the Portland and Kennebec on the West. Various routes were carefully explored and surveyed between Danville Junction and the line of the lower road, and after much consideration the "Royal's River" line was finally adopted. This line lies between Danville Junction and Cumberland station, and is 18¾ miles in length, and exceedingly favorable both in grades and curves. It was put under contract last fall, and work now is well advanced. The land damages have all been adjusted and paid. The iron and sleepers have been purchased, and the fencing principally provided for. We expect to have this road in operation next July, and that it will be in every respect a first class road.

As soon as this link in our line shall have been completed, we shall change the gauge of that portion of our road between Waterville and Danville Junction which will give us an unbroken line from Bangor and Skowhegan to Portland by either the Central or Kennebec route. The advantage to result from this completed work cannot be overestimated.

The funds for the construction of this line have been raised from bonds issued by the Company, at six per cent. payable principal and interest in gold, and secured by a mortgage on the "extension." These bonds sell readily in the market at

satisfactory rates, and as fast as the money is required for the prosecution of the work.

The Belfast and Moosehead Lake Railroad, by the terms of a contract of lease between this company and that, was to have been completed on the first day of November last, from Belfast to Burnham. Having been informed that it was ready for our inspection and acceptance under said contract, a committee of this board was appointed for the purpose of examining the road. This committee procured the service of an eminent engineer and some practical railroad men to accompany them, and made with them, a careful examination of the road, and subsequently reported that they found it defective, and not up to the requirements of the contract in many material points. The defects pointed out in these reports were substantial, going directly to vital requirements in the contract. Under these circumstances, your Directors informed the Belfast and Moosehead Lake Railroad Company that this company declined to accept the road under the contract. Subsequent proceedings were proposed under the Railroad Commissioners, which were accompanied by such circumstances as to induce your Directors to decline all action in the premises, and disclaim any and all connections therewith.

Since that time a temporary arrangement has been made, by which the road has been operated by the Belfast and Moosehead Lake Company, using for that purpose rolling stock provided by this Company, without charge; this arrangement however is temporary. Propositions have been made for an amicable and permanent arrangement of the matters between the companies at an early day, and we now advise that the most liberal terms be conceded to them for the operation of their road by us, or as a connecting road with us, that shall be consistent with the interests of this company. Large sums of money have been expended in the construction of that road, and though it is undoubtedly defective, and in many material points much below the requirements in the contract, and not within its terms, nevertheless it is now an existing road, and may be made serviceable in the development of the country through which it runs. Our desire therefore is that the largest possible amount shall be realized out of it by its proprietors.

The European and North American road, it is expected, will be completed during the coming season. From the line of this road we may anticipate a large increase of business, especially if its gauge shall be changed so as to conform to ours, and thus enable it to transport freight through to its destination without unloading. The Company also anticipate a large through passenger traffic; if in this respect their anticipations are realized our business in this direction will be still more largely increased.

The Knox and Lincoln road will also probably be completed during the approaching summer. This will also be an important feeder to our line.

Our relations with the Grand Trunk are harmonious, and although we shall probably cease to run our cars over any part of their line in the month of July, that fact will not disturb our freindly relations with them, and will in no wise diminish the amount of our general western business over the line.

West of Portland, our relations are of the most friendly character, yet we regret to say that the present "mixed" condition of things between themselves, embarrasses us not a little, especially in establishing our favorite night train. We trust however that order will soon come out of the present seeming chaos, and that such relations may be established as will permit through business to flow on unvexed to its destination.

On the whole, though we have been required during the past year to make large expenditures of money, and shall also find it necessary to continue so to do until your arrangements are fully perfected, and the line put in first class condition, still your prospects were never as good for the final success of your enterprise, as they are this day.

The company have 18 locomotives, 17 passenger, 3 smoking, 1 passenger and baggage, 8 mail and baggage, 3 saloon and 290 freight cars. Trains have been run for all purposes during the year 229,572 miles, an increase over the previous year of 5,329 miles. Of the distance run 19,091 miles were on the Dexter and Newport railroad, which is worked by this company as a part of its line. In the transportation of passengers 89,284 miles were run; of freight, 93,730 miles; and in hauling gravel, etc., 46,558 miles. The number of passengers carried on the Dexter and Newport railroad was 17,155; number of tons of freight, 10,957.

PROFIT AND LOSS ACCOUNT JAN. 1ST, 1871.

For expense account, 1870	$414,169 44
Interest scrip, issued to stockholders.	297,700 00
Dividend No. 1, on interest scrip.	11,606 76
Coupon account	134,597 00
Interest account	2,242 99
Discount on bonds	38,085 27
Expense of seven per cent. loan	3,927 20
	$902,328 66
By balance, January 1, 1870	$292,851 74
Income, rec ipts of road, 1870.	572,039 22
Balance to new account	37,437 70
	$902,328 66

The standing of the company is shown by the accompanying General Account:

The amount of $1,716,600, charged to lease of Portland and Kennebec Railroad, is in consideration of a lease of that road to the Maine Central for 999 years, from May 31st, 1870, and capital stock has been issued in payment of same and placed in capital stock account.

The Interest scrip account is, in part, for a scrip dividend of $386,892 made to the stockholders of the company, on the 31st of May, 1870, $297,700 of which has been adjusted.

The $1,100,000 loan bonds Androscoggin and Kennebec Railroad were issued in 1860 and 1861, on thirty years, and are cash bonds.

The first mortgage bonds, City of Bangor, are cash bonds, issued in aid of the Penobscot and Kennebec Railroad and will fall due as follows: viz: twenty thousand dollars on the twenty-first day of April of each year up to and including 1874, and five hundred thousand dollars on the second day of October, 1874.

Any of these bonds will be received at par, in exchange for the seven per cent. bonds of the company at any time during the year, and the holders of said bonds, by availing themselves of this opportunity, will not only gain one per cent. interest for nearly four years, but will save the government tax on their coupons, as it is paid by the company.

The second mortgage bonds, Penobscot and Kennebec Railroad Company, fell due August 1, 1870, $159,500 of the same are outstanding and will be paid on presentation.

The $400,000 loan bonds, of which $163,900 are outstanding, will fall due during the next four months, and can at any time be exchanged for Maine Central sevens.

The $1,100,000 loan seven per cent. bonds, will be due July 1, 1898. The principal and interest are payable in Boston. Coupons free of government tax.

The $500,000 loan bonds, Maine Central Extension, were issued October 1, 1870, and will fall due October 1, 1900. The principal and interest are payable in gold in Boston. Coupons free of government tax.

The Stock bonds and stock coupons are convertible into capital stock.

GENERAL ACCOUNT.

Capital stock		$3,400,500 00
Stock bonds, $500,000 loan		31,000 00
Stock bonds, $360,000 loan		2,900 00
Stock coupons		120 00
Interest scrip		297,700 00
Bonds of $1,100,000 loan, Androscoggin and Kennebec railroad		1,100,000 00
Bonds of $400,000 loan		163,900 00
Bonds of $1,100,000 loan "sevens"		451,200 00
Bonds of $500,000 loan, Maine Central Extension		112,000 00
First mortgage Bangor City bonds.		577,000 00
Second mortgage, Penobscot and Kennebec Railroad Company		159,500 00
Bills payable and accounts		149,348 82
		$6,445,168 82
Construction		$4,121,694 10
Lease of Portland and Kennebec railroad		1,716,600 00
Construction in part of the Maine Central Extension		98,740 93
Real estate		28,722 05
Lands of Pier Company and city lot, at Bangor		51,606 78
Stock in Dexter and Newport Railroad Co.		5,000 00
Stock in Somerset Railroad Co.		51,357 26
Stock in Ticonic Water Power Co.		5,000 00
European and North American Railway Company, George K. Jewett, guarantee		20,000 00
Expense, being amount of wood and materials for repairs, on hand.		88,733 71
Bills receivable and accounts		22,843 10
Profit and loss		37,393 70
Cash		202,477 19
		$6,445,168 82

☞ The Louisville *Courier-Journal* says that the Elizabethtown and Paducah Railroad Company have recently effected the sale in Europe of a large amount of mortgage bonds of the road, the total amount sold up to this date summing up about $3,000,000. The price obtained was 85 cents in the dollar. This will insure the completion of the road to Paducah in from twelve to fifteen months from this time. This road runs east and west through the western half of the State of Kentucky, and its completion gives the western end of the State a rail connection with Louisville and the central and eastern railway systems of the State.

☞ Work is progressing rapidly on the Buffalo, New York and Philadelphia Road between Holland and Protection. The next section to Cattaraugus Creek is well under way. Still further on a considerable force is at work, and the contractor expects to finish the road to Olean before winter sets in.

☞ The Kansas Central Railroad Company has been organized for the purpose of constructing a narrow gauge railroad from the Missouri river to the City of Denver, or such point in Colrado as may seem best.

☞ The project of a new road from New York city to Albany is exciting much interest in Albany and vicinity. Two routes have been surveyed, one through the Wallkill Valley, and the other along the river bank.

Railroads of the State of Ohio.

A tabular statement of their Capital, Length, Cost, Earnings, Expenses, Dividends, &c., for the fiscal year ending June 30, 1870.

Compiled from the Annual Reports of Railroad Companies made to the Hon. George B. Wright, State Commissioner of Railroads and Telegraphs.

	Capital Account.				Length of Track.			Cost of Roads & equipm't.	Road Oper.	Gross Earnings.			Expenses and Rents.	Net Earnings.	Dividends.	
	Stock.	Bonds.	Debt.	Total.	Main.	Branch.	Other.			Passenger.	Freight.	Other.	Total.		Am't.	Rate.
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	p. c.
Atlantic & Gt. Western (Erie)	29,598,695	29,999,000	Unknown.	.....	357.50	38.66	85.09	59,999,900	507.16	1,039,552	3,318,902	75,647	4,434,101	4,892,668	.....	.....	....
Carrollton and Oneida	14,400	.....	200	16,600	12.00	.....	0.09	101,000	12.00	2,656	2,662	622	5,940	3,182	2,758	.....	....
Central Ohio (Balt. & Ohio)	3,000,000	2,500,000	.....	5,500,000	137.02	.....	26.55	5 500,000	137.00	283,094	485,154	67,512	835,760	1,096,275	.....	120,078	....
Cincinnati & Baltimore (M.& C.)	163,550	124 000	95,407	382,957	.....	.....	.....	382,957	.....	.....	.....	.....	.....	.....	.....	.....	....
Cincinnati, Hamilton and Dayton	3,500,000	2,032,000	.....	5,532,000	60 00	.....	116.15	5,309,386	60.00	420,480	560,645	194,070	1,195,075	648,273	546,802	315,000	9
Cincinnati & Indiana(C.I.& Laf.)	500,000	2,000,000	.....	2,500,000	20.50	6.70	8.04	1,394,477	27.20	146,025	180,104	21,346	347,475	308,135	39,339	5,875	10*
Cincinnati & Muskingum Valley	(No statement, total $4.000,000.)				132.13	.....	9.00	Purchased at Judicial sale Sept. 1869, for $1,004,000. No report of operations.								.....	....
Cin.,Richmond & Chi.,(C.H.&D.)	382,600	625,000	22,395	1,029,995	42.00	.....	2.55	947,885	42.00	52,704	48,244	7,012	107,960	83,015	24,945	.....	....
Cin., Sandusky & Cleveland	2,967,800	2,846,498	49,092	5,863,390	155.00	16.00	22.00	5,840,623	191.00	241,509	498,186	75,671	815,366	560,765	254,601	30,005	7*
Cincinnati and Zanesville	(Name changed to Cincinnati and Muskingum Valley Railroad by purchasers.)																
Cleve., Col., Cin. & Indianapolis	11.620,000	3,000,000	.....	14,620,000	341.00	50.00	63.00	12,160,930	391.00	853,818	2,164,660	213,636	3,232,109	2,173,650	1,058 459	731,923	7
Cleve. & Mahoning(Atl.& Gt.W.)	2,056,750	1,287,500	.....	3,344,250	67.00	8.00	10.00	3,147,934	.....(Oper. with Atlantic & Gt. West'n.)				274 272	.....	274,272	151,550	7
Cleve., Mt. Vernon & Delaware	1,150,000	143,000	.....	1,293,000	63.75	.....	5.50	1,293,000	76.75	37,305	73,401	8,542	119,248	70 278	48.969	.....	....
Cleveland and Pittsburg	7,419,275	3,835,000	.....	11,254,275	167.00	32 00	51.00	11.210,783	225.00	618,065	1,794,242	100,066	2,512,373	1,477,767	1,034,606	610,528	9
Cleve., Zanesville & Cincinnati	(Sold to Cleveland, Mt. Vernon and Delaware). Earnings &c., for 5 m'ths only.						63.75			80,392	44,042	5,475	79,909	68,261	11,648	.....	....
Col., Chi. & Indianapolis Central	12,835,772	19,473,174	822,713	33,131 659	588.00	.....	104.00	32,713,540	.....	(Included in returns of Pittsburg, Cincinnati and St. Louis.)						.....	....
Columbus and Hocking Valley	766,574	1,407,500	92 037	2,266,111	76.00	.....	8.00	2,492,879	76.00	67,950	160,664	12,348	240,962	119,690	121,272	.....	....
Col., Springfield and Cincinnati	(Purchased at judicial sale.)				20.00	.....	1.00	346,000	.....	(Operated by Cinc., Sandusky and Cleveland Company.)						.....	....
Dayton & Michigan (C.H.& D.)	2,392,140	4,277,500	96,623	6,765,663	142.00	.....	18.00	6,530,925	142.00	346,055	696,861	41,862	1,084,788	694,527	390,261	.....	....
Dayton and Union	82,350	527,449	8,191	618,990	31.80	.....	2 85	600.746	46.80	48,425	68,194	7,708	124,327	109,256	15,071	.....	....
Iron	129,350	32,000	19,348	180,698	13.00	.....	1.00	382,743	13.00	10,687	69,625	5,284	85,548	61,238	24,350	10,075	7
Junction (Cin. & Indianapolis)	3,027,450	2,052,000	1,042,798	6,122,248	98.00	25.00	14.00	6,187,645	166 00	117,850	184.702	20,453	273,005	234,564	38,441	.....	....
Lake Erie and Louisville	1,212,500	500,000	.....	1,712,500	85.00	.....	8.00	1,744,410	87.00	23,840	32,778	3,885	60,503	46,189	14,314	.....	....
Lake Shore & Mich. Southern	34,938,000	22,001,000	890,507	57,829,507	541.07	401.32	241.00	52,804,746	993.26	4,223,700	8,097,145	666,479	12,988,324	7,996,249	4,992,075	†2,754,780	8
Little Miami and Col. & Xenia	5,891,450	2,583,000	.....	8,474,450	119.50	76.50	36.50	7,875,054	196.00	751,929	902,263	135,038	1.799,220	1,290,523	508,697	289,206	7½
Marietta and Cincinnati	14,620,866	6,310 528	1,685,568	22.616,962	190.80	86.00	40.00	20,622,751	276.80	393,169	923,474	65,293	1,381,936	1,382,093	Loss.	.....	....
Niles and New Lisbon	500,000	500,000	18,042	1 018,042	38 00	.....	2.25	568,044	38.00	9,559	28,519	404	38,482	20,804	17,678	.....	....
Ohio and Mississippi	23,500,000	6,544,850	317,709	30,362 559	340.00	53.00	34.00	30,362 559	393.00	1,223,711	1,697,233	155,713	3,076,657	2,216,771	859,886	270,672	7*
Pittsburg, Cincinnati & St. Louis	5,424,350	10,032,990	406,167	15.863,507	193.00	8.00	24 89	16,332,003	789.00	1,824,761	3 906,881	271,636	6,003,288	5,102,374	900,894	.....	....
Pittsb., Ft. Wayne & Chi. (Pa.)	19,714,286	13,663,000	18,230	33,395,516	468.30	.....	151.08	24,685,255	503.30	2,619,218	4,697,551	382,744	7,649,513	4,325,906	3,323,607	1,452,631	7½
Rocky River	74.775	30,000	5,294	110,079	5.53	.....	0.26	111,681	5.53	14,444	.....	1,457	15,901	9,683	6,318	.....	....
Sand'y, Mansf. & New'k(B.& O.)	910.623	2,307 642	1,100	3,219,365	116.25	.....	10.00	3,218,365	116.25	160,220	287,852	32,102	480,174	524,278	Loss.	.....	....
Toledo, Wabash and Western	8,500,000	15,000,000	.....	23,500 000	476.00	45.00	52.70	23,500,000	521.00	1,241.711	2,528,207	176,325	3,946,243	3,354,443	591,800	70,000	7*

RAILROADS IN PROCESS OF CONSTRUCTION.

	Charter filed.	Termini.		Miles.	Termini. Authorized.	Termini. Subscribed.	
Atlantic and Lake Erie	June 12, 1869.	Pomeroy.	Toledo.	235.00	$5,000,000	$1,103,200	Construction was commenced in June 1870.
Cincinnati and Baltimore	Sept. 4, 1868.	Cincinnati.	Loveland.	23.50	50,000	500,000	In operation between Cin. and the Marietta & Cin. R.R.
Newark, Somerset and Straitsville	April 3, 1867.	Newark.	Straitsville.	43.66	500,000	500,000	is rapidly progressing to completion.
Storrs Township, New Richmond & Cent. U. D. J.	Dec. 8, 1866.	Storrs Towns'p.	New Richmond.	.....	1,500,000	1,200,000	

RAILROADS INCORPORATED DURING THE YEAR ENDING JUNE 30, 1870.

	Date.	Termini.		Capital.		Date.	Termini.		Capital.
Ashtabula, Youngst'n & Pittsb'g	Feb. 11, 1870.	Ashtabula.	Youngstown.	$1,000,000	Ironton, Portsmouth & Cin	April 9, 1870.	Cincinnati.	O. R.opp.Guyandot.	$1,000,000
Balt. & Ohio, Toledo & Michigan	Mar. 2, 1870.	Mansfield.	Michigan Line.	1,500,000	L. Br. of Balt., Pittsb. & Continent.	April 29, 1870.	Elyria.	Belmont.	500,000
Baltimore, Pittsb'g & Continental	Mar. 10, 1870.	Ackertown.	S. L., Mercer Co.	15,000,000	Mansf. Coldwater & Lake Mich	May 20, 1870.	Mansfield.	Michigan Line.	600,000
Baltimore, Pittsburg & Western	May 13, 1870.	Unity.	Harrison.	1,000,000	Mansfield and Michigan	April 27, 1870.	Mansfield.	Indiana Line.	600,000
Belmont and Toledo	Jan. 26, 1870.	Bellaire.	Urichsville.	1,000,000	Marietta and Bellaire	Mar. 4, 1870.	Marietta.	Bellaire.	750 000
Canton and Akron	Sept. 11, 1869.	Canton.	Akron.	300,000	Newark, Somerset & Big Sandy	Feb. 17, 1870.	Haydenville.	Ches. & Ohio R. R.	3 000,000
Case	Apr. 11, 1870.	N.&N.Lisbon RR.	Case's Coal Bank.	5,000	New London, Tiffin and Ft. Wayne.	May 25, 1870.	New London.	Harrison.	100,000
Chesapeake and Cincinnati	Feb. 1, 1870.	Cincinnati.	Mouth of Guyand'te.	1 000,000	North American	May 19, 1870.	New London.	Harrison.	100,000
Cincinnati, Gallipolis & Pomeroy	May 14, 1870.	Cincinnati.	Gallipolis & Pomer'y,	1 000,000	Ohio Furnace	Apr. 21, 1870.	Union Landing.	Ohio Furnace.	25,000
Cincinnati, Lebanon & Delaware	Feb. 3, 1870.	Cincinnati.	Delaware.	500,000	Ohio and Michigan	June 17, 1870.	Galeon.	Indiana Line.	500,000
Cincinnati & Muskingum Valley	Jan. 25, 1870.	Cincinnati.	Cleveland.	4,000,000	Ohio Valley	Mar. 30, 1870.	Marietta.	Ironton.	500 000
Cin., Portsmouth and Delaware	Feb. 19, 1870.	Cincinnati.	Burlington.	4,000,000	Painesville, Youngstown & Pittsb.	Dec. 28, 1869.	South Point.	Columbus.	2,000,000
Columbus and Irontop	Jan. 15, 1870.	Columbus.	Ironton.	2,000,000	Pattonville and Ohio River	Apr. 20, 1870.	Pattonville.	Gallipolis.	1,500,000
Columbus and Maysville	Nov. 30, 1869.	Columbus.	Aberdeen.	3,000,000	Pittsburg, Baltimore and Chicago.	Aug. 11, 1869.	St. Clair.	Monroeville.	8,000,000
Columbus and South Point	Dec. 28, 1869.	South Point.	Columbus.	2,000,000	Pittsburg, Canton and Chicago	Feb. 28, 1870.	Liverpool.	New London.	1,000,000
Detroit, Eel River and Illinois	June 13, 1870.	Morence, Mich.	Indiana Line.	325,000	Sand Valley	Sept. 27, 1869.	Hope Furnace.	Brown.	20,000
Gallipolis, McArthur & Columbus.	Mar. 3. 1870.	Gallipolis.	Logan.	1,500,000	Tuscarawas Valley	July 10, 1869.	Massellon.	New Philadelphia.	500,000
Hudson, Morenci and Maumee	June 28, 1870.	Morenci, Mich.	Westfield.	600,000	Warren and Sharon	Jan. 7, 1870.	Warren.	Br. e'xfield.	500,000

* Dividends marked with an asterick (*) are on preferred stock only. † Including $50,682 50 being 10 per cent. on preferred stock.

Journal of Railroad Law.

RAILROAD COMPANIES—RULE OF NEGLIGENCE—IN WHAT CASES NOT DEEMED TO EXIST.

The facts in the recent case of The Illinois Central Railroad Company *vs.* Carraher, (47 Ills., 333,) are fully and clearly stated in the following opinion by

WALKER, J.—This was an action on the case, brought by Peter Carraher, in the Alexander Circuit Court, against the Illinois Central Railroad Company. The grounds of recovery are, that the company knowingly permitted a well to remain uncovered on their right of way, and that appellee rode his mule into it, whereby the mule was killed, and he sustained loss and damage thereby. The evidence shows that appellee did ride his mule into such a well, situated about fifty feet from the track of the road, and that it was killed. The evidence does not seem to establish the fact that the well was on the right of way of appellant's, or that their agents knew of its existence.

On the trial below, appellants asked the Court to instruct the jury, that, "if a well dug on the ground owned by defendant, by third parties, without its knowledge or consent, and said well remained uncovered without the knowledge of defendant, the defendant is not guilty." We are a at loss to perceive why this instruction was refused. If, as the instruction states, the well was dug by third parties, without the knowledge or consent of the company, and it remained uncovered, without their knowledge of its existence, we are at a loss to perceive how the company could be held liable for carelessness or a neglect of duty. This action proceeds upon the ground appellants had omitted some duty imposed by law. The statute has not imposed such a duty as appellee claims, and we are aware of no common law duty requiring them to employ hands to search for such places on their right of way, and, when found, to cover them.

The act requiring such bodies to fence their roads, was adopted for a different purpose. It designed to protect the traveling community from accidents occasioned by stock getting upon the road, and also to prevent damage to such stock. They were not required to fence their right of way to prevent cattle from falling into wells, pitts or morasses. Hence the common law is still in force, so far as it regards losses from such causes. In the absence of statutory requirement, such bodies are only, as a general rule, required to perform the same acts that are required of citizens; and we are aware of no rule of law that requires an individual to cover wells or pits on his uninclosed lands, or to fence bogs or dangerous quagmires, to keep his neighbors' cattle from getting into them. While, under the laws of this State, cattle may run at large, and may pass upon the the uninclosed lands of others than the owner, it has never been held that the owners of such lands are required to make them safe for the pasturage of his neighbors' cattle. If the owner chooses to permit his cattle to stray upon the lands of others, he assumes the risk of their being injured by falling into pits or becoming mired in morasses; and the same rule applies to cattle straying upon the right of way of a railroad company. In this view of the question, with a modification, the seventh in the series of appellants' instructions should have been given. From what has been said, it will be seen that the instruction given for appellee was wrong, and should not have been given. The judgment of the Court below is reversed and the cause remanded.

Judgment reversed.

BANKING AND FINANCIAL.

☞ THE NEW ORLEANS, MOBILE AND TEXAS RAILROAD COMPANY are building a trunk line, connecting New Orleans with Mobile on the east, and giving the only railroad connection between the former city and the great and most productive State of Texas on the west, the total distance from Mobile to Houston being 475 miles.

The Company is composed of strong Northern capitalists, who have already expended nearly $10,000,000 of their own funds in the construction of the line. They have built about 225 miles from Mobile westward, and secured by purchase of securities and made provision for the thorough repair and equipment of the 108 miles constituting the Texas division; leaving but 140 miles to be built to complete the entire road.

It is believed that no other railroad corporation in the country has ever made so large an expenditure from its own means before offering any of its securities to the public.

The Company now offer for sale the eight per cent. mortgage bonds upon the Louisiana Division of 226⅔ miles from New Orleans to the Sabine River. This will probably be the most valuable portion of the whole line, as it will be the only rail communication by which the enormous productions of Texas can reach the Southern metropolis.

So important is this road considered to Louisiana, that the State has made very liberal grants in aid of the enterprise, by direct donations, by indorsement of its bonds, and by subscriptions to the stock of the Company, amounting in all to over $8,000,000.

The bonds now offered are of two classes—first mortgage bonds to the amount of $12,500 per mile, and second mortgage bonds, to an equal amount, both principal and interest guaranteed by the State of Louisiana. The price of the two classes is the same, and subscribers can take their choice.

The bonds are only in the denomination of $1,000, or £200 each, interest payable January and July, at the rate of eight per cent. currency in New York, or seven per cent. gold in London, at the option of the holder, at the time each coupon is due. Bonds can be registered, if desired. No better security has been offered to investors. The line is a good and important one, and the stockholders have proved their determination and ability to carry the work to an early and successful completion by the very large amount they have themselves put into it.

The bonds are largely profitable, as well as entirely safe. One thousand dollars invested in these eight per cent. bonds will give the purchaser *more than seventy-seven per cent.* greater annual interest than the same amount invested in new Government Five Per Cents, into which the Government Sixes are being funded by the Secretary of the Treasury.

At the same price an eight per cent. currency long bond is far cheaper than a seven per cent. gold one. Calculating a return to specie payments in three years, and taking the time that the bonds of the New Orleans, Mobile and Texas Railroad have to run—forty-five years—we find that by compounding the interest of each, every six months, at 7 per cent., an eight per cent. currency bond at ninety will give a return of $2,614 18 more than a seven per cent. gold bond at the same price, or nearly three times the amount of the original investment.

While the purchaser of the eight per cent. bonds of this Company can realize this special profit, he also holds the option of taking advantage of any temporary advance in gold, as he has choice, at every separate coupon day, or gold interest at seven per cent., or currency interest at eight per cent.

The bonds are dated May 1, 1871. The first coupon will, therefore, be a fractional one, running from May 1 to July 1. The price is ninety, and accrued interest at eight per cent. currency from May 1 to date of remittance. Bonds will be sent free of cost, and Government and all marketable securities will be taken in exchange at their best market rates without charge for selling.

Information concerning the Company and the road, and pamphlets containing map and full details of the enterprise, can be obtained of the undersigned or any of the Company's advertised agents. W. B. SHATTUCK, Banker and Financial Agent, New Orleans, Mobile and Texas Railroad Company, No. 23 Nassau street, New York.

☞ The Boston *Journal* of June 20th, says that under the direction of S. C. Minot, Esq., engineer of the Old Colony and Newport Railroad Company, a route has been surveyed and accepted, under instructions from the corporation, which, when the road is completed, will open a new and expeditious line of communication between the hitherto unsettled portion of Dorchester and the city proper.

The Shawmut Railroad Company, having come to an understanding with the Old Colony and Newport Railway Company, are now pushing forward their plans for a line of road which will ultimately bring a large portion of old Dorchester and South Quincy into close and frequent communication with Boston. In a few days the contracts will be concluded, when the exact line of the new road will be indicated.

☞ The London *Times* reports: "With regard to the proposed issue of £1,400,000 sterling 6 per cent. general consolidated mortgage bonds of the Philadelphia and Reading Railway Company. Messrs. McCalmont, Brothers & Co. have announced that £600,000 sterling have been withdrawn from this market for the purpose of being issued in America in the form of United States currency dollar bonds, and that the remaining £800,000 has been allotted to subscribers in England.

☞ The European and North American Road will probably be completed to the State line and to a connection with the Dominion Division in September next. Portland will then have railway connection with St. John, N. B.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna.*100	$3,355 000	J. & J.	Jul. '71 3½
American Central 100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar. '71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br. 100	2,660,000	A. & O	Apl. '71 5
Baltimore City Passenger...	670,000	J. & J.	July '71 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J. A J&O	Apl. '71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec. '70 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,400	.....	.....
Do. do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J A. J.O.	Apl.'71 2½
Broadw'y & 7th Av.(N.Y)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	May '71 3
Brooklyn City & Newt'n.100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	May '71 3½
Buffalo and Erie.....100	6,00 ,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10a
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,69	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	915,577	J. & J.	D.,'70 $2½
Cape May and Millvi le* 50	447,000	J. & D.	June '71 3
Catawissa..... 50	1,169,600	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia.....100	4,660,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,445,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '71 5
" " pref..100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy - 50	18,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 6
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,800,000	A. & O.	Apl. '71 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68½
" Street.....	.....	J. & J.	Jan.'68½
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	194,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind.....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	May'71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 60	1,786,800	M.J.S.D.	Dec. '70 2
Concord 50	1,600,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn 1st 100	500,000	.....	.....
Conn. & Passumpsic R. pref. 00	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ... 5	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,920,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*.00	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100	.....	J. & J.	Dec. '70 3½
East Mahanoy 50	392,650	J. & J.	July '70 3
Eastern (Mass.).....100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	1,309,200	.....	Jan. '71 3
East Tenn., Va. and Ga 100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	600,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jun.'71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,539,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,446	.....	.....
Fitchburg 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly.....100	500,000	M. & N.	M'y '67 3
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Franklin and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Mar.'71 4
Grand and Coates St.(Ph.)	150,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	July '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J	Feb. '71 8
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn.'68 3½
Illinois Central 100	25,280,240	J. & J.	Aug. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Apl.'71 1½
Joliet & North. Indiana*..100	300 000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '71 4
" " guar.100	583,500	F. & A.	Feb. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,555	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	2,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Apl.'71 2½
Lehigh Luzerne..... 50	344,680	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D	Mar. '71 2
Little Schuylkill*..... 50	2,040,100	J. & J.	Jan.'71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul. '70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....	400,000	.....	Dec. '70 2
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	670,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225 848	J. & J.	Dec. '70 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan '71 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " pref.....100	10 424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,850,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1.644.105	J. & D.	Dec.'67 4
Morris and Essex.* 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell.....100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	600,000	A. & O.	Apl. '71 4
New Haven & N London..100	738,538	.....	.....
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey 100	7,297,200	F. & A.	Feb. '71 5
New London Northern....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	Jan. '71 5
N Y., Provid. & Boston .100	2,000,000	J. & J	Dec. '70 4
Ning. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 5
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh.,100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester ...100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	Jan.'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	July'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 -
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.A.J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630 000	J. & J.	Jan. '71 4
Pennsylvania 50	38,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Feb '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Petersburg.....100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jun. '71 3
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. gtd.*100	19,666,000	J.A.J&O	Jan.'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Apl. '71 5
Portland and Kennebec.....100	616,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl, '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester..100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,500	.....	.....
Rockport 100	88,460	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	Dec.'70 4
Rutland preferred. 100	1,831,400	F. & A.	Feb 71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2,040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,264,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec.'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'71 3
Shore Line.....100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 -
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia.*100	3,9.9,900	F. & A.	Feb.'71 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 00	287,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11 4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Dec'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	June'71 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,405	.....	.....
Virginia Central 100	3,353,675	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,468,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan.'71 3
Warren 100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 3½

CANALS.

Chesapeake and Delaware 50	1,983,583	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '71 4
Delaware and Hudson.....100	15 000,000	F. & A	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	6,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,878,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,004,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '68 4
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'71 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	8,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	———	———

RAILROAD EARNINGS—MONTHLY.

Central Pacific (In gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29 ,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,386	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,71	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,985,513
1871	536,498	481,085	580,340	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252 015	2,770 484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,265	357,956	307,919	226,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321 597	397,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	325,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,882,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4 508 643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,963
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	465,780	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	260,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6.114.566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,360	11,632,789
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,269,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	200,000	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,867	341,783	320,025	293,615	271,555	242,621	3,095,945
1870	203,069	226,897	244,182	248,046	240,169	274,021	249,355	319,012	317,867	339,239	319,573	284,156	3,273,719
1871	272,826	266,790	313,199	283,399	281,491	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	199,130	236,637	181,084	191,648	206,246	269 282	261.079	352,786	414,543	410,336	372,593	359 463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437.679	424,581	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,586	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,068	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571.348	661.971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,161,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549.714	794.325	889,967	931.530	685,401	681,041	7,817,629
1869	669,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,48
1870	623,383	661,789	601,326	555,087	684,589	712,647	627,216	899,052	901,235	903,225	811,706	697,751	8,978,956
1871	639,541	565,416	606,845	588,661	695,446	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113.504	112,952	123.802	1.201.239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114.716	121,217	142,823	132,387	125,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121.519	125.065	119 169	121.498	1.244.095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140.473	132,869	131,019	104,629	1,380,822
1870	90,177	98,275	101,379	106,246	110,213	111.117	111,127	118,407	132,998	153,531	144,023	141,3 6	1,418,569
1871	130,883	126,224	140,740	118,173	119,650	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172.189	216,624	295,956	322,389	307,474	258 634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215.449	308,168	375,488	339,794	30 .186	3,166,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970 946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329.105	413.501	476.661	490,604	447,370	528,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429.161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,286	412,934	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,286	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320 636	386,527	411,814	403,646	366,623	329,950	353 569	473,546	490,772	418,419	374,342	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,347	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1.101,771	775,616	436,323	5 683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,782	1,040,102	801 195	490,66	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,727	636,434	661,020	808,318	908,313	791,014	529,758	7,420.421
1871	396,700	327,431	400,150	483,884	662,367	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,283	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,858	203,595	2,024,869
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229.099	264,690	235,240	266,836	255,726	2,833,99
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,903	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3.311.077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 .50 .83
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,906	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,603	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	260,617	294 874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	319,765	285,416	284,732	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	445,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,835	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10 035 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,700	874,974	450,990	10 637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	966,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631.143	1,006,631	1,159,726	1,113,398	589,924	8.735.093
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,296,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,159,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171.736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,568	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,258
1870	162,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,161	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	400,706	351,759	333,480	3,809,293
1868	278,712	265,137	257,800	286,825	260.529	293.344	283,833	484,209	450,203	429,896	328,279	399,429	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470.720	422,869	323,377	434,284	4,262,843
1870	312,133	293.645	295,278	318,499	340,892	348,632	322,756	466,431	508,042	451,296	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	444,210	453,009	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,702,183
1870	528,529	400 139	539 238	706,603	802,586	746,450	643,058	664.051	728,521	719,698	570,168	503,053	7,654,094
1871	479,573	373,925	498,599	584,540	711,816	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities June 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	105½
.. .. coupon	13,955,000	5	" "	1874	106½
Loan of February 8, 1861 ..... registered	13,567,000	6	Jan. & July.	1880	114¾
.. .. coupon	4,848,000	6	" "	1880	117¾
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861 ..... registered	128,665,600	6	Jan. & July	1881	114¾
.. .. coupon	85,852,500	6	" "	1881	117¾
Loan of Feb. 25, 1862 (5-20s) ..... registered	103,975,500	6	May & Nov.	1882	112¾
.. .. .. (5-20s) ..... coupon	382,958,500	6	" "	1882	112¾
Loan of March 3, 1863 ..... registered	53,185,100	6	Jan. & July.	1881	114¾
.. .. coupon	21,814,900	6	" "	1881	117¾
Loan of March 3, 1864 (5-20s) ..... registered	2,995,100	6	May & Nov.	1884	112¾
Loan of June 30, 1864 (5-20s) ..... registered	52,929,000	6	May & Nov.	1884	112¾
.. .. .. (5-20s) ..... coupon	44,752,450	6	" "	1884	111¾
Loan of March 3, 1865 (5-20s) ..... registered	53 552.100	6	May & Nov.	1885	111¾
.. .. .. (5-20s) ..... coupon	123 660.150	6	" "	1885	112¾
.. .. .. 2d series (5-20s) ..... registered	70,851,450	6	Jan. & July.	1885	111
.. .. .. (5-20s) ..... coupon	179, 69,500	6	" "	1885	114¾
.. .. .. 3d series (5-20s) ..... registered	91,325.100	6	Jan. & July.	1887	111
.. .. .. (5-20s) ..... coupon	241,686 550	6	" "	1887	115
.. .. .. 4th series (5-20s) ..... registered	11,603.050	6	Jan. & July.	1888	113¾
.. .. .. (5-20s) ..... coupon	28,009.550	6	" "	1888	115
Loan of March 3, 1864, (10-40s) ..... registered	137,287,650	5	Mar. & Sept	1904	110¼
.. .. .. (10-40s) ..... coupon	57,279,650	5	" "	1904	110¾
Consols of July 14, '70 & Jan. 20, '71 .registered	5,100.400	5	F. M. A. & N.	1881	....
.. .. coupon	5,117.000	5	" "	1881	....
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	34,445 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,618,832	6	Jan. & July.	95-'99	115⅝
U. S. Notes and Fractional Currency	396,671,566	*nil.*	.....	.....	.....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	72½
.. — .. .. (extended)	2,414.800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ").	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	103½
Arkansas—State Bonds (refunded)	4,430,000	6	Jan. & July.	1899	57
.. — .. (Aid R. R's)	.....	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	111
.. — 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805.000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s) ..		6	" "	1883	....
.. — .. of 1864, (10-20s) ..	5,927,000	6	April & Oct.	1884	106½
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300.000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	.....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	90
.. — " " " 1842 to 1848	273,000	7	Various.	'72-'74	93
.. —Atl. and Gulf R. R. 1858 to 1860	800,000	6	Feb. & Aug.	'78-'86	87
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	94
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204.000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100.675	7	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913.000	6	April & Oct.	'71-'72	....
.. — .. .. of 1843	160.000	6	" "	1873	....
.. — .. .. military	309,360	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	6	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds	561,000	5	Various.	70-'79	....
.. —	2,052.000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. — 1867	4,000,000	6	May & Nov.	1907	70
.. — 1870	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct	1909	....
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	6	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg	1,855,335	6	" "	1890	....
.. — .. .. .. converted	1,687,345	6	" "	1890	....
.. — .. .. .. of 1834 ..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269.000	3	" "	1890	....
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95.420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	104
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324.000	5	Jan. & July	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861 ...	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863 ...	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	....
.. — .. of 1864	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	....
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds	473.000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	94½
.. —Railroad Loans	13,112,000	6	" "	'74-'90	96½
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	94½
Nebraska—(No Debt)	.....	.....	.....	.....	.....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899.200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	107½
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	109½
.. — .. Bonds	21,089,000	7	" "	1877	110½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	106
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	107½
.. —	2,099,000	6	" "	1874	107
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	'71-'91	47½
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	27½
.. — .. .. (new) ..	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	32
.. —	11,407,000	6	" "	1899	20½
.. —Special Tax Bonds	1,284,317	6	Jan. & July.	1870	....
Ohio—State Loan (New York)	1,500,000	6	" "	1875	....
.. — .. (")	4,095,399	6	" "	1881	105
.. — .. (")	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	101½
.. —	4,731,300	6	" "	1872	103
.. —	90,400	5	" "	1877	....
.. —	7,890,550	6	" "	1877	107
.. —	726,950	5	" "	1882	....
.. —	9,237,050	6	" "	1882	109
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	102
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	....
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old)	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863	736,000	6	Jan. & July.	1893	....
.. — .. of 1863	239,000	6	April & Oct.	1883	....
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	76
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	63
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	61½
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	71½
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	71
Texas—No legal debt	.....	.....	.....	.....	.....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101½
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	54½
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	67½
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	71½
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	73½
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	.....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	651,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	85
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	23½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	99½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (R., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	3,500,000	7*	May & Nov.	New York.	1919	90
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	97½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £288,600	1,396,824	6*	Jan. & July.	London.	1890	....
" *Loan*, £369,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	96
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	866,000	6	June & Dec.	" "	1889	93½
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	96
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
Mortgage	(125,000	6	Jan. & July.	Boston.	'69–'78	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	17
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	88
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,600,000	7	April & Oct.	New York.	1894	90
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	93½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	100
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	103½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	87
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	102½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	102½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1890	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	86½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	398,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1895	103¾
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	113½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	96
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	100
Funded Coupons	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	99
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	94
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	825,000	10	May & Nov.	" "	68–'71	94½
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	99
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	92
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	"	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1898	103½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1885	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1897	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	....
2d Mortgage	800,000	7	March & Sept.	" "	1886	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	14
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'88–'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,350,000	7	May & Nov.	" "	1875	97
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	90½
Con. S. F. Mort.	5,000,000	7	May & Nov.	" "	1900	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	95
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	87½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	72
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,493,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	98
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1896	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1896	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	6*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99½
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1868	500,000	6	March & Sept.	"	1889	97½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	95
Income Bonds	670,000	5	April & Oct.	"	1873	90
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	92
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	89
5th Mortgage	926,500	7	June & Dec.	" "	1888	83½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,444,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	97½
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'-78	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,662,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	93½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	85½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	104
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	....
Harrisburg and Lancaster:						102
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	96
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	431,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	99½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	84½
Consol. Mortgage	887,045	7	April & Oct.	"	1905	45
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106½
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	800,000	7	Feb. & Aug	New York.	1882	85
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	110
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	500,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	[illegible]
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	101
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	...
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2 628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	[illegible]
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	[illegible]
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	...
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	97½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	85
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	119
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	100[illegible]
2d Mortgage	2,693,000	7	" "	" "	1877	97
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	97
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	96
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	10[illegible]
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	98½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	1,417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	656,421	8	" "	New York.	1876	....
Interest bonds	697,800	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	99½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	420,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	1,700,000	7	Jan. & July.	New Haven	1899	....
Convertible bonds	400,000	6	April & Oct.	"	1890	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,936,626	6	May & Nov	New York.	1883	92½
Funding, Sinking Fund Bonds	1,614,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	92
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	92
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	[illegible]
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $500,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	89½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	63½
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	110
2d Mortgage	276,500	7	May & Nov.	"	18—	99
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	[illegible]red.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	91½
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	94½
Northern New Hampshire:						
Company Bonds of 1854	125,000	6	April & Oct.	Boston.	1874	90
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	455,500	6	Jan. & July.	Baltimore.	1878	99½
3d Mortgage (B. & O. R. R. Co.)	140,000				1886	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	102
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	86
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	97
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	87
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	104
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	84½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	78
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	82½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	100
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m	855,000	7*	May & Nov.	N. Y. & Lond.	1899	
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103½
2d Mort. Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	99½
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	96½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	101
Pennsylvania and New York:						
1st Mortgage guaranteed	2,607,000	7	June & Dec.	Philadelphia.	18—	96½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	93
2d Mortgage	4,000,000	6	" "	"	1901	82½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	92½
Philadelphia, Germant. & Norist						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	1 0
Bonds of 1301	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	97
Bonds of 1857, convertible	143,500	6	" "	"	1886	98½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	85½
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	93½
Port Huron and Lake Michigan						
1st Mortgage for $16,000 p.m	505,000	7*	May & Nov	N. Y. & Lond.	1899	
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	101
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	85½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	460,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	75
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	180,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	103½
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	102½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	94
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	93
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	8*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	...
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	...
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1896	...
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1882	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	500,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,586	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	358,500	7	Jan. & July.	"	'88–'91	...
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	78
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	90
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	97½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	91½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	...
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	84½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	82½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	261,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	45½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1583	93
Vermont Valley:						
1st Mortgage	356,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	286,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	73½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	128,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	85
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	80,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	94
Loan of 1896 for $1,000,000	993,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	101½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	89½
New Preferred mortgage	600,000	6	.....	.....	....	93
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1893	82
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1891	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1875	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1907	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	50,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1906	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1900	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	521,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	675,796	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,990	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J A. J. & O.	Philadelphia.	1870	....
2d Loan	5,806,100	6	" "		1884	88½
3d Loan	2,000,000	6	" "	"	1897	91½
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90
Convertible Loan	1,496,879	6	" "	"	1877	85½
Monongahela Navigation						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Hanking):						
1st Mortgage	455,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage	302,750	6	" "	"	1876	86
Bont Loan	232,087	6	" "	"	1885	99
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	79½
2d Mortgage	3,950,670	6	Jan. & July.	"	1882	80½
Improvement Loan	1,601,670	6	May & Nov.	"	1870	84
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1886	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	63
Preferred Interest Bonds	525,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	11½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$		$		$	$			M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*			4,183,000	915,000	1,208,948		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.....Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	26	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*			2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	95½
Jan. 31, 1870	132.0	—	23.0	48.0	24	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,560	7,560,564	581,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800.000		.....	.....		425,000	.....	.....	68.0	118,080	.....	.....	196,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000		.....	.....	240,000	150,000	.....	.....	—	(Leased	to Cheshire.)		.....	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	88.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,662,418	319,717,106	5,098,367	737,168	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,786,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*	.....	.....	1,796,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased	& oper. by	Grand Trunk of Canada.)	.....	.....	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345		.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	316	149	136	5,153	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	732,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	147
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	7½
Dec. 31 1869	26.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	568,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware.....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	50.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,080	700,000	.....	.....	59.0	(Operated by Bondholders.			—No returns.)		—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire.....Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	50
Sept. 30, 1869	15.6	—	0.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,546,638	751,902	19,154,808	1,764,520	2,488,621	2,390,606	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830,314	10	100	117
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg.....Mass	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,342	64.2	186,039	9,486,106	4,854,360	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal.....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Boa., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396.556	11,603,003	5,936,796	470,732	110,948	—	100	2½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	765,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	142
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,626	4,471,274	.....	.....	1,000,979	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	146½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,807	10	100	152½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)			.....	.....	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	Grand Trunk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and operated by Erie.)		.....	.....	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	.....	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No returns 175 miles recently completed.)			.....	.....	—	100	....
Apr 30, 1869	279.0	—	27 9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,632,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	116
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	127½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	300,000	.....	.....	—	(Leased	& oper. by	Camd. & Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	92,010	5	100	67½
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. by	West Jersey.)	.....	.....	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	46
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L.	and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. by	Illinois Central.)	.....	.....	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. and N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	110½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,965,213	16,515 195	970,890	49,521	3½	100	29½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,084,922	.....	.....	.....	40,097,290	58,905,777	.....	.....	742 0	2,869,227	.....	.....	5,670,822	2,677,269	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)		.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,722,075	*	224,738	200,067	2,568,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No returns publish ed.)			.....	.....	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire.....New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3.844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. and Read.)		101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	120
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	158
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)		.....	.....	—	100	....
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. by	Chic. and N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3 478,419	9	100	74
Mar. 31, 1870	493.0	50.5	98 0	—	138	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	112½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	488	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. by	Kentucky Cen'rl R.)	.....	.....	—	100	....
Jan. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin.	and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,462	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,866	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	23½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*				11,620,000	1,997,000			390.4	2,155,245	29,770,918	95,130,680	2,962,614	929 384	7	100	88½
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981				2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)			8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283,265				6,300,475	3,883,500		610,497	225.0	1,665,141			2,883,670	908,306	8	50	117½
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	38,589,369	*				13,000,000	18,814,000	1,725,369		588.0	3,655,909	35,606,620	41,064,194	8,529.411	262,462	—	100	20
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,084,200	—				1,786,200	248,000				(Leased	& operate	d by Little	Miami.)			6½	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*	138,029	92,010	1,500,000			75,000	155,639	119.5	644,126	9,898,097	14,984.458	806,150	153,165	10	50	154
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*				595,587	374,500	300,000		27.0	39,460	556,055	361,137	75,430	27,338	—	100	
Mar. 31, 1869	41.0	—	3 2	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	1,108,859	—				350,000					(Leased	and operat	ed by Con	cord.)	25,000	7	100	121½
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929		110.3	190,409	3.747,271	4,799,290	529,347	192,184	6	100	93
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River	Massachusetts.	2,100,430	*	164,864	180,426	1,700,000	250,000	70,000	216,110		53.4	262,936	7,954,321	6,466,931	591,972	197,174	10	100	148
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	215,000		1,278,300	1,000,000					(Leased	to Phila.	& Trent.)				50	
Mar. 31, 1869	14.6	—	1.1	—	...	...	...	...	Contoocook River	New Hampshire.	257,000	—			200,000	30,000				14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*			1,500,000	3,443,000				34.0	337,200			791,053	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000		1,316,900	352,300				74.0	226,576			523,993	143,479	8	50	110
Dec. 31, 1869	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,783	11,200	26,391	400,000	300,000		6,454		28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	813,910	15,600	300,000		413,150	510,000					(N	ot yet in o	peration.)				100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*			3,000,000	2,000,000					(U	nder cons	truction.)				100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268		261,099	2,393,140	4,278,300	112,579			141.4				1,061,856	421,277	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*			76,000	527,449	12,768			31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	—			309,276	716,000					(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	
Jun. 30, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	—			891,206	892,750					(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000			14,100,600	3,3 8,000	2,190,000			253.4	1,820,253			2,417,324	637,845	10	50	105½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*			3,872,500	4,310,000				184.0				830,241	365.392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063		189.0	614,243			1,615,618	666,267	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	—			480,000						(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124			(Leased	& oper. by	Ill. Centr.)	1,290,589		7	100	92
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*			1,000,000	550,000				79.0				188,832		—	100	
Dec. 31, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	—			280,000						(I	n progres	s.)				100	
Sept 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—			700,000	1,000,000					(Leased	to Boston,	Hart.&Fis	hkill.)			100	
Sept. 30, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	2,500		89,800	175,000	2,000				(Leased	to Pennsy	lvania.)				50	
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶	Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542		114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	126
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—			280,000	570,000					(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—			392,550						(Leased	to Phila.	& Readin	g.)		6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—			1,209,200	495,900					(Leased	to Phila.	& Readin	g.)		7	50	82
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶	Tenn & Ga	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958		270.0				1,278,864	562,682	—	100	
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	(Consolid	ated in t	he East	Tennessee,	Virginia	Evan	ville, H	enderson	& Nashv.)				—	
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.	—	—	—	—	—	—	—	(Oper. by			(Leased	to Norther	n Centra.)	25,000	25,000	5	100	
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—			500,000						(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000			1,000,000	1,620,000											100	56½
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575			78,536,910	23,398,800				845.7	7,761,579	128,455,1 8	817,829,190	16,721,500	2 179,395	—	100	71
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000		990,600	2,577,590		57,809		101.2	484,530			824,611	383,028	—	50	
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶	Maine.	2,094,883	148,659				3,000,000					58,1 3			129,726	56,195	—	100	
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*			[Owned	by Domi	nion of	Canada.]		140.0	155,967	4,332,715	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	23.5	—	....	5.45	...	...	...	...	Europ. & N. American W. Div.	N. Bruns.	1,743,037	*			803,750	1,853,907	18,001				(No	t in comp	lete opera	tion.)			100	
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377		182.0	300,338			516,604	166,699	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—		64.0						—	100	
Sept. 30, 1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*	21,174	491	150,000		269,450			5.8	10,846	350,016		26,815	3,800	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—			90,000			60			(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg	Massachusetts.	3,640,000	*	300,579	200,661	3,640,000	—	—	501,231		93.7	538,085	20,328,234	13,563,559	1,085,937	252,285	8	100	135
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—			150,000	100,000	100,000				(Oper. b	y Belvide	re Delaw	are.)			100	
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,269,094	*	173,376	1,149,692	1,099,100	1,867,500	441,208	124,854		90.0	208,118			466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*			3,000,000	2,300,000				154.0						—	100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*			800,000	1,500,000					(Not i	n complet	e operatio	n.)			100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,266		230,845		97,266			23.0	12,800			69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—			52.0	[Operat	ed by Rec	eiver.]				100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260		232.0	801,823			1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	...	...	...	...	*Grand Rapids and Indiana*	Indiana.	—	—	—	—	—	—	—	—		40.0	[In prog	ress and n	o part in c	ompl te o	pera'n.]	—	100	
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	—			1,000,000	1,000,000					(Owned	and oper.	by Mich.Ce	n.since A	pl.1870.)	—	100	
Jun. 30, 1869	884.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶	Canada.	90,720,565	*								1,380.0	2,071,893			7,153,924	1,607,631	—	100	
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,529	Great Western ¶	Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,895		334.5	2,676,393			3,934,114	1,780,516	4	100	
Sept. 30 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495		1,510,374	1,902,157				164.2	125,000			365,528	146,211	—	100	
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,078	*			8,000,000	8,938,000	1,009,078			275 0				2,941,987		—	100	85
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—			1,182,550	700,000		23,069			(Leased	to Pennsy	lvania.)			7	50	110
Sept. 30, 1869	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut.	3,407,285	*			4,800,000	744,000				75.0	576,810			1,568,362	513,594	10	100	160
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill	Conn. & R. I.	4,704,866	*			2,037,939	2,055,500				130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900		1,809,565	500,000	100,000			32.0	20,800			60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	12	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291.000	123,768	153,257		119.8				743,808	166,231	—	100	
Dec. 31, 1869	144.0	38 0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶	Texas.	6,600,000	*			3,000,000	2,600,000				125.0				1,040,400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—		50.0	[Is bein	g continue	d to Whar	ton Color	do Riv.]	—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,537	*			16,020,000	4,309,220				150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.	Penn.	2,202,174	*			706,580	1,921,774				58.8	191,777			291,564	5,882	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506			970.9	5,414,403	53,306,016	258,330,118	8,823,482	3,662,516	10	100	136
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progres	s now o	perating	St. Louis,	Alton &	T. H. R. R.)			194.0				1,774,567	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	28.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*			5,685,497	7,358,931	675,628			289.0	1,205,686			1,921,274	707,492	—	100	6
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—		75.0						—	100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—			[Project	ed.]				—	100	
Jnn. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*			132.411	35,000				13.0	24,000	224,368	664,541	73,307	11,855	—	100	
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500		400,000	130,000				11.0				32,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*		87,031	515,465	1,895,000	143,196	131,393		116.0				391,849	212,727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jamestown and Franklin	Penn.	1,765,248	—	35,000		603,077	1,000,000	688,228				(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	587,179	1,632,923		225.0				1,140,099	403,486	—	100	40
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—			1,500,000	500,000					(Leased	and oper. b	y Chicago	& Alton.)		7	100	24
Dec 31, 1869	44.5	—	10.8	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—			300,000	800,000					(Leased	and oper. b	y Michigan	Central.)		8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—			180,250	800,000				4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	
Dec. 31, 1869	487.0	84.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.	—	—	—	—	5,072,500	—	—	—		439.0	963,512	—	—	2,225,850	839,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	—	—	—	—	—	1,209,000	(St k sw	amped.)		112.0	.....	(Operated	by bondh	olders.)			—	100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—		16.0	[No	returns.]				—	100	
Dec. 31, 1869	31.0	—	1.8	34.0	2	1	1	20	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—		31.0	[No	returns.]				—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,820,000	550,000	.....	.....	1,325,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	111
Dec. 31, 1868	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	123
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950		750	.....	241,200	.....	42,600	.....	6.6	25,980	890,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	.....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1 1	869 to Ph	g Cin'n & S	t. L.at $4	80,000 p.a.	] 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	92½
Dec. 31, 1869	9.0	—	.....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,163	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,776	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,555 951	1,176,690	8,680,912	8,478,000	805,465	74 8,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence... Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	.....	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.5	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.†.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central †.....Maine.	4,121,694	*	212,332	49.500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72.124	22,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,621,977	942.664	132,510	102,110	10	100	145
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	28	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,305	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarksv. and Louisv. †..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299 091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	.....	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	125
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	215,800	50,966	.....	.....	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	.....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	.....	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	.....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	59½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	108½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. †..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	easeess.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,233	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50.643	.....	83.5	.....	.....	.....	131.376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377.423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 0 0	.....	.....	.....	23.0	24,1 8	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	[Leased	to Dela., L	acka. and	West'n.)	.....	7	100	32
Sept. 30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	.....	.....	126,747	43.0	224,938	7,499,849	5,191,427	411,980	83,473	10	100	91½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga †..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur †...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589.929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	.....	124,078	35.4	69,232	2,903,432	620,618	169,141	45,670	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada †..N. Bruns.	2,500,000	(In han	ds of bon	dholder	s.)	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	.....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	50	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	128
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	2?6,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65.493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	52	26	13	440	N. Orleans, Jack. and Gt. North.†.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* †..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	.....	.....	—	100	....
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603.697	*	.....	.....	51,831.300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474.419,753	15 586,616	6,581,131	8	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	97
Sept. 30, 1869	5.0	—	.....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	31	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,963,142	17,178,695	2,776,890	959,745	8	100	127
Sept. 30, 1869	62.3	—	64.1	—	37	38	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,7 2	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,661	837,115	10	100	160
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cour	se of con-t	ruction.)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60.000	6	100	...
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg †.....Virginia.	2,479.355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	138,520	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina †.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	662,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern † .....South Carolina.	2,148,131	*	26,175	23,701	1,063,960	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.										72.0						—	100			
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,00 0			351.0				2,084,480	432,124	—	—	21	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,967	991,064		3,150,000	3,588,439	133,476		67.7	460,143			1 132,731	463,114	6s	50	96	
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218	97.6	404,631	5,252,948		671,076	168,918	—	100		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,382	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	82½	
Mar. 31, 1870	69.1	18.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600			82.5	409,036	5,935,262	19,110,436	689,626	256,271	8	100	112	
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.		527,452			1,100,000	400,000			35.3	.46,773			325,369	65,764	8	100		
opt. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,311	2,364,400	776,000		227,017	66.0	349,958	5,909,914	9,212,721	614,199	191,642	10	100	116	
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	8	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)		145.0				281,138					
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922	122.0	532,120		31,199,413	1,045,222	356,839	6	100	92	
Dec. 31, 1869	340.0	53 0	....	—	26	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754	22,714,125	6,152,850	492,321		340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720	—	100	44½	
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	104	
Sept. 30, 1870	130.5	12.2	32.4	—	38	78	18	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604	4,959,020	2,879,000		418,269	142.7	770,769	35,486,808	7,461,085	1,276,848	474,713	6	100	101	
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,257	270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72	
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			9.0				169,088	29,747	—	100	....	
Sept. 30, 1869	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,999	*			380,000	610,000				(Leased	to R.W.&	Ogdensb.)	125,564	62,782	—	100	....	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	66	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,585	60,907	8	100	....	
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			336.0	1,764,760			3,213,058	804,345	—	100	....	
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	....	....	....	7,000,000	3,784,136	....	....	47.6	....	nine m	onths.	1,106,219	340,861	—	100	56	
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	to Erie.)		—	53,400	8	100	....	
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	....	....	....	500,000	500,000	....	....	—	(Leased	to Erie)		—	—	—	100	....	
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	....	....	....	284,500	85,000	....	....	—	(Leased	to Erie.)		—	26,500	6	100	....	
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	....	....	....	342,150	160,000	36,542	....	—	(Leased	to Camden	and Amb	oy.)	—	100	....	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*	....	....	33,493,112	23,862,092	2,054,452	....	643.0	9,574,632	....	....	17,250,812	4,757,785	10	50	121	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	....	....	3,200,000	592,500	383,000	....	47.0	....	....	....	....	....	10	50	223	
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079	....	....	....	1,061,780	3,000,000	....	....	—	....	(Complet	ed Sept. 1	3, 1869.)	....	....	—	100	....	
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	....	....	—	(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....	
Dec. 30, 1869	83.0	—	6.4	—	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	....	....	1,000,000	1,000,000	....	....	83.0	....	(Complet	ed July 1,	1869.)	....	—	100	....	
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*	....	....	1,000,000	....	....	....	12.0	....	(In pr	ogress.)	....	....	—	100	....	
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*	....	....	1,325,200	241,894	....	....	82.3	164,367	....	....	245,634	97,975	3	100	....	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164	....	....	215,000	800,000	291,686	....	46.0	124,224	....	....	196,672	9,272	—	50	....	
Oct. 31, 1869	287.6	2 0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*	....	....	6,004,300	12,598,000	40,974	....	289.6	2,273,856	....	....	3,262,705	loss.	—	50	57½	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888	....	1,595,750	55,900	....	....	24.3	376,303	....	....	697,620	287,492	10	50	170½	
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061	....	....	29,022,100	7,819,592	....	....	480.4	5,159,301	40,525,071	483,858,367	11,275,241	5,002,408	10	50	116	
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	—	329,675	—	1,259,100	—	—	80,555	26.5	—	—	—	1,077,559	274,081	10	100	128	
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579	....	....	2,565,302	876,094	8	50	109½	
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va.	Ohio.	13,551,398	2,327,941	196,000	....	5,423,200	10,936,690	421,184	....	291.0	1,849,510	....	....	2,434,101	531,833	—	50	....	
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*	....	....	1,795,253	1,891,000	294,917	....	72.0	425,341	4,912,565	16,286,331	608,919	207,354	—	50	....	
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*	....	....	19,583,948	12,563,000	72,093	....	480.6	5,253,584	....	....	8,131,531	2,891,199	9½	100	100	
Sept. 30, 1870	18.6	—	1.6	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,677	—	—	—	450,000	—	—	—	—	—	—	—	—	21,450	6	100	85½	
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*	....	....	784,700	1,182,988	....	....	109.5	354,754	....	....	632,763	217,872	6	100	....	
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*	....	....	1,500,000	....	....	....	51.3	303,266	....	....	575,036	175,586	6	100	137½	
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	—	—	350,000	—	—	—	—	(Leased	to Concor	d.)	—	24,500	7	100	....	
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	....	....	170,000	200,000	....	11,496	26.0	....	....	....	80,083	22,015	—	100	116	
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*	....	....	437,917	57,000	18,500	....	15.0	37,960	....	....	112,572	21,542	—	100	....	
Sept. 30, 1870	43.4	1.0	14.5	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423	2,000,000	46,000	135,000	117,698	47.3	349,465	10,416,520	10,383,430	661,717	189,154	10	100	138½	
Dec. 31, 1869	97.0	—	....	—	11	14	...	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*	....	....	1,500,000	80,000	....	....	97.0	....	....	....	248,000	141,000	3	100	....	
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	87	Reading and Columbia	Pennsylvania.	1,925,504	220,583	....	....	506,848	1,000,000	962,859	....	54.0	155,070	....	....	207,799	55,879	—	50	....	
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92	
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,625	6,271,192	609,403	272,070	—	100	....	
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887	75.5	....	....	....	332,025	132,491	—	100	....	
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	938,895	*	48,089	225,743	847,100	320,200	40,331	....	46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100	....	
Sept. 30, 1869	38.3	—	....	—	—	—	—	....	Richmond and York River ¶	Virginia.	1,250,000	*	....	....	650,000	600,000	....	....	—	—	(Not in o	peration.)	—	—	—	100	....	
Sept. 30, 1869	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*	....	....	427,402	....	....	....	22.0	....	(No	operation.)	....	....	—	100	....	
Sept. 30, 1869	141.1	48.5	23.4	—	36	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18 054.197	1,274,134	501,998	10	100	126	
Sept. 30, 186	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487	....	4,381,400	....	331,828	....	138.0	679,669	8,347,127	16,336,225	874,855	187,329	—	100	39	
Dec. 31, 1869	132.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,689,500	*	....	....	2,100,000	2,589,500	....	....	132.0	....	....	....	753,000	376,000	—	100	72½	
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois	10,700,000	*	....	....	4,340,000	6,700,000	....	....	—	—	(Oper. by	Ind. & St.	Louis.)	611,800	—	100	29	
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	651	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*	....	....	10,000,000	4,000,000	....	....	—	—	—	abo	ut 900 000	....	—	100	61	
Dec. 31, 1869	150.0	—	....	—	—	—	—	....	St. Louis, Jacksonville and Chicago	Ill.	....	....	....	....	....	2,725,000	....	....	—	(Leased	to Chi. &	Alton.)	....	240,000	—	100	....	
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.	....	(Unfi	nished)	....	....	1,000,000	....	....	—	—	(No	returns.)	—	—	—	100	....	
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*	....	....	1,500,000	4,500,000	....	....	—	(Leased	to Terre H	aute and I	ndianapo	lis.)	—	100	....	
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.	....	....	....	....	....	2,020,000	....	....	—	257,004	2,776,580	3,570,874	373,448	138,411	—	100	....	
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514	—	189,152	....	....	338,693	179,941	—	100	....	
Dec 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*	....	....	180,550	100,000	....	....	—	(Leased	to West J	ersey.)	—	16,533	6	50	....	
Sept. 30, 1870	6.9	—	0.5	—	—	—	—	—	Salem and Lowell	Massachusetts.	471,492	*	....	2,624	243,305	226,900	1,287	....	....	....	....	....	17,000	15,518	1½	100	....	
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,666	*	....	....	904,832	2,307,742	....	....	116.3	271,076	....	....	429,212	101,024	—	100	....	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	....	....	1,269,150	97,000	106,120	....	54.0	155,070	....	....	172,494	27,393	—	50	....	
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania	576,841	—	—	—	576,050	—	—	—	—	(Leased	to Phila.	and Readin	g.)	—	—	5	50	....	
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.	....	....	....	....	....	210,000	....	....	80.0	....	....	....	....	....	—	100	....	
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*	....	549,007	999,050	796,830	891,180	25,521	119.3	....	....	....	282,215	....	—	100	....	
Dec. 31, 1869	235 0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.	....	....	....	....	2,481,062	6,079,100	....	....	200.0	....	....	....	....	460,000	—	100	....	
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—	—	—	869,450	700,000	....	....	—	(Le	ased by N	orthern C	entral.)	—	6	50	....	
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*	....	....	1,227,000	800,000	....	....	45.5	....	....	....	61,504	22,091	—	100	....	
Dec. 31, 1869	20 0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	....	....	....	100,000	37,800	....	....	20.0	(Oper. b	yJeff.Mad.	and Ind.)	32,448	7,408	—	100	....	
May 31, 1869	50.0	—	2.5	—	10	18	5	30	Shore Line	Connecticut.	732.900	*	....	....	677,900	55,000	....	....	50.0	....	....	....	310,182	47,424	6	100	....	
Dec. 31, 1869	101 8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*	....	....	1,788,000	3,256,320	....	....	—	....	....	....	244,476	90,000	—	100	....	
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000	....	....	....	230,000	500,000	....	....	—	(Leased	and oper.	by Portlan	d & Ken.)	36,000	—	100	....	
Dec. 31, 1869	16.0	—	....	—	—	—	—	—	South Branch	New Jersey	439,634	—	—	—	438,300	—	—	—	—	(Leased	& oper. by	Cen.of N.	Jersey.)	26,298	6	100	....	
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	892	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,275	4,057,351	355,501	....	—	801,171	....	....	1,382,167	595,507	—	100	....	
Dec. 31, 1869	50.0	—	—	133.0	3	—	—	—	South and North Alabama	Ala	....	....	....	....	1,500,000	1,000,000	....	....	—	....	....	(In	progres	s.)	—	100	....	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts	462,167	29,426	....	9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,942	9,513	—	100	....	
Sept. 30, 1869	57.0	0.7	8.0	—	11	21	5	75	South Side (L. I.)	New York.	1,97 ,558	*	....	....	497,750	350,000	....	....	63.0	150,560	5,597,64	2,094,921	221 816	66,552	10	100	....	
Sept. 30, 1869	123 0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g)	Va.	4,149,658	*	192,420	430,158	1,365,600	2,133,800	975,116	299,727	133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100	....	
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	[cost to	complet	ion.]	3,000,000	1,500,000	....	....	—	....	....	....	....	....	—	100	....	
Dec. 31, 1869	72.0	—	...	200.0	11	4	2	194	Southern Minnesota	Minnesota.	....	....	....	....	....	....	....	....	—	....	....	....	....	....	—	100	....	
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.	....	....	....	....	....	25,000p m	....	....	100.0	....	....	....	348,218	203,473	—	100	....	
July 31 1869	143.0	114.5	22.9	26.6	30	14	18	396	Southwestern	Georgia.	4,587,313	*	....	131,053	3,939,900	699,500	87,155	41,811	257.5	384,922	....	....	910,116	360,288	8	100	104	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180.000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,679	*	(Including Ferry.)	.....	700.000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502.468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	.....	634	267,300	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	634	—	.....	.....	.....	8,591	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	(In pro	gress to be	completed	June 187	0.)		—	50	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York.N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	.....	.....	t of the	Rondout	and Os	wego Li	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	(Will for	m a par	400 000	.....	23,557	45,841	ne.)	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	—	—	—	167.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	24,194	52,234	11.1	65,546	1,933,522	849,113	102,173	22,935	8	100	106			
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	3,274,000	.....	664,000	2,620.000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503.198	.....	.....	1,279,043	671,445	12	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western.O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	640,966	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,735	*	.....	.....	607,111	1,677,000	.....	.....	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	59½
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	49½
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.	R. R.)	32,000	—	100	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,945,978	*	.....	.....	swamped	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,926	—	100	29½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500.000	.....	.....	.....	1,582,650	.....	.....	.....	—	54,450	2,244,178	734,753	166,494	76,892	6	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	—	(Leased	by Vermo	nt Central	l.)		8	100	102½
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,231	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	76½
Feb. 28, 1869	140.0	—	7.6	—	17	8	5	132	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	36	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	483,537	162,479	2	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929.186	318,688	—	100	....
Sept. 30, 1869	10.2	....	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'tn.)	454,758	154,618	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	10	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	—	—	....	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	291,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	—	[In	progress.]	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	51
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,160	1,209,000	1,716 500	244,176	129,783	—	No retu	rns for ye	ar.]	.....	.....	—	100	....
Aug. 31, 1869	94.0	....	—	66.0	....	....	....	....	West Wisconsin .....West Wisconsin.	8,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶....New York.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed during	construct	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.8	....	—	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(No	return.)	.....	.....	.....	.....	20.0	13,480	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	200,000	.....	.....	.....	—	(Leased	to Boston,	Con.and M	ontreal.)	12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR.sold	Jan.5, '70	$525,000.	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	5,000,000	.....	.....	.....	—	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶....N. Carolina.	3,076,968	*	11,662	184,120	734,812	789,300	.....	.....	19.3	1,857	(Leased t	o Northern	Central.)		—	100	....
Dec. 31, 1869	15.4	....	—	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1868	38.1	....	—	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	213,000	.....	.....	.....	—	(Recen't	y opened.)	1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,846	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	142
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Le	ased to N	orthern C	entral.)		—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,527	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231.194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,160,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	124½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	.....	.....	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	.....	.....	64,000	899,759	662,246	.....	161.0	—	—	—	104.961	5,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	76½
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	8,373,611	—	.....	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n preferre	d stock.)	431.246	184,848	—	100	58
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	.....	4,300,000	1,961,000	.....	.....	354.0	—	—	—	735,303	258,425	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	.....	109.2	—	—	—	1,159,085	598,519	—	50	18½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,253	—	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	20
Oct. 31, 1869	77.6	10.6	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1.100,000	708,000	86,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	600,000	600,000	.....	—	—	—	—	—	124,895	89,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,858	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	198	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Opened Oct. 1, 1870.)			—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y	1,288,100	488,100	800,000	—	.....	.....	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,000	341,484	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	102½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	56.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia .....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	507	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	5.00	....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,120	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9½	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	252	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	501	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	43
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	33½
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	45
Sept. 30,'70	2.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,146	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	43
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21½
Sept. 30,'70	5.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,600	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	76
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	78
Dec. 31, '70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	646,000	76,695	198,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O	100,000	100,000	—	—	.....	.....	—	100	100	....
Nov.31, '70	9.66	80	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	256	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,886	52,994	21.8	50	15	52
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	17,000	8,000	4.0	20	20	12
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	31½
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	9.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	0.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	12
Sept. 30,'70	10.00	72	20	Rochester and Brighton ....N.Y.	91,628	60,000	20,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	1.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	....
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	50	64
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	21
Sept. 30,'70	8.38	660	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	225
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.45	250	43	South Boston.....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	75½
Sept. 30,'70	7.25	250	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stonehnm street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept 30,'70	5.56	10	4	Syracuse and Onondaga ....N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.53	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,025	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	197½
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	24½
Dec. 31, '70	3.80	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	0.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30, '70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	557	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	43
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	165	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	10)	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	10)	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	5)	50	68
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	28,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct. 31, '70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	8,690	3,010	4	100	100	18
Oct. 31, '70	3.55	40	10	Worcester .....Mass.	46,205	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Int. Rate.	Int. Payable.	Principal Payable.	Market Price.
	$	P.			
Albany: 1st Mortgage.....	40,000	7	J.& J.	—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	—	...
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	...
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage.....	379,000	7	M.& N	1878	....
Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage.....	300,000	7	J.& J.	1876	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	100,000	6	J.& J.	1888	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	205,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	100,000	7	J.& J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1877	....
2d mortgage	200,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	80½
Grand st. and Newtown: 1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	156,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	26,900	7	J.& J.	1874	88
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston. 1st Mortgage sinking fund	100,000	6	J.&D.	1884	87
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	200,000	6	J.& J.	1883	...
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M.& N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	A.&O	1874	....
Quincy: Plain bonds.....	66,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	100,000	7	J.& J.	1877	....
Second and Third st. (Phila.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	85,000	7	A.&O	1879	...
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	...
Union (Phila.): 1st Mortgage.....	200,000	7	J.& J.	1884	....
Utica, Clinton & Bingham. 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	130,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1878	...
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	99
Worcester: 1st Mortgage.....	20,000	6	A.&O	1879	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	97½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	20
Chemung, guar.	350,000	8	6	....
Cheshire, preferred	2,017,815	7	3	88
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	88
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	130,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	90
Erie, preferred	3,536,910	7	7	57
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	89½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	11
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	30
" " 2d pref	4,051,744	6	...	9
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,500	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	78½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	129½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.	3,500,000	7	7	77
Paterson and Hudson,* guar.	650,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	87
St. Louis, Alton and T. H., pref.	2,040,000	7	7	58
Sandusky and Cincinnati, pref.	445,556	6	6	36½
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125½
Schuylkill Navigation, pref.	2,888,997	6	6	37
Union, preferred	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	7½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1	per ton	30 — @ 34 —
Pig, American, No. 1		34 — @ 36 —
Pig, American, No. 2		32 — @ 34 —
Pig, American, Forge		31 — @ 32 —
Bar, Refined, English and American		74 — @ 75 —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —
Bar, Swedes, ordinary sizes		105 — @115 —
Bar, Refined		75 — @ 77 50
Bar, Common		82 50 @ 85 —
Scroll		95 — @125 —
Ovals and Half-round		95 — @120 —
Band		90 — @ 95 —
Horse Shoe		95 — @100 —
Rods, ⅜@3-16 inch		82 50 @120 —
Hoop		100 — @140 —
Nail Rod	per lb.	— — @ — 6½
Sheet, Russia, as to No.'s	(gold)	12 @ — 12½
Sheet, Single D. and T. Common		— 4½@ — 5½
Rails, English	(gold) per ton.	55 — @ 57 —
Rails, American, at Works in Penna.	c'y.	70 — @ 72 —
Anvils, (Eagle)	per lb currency.	— 8 @ —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 12 @ — 14
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 15 @ — 16
American, Spring, do.		— 9 @ — 11
American Machinery do.		— 10 @ — 11
American German do.		— 9 @ — 11

NAILS—Duty: Cut, 1¼; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb	4 75 @ — —
Cut Spikes, all sizes		5 — @ — —
Clinch		5 25 @ — —
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 31
Copper		— 36 @ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 38
Straits	(gold).	— 33½@ — 33½
English	(gold).	— 33 @ — 32½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 50 @ 8 75	9 75 @ 10 25
I. C. Coke	7 25 @ 8 —	8 25 @ 9 25
Coke Terne	6 12½@ 7 25	7 — @ 8 25
Charcoal Terne	7 75 @ 8 50	9 — @ 9 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).	per gall.	— — @ — 15
Crude, 40 @ 47 gravity (in shipping order)		— 19½@ — —
Refined, Standard White (in ship'g order).		— 25½@ — 26½
Refined, prime White (in shipping order).		— — @ — —
Refined, S. W. (in jobbing lots)		— 28 @ — —
Refined, S. W. (in tin)		— 29 @ — 30
Naptha, Refined, (65 @ 73 gravity)		— 9½@ — 10
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	3d. C.	(Old List.) 4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	13 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	22 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 21.

	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20.	W. 21
Canton Co.	82½	....	82½	82½	82½	81½
Central Pacific 6s	102	....	....	102½	....	....
Central of N. Jersey	110½	110	110	110½	....	110½
Chicago & Alton	120	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	79⅜	77½	76½	77½	77½	76½
" pref.	92⅛	91½	91½	92½	90½	90½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	100	....	99
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	121½	122½	123⅜	120	123⅜	....
Chi., R. I. & Pa. 7s, 1896	103½	....	....	....	....	....
Clev., Col., C. and Ind.	89½	88½	89½	88½	....	....
Clev. and Pittsburg	119½	....	....	....	....	120½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	86½	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	20½	21	21½	21½	21½	20½
" 1 M.	87½	87½	....	87½	....	....
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	124½	....	....	....	....	....
Del. Lack. & Western	104½	....	105½	106	106	106
" 1 M. 7s	100	....	....	....	....	....
" 2 M 7s	96	....	....	....	....	....
Dubuque & Sioux City	91	....	....	....	92	....
Erie Railway	29½	29½	....	29½	29	28½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	100½	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	92	....	....	....	....	....
" 4 M. 7s, 1880	90	....	....	89½	89	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	85½	....
Hannibal & St. Joseph	89½	....	87	89	90	88
" pref.	93	91½	89½	91	....	....
" 8s, conv.	103	....	103½	104½	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	136	136	136	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	113½	114½	114½	114½	114½	113½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	126	....	126	125	....	....
" S. F. 8s, 1882	119	....	....	....	....	....
M. S and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	99	98½	....	97	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	7½	7½	7½	7½	7½	7½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	61½	61½	60½	61½	....	60½
" pref.	80½	80½	....	80	80	79
" 1st mort.	96	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	98½	....	....
Missouri 6s	96½	96½	96½	96½	96½	....
" H. & St. J. 1ss.	....	....	....	....	....	....
Morris and Essex	96	96	96	96	96	95
" 1st mort.	....	....	....	104	....	103
" 2d mort.	....	....	....	....	90	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876.	102	....	....	....	....	....
" 6s, S.F. 1883	92	....	....	93	92	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98½	98½	....	98½	98½	97½
" certificates	92½	....	....	93½	93½	92½
N. York and Harlem	133	....	131	130	133½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	102½	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	27½	27½	....	....	....	....
Ohio and Miss.	46½	46½	....	46½	46½	46½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	42½	....	42½	....	....	41½
Panama	53	....	52	....	51	....
Phila. and Reading	116½	117	117½	117½	117½	117
Pitts., Ft. W. & Chi. gtd.	....	....	100	99½	100	....
" 1 M.	....	....	....	....	106	....
" 2 M.	101	....	....	....	101	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	13	....	12½	12½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	100	100½	....	....	....	....
" 2 M. pref.	....	....	....	86½	....	....
" Income bds.	78	78	78	....	....	....
Tennessee 6s, old	71	73	72½	72½	73½	....
" new	71	73	72½	72½	72	....
Tol., Wab. & Western	62	61½	....	62	62½	60½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	90	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	89½	89½	89½	89½	....
Union Pacific	32	30½	29½	30½	29½	30½
" 1st mort.	92½	92	91½	91½	....	....
" L. Gt. 7s	84	84	84	85½	85½	....
" Inc. 10s	82½	83½	....	83	82½	....
Virginia 6s, old	....	....	68	68	67½	....
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	110	....	110¼	....	110¼	....
U. S. 5s, 10-40s, reg	109¾	109¾	....	....	110¼	....
U. S. 6s, 1881, reg	....	....	114¼	....	114¾	....
U. S. 6s, 1881, coup	117¼	....	117¼	117¼	....	....
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	111¼	....	....	112¾	....
U. S. 6s, 5-20s, c. 1862	112	112¼	....	....	....	....
U. S. 6s, 5-20s, reg. '64	112¼	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	112¼	112¼	112¾	112¾	....
U. S. 6s, 5-20s, r. n. '65	111	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	114¼	114¼	114¾	....	114¾	....
U. S. 6s, 5-20s, reg. '67	111	111	....	....	....	....
U. S. 6s, 5-20s, c. 1867	114¼	114¼	114¼	114¼	114¾	115
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	115	....	....
U. S. 6s, Pac.R.R.issue	115¾	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	....	48¾	....
Camden and Amboy	128¼	128¼	....	128	128	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	93¼
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	95¾	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	....	38¾	38¾	38¾	38¾	38¾
" 6s, 1884	....	....	88¾	....	....	88¾
" Gold L	93¾	90¼x	....	90¼	90	90¼
" R. R. L	....	....	....	92	92	91¾
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	62¾	62¼	62¾	62	61¾	62
" 6s now coup	....	....	....	....	....	....
" 6s new reg	....	97	....	....	....	....
Little Schuylkill R.R	....	....	....	....	46¾	46¾
" 7s	....	....	....	....	....	....
Minehill	....	54	54	....	....	54¼
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	125¼	125¼	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	48¼	48¼	48	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	99	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	41¾	....	41¼	41¼	..
Oil Creek & Alleg. Riv.	52¼	51	52¼	52¼	52¼	52
" 7s	....	....	....	....	....	....
Pennsylvania R. R	61¼	61¼	61	61¼	61¼	61¼
" 1st M	103	103¼	....	....	....	99¼
" 2d M	....	....	....	....	99¼	99¼
" Gen. mort	....	....	....	....	....	....
" reg	....	95¼	....	....	95¾	....
Penn. State, 6s, 1st series	103	103¼	103¼	....	103¼	....
" 6s, 2d series	108	....	107	107	....	....
" 6s, 3d series	109¼	109¼	....	109	....	....
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
" new	100¼	100¼	100¼	100¼	100¼	100¼
Philad., Germ. & Nor	85¼	....	....	....	....	....
Phila. & Reading	58¼	58¼	58¼	58¼	58¾	58¾
Philadelphia and Erie	....	....	....	....	.1.	28¼
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	92¼
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	18¾	....	18¾	....	....
" 6s, 1882	82	....	80¼x	80¼	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	63
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	52	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	64	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	24¼	24¼	24¼	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Baltimore City 6s, 1875	....	....	....	....	99¼	....
" 1886	....	....	....	....	....	....
" 1890	99¼	98¾	....	....	....	99
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	148	....	147	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	96¼	....	....	....	....	....
Marietta & Cin. 1st M	97¼	....	....	....	....	98
" 2d M	84¼	....	84¼	84¼	84¼	85
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	24	24	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 21.

	Th.15.	F.16	Sat.17.	M.19.	Tu.20.	W.21
Boston and Albany	158¼	....	158	....	157	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	....	....	....	....	x146¾	
Boston and Providence	....	....	152¼x	....	....	
Boston, Hartford & Erie	....	....	2	2¼	....	
" 7s, new	24¾	24¾	....	24¼	23¼	
Cheshire, pref	88	....	88	....	88	
Concord	....	....	....	....	....	
Connecticut River	....	....	....	....	....	
Eastern	126	....	....	....	....	
Fitchburg	....	....	....	135	....	
Manchester & Lawr'ce	145	....	....	....	....	
Michigan Central	125¼	125¾	....	126	126	125¾
Northern, N. H	....	....	....	....	112	
Ogdens. & Lake Champ	....	....	....	....	92	
" pref	106¾	....	....	107	....	
Old Colony & Newport	104	103¾	....	103¾	103¾	101x
Ph., Wil. & Baltimore	....	....	54¼x	54¼	54¼	
Portl'd, Saco & Ports	....	....	138	....	137¾	
Union Pacific	33	32	....	....	30¼	....
" 6s	89	89	....	....	....	89¼
" Land Grant 7s	81¼	....	83	83¼	....	....
" Income 10s	....	....	....	....	....	....
Vermont & Canada	....	....	102¾	102¾	102¼	
Vermont & Mass	76¼	....	76¼	76¼	....	
South Boston (Horse)	....	....	....	....	....	
Cambridge	....	....	....	....	....	
Metropolitan	....	....	....	....	....	
Middlesex	....	....	80	....	78	
Central Mining Co	....	....	....	....	....	
Copper Falls	....	....	....	91	....	
Franklin	....	....	....	....	....	
National	....	....	....	....	....	
Pewabic	....	....	....	....	....	
Quincy	....	....	....	....	29	

London Stock Exchange.

	Closing Prices. June 2.	June 9.
All. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	83 — 88	83 — 88
Do. do., 2d mort., 1881	73 — 78	73 — 78
Do. Penn., 1st mort., 1877	83 — 88	83 — 88
Do. do., 2d mort., 1882	73 — 78	73 — 78
Do. Consol. 7 per cent. mort. 1890	42 — 43	42 — 43
Detroit and Milwaukee 1st mort. 7s	69 — 71	69 — 71
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	— —	— —
Do. sterig. 6 p. c. convertible bonds	64 — 66	64 — 66
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	99 —100
Do. 100 dol. shares, all paid	109 —110	109¼—110¼
Panama General mort. 7s, 1897	80 — 85	80 — 82
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	98 — 99
Do. General mort. 6 p. c. 1910	93 — 94	93½ — 94
Do. $50 shares	49 — 51	50 — 52
Philadelphia and Erie 1st mort. 1881	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal

Saturday, June 24, 1871.

Stock Exchange and Money Market.

Money has been in very full supply at the previously current rates, call loans having been quoted at from 2@5 mainly 3@4 per cent., and very choice to good mercantile credits, 4@7, chiefly 5@6 per cent. per annum. The demand for accommodation has been on a comparatively moderate scale from all sources. To the leading street houses, the offerings have been largely in excess of their requirements at the ruling figures. There has been some increase in the outflow of currency to the West, but the aggregate has not been important; and the acquisitions through other channels, to the supply here have been quite respectable, enabling the city banks and the Treasury Office to report an augmentation of their reserves, as the result of the week's business. Toward the close, call loans were somewhat brisker at from 3@5 per cent. as the government rates. The city banks, last week, reported a gain of $273,757 of specie, and $1,768,523 legal tender notes, and $1,381,814 of deposits. They reduced their loan and discount averages $675,629 and their circulation $78,813. The city bank exchanges, last week, averaged $106,136,800; and thus far, this week, 115¾ millions daily. The banks now hold $16,684,312 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a gain of $508,735 of specie and $101,574 of currency, as the result of the week's business. The receipts of the office were $4,032,032 in coin, and $4,082,725 in currency; payments, $3,523,297 in coin, and $3,981,151 in currency. The office received $2,495,000 in coin or its equivalent, from customs; and disbursed $333,096 of coin interest.

The specie reserve of the city banks according to the latest return is $12,989,910, against $28,895,971 same time last year. The city bank deposits are now $243,276,150 against $219,932,852 week ending June 18, 1870. The legal tender reserve amounts to $72,178,964 against $58,120,211 same time last year. The circulation now stands at $30,662,098, against $33,072 643 same time last year. The loans are now $293,134,532, against $276,689,004 at this date last year.

The subscriptions to the new refunding Five per cent. Loan now amount to about 67½ millions.

The U. S. Sub-Treasurer retired, last week, $2,142,641 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $4,044,548 in currency, and $58,857,911 in coin against a balance a week previous of $3,752,817 currency, and $57,998,256 coin.

Government revenues keep up to a fair average. The excises yielded last week nearly three millions. The customs at the port of New York, last week were $2,359,641; and at the outports, equal to about $755,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been $139,447,117.

Under the Treasury programme for June, Government will sell Gold during the month, through the Treasury office here, as follows: Thursday, June 29, $1,000,000. And buy in Five-Twenties, as follows: Wednesday, June 28, $1,000,000.

There has been a moderately active movement in the Gold line, with a steadier range as to the price, due, in part, to the speculative manipulations of the supply. The customs demand has been fair. The export drain has been on a restricted scale. The range of the price, during the week, has been from 112@112⅝, and the closing quotation on Wednesday was 112⅜ against 112¼ the preceding Wednesday. The outflow, last week, was $1,392,491; on Tuesday of this week to $656,566, and on Wednesday, to $223,187. The Gold Exchange Bank clearances daily, through the week have been as follows: June 15, $39,599,000; June 16, $54,223,000; June 17, $37,469,000; June 19, $18,295,000; June 20, $35,492,000; June 21, $51,048,000.

The July half-yearly interest on the public funds of the United States, the prepayment of which will be commenced on Monday of next week, June 26, without rebate, amounts as follows:

Three per cent. on $622,844,950, U. S. 5-20s	$18,685,348
Three per cent. on $283,678,100 U. S. 6s, 1881	8,510,343
Two and a-half per cent. on $20,000,000, U. S. 5s, 1874	500,000
Total	$27,965,691

The Treasury Department balances, on Monday, were $90,945,000 of coin, including $16,251,-

000 represented by outstanding certificates; and $3,750,000 of currency.

The customs at this port on Wednesday were $372,000.

The export drain was $1,892,491 last week, against $886,448, same week preceding year. The shipments since July 1, 1870, have been $78,604,732, against $31,839,108 same time in 1869–'70.

The customs demand for Gold last week, averaged $413,833 a day; thus far, this week, it has averaged $411,500 a day, or equal to a weekly aggregate of $2,469,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $113,427 and since Jan. 1, 1871, $3,163,221 against $7,016,220 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $142,948,473, against $130,840,303 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $85,245,611 against $86,073,572 same time in 1869–'70.

A firmer market has been noted for foreign exchange, on a lighter offering of prime bills, and a rather better inquiry, closing on Wednesday, with Bankers' sixty day bills on London at 110⅛@110⅜; sight bills on London, 110⅝@110⅞.

The produce exports from this port, week ending with June 20, were to the currency value of $4,976,521.

Government securities have been in very meagre supply in the open market, and though the inquiry for all issues has not been active, prices have advanced a fraction, closing firmly.

On Wednesday, Government bought in a million of Five-Twenties at 111 59@111 66, ex-interest. The amount of bonds offered was $2,975,000.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117½@117¾; U. S. Five-Twenties of 1862, 112½@112¾; U. S. Five-Twenties of 1864 at 112½@112¾; U. S. Five-Twenties of 1865, 112½@112⅝; U. S. Five-twenties of 1865 consolidated, 114¾@114⅞; U. S. Five-Twenties of 1867, 114¾@115; U. S. Five-twenties of 1868, 115@115¼; U. S. Ten-forties at 110⅜@110½; U. S. Six per cent. currency bonds, 115@115⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 7.	June 14.	June 21.
Consols	91⅝	92	92⅛
U.S. 5-20's of 1862..	90⅝	90⅝	90¾
U. S. 5-20s, 1865....	90⅜	90½	90½
" 1867	92¾	92⅝	*90
" 10-40s	88¾	88½	88¾
Erie.	24½	24½	24⅛

* Ex July coupon.

State bonds have been in moderate demand at less buoyant prices.

Railway bonds have been in fair request and the more substantial loans have been quoted firm in price. Central Pacific Sixes closed at 102½@102¾. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in good demand at 92 per cent. and accrued interest. Union Pacific Sixes closed at 91½@92.

Business in Railway and miscellaneous share property has been much less confidently dealt in, and prices have been depressed, lower, and very unsettled, closing feverishly. Wednesday's dealings in Rock Island shares were very extensive, some 50,000 shares, and the price was depressed by the heavy realizations from 130⅞@110, closing at 113@113¼.

The Illinois Central Railroad Company has declared a dividend of five per cent. currency, free of tax, payable August 1; transfer books close July 15, and re-open August 5.

General business has been less active. Breadstuffs, Provisions and Cotton have been quoted lower toward the close. Naval Stores, Tobacco, and Wool firmer. Middling upland cotton closed on Wednesday at 20⅛ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,846,088 bales, against 2,767,100 bales same time last year; exports 3,014,390 bales, against 2,050,307 bales same time last year; stock at the ports at latest dates, 237,914 bales, against 213,556 bales same date 1870.

At the Live Stock Markets, Beeves have been in fair demand at from 10@14 cts; Veal Calves, at 5@9½ cts; Sheep at 4½@8 cts; Lambs at 8@12½ cts; Swine, 4½@4¾ cts per lb., all live weight. The week's receipts were 8,529 Beeves, 3,473 Veal Calves, 28,493 Sheep and Lambs; and 27,979 Swine.

Foreign goods have been in less request, though buyers have had any existing advantage as to price. The week's imports of foreign goods reached $8,423,330, including $1,698,459 of dry goods.

Ocean freights have been fairly active and toward the last quoted rather firmer, though somewhat irregular. The main business has been in Grain, Petroleum, Provisions, Lumber, and Naval Stores.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mt. R. R., 61; do. 1st mort., 94; Nashville and Decatur 7s, 1st mort., guar. by Louisville and Nashville R. R., 86½; Gt. Western 1st mort., 1888, 93½; Buffalo, New York and Erie 1st mort., 92; Chicago and North Western Interest bonds, 95; Ohio and Miss. consol. bonds, 97; do. 2d mort., 86; Cedar Falls and Minnesota 1st mort., 88; Long Dock bonds, 90½; Galena and Chicago 1st mort., 101½; 2d mort., 97¼; New Jersey R. R., 128; Albany and Susq. R. R., 95½; Atlantic and Pacific pref., 86½; Brooklyn 6s, Water Loan, 95; South Carolina 6s, new Jan. and July, 63; do. April and Oct., 61⅞; North Carolina 6s, special tax, 20⅝; do. Fund Act, 1868, 32; Virginia 6s, reg., old, 54⅛; N. Y. State 7s, B. L. coup., 110¼; Alabama 8s, 103½; Maryland Coal, 32; Spring Mt. Coal, 70; Consol. Coal of Md., 37¼; American Coal, 65; Penn. Coal, 223; Cumberland Coal and Iron, 50; Western Union Telegraph, 58¾; Adams Exp. Co., 81; Am. Mer. Union Exp., 53; Wells-Fargo Exp., 47; U. S. Exp., 55½; Brunswick City Land, 9.

Philadelphia.—Connecting R. R., 87; Morris Canal 7s, Boat Loan, 86; Belvidere Delaware 3d mort., 86; Pennsylvania and New York Canal 7s, 96¾; Pennsylvania Canal bonds, 80½; Philadelphia and Reading 6s, 1843–'80, 97; do. 7s, 103½; do. deben. bonds, 83½; Perkiomin R. R. bonds, 80; Philadelphia and Trenton R. R., 128; Nesquehoning R. R., 54; Catawissa 7s, 97; Harrisburg and Lancaster 6s, 96; Warren and Franklin 7s, 92; Wilmington and Reading 7s, 98; Huntingdon and Broad Top pref., 11; do. consol. bonds, 45; do. scrip, 22; 5th and 6th streets R.R., 43; Fulton Coal, 5½. The latest quotations are: City 6s, 99⅛@100; do. free of tax, 100@100⅛; State 5s, coupon, 100@101; do. 6s, W. L., 102@103; do. 1st series, 103¼@103½; do. 2d series, 106@107; do. 3d series, 109@109½; Reading, 58⅜@58⅝; do. 7s, 1893, 103¾@104; do. mort. 6s, 1880, 96⅛@97; Camden and Amboy, 127½@127¾; do. mort. 6s, 1889, 95½@96; do. 1883, 92½@93½; do. 1889, 88¾@89¼; Pennsylvania R. R., 61@61¼; do. 1st mort., 103¼@103¼; do. 2d mort., 99@99⅛; do. General mort. coupon, 96@97; do. reg., 95@95¼; Little Schuylkill R. R., 46½@47; Morris Canal, 51@52; do. pref., 125@125½; do. 6s, 92@95; Susquehanna Canal, 10@11; do. 6s, 62@64; Schuylkill Nav., 9@9½; do. pref., 18¼@18⅝; do. 6s, 1882, 79@80; Elmira and Williamsport pref., 43½@44½; do. 7s, 1873, 94@96; do. 5s, 61@—; Lehigh Coal and Navigation, 88¼@88⅜; do. 6s, 1884, 88⅛@89¾; do. R. R. Loan, 91@92; do. Gold Loan, 90@90½; North Pennsylvania, 47½@48; do. 6s, 101@103; do., 7s, 98@99; do. Chattle 10s, 111@113; Philadelphia and Erie, 28⅜@28¾; do. 6s, 92¾@94; Minehill, 54@54¼; Catawissa, 21½@22½; do. pref., 48¼@48¾; Lehigh Valley, 61½@61⅝; do. 6s, 96½@—; Fifth and Sixth streets, (horse,) 43½@—; Second and Third, 63@65; Thirteenth and Fifteenth, 23½@24½; Spruce and Pine, 31@32; Green and Coates, 43@46; Chestnut and Walnut, 51½@52½; Hestonville, 20⅞@21⅛; Union, 60@—; Germantown, 33@34.

Boston.—Vermont Central 1st mort., 87¼: do., 2d mort., 43¾; Phila. and Reading 7s, 100; Grand River Valley 1st mort. 8s, 1886, 105⅝; Leavenworth, Lawrence and Galveston 10s, 99⅞; Burlington and Missouri Land Grant 7s, 97¾; Central Pacific 7s, 1888, 103¼; Maryland and Delaware 1st mort., 6s, 1885, 58¼; Cedar Rapids and Missouri 7s, 1894, 90; Detroit, Hillsdale and Indiana 8s, 1890, 89½; Portsmouth, Gt. Falls and Conway R. R., 116; Berkshire R. R., 80; Indianapolis and Cincin nati R. R., 6; Rutland pref., 87; do. 7s, new, 86; Cincinnati, Sandusky and Cleveland R. R., 23⅝; do. 7s, 84; Conn. and Pass. Rivers R. R., 92½; Norwich and Worcester R. R., 116; Summit Branch R. R., 48½; Boston Water Power Co., 41¼; Cary Imp., 18⅜; Waverly Land, 8½; Maine 6s, 1889, 100½; Boston 5s, 98½; do., 6s, reg., 102¼; Rockland 6s, 1884, 92½; St. Louis 6s, 1876, 95¾; do., 1877, 95; Wiscasset, Me., 6s, 1891, 90; Chicago do. 7s, 101; Allouez Mining Co., 4½; Calumet and Hecla, 116; Hanover, 2¾; Mesnard, 40c.; Petherick, 2.

Baltimore.—Virginia Coupon 6s, old, 67¼; do. old reg., 55; Maryland Defense bonds, 104; Richmond City 6s, 75; Marietta and Cincinnati 3d mort. 8s, 82½; Orange and Alexandria 4th mort. 8s, 78; do. 3d mort. 8s, 84¼; Orange, Alex. and Manassas bonds, 82½; Northern Central 6s, 1900, gold, 94½; Central Ohio 1st mort., 87; Pittsburg and Connellsville bonds 96½; George's Creek Coal, 78. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 96@97; Baltimore and Ohio, 145@148; do. 6s, 1875, 98@98½; do. 1880, 98½@—; do. 1885, 96@96½; Northern Central, 41¼@41½; do. 6s, 1885, 94½@95½; do. 1900, 88@90; do. 6s,

1900, gold, 94⅛@94¼; N. W. Va. 1st mort., 98½@100; do. 2d mort., 99@—; do. 3d mort., 1885, 97¼@98; Marietta and Cincinnati 7s, 1892, 97¾@98; do. 2d mort., 84¾@85; do. 3d mort., 81@83½; Central Ohio, 29@32; do. 1st mort., 86¾@87⅛; Western Md. 1st mort. 6s, 1890, 78@80; do. guar. by Baltimore City, 92@95; do. 2d mort. guar., 93@94; do. 2d mort. pref., 59⅝@60; do. 6s, guar. by Washington Co., 89@89; Richmond and Danville bonds, 77@77; Orange and Alexandria 1st mort. 6s, 85@86½; do. 2d mort. 6s, 79@81⅜; do. 3d mort. 8s, 84@84¾; do. 4th mort. 8s, 78½@79½; Orange, Alex. and Manassas 7s, 82⅜@82½; Virginia and Tennessee 8s, 88@90; do. 6s, 1st mort., 89@91½; do. 6s, 2d mort., 76¾@77; Baltimore 6s, 1875, 99@100; do. 1884, 98@99; do. 1890, 98½@99; do. 1893, 98@—; do. 1900, 98@99; do. 5s, 1838-'70, 80@81; Memphis City 6s, 57½@58; Maryland Defense Loan, 1888, 104@—; City Passenger R.R., 22½@24½; George's Creek Coal, 70@80; Baltimore Copper, 0.50@1.00; Santa Clara, 1@3.00; Atlantic Coal, 1@2.25.

GREAT NATIONAL LOAN.

—o—

$134,000,000 NEW 5 PER CENTS.

PRINCIPAL AND INTEREST PAYABLE IN COIN.

Interest quarterly, February, May, August, and November.

BONDS FREE OF ALL TAXES, LOCAL OR NATIONAL.

The Treasury Department having already received subscriptions to the amount of $66,000,000 to the first two hundred millions of the New Loans authorized by the Act of Congress, of July 14, 1870, for refunding the Public Debt, bearing five per cent. per annum interest, now offers to popular subscription the remaining $134,000,000 of this particular Loan, and is prepared to promptly deliver the Coupon Bonds or Registered Certificates in exchange dollar for dollar for any of the United States six per cent. Bonds or Registered Stocks, known as *Five-Twenties*, or for Gold Coin at the par value of the New Loan, and accrued Interest from the first of May. When this amount, to which preference is given, is taken up, the remainder of the Five per Cents, $300,000,000, embraced in the Act will be offered in connection with $300,000,000 Four and one half per Cents, and any part of $700,000,000 of Four per Cents, the one running fifteen years and the other thirty years.

The following is a copy of the New Five per Cent. Bond, under and pursuant to the Act of Congress:

FORM OF FIVE PER CENT BOND.

INTEREST | FUNDED LOAN OF 1881 | 5 PER CENT.

UNITED STATES OF AMERICA

ARE INDEBTED TO THE BEARER IN THE SUM OF

..... DOLLARS.

THIS BOND is issued in accordance with the provisions of an Act of Congress entitled "An Act to authorize the refunding of the National Debt," approved July 14, 1870, amended by an Act approved January 20, 1871, and is redeemable at the pleasure of the United States, after the first day of May, A. D. 1881, in Coin of the standard value of the United States on said July 14, 1870, with interest in such Coin, from the day of the date hereof, at the rate of FIVE PER CENTUM per annum, payable quarterly, on the first day of February, May, August, and November, in each year. The principal and interest are exempt from the payment of all Taxes or Duties of the United States, as well as from taxation in any form, by or under State, municipal or local authority.

WASHINGTON, ..., 18....

Entered ..... Recorded .....

..... Register of the Treasury.

Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000, and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depository of the Government, quarterly, on the first days of February, May, August and November, in each year.

The Interest on the Registered Stock of this Loan, it is determined by the Treasury Department, will be paid by the Treasurer of the United States in his Gold Check for the Quarterly Interest, to the Post-office address of every holder, free of trouble or expense, dispensing with attendance, in person or by proxy, at the Treasury, for the durpose of receipting for and drawing such interest.

The whole proceeds of the New Loan will be applied to the payment or redemption and cancellation of the 5-20 years six per cent. bonds, and in addition to these proceeds, the 5-20s are being reduced by purchases, averaging, for two years past, about $10,000,000 per month.

The entire effect, therefore, of the New Loan, in connection with the existing Sinking Fund process of the Treasury, is to reduce both Principal and Interest of the Public Debt of the United States. *The Loan creates no additional supply of Government Stocks*, while the application of the surplus revenue is constantly lessening the Funded Stocks bearing six per cent. Gold Interest.

The policy of the Government since the close of the War in 1865, which left a debt upon the country of $2,755,000,000, and an annual taxation of $311,000,000, has been to reduce steadily both Debt and Taxes: to reduce the Principal of the Debt by actual payments, and to lessen the annual burden of Interest, and thereby the burden of Taxation, not only through such payments, but by funding the debt at the cheapest rates of interest practicable from time to time, until it is now felt that the very cheapest rates are due to the high Credit, unblemished Public Faith, and vast and growing resources of the country. From $2,755,000,000 the Principal of the Debt has been reduced to $2,260,000,000—both sums exclusive of accrued interest—and from the heavy burden of $151,832,000 per annum, the Interest charge has been reduced to $112,780,000 per annum; while the annual taxation, under the Internal Revenue system, which the necessities of the War and the Debt thereby created rendered necessary for at least a short series of years, has been reduced from $311,000,000 in 1865-66 to about $154,000,000 per year in 1870-71, (estimating for the highest probable collections in the current month, the last of the Fiscal year,) or less than one-half the first named sum. And in the year 1871-72 a further reduction of $28,000,000 will come in under the Act of July, 1870, so as to give only $126,000,000 for the year, or about two fifths the maximum of 1865-66.

By the successful refunding of the Public Debt at moderate rates of Interest, and by continued economies in the expenditures of the Government—which in two years, from March 4, 1869, to March 4, 1871, amounted to $126,700,949, or an average saving per year of $63,350,474—it is believed that nearly the entire system of Internal Taxes can be dispensed with in a few years, or so much of it as requires the machinery of District Assessors and Collectors.

The Secretary of the Treasury has just published the Monthly Schedule of the Public Debt to June 1, from which it appears that he has further reduced the total of Funded Gold bearing debt since May 1, by the sum of $8,000,000 by purchase of United States 5-20s for the Sinking Fund, and reduced the 5-20s by the further sum of $8,217,400 by conversion into the New 5 per Cents. The whole Funded Debt now stands, $1,894,128,750, as against $2,107,846,150 two years ago when the present Administration came into office. Adding to these sums the net Circulation of the Treasury, (that is, in Greenbacks and Greenback Certificates, after deducting Gold and Currency on hand,) the following is the comparison of Debt of all kinds, at present, and at the close of the War, and in 1869:

	July, 1865.	March, 1869.	June, 1871.
U. S. Stocks	$2,150,784,112	$2,107,846,150	$1,894,128,750
Circulation	605,211,163	383 545,854	366,333,008
Total	$2,755,995,275	$2,491,399,904	$2,260,461,758

The following table affords a classification of the Funded Stock (in Gold) of the United States, as at present outstanding:

Date.	Coupon.	Registered.	Total.
5-20s, 1862	$382,958,500	$103,973,540	$486,932,000
5-20s, 1864	44,752,650	55,924,100	100,676,750
5-20s, 1865	123,667,150	53,552,100	177,212,250
5-20s, 1865 (n.)	179,269,500	70,851,450	250,220,950
5-20s, 1867	241,686,550	91,325,100	333,011,650
5-20s, 1868	28,009,350	11,603,000	39,612,350
Total	$1,000,436,700	$387,229,250	$1,387,665,950
Sixes, 1881	93,260,400	190,417,600	283,678,100
Fives, 10-40s	57,279,650	138,287,650	194,567,300
Fives, 1874	13,955,000	6,045,000	20,000,000
New fives, '81	5,117,000	3,100,400	8,217,400
Total	$1,170,048,750	$724,080,000	$1,894,128,750
Total March 4, 1869			2,107,846,150
Reduction of Funded Debt			$214,717,400
Yearly Gold Interest charge, 1869			$124,255,350
Present yearly charge			111,419,993
Reduction in Interest Charge			$12,835,357

The proposed further reduction of the annual interest charge upon the Public Debt by refunding is as follows:

By exchange of $500,000,000 United States six per cents for new five per cents of 1861	$5,000,000
By exchange of $800,000,000 United States six per cents for four and a half per cents of 1866	4,500,000
By exchange of $700,000,000 United States six per cents for four per cents of 1901	14,000,000
Total saving per annum by refunding	$23,500,000

C. C. NORVELL,
In charge of United States Loan Advertising.

TREASURY OFFICE,
NEW YORK, June 3, 1871.

New York and Albany Railroad.

The following is an extract from the Report of C. W. Wentz, Esq., Chief Engineer, made June 17, 1867:

PROBABLE REVENUE.

In considering the question of revenue, it is important, in the first place, to consider the extent of territory to be accommodated by the proposed line, its population and character, with a view to instituting a comparison with other sections where lines of railroad have been in operation.

In this case, then, the territory which is to contribute the local business to your road, is embraced mainly within the counties of Albany, Greene, Ulster, Orange, Rockland, and that portion of the State of New Jersey lying north of New York and west of the Hudson river, a strip of territory averaging twenty-five to thirty miles in width by about 150 to 160 miles in length, unequaled in fertility and all the resources which make the country prosperous, and containing a population, according to the last census, not including any portion of New Jersey, of 313,776 persons, and, including a proper allowance for that portion of New Jersey outside of Jersey city and Hoboken, of not less than 360 000.

This large population, except such portions as are within reach of the Erie railroad, and the various local lines near New York, is dependent for its access to market on the Hudson river and the line of railroad on the East side of the river. This is true of the territory north of Newburgh, embracing fully two-thirds of the territory and population.

If we compare this territory with the counties similarly located on the east side of the river, we shall find that the counties of Rensselaer, Columbia, Dutchess, Putnam, and Westchester, include a population of 314,349, and embrace a territory about twenty to twenty-two miles in width.

This population have, besides the Hudson River, two lines of railroad by which to reach New York. In productiveness of soil and general characteristics of the population, the difference, if any exists, is in favor of the west side. Both localities are thickly dotted with prosperous towns and villages, and along the river where the trade of the interior has concentrated, large and flourishing cities and villages have sprung up, and the west side of the river now contributes its full share to the traffic of the Hudson River Railroad.

My purpose in thus drawing attention to the relative situation of the territory and the population on each side of the river, is to deduce from the statistics of the local traffic of the lines of railroad on the east side, an approximation to the traffic of the same character which would be due to a line located on the west side, and I shall assume as a basis, the proposition that in an equal population, the territory occupied, and the habits and pursuits of the people being the same, or nearly so, the local traffic furnished to a line of railroad will be the same.

In considering the relations which the territory of the two sides bear towards each other, it is important to bear in mind that on the east side there are three distinct lines of railroad running south from opposite Albany. The one along the margin of the river to New York, the Hudson River Railroad, 144 miles in length; the Harlem, from Chatham to New York, 131 miles, but having connection with Albany by the Western Massachusetts Railroad, and the Housatonic, having the same connection with Albany as the Harlem, but running south through the State of Connecticut to Bridgeport, on the Sound, having a direction nearly parallel with the Harlem, and being but six to ten miles distant from it. And while this line diverges to the east, near its southern extremity, there is still another line, the Danbury and Norwalk, running from Danbury to the Sound, between this line and the Harlem, absorbing its proportion of the local traffic, and thus narrowing the area from which each would otherwise draw its trade.

Then there is the line along the Sound, the New York and New Haven, which skirts the southern border of Westchester county, drawing its share of local trade. The distance between the Danbury and Norwalk and the Harlem roads is about ten miles, while at Dover, fifty miles south of Chatham, the distance between the Harlem and Housatonic is but six miles; moreover, the range of ridges and mountains over which the division line between New York and Connecticut runs, broken only occasionally by passes where access may be had to either line of railroad, constitutes, in a measure, a natural line of division between the traffic to the two lines. The State line is not quite twenty-two miles distant from the Hudson River, and is supposed to lay parallel to it.

We have, then, within thirty miles of the Hudson river, on the east side, three miles of railroad, constructed at a cost over $30,000,000, dividing the local traffic embraced within a strip of territory about equal in width to that which will be tributary to the line on the west side.

The local traffic upon the Hudson River Railroad is drawn mainly from the strip of territory lying between that road and the Harlem, and from the territory west of the river.

This traffic, in 1865, for way freight, is estimated from the returns made to the State Engineer, at 221,850 tons, equal to 1,540 tons per mile, with an average mileage to each ton of sixty-seven miles, and on the Harlem road, in the same year, it was 199,968 tons equal to 1,526 tons per mile, with a mileage to each ton of nearly sixty miles.

In appropriating these statistics for the purpose indicated, I shall, in the first place, assume that one-half the local traffic of the Hudson River road, both in passengers and freight, is drawn from the west side of the river, and I base this assumption upon the fact that the section of territory east of the Hudson River road, from which it draws a local trade, is confined to that portion of the population to which it is more accessible than the Harlem, and must, as a consequence, be limited to a strip next the river, not exceeding five to seven miles in width. The populous towns on the west shore are equally numerous, and for over 1000 miles are dependent on the Hudson River Railroad for their communication with New York, except when the more tardy river transportation is used, and this is as likely to be adopted by persons in the east as upon the west side, and we may fairly offset the one against the other.

Adopting this rule, we shall have covered a strip of territory upon the west side about equal in extent to that which is tributary to the river line on the east, not exceeding five to seven miles in extent, and which has a population tributary to it, but little exceeding that which is tributary to the Harlem road—a line dividing the territory between the two lines, the Hudson and Harlem, giving 112,092 to the Hudson River, and 101,894 to the Harlem road.

If we assume, therefore, that a large proportion of the local business now done on the Harlem road would be drawn to the Hudson River road, had the Harlem never been constructed, we have a right to claim that an equal amount of interior traffic would flow to a river line on the west side.

I shall assume, for the purpose of this estimate, that one-third of the local traffic over the Harlem road has its existence by virtue of its proximity to the line of railroad. I assume this to be the condition of the transportation of a large portion of the milk which contributes largely to the income of the Harlem.

But the excess of population on the west side over the east is an element which should be considered, and in the division of the territory this excess is equal to an increase of over forty-two per cent.

These data established, we shall have one-half the local passengers' traffic of the Hudson River road, the whole number for 1865 being 1,749,942, gives 874,971, to which, add way passengers on the Harlem, being 1,099,682, with forty-two per cent. added for excess of population, makes 1,561,548 two-thirds of which gives 1,041,032, and these together give 1,916,003 passengers.

The local freight will also be estimated by the same rule, giving one half of the Hudson River local freight for 1865, the total of that year being estimated at 221,850 tons, would give the west side 110,925 tons, to which add two-thirds of Harlem, the total of which was 199,968, increased by forty-two per cent., gives 189,803, and these two together gives us 300,228 tons of freight.

Having fixed the local traffic, we may fairly assume that a railroad line on the west side of the river, favorably located and well constructed, with connections at Albany, with the several lines terminating there, and offering facilities equal to the other competing lines, for speedy and cheap transportation, will command its share of the through traffic to New York—that it will at least divide the through business with the Hudson River road.

We shall have as the basis of our estimate for through traffic, one-half the through business of the Hudson River road for 1865. The total through passenger traffic for that year, estimated at 318,303, gives 159,151 through passengers, and the total through freight being 276,000 tons, gives 135,000 tons through freight due the west side line.

We can then make a near approximation to the amount of revenue that will be derived from the proposed line on the west side of the river as follows:

159,151 through passengers, $2.90.	$461,535 90
1,916,003 way passengers, average 23 miles, each 58c.	1,111,281 74
135,000 tons through freight, $4.30	580,500 00
300,228 tons way freight, average 70 miles, $2.50.	750,570 00
	$2,093,889 64
Add for mail and express.	100,000 00
Total estimated earnings.	$3,003,889 64
Deduct 60 per cent. for running expenses, first five years.	1,802,333 78
Gives.	$1,202,555 86

net income on investment, equal to 9 2-10 per cent. on the estimated cost of road and equipment.

Again, taking the Harlem road way traffic as the basis, and applying it to the line upon the west side of the river, making allowance for the excess of population tributary to a line along the river on the west side over that which is tributary to the Harlem, giving a population of but 10,000 to that portion, twenty miles in length, passing through the State of New Jersey, making this small increase applicable to this portion of the line in consequence of the narrow strip of territory between the Northern New Jersey Railroad and the river, we then have a population tributary to the Harlem road of 101,894 against 166,027 tributary to a line along the river on the west side, being equal to an increase of 63 8 10 per cent. This, applied to the way passengers and freight business of the Harlem road, for 1865, would give 1,801,279 way passengers, and 327,547 tons of freight. Assuming these as representing the way traffic, and leaving the through business as in the other estimate, we have:

159,151 through passengers, $2.90,	$461,537 90
1,801,279 way passengers, average 23 miles, each 58c.	1,044 741 82
135,000 tons through freight, $4.30	580,500 00
327,547 tons way freight, $2.50.	818,867 50
	$2,905,647 22
Add for mail and express.	100,000 00
Total earnings by this mode.	$3,005,647 22
Deduct 60 per cent. for expenses.	1,803,388 33
Leave net.	$1,202,258 99

Differing but slightly from the first estimate.

In estimating the probable revenue of the interior line, I have made a division of the territory, giving the Hudson River Railroad that por-

tion of the territory adjacent to the river, that would, from its proximity to that line, naturally resort to it, and when approaching the Erie Railroad, dividing the population, apportioning only one-half to our line. This division gives the villages of Coxsackie and Athens, with all the river towns below Rondout to the Hudson River road. Under this classification, the population tributary to the interior line is found to be 144,628, as against 101,394 on the Harlem line. This gives an excess to our interior line equal to an increase of over 42 per cent., and would give on the way traffic of the Harlem 1,561,548 passengers and 288,954 tons of freight.

Assuming the through traffic the same as for the river line, we shall have, then, for our interior line:

159,151 through passengers, $2.90	$461,537 90
1,561,548 way passengers, average 23 miles, each 58c	905,697 84
135,000 tons through freight, $4.30	580,500 00
288,954 tons way freight, $2.50	709,885 00
	$2,657,620 74
Add for mail and express	100,000 00
Total earnings	$2,757,620 84
Deduct 60 per cent. for expenses, as before	1,654,724 44
Gives	$1,103,048 30

Net income on investment, equal to over 12 per cent. on the estimated cost of the interior line.

These estimates are based upon a charge of two cents per mile for through, and two and a half cents per mile for way passengers, and about three cents per ton, per mile, for through freight, and less than three and a half for way freight.

Should the rates, per ton, for freight, be put at the average of the rates charged by the Hudson River road during 1865, the increase of gross receipts would be $344,215 20 on the first estimate, $355,118 80 on the second, and $337,681 60 on the third.

It cannot be doubted that the line upon the west side, whether constructed by the river or the interior route, if it be properly connected with the lines which terminate, or pass through Albany, from the north and west, will command a through traffic, both passengers and freight, largely in excess of these estimates.

It would be the natural resort for the business of Albany and the surrounding villages on the west side of the river, and if the management were prudently conducted, a large portion of the interior traffic along the central route would be disposed to select this in preference to the routes now opened, and the distribution of passengers and freight to New York may be as conveniently and cheaply made from Hoboken to Jersey City, by the numerous ferries, and by lighters, as from the upper part of the city.

Respectfully submitted,
C. W. WENTZ.
Engineer in charge.

☞ The Hoosac, Rome and Oswego R. R. Co. has been organized to build a line to connect Lake Ontario with Boston. The proposed road is 125 miles long. It begins at Eagle Bridge, on the Troy and Boston Railroad, runs thence through Ballston Spa and Rome to North Bay; thence over the Midland to Oswego. From Eagle Bridge to the Tunnel, and thence to Boston, a road is already in operation. The projected road from Eagle Bridge to North Bay will, in connection with roads already built, form a nearly direct line from Lake Ontario to Boston through the Hoosac Tunnel.

☞ Z. F. Smith has been elected President, and Mr. McElroy Treasurer of the Cumberland and Ohio Railroad Co.

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

DIRECTORS.

Alexander T. Stewart, A. Oakey Hall,
William M. Tweed, John Jacob Astor,
August Belmont, Peter B. Sweeny,
Charles A. Lamont, Levi P. Morton,
James F. D. Lanier, Hugh Smith,
Franklin Osgood, William T. Blodgett,
William Butler Duncan, Richard O'Gorman,
John J. Bradley, Jose F. Navarro,
Charles L. Tiffany, Henry Smith,
William R. Travers, Edward A. Wesley,
Joseph Seligman, Manton Marble,
Richard B. Connolly, John Taylor Johnston,
Henry Hilton.

HENRY HILTON,
President.
HUGH SMITH,
Vice-President.
W. BUTLER DUNCAN,
Treasurer.

EDWARD P. BARKER,
Secretary.

By authority of the Board of Directors of THE NEW YORK RAILWAY COMPANY, and in conformity with the terms of the Act of Incorporation in that respect, the undersigned Commissioners on Stock Subscriptions give public notice for and on behalf of the Directors, and of such Company, that Books of Subscription for the Capital Stock thereof will be opened on WEDNESDAY, the TWENTY EIGHTH DAY OF JUNE instant at the following places in this City, viz:

At the Banking House of
DUNCAN, SHERMAN & CO.,
No. 11 Nassau street.

At the Banking House of the
BANK OF THE METROPOLIS,
No. 31 Union square.

The Company is authorized to construct two Viaduct Railways or branches through the City of New York, on the east and West sides thereof, from a common starting point at or near Chambers-st., between Broadway and Chatham-st.; also across the Harlem River and through Westchester County; with power to build additional lines of railway or branches, from time to time, in any part of the City or Westchester County. *The property acquired by the Company is exempted from taxes and assessments during the period allowed for the final completion of the railway in the city.* The Mayor, Aldermen, and Commonalty of New York are authorized and directed, with the approval of the Commissioners of the Sinking Fund, to subscribe for **five millions of dollars** of the stock of the Company, whenever one million of dollars thereof has been subscribed for by private parties. *This conditional amount of stock has been wholly subscribed for and taken by the Directors of the Company.* On the completion of either of the lines of railway to the line of Westchester County, the Supervisors of that County are authorized to issue the bonds of the County to such amount as the Supervisors shall deem expedient, to aid in the construction and extension of the railway in and through that County. For the proper equalization of the interest of shareholders who may subscribe and pay in moneys at different times, the Directors are authorized to issue scrip for interest on such payments, payable out of the earnings.

THE TERMS OF SUBSCRIPTION will be as follows:

TEN PER CENT. of the amount of Stock subscribed for, to be paid in cash at the time of subscription. The residue to be paid as called for by the Board of Directors on a notice of thirty days, but no call at any one time to exceed ten per cent.

Scrip for interest at the rate of seven per cent. per annum will be issued by the Company payable out of the first earnings of the Railway on all installments paid on stock subscribed for within thirty days after the Subscription Books shall be opened.

The Company reserve the right to close the Subscription Books at any time after the twenty-ninth day of July, 1871.

By order of the Board of Directors,
Alexander T. Stewart,
John Jacob Astor,
Levi P. Morton,
} Commissioners on behalf of the Company.

New York, June 16, 1871.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
Bankers and Dealers in Government Securities,
No. 5 Nassau-st., New York, June 21, 1871.

Holders of Five-twenty Bonds desiring to fund them otherwise than in the New Five Per Cent. Government Loan may do so with entire safety, at a profit of about 20 per cent., and without reduction of interest, by an exchange for the Gold Bonds of the CHESAPEAKE AND OHIO RAILROAD Co.

The CHESAPEAKE AND OHIO RAILROAD COMPANY are extending their line of road to the head of reliable navigation on the Ohio River, where it will meet and connect with lines now building or projected, to the principal railroad centres and river cities of the Western States. The greater part of the road is in earning operation, and the rails (steel and iron) are now being laid on the remainder. The road will have, when completed, a large East and West through business, beside an immense mineral and general local traffic.

Price of the bonds, until further notice, 92 and accrued interest from May 1.

We also buy and sell Government Securities and the Bonds of the Central Pacific Railroad Company, receive money on deposit, and do a general Banking business.

FISK & HATCH.

☞ The Missisquoi Railroad, a branch of the Vermont Central, is in operation from St. Albans to Sheldon. The first regular passenger trip was made on the 18th inst.

INVESTMENT SECURITIES.

JAY COOKE & Co. are now selling, and recommend as a profitable and safe investment for all classes, the First Mortgage 7-30 Gold Bonds of the Northern Pacific Railroad Company. They have 30 years to run, bear Seven and Three-Tenths per cent. gold interest (more than 8 per cent. currency), and are secured by first and only mortgage on the ENTIRE ROAD AND ITS EQUIPMENTS, and also, as fast as the Road is completed, on 28,000 Acres of Land to every mile of track, or 500 acres for each $1,000 Bond. They are exempt from United States tax; principal and interest are payable in gold. Denominations; Coupons, $100 to $1,000; Registered, $100 to $10,000.

Northern Pacific 7-30s are at all times receivable, at TEN PER CENT. ABOVE PAR, in exchange for the Company's lands, at their lowest cash price.

The proceeds of all sales of lands are required to be devoted to the repurchase and cancellation of the First Mortgage Bonds of the Company. The Land Grant of the Road exceeds Fifty Million Acres in the most fertile portion of the Northwest, and the demand for the Company's lands for settlement already exceeds the ability of the Government to complete the surveys. This immense Sinking Fund will undoubtedly cancel the principal of the Company's bonded debt before it falls due.

Holders of U. S. Five-Twenties, who wish to convert them into a first-class railroad security, can do so at a present profit of about 12 per cent., while increasing their interest income nearly one-fourth, by exchanging them for Northern Pacific 7 30s.

All marketable stocks and bonds will be received in exchange at their highest current price. Full information, maps, pamphlets, etc., will be furnished on application to any agent for the loan, or to JAY COOKE & Co., New York, Philadelphia or Washington.

☞ The Chesapeake and Ohio Railroad Company has a charter for a branch road from the mouth of Green river to a connection with the Virginia and Tennessee Road at New River. This branch will probably be built at an early day to accommodate the local mineral traffic, and we learn that such are the intentions of the company.

☞ The Brookville (Pa.) *Jeffersonian*, of this week, says: The contractors on the Bennett's Branch extension of the Allegheny Valley Railroad, are already on the ground making preparations for commencing and pushing the work through with all possible dispatch. Some of them have already broken ground on their contracts.

☞ The corporators of the Tyngsborough & Brookline Company have elected the following board of directors:—Alpheus Swallow and Gilman Roby, of Dunstable; Willard A. Brown of Lowell; John G. Upton, of Tyngsborough, and Thomas F. Tarbell, of Pepperell. The directors organized by choosing Alpheus Swallow as president and the Hon. John A. Goodwin as treasurer.

☞ The Commissioner of Patents has granted the application of William Kelley for the extension of his patent for the manufacture of iron and steel. The patent is extended seven years from the 23d inst.

Lake Superior Iron Mining.

We have received from A. P. Swineford, Esq., Editor of *The Mining Journal*, Marquette, Michigan, a copy of a pamphlet, compiled by himself, entitled "Swineford's History of the Lake Superior Iron District, its Mines and Furnaces." From pages 89, 90 and 91, we copy the following tabular statements:

The following table exhibits in gross and net tons the amount of iron ore shipped from the Lake Superior mines during the season of 1870, together with its total value at $5 per ton, gross:

Mines.	Gross Tons.	Net Tons.	Value.
Jackson	122,710	137,435	$613,550
Cleveland	132,884	148,830	664,420
Lake Superior	166,582	186,572	832,910
Barnum	44,793	50,168	223,965
Foster	23,458	26,273	117,290
Washington	79,762	89,333	398,810
Pitt's and Lake Angeline	53,467	59,883	267,335
Edwards	24,232	27,139	121,160
Champion	73,161	81,940	365,805
New York	94,809	106,186	474,045
New England	24,871	27,856	124,355
Marquette	3,702	4,146	18,510
Grand Central	1,809	2,026	9,045
McComber	4,866	5,449	24,330
Parsons	1,896	2,123	9,480
Winthrop	3,469	4,162	17,345
Total	856,471	985,521	$4,222,350

The following table exhibits in gross tons the total product of each mine from 1856 to 1870, inclusive:

Mines.	Gross Tons
Jackson	946,086
Cleveland	729,996
Marquette	41,074
Lake Superior	932,802
New York	305,449
Lake Angeline	226,881
Edwards	68,614
Iron Mountain	16,594
Barnum	92,657
Foster	42,439
New England	57,985
Washington	221,353
Champion	98,874
Cascade	452
Grand Central	1,809
McComber	4,866
Parsons	1,896
Winthrop	3,469
Total	3,801,148

The following table exhibits the total product of the several furnaces for the year 1870, together with the value:

Furnaces.	Gross Tons.	Value.
Pioneer	5,853	$234,120
Collins	4,100	164,000
Michigan	4,858	194,320
Greenwood	3,992	159,680
Bancroft	3,710	148,400
Morgan	5,952	238,080
Champion	5,576	233,040
Deer Lake	2,500	100,000
Jackson	6,450	268,000
Schoolcraft	2,809	112,360
Bay	3,498	139,820
Total	49,298	$2,077,820

The following table shows the total product of the Lake Superior furnaces from 1858 to 1870, inclusive:

Furnace.	Gross Tons.
Pioneer	49,419
Northern	15,068
Collins	33,344
Michigan	18,884
Greenwood	20,690
Morgan	26,843
Bancroft	30,151
Champion	15,418
Jackson	15,466
Schoolcraft	7,557
Deer Lake	5,524
Bay	8,498
Marquette and Pacific (bar iron)	377
Total	243,460

The following is a statement of the production of ore and pig iron in this district from 1856 to 1870, inclusive, together with the aggregate value:

Year.	Iron Ore.	Pig Iron.	Ore & Pig.	Value.
1856	7,000	.....	7,000	$28,000
1857	21,000	.....	21,000	60,000
1858	31,035	1,629	32,661	249,202
1859	65,679	7,258	72,937	575,529
1860	116,908	5,660	122,658	786,496
1861	45,430	7,970	53,400	419,501
1862	115,721	8,590	124,311	984,977
1863	185,257	9,813	195,070	1,416,935
1864	235,123	13,832	248,955	1,867,215
1865	196,256	12,283	207,539	1,590,430
1866	296,972	18,437	315,309	2,405,960
1867	466,076	30,911	496,987	3,475,820
1868	507,813	38,246	546,059	3,992,413
1869	633,238	39,003	672,241	4,968,435
1870	856,471	49,298	904,319	6,300,170
Total	3,771,939	243,460	4,023,949	$29,069,883

All the ore and pig iron shipped in 1870 was carried over the two railroads to Marquette and Escanaba, as follows:

Iron ore:	Gross Tons.
Over Marquette and Ontagon Railroad to Marquette	435,249
Over Chicago and Northwestern Railway to Escanaba	411,952
Difference in favor of Marquette and Ontagon Railroad	23,297
Pig iron:	
Over Marquette and Ontagon Railroad to Marquette	27,399
Over Chicago and Northwestern Railway to Escanaba	8,515
Difference in favor of Marquette and Ontagon Railroad	18,824

LAKE ONTARIO SHORE RAILROAD.

Notice to Contractors.

Proposals will be received at the office of the Secretary of the Lake Ontario Shore Railroad Company in Oswego, until noon of July 5, 1871, for the Grading, Masonry, Superstructure and Fencing, for that part of the Lake Ontario Shore Railroad between the City of Oswego and the west line of Wayne County, State of New York, a distance of about fifty miles.

Proposals will be received for the whole or any part thereof. Maps, profiles and specifications may be seen at the Engineer's office in Oswego, between the 20th of June and the 5th of July 1871. No proposals will be received not made out on the Company's blanks; and the Company reserve the right to reject any and all bids, as they may elect.

GILBERT MOLLISON,
President.

Oswego, June 15, 1871.

OFFICE OF NORTHERN PACIFIC RAILROAD COMPANY.

120 BROADWAY, NEW YORK, June 1, 1871.

The Transfer Books for the transfer of Registered Bonds will be closed on WEDNESDAY, June 14, and re-opened on SATURDAY, July 1.

Payment of Interest on Registered Bonds will be made by mailing from this office, on the FIRST DAY OF JULY, to the address of each Bondholder of record at the closing of the books, a check to his or her order for dividend due, free of tax, and payable in gold coin.

Coupons due July 1 will be paid on presentation, on and after that date, at the office of JAY COOKE & CO., New York.

4t A H BARNEY, Treasurer.

W. G. CHITTICK,

35 WALL ST, NEW YORK,

Buys & Sells, on Commission,

Commercial Paper,
Sterling Exchange,
Government Securities, &c.

AND TRANSACTS

A General Banking Business.

Loans Negotiated and Investments Made on Favorable Terms.

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Prompt Attention given to every Branch of the Business.

Manhattan Oil Company,

Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

DIRECTORS:

James M. Motley, Nathan A. Baldwin,
Edward Rowe, J. Carothers,
T. M. Niven, George W. Quintard,
James Murphy, William A. Seaver,
Phillip M. Millspaugh.

DESIRABLE HOME SECURITIES,

OFFICE OF

MEAD & CLARK,

BANKERS,
141 Broadway, NEW YORK.

The attention of Capitalists and Investors generally is invited to the

FIRST MORTGAGE 7 Per Cent. Gold Bonds

OF THE

WALKILL VALLEY RAILWAY CO.,

which we offer for sale at 90 and accrued interest in Currency.

The Railway is situated on the West side of the Hudson River, and is now running for 20 miles to New Paltz, and is under contract to be in working order to Kingston next fall.

The Bonds are a first-class investment, and we invite the closest investigation of them.

The Principal and Interest are PAYABLE IN GOLD.

The Coupons are paid semi-annually in this city on the first days of April and October, free of Government Tax, and the issue of Bonds is limited to $20,000 per mile of completed Road.

Any information concerning them will be given at our office.

ERASTUS F. MEAD and
THOMAS CLARK, Jr.,
Financial Agents.



I. A. WILLIAMS' UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

RAILROAD IRON.

1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale by

DANAS & LITCHFIELD,
49tf **18 William street**

NEW YORK State Railroad Bonds.

A First-Class Home Investment.

FIRST MORTGAGE GOLD BONDS

OF THE

RONDOUT AND OSWEGO RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,

9 Wall Street, New York City,
Financial Agents of the R. & O. Company.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

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31 Pine Street,

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IMPORTERS OF

RAILROAD IRON,

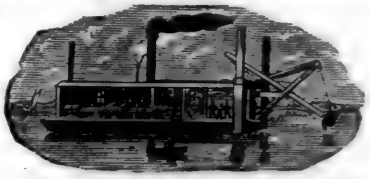
AND DEALERS IN

RAILWAY MATERIALS.

SOLE AGENTS

IN THE UNITED STATES FOR

SAMUEL FOX & CO'S Bessemer Steel Rails.



TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

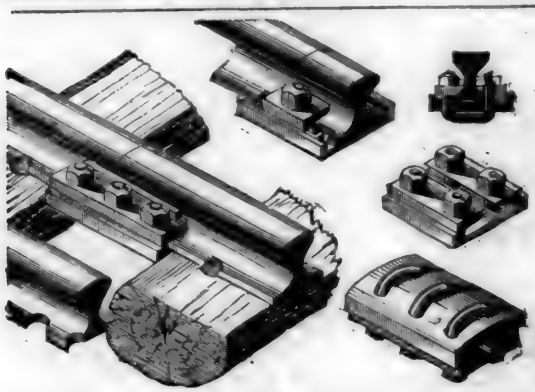
A DIVIDEND OF FIVE PER CENT. IN CURrency, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.



Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



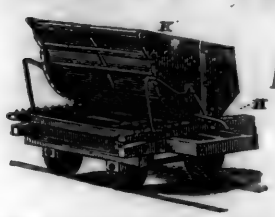
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Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,
of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.



RIGHTS FOR SALE BY
A. W. RHOADS & CO.,
Wilkes-Barre, Pa.
A. W. RHOADS, . N. H. CAMP.

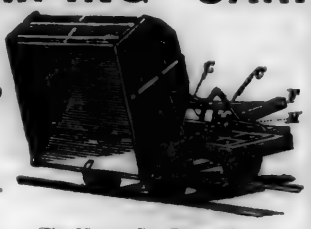


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

Address, A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.

PACIFIC MAIL
Steamship Company's
LINE TO
California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

June 30, steamer HENRY CHAUNCEY, Capt A. G. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, direct, connecting at Panama with steamer CONSTITUTION, Capt. Lapidge, touching at Punta Arenas, San Jose, Guatemala, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of June 28.

Steamer CHINA will leave San Francisco July 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

ENGLISH
AND
SCOTCH
FIRE BRICK

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AT NEW YORK, BOSTON AND PHILADELPHIA.

S. L. MERCHANT & Co.,
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AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

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78 & 80 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.

☞ Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

PERKINS, LIVINGSTON & POST,
31 New St., cor. of Exchange Place, NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exhibit at ports in the United States.

M. K. JESUP & COMP'Y,
59 Liberty St., New York.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 26.] SATURDAY, JULY 1, 1871. [WHOLE No. 1,836 VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, July 1, 1871.

The Viaduct Projects.

WHAT THE DIRECTORS ARE DOING—THE PLAN OF CONSTRUCTION—THE APPROACHES TO THE EAST RIVER BRIDGE—NEW YORK EXPECTED TO BUILD THE BRIDGE.

The last meeting of the directors of the Viaduct Railway Company, as previously announced, was a secret one, but it has since been ascertained that the proceedings were as follows; a majority of the members were present: The President, Judge Hilton, stated that several corps of surveyors were actively engaged in making the necessary surveys of the proposed route, though nothing had been sufficiently matured to be presented to the Board for action, and that he had been under the impression that the Committee from the Chamber of Commerce, appointed at their meeting last week, would have been present on the occasion to lay their views before the Board respecting the extension of the road to the Battery or some other point at the lower end of the Island, but he had not heard from the Committee in any way.

Mayor Hall said, that, under the circumstances, there being no apparent necessity for the meeting of the Board until the Executive Committee was prepared to report upon the subject of route, &c., he should move that the Board adjourn, subject to the call of the President, which was agreed to. The survey spoken of by Judge Hilton will be very accurate and minute. One hundred and fifty engineers are engaged upon it. On the completion of their labors they will make a report to a committee consisting of Gov. Hoffman, Mayor Hall, and the Commissioner of Public Works. Considerable misunderstanding seems to prevail outside the city as to the precise nature of the Viaduct Road. It will run, on an average, about 25 feet above the surface of the ground, on brick arches, between transverse iron ribs, supported by heavy iron lateral columns, of elegant design, themselves supported on inverted arches of solid masonry built into the ground. The space under the arches will be converted into stores and markets, having entrances on both sides of the line.

The viaduct constituting the "approach" to the East River Bridge, from the depot at Chatham street to the anchor wall, will be 1,336 feet long, and on account of its great width (85 feet), its construction will involve even more serious problems than that of the Viaduct Railway. The Bridge viaduct will clear the housetops for part of the distance; but in this portion, as well as in the part beyond, it will be very liable to injury from the burning of buildings below. So grave is this difficulty that it is anticipated that it will be necessary to purchase the ground required for a wide avenue, in the line of the Bridge, from Chatham street to the river. Upon this a row of fire-proof warehouses must, it is thought, be built, in such a manner as to make their frame work, in part, of the viaduct supports. The expense involved in this project will, however, be enormous, and in view of it the remark recently made in the Chamber of Commerce, that "Brooklyn, unaided, cannot build the bridge," becomes quite intelligible. The Bridge Company appears to have hesitated thus far to grapple with this great question, leaving it for solution in the future. Prominent business men of New York and Brooklyn express the belief that from $20 000,000 to $25,000,000 will be required for the building of the Bridge and its "approaches," or viaducts, together with the purchase of the avenues which will be required, the cost involved in destroying the buildings now standing, and the construction of new and more massive ones. The Brooklyn managers appear to see no way out of the dilemma but by urging the early consolidation of that city with New York, and some confidently assert that this consolidation will long precede the completion of the Bridge.—*N. Y. Tribune.*

☞ The opening of the Pittsburgh and Connellsville Railroad was formally celebrated on the 16th ult.

Cincinnati and Southwestern Railway.

The articles of association of this company which were adopted on the 20th of May, were filed in the office of the Secretary of State on the 14th inst. The company has for its object the construction of a railroad from Mitchell, Lawrence county, to Mount Vernon, Posey county, Indiana, a distance of one hundred and eight miles, and passing through or into the counties of Lawrence, Orange, Dubois, Pike, Gibson and Posey.

The capital stock is placed at $1,000,000, divided into 10,000 shares, or $100 each, of which 1,082 shares, or $108 200, is subscribed by twenty-four shareholders signing the articles.

The Board of Directors elected for the first year are: Josiah Kirby, P. P. Lane, M. G. Nettleton, Robert Mitchell, James M. Glenn, L. H. Sargent, and J. Hebird of Cincinnati; John A. Mann, Joseph F. Hillburn, of Mount Vernon, Indiana; E. H. Sabin, of Rockport, Indiana; C. W. Bowers, Milton N. Moore and C. Doane, of Mitchell, Indiana. The officers are: Josiah Kirby, of Cincinnati, President; Elias H. Sabin, Rockport, Indiana, Vice President and General Superintendent; N. H. Tatem, of Cincinnati, Secretary and Treasurer.

Louisville and Nashville Railroad.

The extension of the Louisville and Nashville railroad, and the great increase of labor and responsibility of its officers consequent thereto, induced the Board of Directors to appoint two Vice Presidents. On the 8th of April last, Hon. Judge Houston was elected First, and Mr. Albert Fink Second Vice President. A few days ago Judge Houston resigned his position as Vice President, and Thomas J. Martin, Esq., was elected to fill his place. During the temporary absence of the President, Mr. Martin will attend to the duties of his office. Mr. Fink is in general charge of the operation and construction of the roads under the control of the company and its connections, and Judge Houston retains the position of General Attorney for the company.

☞ The laying of the track on the Bridgeton and Port Norris Railroad, N. J., has been commenced. The road is graded nearly the whole distance to Fairton.

Railroads of the State of Pennsylvania.

A tabular statement of their Capital, Length, Cost, Earnings, Expenses, Dividends, &c., for the fiscal year 1869-'70.

Compiled from the Annual Reports of the several Companies made according to Law to the Hon. J. F. HARTRANFT, Auditor General of the State.

	Capital Account.				Length of Track.			Cost of Roads & equipm't.	Road Oper.	Gross Earnings.				Expenses and Rents.	Net Earnings.	Dividends.	
	Stock.	Bonds.	Debt.	Total.	Main.	Branch.	Other.			Passenger.	Freight.	Other.	Total.			Am't.	Rate.
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	$	p. c.
Allegheny Valley	2,256,300	3,963,000	295,819	6,515,119	132.00	.....	37.90	8,316,617	132.00	395,158	1,244,953	22,577	1,662,683	841,821	820,862	.....	....
Atlantic and Great Western	29,598,695	29,999,900	Indefinite.	59,598,595	357.50	5.00	116.00	59,597,595	505.50	(No returns made of earnings—In hands of Receiver.)						.....	....
Bald Eagle Valley	550 000	471 200	.....	1,021,200	51.19	2.00	4.10	1,050,000	.....	(Operated by Pennsylvania R. R. Company.)						38,500	7
Barclay	1,000,000	107,000	.....	1,107,000	16.00	.....	4.00	1,107,200	.....	(Operated by Towanda Coal Company.)						50,000	5
Bedford and Bridgeport	75,455	.....	.....	75,455	.....	.....	.....	75,455	.....	(Under construction—Length 30.90 miles.)						.....	....
Bellefonte and Snow Shoe	600,000	99,000	.....	699,000	21.20	4.00	2.25	442,059	25.20	7,901	54,638	43,344	103 883	87,141	16,742	10,804	1½
Buffalo, Bradford and Pittsb'g.	2,286,000	583 500	.....	2,869,500	26.00	.....	2.00	2,869,500	.....	(Operated by Erie Company.)						.....	....
Buffalo, Cory and Pittsburg	428,717	700,000	443,663	1,572,380	43.20	.....	4.00	1,493,629	43.20	86,416	169,446	8,948	264.810	186 803	78,007	.....	....
Catasauqua and Fogelsville	426,900	.....	.....	426,900	20.15	4.00	7.50	742,157	24.15	5,984	135,236	17,522	158,742	86,023	72,719	25,614	6
Catawissa	3,359,500	441,850	.....	3,801,350	65.00	2.50	5.00	3,826,500	67.50	72,505	377.616	205,691	655,812	424,706	231,106	146,928	7*
Chartiers	524,270	.....	266,649	890,919	22.80	.....	0.50	790,919	.....	(About 14 miles ironed—No returns of operations.)						.....	....
Chester Creek	167,200	185,000	.....	352,200	7.25	.....	0.50	352,200	.....	(Operated by Philadelphia and Balt. R. R. Co.)						9,651	6
Chester Valley	871,900	955,000	500,000	2,326,900	21.50	.....	1.50	1,371,900	.....	(Operated by Phila. and Reading R. R. Co.)						.....	....
Chestnut Hill	120,650	.....	.....	120,650	4.13	.....	1.00	120,650	4.13	17 016	4,166	416	21.598	11,059	10,539	14,478	12
Cleveland and Pittsburg	7,482 225	3,772,500	.....	11,254 725	167.00	32.00	60.00	11,137,107	225.00	622,693	1,949,021	102,027	2,673,741	1,690,045	983,696	754,223	10
Colebrookdale	46,900	584,700	19 661	651,261	12.80	.....	1.40	661.002	.....	(Operated by Philadelphia and Reading R. R. Co.)						.....	....
Columbia and Port Deposit	203,172	130 900	55 697	389,769	5.00	.....	0.25	389,764	.....	(Operated by Phila., Wilmington and Baltimore R. R. Co.)						.....	....
Connecting	1,278,300	1,000,000	.....	2,278,300	6.78	.....	2.75	2,278,300	.....	(Operated by Philadelphia and Trenton R. R. Co.)						76,698	6
Cornwall (formerly N. Lebanon)	300,000	.....	.....	300,000	7.47	0.19	2.50	384.228	7.66	.....	91,984	.....	91,984	23,274	68,710	48,000	16
Cumberland Valley	1,325,625	352,300	.....	1,677,925	74.00	.....	12 50	1,459,229	74.00	186,739	362.856	6,300	555,905	289.513	266,382	101,635	8
Delaware & Hudson (Canal)	15,000,000	5,000,000	.....	20,000,000	72.00	.....	56.00	8,245,880	89.00	42,862	37,888	1,586	82,336	652,945	.....	1,500,000	10
Delaware, Lacka. & Western	18,808,850	3,308 000	2,650,000	24,766,850	115.00	.....	92.00	18,825,000	115.00	233,862	3,826,002	16,358	4,106,222	2,865,709	1,240,513	2,572,663	16
E. Brandywine & Waynesburg.	89,800	175,000	2,000	266,800	17.50	.....	0.52	264,000	.....	(Operated by Pennsylvania R. R. Co.)						.....	....
East Mahanoy	392.550	.....	.....	392,550	7.50	.....	6.24	391,604	.....	(Operated by Phila. and Reading R. R. Co.)						23,553	6
East Pennsylvania	1,309,200	495,900	.....	1,805,100	36.00	.....	9.80	1,484,290	.....	(Operated by Phila. and Reading R. R. Co.)						78,552	6
Ebensburg and Cresson	42,000	80,000	.....	122 000	11.00	.....	0.50	122,000	.....	(Operated by Pennsylvania R. R. Co.)						.....	....
Elmira and Williamsport	1,000,000	1,620,000	.....	2,620,000	78.00	.....	15.60	2,620,000	78.00	131,640	344,110	24,346	500,095	575,196	Loss.	60,000	7&5
Erie	83,586,910	23,398,200	.....	106,985,210	459.00	151.75	389.75	78,945,587	823.50	3,166,877	11,825,289	1,187,195	16,179,361	14,824,860	1,354,501	.....	....
Erie and Pittsburg	1,099,250	2,577,000	.....	3,676,250	83.69	3.66	17.72	4,518,979	101.46	(Operated from Nov. 1, 1869, by Penn. R. R. Co.)						34 931	1¾
Fayette County	126,000	.....	.....	126,000	12.66	.....	0.50	130,000	.....	(Operated by Pittsburg and Connellsville R. R. Co.)						8,162	8
Frankford and Holmesburg	80,000	14,000	65,632	159,632	4.15	.....	0.73	159,427	4.15	(Commenced operations, May 9, 1870.)						.....	....
Hanover Branch	116,850	.....	.....	116,850	12.20	.....	.....	257,890	12.20	19,527	43,349	18,872	81,748	51,145	30,593	11,685	....
Harrisburg and Lancaster	1,182,550	700,000	.....	1,883,550	36.00	18.00	32.00	1,882,550	.....	(Operated by Pennsylvania R. R. Co.)						82,788	7
Hempfield (Balt. & Ohio)	1,809,565	500,000	100,000	2,409,565	32.00	.....	1.34	1,657,798	.....	19,889	26,522	4,440	50,851	48,417	2,434	.....	....
Huntingdon & Broad Top Mt.	834,350	2,008,095	.....	2,843,445	44.00	14.77	12.50	2,738,811	58.77	29,157	248.766	19,652	287,575	322,090	Loss.	.....	....
Ironton	400 000	130,000	.....	530,000	10.00	1.00	2.00	368,000	11.00	.....	35,318	.....	35,318	26,037	9,281	.....	....
Jamestown and Franklin	604,777	996 000	852,622	2,453,390	51.00	1.50	8.60	2,414,316	.....	(Operated by Lake Shore and Michigan Southern.)						.....	....
Jefferson	2,995,700	2,300,000	.....	4,395,700	47.50	25.00	2.75	4,395,900	.....	(Operated by Erie Railway Co.)						.....	....
Junction	180,000	800,000	.....	980,250	4.62	.....	5.36	898,324	4.62	17.333	112,862	3,850	134 035	76,266	57,769	.....	....
Lackawanna and Bloomsburg	1,335,000	2,279,335	187,000	3,801,335	80.00	.....	26.00	3,950,000	80.00	199,077	1,013,730	7 008	1,219,815	821,802	398 013	.....	....
Lake Shore & Mich. Southern.	34,938,000	22,283 000	3,438,523	60,659,523	541.07	414.82	232.46	54,134,089	1006.90	4,166,205	8,685.721	638,000	13 484,926	9,328,862	4,156,564	2,805,710	8&10
Lawrence	260 250	360,000	5,000	625,250	17.40	.....	.....	619,944	.....	(Operated by Pittsburg, Fort Wayne and Chicago R. R. Co.)						.....	....
Lehigh and Lackawanna	375,000	300,000	40,000	775,000	15.00	.....	0.92	775,000	.....	(Operated by Lehigh Coal and Navigation Co.)						.....	....
Lehigh and Susquehanna	(Owned by Lehigh Coal & Navigation Co.)				105.00	30.25	73.00	14.397,581	136.50	161.929	2,084,212	2 087	2,248,228	1,433,764	814,464	.....	....
Lehigh Valley	18,159,400	5,588,000	414,417	24,161,017	101.00	98.45	221.05	18,338,238	199.45	425,396	5,444,414	68,357	5,938,167	4,026,662	1,911,505	1,791,602	10
Little Saw Mill Run	100,000	26,166	5,010	131,176	3.00	.....	1 00	100,657	3.00	.....	64,917	21,385	86,302	84.158	2,144	9,850	10
Littlestown	46,225	46,151	.....	92,376	7.25	.....	0.56	86.240	7.25	1,594	5,754	399	7,747	8,198	Loss.	.....	....
Little Schuylkill	2,646,100	783,500	.....	3,429,600	28.25	6.35	19.95	1,466,283	.....	(Operated by Philadelphia and Reading R. R. Co.)						179,362	6½
Lorberry Creek	52,050	.....	.....	35,050	13.00	.....	2.30	253,454	.....	(" " " ")						.....	....
Lykens Valley	600,000	.....	.....	600,000	20.00	.....	.....	600,000	.....	(Operated by Summit Branch R. R. Co.)					62,500	60,000	10
Mahanoy and Shamokin	3,488,800	.....	12,357	3,496,157	47.73	136.23	35.06	3,420,045	.....	(Operated by Philadelphia and Reading R. R. Co.)						.....	....
Mifflin and Centre County	65,426	188,500	.....	253,926	12.50	.....	2.34	254,115	.....	(Operated by Pennsylvania R. R. Co.)						.....	....
Mill Creek and Mine Hill	323,375	.....	.....	323,375	3.78	8.20	12.90	323,375	.....	(" " " ")						32 337	10
Mine Hill & Schuylkill Haven.	3,856,450	.....	.....	3,856,450	37.47	.....	96.43	3,814,957	.....	(Operated by Philadelphia and Reading R. R. Co.)						289,234	7½
Mount Carbon	200,000	.....	.....	200,000	7.00	.....	4.00	203,259	.....	(" " " " ")						13,000	6½
Mount Carbon and Port Carbon	282,350	.....	.....	283,350	2.50	.....	12.10	282,815	.....	(" " " " ")						33,882	12
Nesquehoning Valley	1,000,000	.....	.....	1,000,000	16.50	1.00	2.75	1,004,624	.....	(Operated by Lehigh Coal and Navigation Co.)						100,000	10
New Castle and Beaver Valley.	605.000	93,300	2,000	700,300	14.92	.....	2.68	730,249	.....	(Operated by Pittsburg, Fort Wayne and Chicago R. R. Co.)						60,000	10
Newry Branch	11,025	.....	11,258	22,283	1.00	.....	0.04	22,283	.....	(Operated by Pennsylvania R. R. Co.)						.....	....
Northern Central	5,000,000	7,495,000	606,084	13,101,034	138.00	.....	123.00	14,097,097	138.00	612,816	2,007.576	278.232	2 898,624	1,883,335	1,015,289	299,994	6
North Pennsylvania	3,150,000	3,862,887	90,000	7,102,887	55.60	19.10	33.40	7,258,861	74.70	405,262	876,175	74,072	1 355.509	817.825	538,784	157,500	5*
Oil Creek & Allegheny River	4,259,450	3,170,000	.....	7,429,450	95.00	3.00	26.75	8,126,996	98.00	384,526	2,290,920	43,256	2,718,702	1,948,762	769,940	532,431	12½
Oil Creek and Pithole Branch.	485,000	.....	190,000	675,000	7.00	.....	1.00	675,000	7.00	2,626	48,074	.....	50 700	49,705	995	.....	....
Pennsylvania	33,850,000	26,732,564	949,825	61,532,389	354 90	49.20	503.30	33,806 907	655.50	3,758,043	12,798,160	980,504	17,531,747	13,906,298	3,625,409	3,205,238	10
Pennsylvania Coal	4,000,000	556,000	175,000	4,731,000	47.00	15.67	53.00	2,000,000	47.00	(No accounts of business published.)						800,000	20

Pennsylvania and Delaware....	101,939	.....	.....	101,939	.....	.....	.....	100,625	.....	(In progress—Pomeroy to Delaware Line, 21 miles.)						.....	....
Pennsylvania and New York ..	2,811,700	3,000,000	.....	5,811,000	105.00	1.57	21.46	5,811,000	106.57	135,427	844,259	.....	949 686	637,771	311,915	.....	....
Perkiomen....	87,890	610,000	247,215	895,105	11.00	.....	2.00	876,579	.....	(Operated by Philadelphia and Reading R. R. Co.)						.....	....
Philadelphia & Balt. Central..	220,606	1,100,000	326,690	1,647,296	46.00	.....	5.00	1,777,650	57.00	121,930	123,604	6,045	251,579	245,575	6,004	.....	....
Philadelphia and Erie....	8,404,300	12,598,000	609,564	21,611,864	287.60	.....	95.47	20,368,736	289.60	606,438	2,459,154	78,452	3,144,044	2,598,672	545,352	.....	....
Philadelphia and Reading....	30,401,600	10,154,970	.....	40,556,570	152.40	105.90	276.90	31,776,473	518.72	1,205 539	8,189,315	176,518	9,571,867	6,734,067	2,837,800	3,090,760	10
Phila., Germant'n & Norrist'wn.	1,626,250	25,400	.....	1,651,650	17.00	3.00	25.00	1,502,042	33.32	440,262	249,308	10,895	700,465	397,279	303,186	160,987	10
Philadelphia and Trenton.....	1,259,100	.....	.....	1,259,100	26.60	.....	86.15	1,497,604	33.38	1,168,761	165,416	55,151	1,389,328	1,268,421	120,907	125.910	10
Phila., Wilmington & Baltimore	9,562,650	2,849,500	262,720	12,174,870	95.31	3.26	114.85	10,374,468	.....	1,530,241	789,514	257,392	2,577,147	1,647,859	929,288	794,241	8
Pine Grove and Lebanon.....	100,000	.....	59,300	159,300	5.75	.....	0.25	159,207	.....	(Operated by Philadelphia and Reading R. R. Co.)						.....	....
Pittsburg, Cincinnati & St.Louis	5 424,350	10,027,990	99,030	15,541,370	193.00	8.00	24.89	16,154,804	201.00	734,277	1,880,024	206,824	2,821,125	1,486,469	1,334,656	.....	....
Pittsburg and Connellsville....	1,794,576	5,500,000	818,538	7,113,114	60.00	.....	20.32	5,080,988	72.66	178,357	467,289	10,090	655,736	462,490	193,246	.....	....
Pittsb'rg,Ft. Wayne & Chicago.	19,714,286	13,663,000	18,229	33,395,515	468.30	.....	150.30	24,849,193	468.30	2,532,536	4,892,326	357,761	7,782,623	4,739,943	3,042,680	1,487,929	7
Plymouth....	12,050	100,000	67,272	279,322	9.25	.....	2.37	267,272	.....	(Operated by Philadelphia, Germantown and Norristown R.R. Co.)						.....	....
Port Kennedy.....	10,550	.....	.....	10,550	1.20	.....	0.30	27,803	.....	(Operated by Philadelphia and Reading R. R. Co.)						.....	....
Reading and Columbia..... ...	507,268	1,000,000	1,056,405	2,563,673	40.00	8.00	4.50	2,248,124	48.00	62,130	136,474	3,085	201,689	215,786	Loss.	.....	....
Schuylkill and Susquehanna ..	1,269,150	97,000	118,988	1,485,138	54.00	.....	7.00	1,288,539	54.00	39,239	164,331	3,674	207,264	135,161	72,101	.....	....
Schuylkill Valley.....	576,050	.....	.....	576,050	11.00	12.80	8.53	576,840	.....	(Operated by Phila. and Reading R.R. Co.)						18,802	5
Shamokin Valley & Pottsville..	869,450	700,000	.....	1,969,450	28.03	1.12	8.92	1,569,450	.....	21,061	245,301	7,202	273,564	171,893	101,671	52,167	6
Shenango and Allegheny	157,837	520,000	35,000	712,837	21.00	.....	1.75	702,497	21.00	8,797	26,384	1,915	37,096	112,565	Loss.	.....	....
Somerset and Mineral Point...	(Under construction and ought to be completed July 1, 1871. Length—Mineral Point to Pittsburg and Connellsville R. R. 8¾ miles.)															.....	....
South Mountain Iron.....	.....	381,000	.....	381,000	17.78	.....	.....	385,464	17.78	6,610	24,583	100	31,293	16,287	15,006	.....	....
South Pennsylvania.....	25,000	.....	.....	25,000	(Under construction to be completed by March 31, 1874.)											.....	....
Southern Pennsylvania Iron...	577,408	651,500	95,000	1,323,908	2.50	.....	.....	810,000	.....	(Under construction—Chambersburg to Bedford 60 miles.)						.....	....
Southwark.....	58,468	.....	.....	58,468	2.12	.....	2.12	58,468	.....	(Operated as part of Phila., Wilmington & Balt. R. R.)						3,508	6
Sullivan and Erie Coal	(No report—Road at date fully graded and 16 miles ironed. Probably now completed.)															.....	....
Summit Branch.....	2,502,250	201,000	.....	2,703,250	20.00	0.50	9.50	988,902	20.50	5,943	106,651	25,573	138,167	207,967	Loss.	.....	6
Tioga	580,000	243,000	.....	823,000	30.60	4.00	6.70	1,230,792	34.60	24,637	300,440	95,545	420,622	404,564	16,058	.....	....
Towanda Coal(Lessees of Barc.)	.....	(See Barclay Coal.)		.....	.....	.....	.....	.....	16.00	6,959	23,331	.....	30,290	153,186	Loss.	.....	....
Tresckow.....	65,000	.....	.....	65,000	6.00	.....	1.00	166,080	.....	(Not in operation in 1870.)						.....	....
Tyrone and Clearfield.....	510,000	.....	479,330	989,330	37.50	8.00	.....	989,330	.....	(Operated by Pennsylvania R. R. Co.)						.....	....
Union and Titusville	500,000	500,000	.....	1,000,000	25.00	.....	.....	750,000	.....	(Not in operation in 1870.)						.....	....
Wellsboro' and Lawrenceville..	248,980	.....	.....	248,980	.....	.....	.....	154,000	.....	(Under construction and probably now completed.)						.....	....
West Chester...	165,000	.....	.....	165,000	9.00	.....	0.50	202,887	.....	(Operated by Westchester and Phila. R. R. Co.)						.....	....
Westchester and Philadelphia..	684,046	957,500	107,000	1,748,546	26.30	.....	5.00	1,498,807	35.30	195,183	85 441	7,942	288,566	233,559	55,007	.....	....
Western Pennsylvania.....	1,022,450	1,800,000	848,735	3,671,185	57.00	27.60	12.00	3,671,185	.....	(Operated by Pennsylvania R. R. Co.)						.....	....
Wilmington and Reading.....	754,717	1,512,200	263,521	2,530,438	63.60	.....	8.10	2,312,375	63.60	(Recently completed—No available accounts.)						.....	....
Wrightsville, York & Gettysb'g.	(Included in Pennsylvania Railroad since July 1, 1870.)															.....	....
STREET PASSENGER (HORSE POWER) RAILROADS.																	
Allentown	30,500	.....	10,733	41,233	3.25	.....	0.16	30,118	3.25	9,163	.....	406	9,569	7,683	1,886	.....	....
Citizens', (Philadelphia,).....	192,750	.....	.....	192,750	7.25	.....	.....	207,264	7.25	246,260	.....	5,513	251,773	174,993	76,780	70,000	36.31
Citizens', (Pittsburg,)	184,000	50,000	7,700	241,700	5.56	.....	3.50	244,885	5.56	150,928	.....	4,226	155,156	112,558	42,598	30,000	16 30
Easton and South Easton.....	29,562	.....	.....	29,562	1.38	.....	0.25	25,230	1.38	3,185	.....	6,611	9,796	7,219	2,577	1,466	4.96
Empire, (leased to Citizens')...	.....	.....	.....	.....	3.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Erie City.....	19,807	20,296	.....	40,103	2.14	.....	0.13	32,291	2.14	15,933	.....	210	16,143	16,294	.....	.....	....
Frankford and Southwark	491,750	187,500	30,000	709,250	13.00	.....	4.04	786,242	13.00	324,474	.....	5,131	329,605	293,536	36,069	29,505	6.00
Germantown.....	307,545	350,000	.....	657,545	25.50	.....	8.75	562,270	25.50	344,655	.....	12,104	356,759	254,409	102,350	60,000	19.51
Girard College, (Phila.).....	170,000	.....	.....	170,000	5.40	.....	.....	174,657	5.40	161,905	.....	.....	161,905	124,220	37,685	10,200	6.00
Green & Coates st., (Phila.) ..	150,000	100,000	.....	250,000	7.00	.....	0.25	248,615	7.00	174,534	.....	5,677	180,211	147,967	32,244	9,000	6.00
Harrisburg city	41,995	12,864	1,240	56,099	2.00	.....	0.14	60,249	2.00	5,997	.....	.....	5,997	5,995	2	.....	....
Hestonv.,Mantau & Fairmount.	306,385	164,400	1,000	471,785	11 00	.....	3.10	471,248	11 00	249,370	.....	13,520	262,890	213,575	49,315	19,807	6.47
Lombard & South sts., (Phila.).	105,000	62,500	.....	167,500	4.51	.....	0.69	168,555	4.51	79 371	.....	21,414	100,785	91,584	9,201	6,300	6.00
Oakland & E. Liberty, (P'bg.).	59,500	17,000	50,163	126,663	5.00	.....	2.50	121,097	5.00	53,988	.....	1,667	55,655	55,655	.....	.....	....
Peoples street, (Scranton).....	125,500	.....	.....	125,500	9.50	.....	0.16	134,917	9.50	39,551	.....	2,654	42,205	36,020	6,185	6,275	5.00
Philadelphia City.....	225,000	260,000	25,231	450,231	12.08	.....	.....	450,231	17.12	316,316	.....	5,550	321 866	268,872	52,994	49,000	21.77
Phila. & Darby, (leased)	200,000	57,000	.....	257,000	5.04	.....	0.61	257,000	.....	.....	.....	.....	12,000	3,990	8,000	8,000	4.00
Phila. and Gray's Ferry	285,307	6,500	.....	291,807	10.38	.....	2 50	299,126	13.48	113,851	.....	5,794	116,645	90,536	26,109	.....	....
Pittsb., Allegh'y & Manchester.	140,000	23,000	.....	163,000	4.75	.....	3.50	144,202	4.75	143,018	.....	985	144,003	102,479	41,524	16,000	11.43
Pittsburg and Birmingham....	100,000	10,600	53,248	163,848	3.00	.....	3.00	122,615	3.00	88,723	.....	477	84,200	88 790	Loss.	Stock.	12.00
Ridge avenue and Manayunk..	120,500	63,300	10,000	193,800	4.50	.....	3.50	182,540	4.50	36,970	.....	.....	36,970	46,480	Loss.	2,410	2.00
Schuylkill River, (leased)	50,000	.....	.....	50,000	3.11	.....	0.38	47,468	.....	.....	.....	.....	5,000	.....	5,000	5,000	10.00
Second & Third sts., (Phila.)..	573,417	109,300	.....	682,717	30.50	.....	3.50	644,143	30.50	489,278	.....	14,861	504,139	394,180	109,959	57,814	10.00
Sevent'nth & Ninet'th sts.,(Ph.)	160,000	.....	.....	160,000	6.00	.....	.....	119,822	6.00	109,629	.....	1,817	111,446	93,563	17,883	20,000	12.50
Thirt'nth & Fifteenth sts.,(Ph.)	997,700	.....	.....	997,700	7.50	.....	0.10	997,700	7.50	210,064	.....	5,014	215,078	153,017	62,061	54,873	5.50
Union, (Phila.).....	400,000	300,000	.....	700,000	27.00	.....	.....	804,213	27.00	489,822	.....	8,180	497,452	382,439	115,013	24,000	6.00
West Philadelphia	400,000	100,000	.....	500,000	10.00	.....	3.50	556,938	10.00	368 850	.....	7,594	376.444	318,631	57,813	39,580	10.00
Wilkesbarre and Kingston.....	100,000	.....	.....	100,000	4.16	.....	0.41	94,833	4.16	26,914	.....	800	27,714	26,929	785	.....	....
Williamsport.....	15,600	5,000	20,889	41,489	2.31	.....	0.09	38,580	2.31	9,530	.....	.....	9,530	14,319	Loss.	.....	....

☞ Dividends marked with the asterick (*) are on preferred stocks only.

☞ In original reports of Street Railroad Companies, dividends are stated at so much per share. In the above table they are reduced to a per centage on paid up stock.

Terre Haute and Indianapolis Railroad.

The earnings of this company, for the transportation of passengers, freight, etc., for the year ending November 30, 1870, were as follows:

From passengers		$382,169 43
" freights		535,101 57
" coal		136,341 75
" express		15,059 51
" U. S. mail		14,600 00
" other sources		4,254 23
		$1,087,526 49
Expenses, viz:		
Running road	$205,916 99	
Repairs of road	143,329 65	
Repairs of b'dges, buildings, etc	25,839 98	
Repairs of machinery	120,686 66	
General expenses	132,288 16	
	628,061 44	
Net earnings		$459,465 05
To which add—		
Dividends on stocks		42,182 00
Interest on bonds		38 209 68
Rents received		752 36
Passenger car sold		2,500 00
Profit and loss		406 00
Total		$543,465 09
Disbursed as follows:		
State, county and municipal taxes		$15.721 99
Internal revenue taxes		10,303 18
Interest and discount		90,224 85
Construction		127,003 20
Dividends June and December, 6 per cent each and U. S. tax		247,915 04
Increase in supplies on hand		6,138 50
Surplus for the year		46,158 33
Total, as above		$543,465 09

The gross earnings of the company for the year are $1,171,526 53—being $107,516 79 less than the preceding year. There has been expended for operating the road, payment of interest and taxes, construction of branch roads, new sidings, buildings, and for other necessary improvements, $880,651 70. The President in his report says:

The branch road commenced last year at Brazil has been extended south about four and one-half miles, at a cost of $51,651 33.

Additional equipment has also been purchased, amounting to $138,139 88.

The extension of your road to the Illinois State line, to connect with the St. Louis, Vandalia and Terre Haute Railroad, was completed in May, and the total cost of such extension, including the iron bridge over the Wabash river, and the right of way through the City of Terre Haute, amounts to $447,766 43.

It is not deemed advisable, during the current year, to make any further extension of branches, or to erect any new buildings.

In consequence of the large amount expended for equipment, and building of branches, as above stated, and also of the excess of cost over the estimate of building the Vandalia road, it was found necessary to dispose of the remaining two hundred thousand dollars of bonds of the company. For the amount so paid out on account of the Vandalia road, the company has received certificates of stock in that road. It is also proper to say that the Pennsylvania Railroad Company advanced its proportion of the excess of cost of the Vandalia road, above referred to, and received stock in payment.

The business of the road has been very satisfactory, and shows no diminution in tonnage, although there is a decrease in receipts. It is to be hoped that by increasing the equipment, and thereby the local trade, this will, to some extent, be remedied in the future; and that the ruinous competition of the Eastern trunk lines, and the low rates of through freight, will cease to show so depressing an effect on the total earnings.

The St. Louis, Vandalia and Terre Haute Railroad was opened through to St. Louis for business on the 12th of June, and was taken possession of by this company, under the lease, on the 1st day of July. The business has quite equaled expectations, and is steadily increasing. The receipts for the five months ending November 30, 1870, amount to $444,426 58. By the terms of the lease, thirty per cent of the gross earnings of the St. Louis, Vandalia and Terre Haute Railroad are to be applied to the payment of the interest on the bonds of the St. Louis, Vandalia and Terre Haute Railroad Company. As the interest of this debt amounts to three hundred and fifteen thousand dollars per annum, it will be seen that if the earnings per month should continue the same as for the past five months, they will net an amount sufficient to pay said interest. The same causes, however, which have effected the business on your road, have been felt in the business of the Vandalia road. It has been for so short a time completed as a through line, that it is difficult as yet to base any confident estimate on its future, but an increase of its equipment, and the development of the resources of the country along its line, will enable us, after the current year, to depend with certainty on largely increased earnings.

The company have 85 locomotives, 21 passenger, 10 baggage and express, 12 caboose, 59 stock, 212 box freight, 357 coal flat, 12 coal dump and 119 platform cars. Miles run by engines with passenger trains, 185,013; with freight trains, 343,408; with work trains, 49,837—total, 578,258, an increase over the previous year of 65,060 miles. Of the total mileage, 241,650 miles were run by coal burners, and 336,608 by wood burners. The cost of coal burners per 100 miles run was $9 51; and of wood burners, $13 43. The average cost of running an engine 100 miles in 1870 is thus stated: Repairs of engines, $8 41; cost of stores, $1 29; cost of fuel, $11 80; wages, engineers, firemen and cleaners, $11 50; proportion of maintenance of shops, $0.90—total, $33.90. In reference to the Vandalia Connection, the General Superintendent in his report says:

At the beginning of the year every effort was made to complete the Wabash bridge, and reach the State line with the track in time to meet the Vandalia track, which was rapidly approaching from the west. To facilitate the work of track-laying, a temporary line of rails was laid from the Indianapolis and St. Louis gravel pit to the new grade at Macksville, and by that means the iron, ties, &c., as well as material for the iron bridge across Sugar creek, were brought on the ground, and the track laid and partially ballasted as far as the State line by the time the bridge was ready for trains to cross. A tract of land at Macksville, containing an excellent bed of gravel, was secured, and a side track was put in, and ballast trains put to work, surfacing the road as far as Marshall, and a portion needing it between that point and Martinsville.

On the 26th of April, the first train crossed the bridge and ran as far as Effingham. On the 8th of June, an excursion train ran through from Indianapolis to St. Louis, and the line was formally opened. On the 12th of June, the first regular passenger train passed over the line, from St. Louis to Indianapolis, and from that time there has been no interruption in the running of trains. On the 10th of July, trains commenced running on the Indianapolis and St. Louis road, between Terre Haute and Indianapolis, and the interchange of business between the two lines terminated.

On the 1st of July, the St. Louis, Vandalia and Terre Haute Railroad was turned over to this company under the terms of the lease. By the lease, a separate return of the receipts and expenditures was required, and as a consequence, two operating divisions were formed of the joint line: that portion of the line between Terre Haute and Indianapolis (or the old road,) was called the Indianapolis Division, and the line west of Terre Haute, including seven and one-tenth miles of the Terre Haute and Indianapolis road proper, was called the Vandalia Division. As now organized, John E. Simpson is Superintendent of the Indianapolis Division, and John W. Conlogue is Superintendent of the Vandalia Division.

The Vandalia Division is 158.6 miles in length, and laid with fish-joint rails of the Pennsylvania pattern, 4½ inches high, 30 feet in length, and 64 lbs. to the yard, with the exception of 19 miles on the west end, which is laid with 4 inch rails 56 lbs. to the yard, with the Lambert chair joint. The ties are mostly hewed white oak, laid two feet between centres, or 15 to the panel. The track between the State Line and Martinsville is ballasted with an excellent quality of gravel, and the remainder of the road is well surface-drained and ditched, and the entire line is in excellent condition, and surpassed by few roads in the west; 72 miles of the road is fenced. The equipment of the road consists of 25 locomotives (Baldwin's), 14 passenger, 8 baggage, 13 caboose, 154 freight, 67 stock, 124 coal, 41 flat and 50 dump cars. Of the road bed and track on the Terre Haute and Indianapolis railroad proper, the superintendent says:

The track has been fully maintained in its usual fine condition. Sixteen and one-half miles of the main track have been re-laid with new and re-rolled iron and steel rails, all of the standard four inch pattern, with fished joints, leaving eighteen miles of the old pattern of rails remaining in the track to be renewed. The following statement show the kind of rails laid this year:

	Tons.
New and re-rolled iron, Indianapolis mill	800
Aberdare (Welch) iron	316½
Guest's extra Welch iron	103½
American and English steel	337¾
Total amount laid in track	1557¼

Or about 16½ miles.

The main line is credited with 1,085½ tons of old rails taken out, 747 tons of which have been laid in branches and sidings. The imported Aberdare rails, laid in the main track during the years 1869 and 1870, did not prove as serviceable as was anticipated, and no less than fifty tons have been taken up, after a service of not exceeding fifteen months. The Indianapolis rails, made from old rails with a slab of new iron on the head, are wearing extremely well. The Bessemer steel rails, made by the Cleveland Rolling Mill Co., and the Dowlais Bessemer rails have had a winter's trial without any breakage or appreciable wear, and my impression is that this material will in time be as universally adopted in the manufacture of rails as it is now in that of the locomotive tires which run upon them.

Five miles of the Vandalia pattern rails, four and one-half inches high, purchased from the Cambria Co., and one and one-half miles of Indianapolis and English iron, four inch pattern, were purchased and laid on the State line extension, costing, with the necessary splices, bolts, spikes, &c., $59,255 63.

A line running into the block coal region, south of Brazil, was surveyed, graded and ironed as far as Morris & Garlick's coal shaft, with a branch to Ormsby's coal shaft—in all, four and one-half miles. Branches were also put in for Watson, Strain & Inslie, Turner, and Stunkard & Barrick, running to their respective shafts.

New side tracks were also put in at Fillmore, Sunny Side, Macksville, Gravel Pit, and in the yards at Terre Haute and Indianapolis. Eight miles of side tracks and branches were laid dur-

ing the year, making the total of side tracks and branches laid, thirty-eight and one-quarter miles.

Four heavy freight engines and two passenger engines were purchased from the Rogers Locomotive Works early in the year; and there were built at the Terre Haute shops during the year 3 passenger, 79 coal, and 8 freight, stock and platform cars; also 11 mail, baggage and caboose cars for the Vandalia Division.

LEDGER BALANCE.

Resources:

Construction Account		$1,962,509 22
Union depot and tracks, Indianapolis		25,640 78
		$1,988,150 00
Extension to Illinois State Line	$447,766 43	
Double track	25,075 35	
South Branch road	51,651 33	
Equipment	138,139 83	
		662,632 94
Evansville and Crawfordsville Railroad stock		13,740 48
Evansville and Crawfordsville Railroad extension bonds		79,125 00
Evansville, Terre Haute and Chicago Railway account		17,977 44
Evansville City bonds		42,500 00
Chauncy Rose, Trustee, T. H. and I. R. R. stock, 6,972 shares, at $75 per share		522,900 00
St. Louis, Vandalia and Terre Haute Railroad bonds		460,400 00
St. Louis, Vandalia and Terre Haute Railroad stock		265,000 00
St. Louis, Vandalia and Terre Haute Railroad account		55 000 00
Union Star Line stock		2,500 00
United States mail service		2,433 33
Bills receivable		5,337 22
Farmer's Loan and Trust Company		3.576 50
Real estate		2 555 00
Due from agents		23,914 94
Treasurer		10,779 19
		$4,168,522 04

Liabilities:

Capital stock		$1,988,150 00
Bond account		800,000 00
Bills payable		110,010 00
Unclaimed dividends		3,513 00
Open accounts		38,491 49
Coupons unpaid		486 50
December dividend 6 per cent	$119,289 00	
Government tax on same	3.058 60	
		122 347 69
Surplus account		$1,095,523 86
		$4,158,522 04

President.—W. R. McKEEN.

Directors.—Chauncey Rose, Demas Deming, W. K. Edwards, A. McGregor, W. R. McKeen, F. Nippert, R. A. Morris.

Secretary.—R. A. MORRIS.

Treasurer.—M. W. WILLIAMS.

General Superintendent.—C. R. PEDDLE.

☞ The fourth and last instalment of the repair bonds and accrued interest of the Chesapeake and Ohio Canal Company, which by the decision of the Court of Appeals was made the first lien, will be entirely liquidated during the month of July. The next lien under the decision of the Court of Appeals will be the preferred bonds.

☞ The Second Auditor of Virginia will be ready by the 6th of July to receive the names of all parties having Virginia State bonds to be funded, and his force is now busy preparing for this work.

Settling the "New Northwest."

The claim made by the promotors of the Northern Pacific Railroad, as to the excellent character of the country traversed by that thoroughfare, seems to be verified by the fact that settlers are moving to the line of the road in Minnesota and Eastern Dakota in unprecedented numbers. A late number of the St. Paul *Pioneer*, says:—

"The roads leading to the Red River Valley are literally covered with emigrant wagons, with their usual accompaniments of families, furniture, and stock of all kinds. The wagon roads from Sauk Centre to St. Peter show daily accessions of the vast caravan wending its way to the fertile regions of Northern Minnesota. The extent of the great incoming tide of humanity can be best estimated on the main road between Alexandria and Pomme de Terre. Two hundred wagons per day pass over this portion of the route northwest, and the camp fires are seldom allowed to go out—a fresh train of emigrants arrives almost as soon as its predecessor has resumed its march. A noticeable feature of this year's emigration is its quality—the wagons come loaded with household goods and farming implements, and are followed by herds of cattle and other stock which in quality would do credit to any country."

American Travelers Abroad.

A traveler writes from London: "The banking house of Messrs. Clews, Habicht & Co., No. 11 Old Broad street, is a centre of resort for Americans here. The latest news of all kinds from the States is there obtainable. Their accommodations for travelers could hardly be surpassed in London. Two enormous safes receive valuables left on deposit. A basement is devoted to the storage of baggage and apparel, and a suite of offices, sixty by one hundred feet, afford ample space for a reading room and travelers' exchange. The partners and clerks show careful study of the comfort and convenience of their correspondents and visitors."

☞ The Topeka, Atchison and Santa Fe Railroad is in running order from Topeka to Florence, 106 miles, and is being constructed from Florence to Newton on the south a distance of 30 miles, and from Topeka to Atchison on the north, a distance of 50 miles. It is also contemplated to build a link from Carbondale to Olathe, where a junction will be effected with the branch of the Missouri Pacific Railroad now building from Pleasant Hill, thus giving St. Louis direct rail communication with the counties in Kansas lying in the valley of the Arkansas river.

☞ The Pennsylvania Railroad Company has recently bought up all the bonds issued by the State of Georgia to the Atlanta and Richmond Air Line, and proposes to extend the road through Atlanta toward Oxford, or to some point on the Chattanooga and Meridian Road. The Pennsylvania Company has already one line to the Southwest, and by the construction or extension of the Air Line will secure further important concessions.

☞ The Owensboro and Russellville (Ky.) Railroad, we learn, is now in operation for twenty miles to Livermore, on the Green river, and has been put under contract for fifteen miles more, to a point where it will join the Elizabeth and Paducah Railroad, which will give Owensboro a connection with Louisville. This is the line on which the Rockport Railroad relies for its Southern connections.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

☞ OFFICE OF FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 Nassau-st., New York, June 21, 1871.

It is estimated that nearly ONE HUNDRED MILLIONS OF DOLLARS will be disbursed in the month of July for interest and dividends on Government, State, City and Railroad Bonds, Railroad and Bank Stocks, Savings Bank Deposits, &c.

A considerable proportion of this amount must seek reinvestment in safe and reliable securities.

Preference will, of course, be given by prudent investors to those combining the best assurances of absolute safety with a liberal interest on their cost.

The amount of the best class of securities now available in the market, at prices which render them desirable and profitable for investment, is limited in comparison with the amount of capital which must seek investment from the approaching July disbursements, and the most substantial of these must be rapidly absorbed.

THE FIRST MORTGAGE GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY offer peculiar inducements to judicious investors.

1. The Road is under experienced, conservative and honorable management.

2. There is ample security for the entire mortgage, already existing in completed Road, Equipments and work done.

3. The regular and prompt payment of interest and the security of the principal are beyond question.

4. It is an old successful Road, with 227 miles now in profitable operation, and 100 miles additional nearly completed, extending itself in response to the demands of commerce, AS A GREAT EAST AND WEST TRUNK LINE FROM THE ATLANTIC TO THE OHIO, and for the accommodation of the immense mineral resources along its line.

5. The traffic necessary to render its extension profitable does not depend upon a slow future development, *but an enormous and profitable trade is already waiting for and inviting it.*

6. THE CHESAPEAKE AND OHIO RAILROAD COMPANY is one of the strongest and most reliable and trustworthy corporations in the country, with a well-established credit and possessing property and franchises of great value.

6. The Loan is sufficient in amount to become widely known, popular and marketable, while it will be but a slight tax upon the great earning capabilities of the Road.

Price of the bonds, until further notice, 92, and accrued interest from May 1.

FISK & HATCH.

☞ The Texas Legislature has granted a charter for the "Gulf Branch of the Atlantic and Pacific Railroad." This grants to the company all the rights and advantages of the general railroad laws of Texas, which gives sixteen sections of 640 acres each for every mile of road constructed. The road is to run from St. Louis to Sabine pass, through the States of Texas, Arkansas, Missouri, and a portion of the Indian Territory. Sabine pass is at the mouth of the Sabine river, which separates Texas and Louisiana.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355 000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ..100	5,545,225	.....	.....
Atlantic & Gt. Western .. 50	25,879,923	.....	.....
" " " pref.. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	1,850,000	A. & O	Apl. '71 5
Baltimore City Passenger...	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J. A J&O	July'71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec. '70 3½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,400	.....	.....
Do., do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....300	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J A J.O.	July'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City.....10	1,000,000	F.M.A.N	May '71 3
Brooklyn City & Newt'n..100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May '71 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10-
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,850	F. & A.	Feb. '71 5
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,69	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	915,577	J. & J.	D., '70 $2½
Cape May and Millvi le* .. 50	447,000	J. & D.	June '71 3
Catawissa.....50	1,159,800	.....	.....
Catawissa, pref.....50	2,200,000	M. & N.	May '71 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '71 5
" " pref...100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	.....	J'n & J'l	Jan.'68 $2
" Street	.....	J. & J.	Jan.'68 $2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	May'71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Dec. '70 2
Concord.....100	1,500,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn R.	500,000	.....	.....
Conn. & Passump. R. pref. 00	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 50	1,700,000	J. & J.	July '71 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk .. 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	.....	.....
Delaware*.....50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,520,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,093,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100	.....	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	392,500	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	Jan. '71 3
East Tenn., Va. and Ga....100	1,969,524	.....	.....
Eighth Avenue (N. Y.)...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	600,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jun. '71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,538,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,760	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,148,445	.....	.....
Fitchburg.....100	3,840,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. Pt. Fy.100	750,000	M. & N.	May '70 5
Franklin and Southw.(Phila.) 50	491,620	J. @ J.	Jan. '71 3
Georgia.....100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.).....50	114,245	J. & J.	Dec. '70 5
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Mar.'71 4
Green and Coates St.(Ph.)	180,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	July '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	J'n '68 3½
Illinois Central.....100	25,280,240	J. & J.	Aug. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Apl.'71 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar.100	533,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb.. 50	1 336,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,168,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y '67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Apl.'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	Mar. '71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'71 5½
Lomb. and South St. (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'68 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref.. 100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N. Alb. & Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '71 3
Lowell Horse 100	55,850	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & Pd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	F. & A.	Dec. '70 2
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225 848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	523,375	J. & J.	Jan. '71 5
Millville and Glassboro' ..100	405,070	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. 71 6
Nashua and Lowell.....100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton.100	500,000	A. & O.	Apl. '71 4
New Haven & N London..100	738,538	.....	.....
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey.....100	7,297,200	F. & A.	Feb. '71 5
New London Northern....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	.....	Apl. '71 4
" Certificates.100	44,428 330	A. & O	Apl. '71 4
New York and Harlem.... 50	8,500,000	A. & O.	Apl. '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	Dec. '70 4
Ning. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Peterstb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	J. & J.	July '70 3
Northern Central 50	5,000,000	A. & J.	May '71 3
North Eastern (S.C.) pref.100	155,000	M. & N.	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	July'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	432,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.A.J&O.	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,325,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.. 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jun. '71 3
Phila. and Trenton*..... 100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan.'71 4
Pittsb., Ft. W. & Chi. gtd.*100	19,685,000	J.A.J&O	Jan.'71 1½
Pittsfield and N. Adams..100	457,000	J. @ J.	July '71 3
Portland and Kennebec...100	616,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th...100	$1,500,000	J. & D.	Jan.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	Jan.'71 5
Providence & Worcester..100	2,000,000	J. & J.	Jan.'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	85,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,098,900	J. & J.	July '71 4
Rutland preferred.....100	1,831,400	F. & A.	Feb 71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2,040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	995,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	575,000	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)...100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb. '71 3
Shore Line.....100	638,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	250,000	.....	Jul. '68 3
South Western, Georgia.*100	3,999,900	F. & A.	Feb.'71 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook .....'00	267,500	M. & N.	May'70 3
Stockbridge & Pittsfield*10)	443,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,150	.....	.....
Taunton Branch 100	400,000	J. @ D.	Jan.'71 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West..100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....	.....	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Dec'70 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	1,662,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	June'71 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian...100	257,408	.....	.....
Virginia Central 100	3,353,675	.....	.....
Virginia and Tennessee...100	3,566,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,778	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren.....100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 3
CANALS.			
Chesapeake and Delaware 50	1,983,553	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,598	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. 71 4
Delaware and Hudson.....100	15 000,000	F. & A	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,898,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,550	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	500,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	M.J&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'71 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....	10,000,000	.....	Jan. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	6,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,952	391,308	485,048	568,270	555 080	532,657	511,854	609,788	579,642	535,309	467,650	5,670,882
1870	413,104	394,176	488,333	633,758	768,71	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,201	145,542	149,137	157,948	170,044	170,910	156,569	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	200,090	224,257	312,165	364,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,260	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,163
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	250,709	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,509	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,333	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	465,780	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	425,945	407,088	2,811,544
1864	273,876	317,839	390,355	421,363	405,830	555,145	480,710	519,306	669,605	729 759	716,378	561,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	558,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	256,160	242,500	256,435	196,950	201 606	218,347	271,425	287,451	293,296	262,795	230,081	2,918,342
1869	204,112	180,840	259,522	247,061	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,985
1870	203,069	226,897	244,182	248,046	240,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	272,826	266,790	313,199	283,390	281,491	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	161,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,503	359 463	3,445,837
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603 402	6,329,447
1865	571,536	528,972	616,665	516,606	460,573	617,682	578,403	747,469	739,736	641,589	645,887	518,088	7,181,208
1866	603,053	505,206	505,465	411,605	509,250	567,679	480,626	578,253	571,348	661,971	588,219	504,006	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,550	823,901	727,810	610,329	7,160,992
1868	587,443	536,166	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	695,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,388	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	606,845	588,661	695,446	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,551	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	125,502	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	90,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119 169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,215	111,117	111,127	158,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,660	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,709	307,474	248 654	2,650,702
1863	242,073	245,858	236,432	258,496	256,453	206,221	193,328	215,449	308,168	375,488	339,794	30 .186	3,168,066
1864	252,435	278,843	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	366,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	305,100	335,083	324,986	359,646	429,161	493,640	414 604	305,669	4,260,115
1867	304,095	284,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	380,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	363 569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	457,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,147	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	310,266	401,000	360,356	365,412	350,565	751,738	1,101,771	775,616	438,325	5,655,605
1868	369,228	321,208	333,508	430,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 840	6,517,646
1869	454,590	330,400	420,951	460,288	550 544	678,923	586,531	525,547	724,732	1,040,102	801 136	5 .,.66	7,250 009
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	483,884	662,567	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,285	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248 838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	286,850	255,726	2,833,390
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,466	309,261	299,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	230,179	313,914	271,527	290,916	304,465	349,285	344,700	350,348	372,618	412 553	284 319	3,793,005
1866	207,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 .80 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	324,044	298,027	254,806	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	219,987	211,219	300,971	318,957	355,187	316,084	250,471	3,188,137
1871	245,982	258,554	384,599	243,660	222,263	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	280,550	283,221	263,328	260,449	343,195	353,677	341,373	321,859	236,108	3,426,930
1871	212,005	217,947	319,765	285,416	284,732	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	263,906	254,285	388,725	414,707	448,994	463,873	466,557	434,856	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,509	451,884	574,486	714,302	815,962	746,955	526,060	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,056	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 655	10 033 025
1866	758,061	725,967	779,198	861,604	1,109,267	1,140,301	996,541	1,252,386	855,742	957,593	874,974	426,990	10,637,124
1867	500,488	534,561	703,618	836,693	965,358	903,974	864,637	693,104	873,153	956,658	837,851	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	689,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	650,650	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,068	569,697	1,129,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,295
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	256,825	260,529	293,344	283,833	454,209	450,203	429,808	328,270	369,439	4,018,209
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	4 0.720	422,369	323,577	434,284	4,7 .. 43
1870	312,133	293,645	295,278	318,699	340,892	345,632	322,756	466,431	508,042	451,296	425,687	386,254	4, .. 703
1871	365,174	328,791	393,455	444,210	453,009	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	.....	797,948	706,602	623,560	617,665	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	509,130	589,288	700,603	802,586	746,450	643,058	564,051	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,599	584,540	724,466	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities June 1, 1871.						
Loan of June 14, 1858	registered	$8,045,000	5	Jan. & July.	1874	105½
" " "	coupon	13,955,000	5	" "	1874	106½
Loan of February 8, 1861	registered	13,567,000	6	Jan. & July.	1880	114⅝
" " "	coupon	4,848,000	6	" "	1880	118
Oregon War Bonds of March 2, 1861	coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861	registered	123,665,000	6	Jan. & July	1881	114⅝
" " "	coupon	65,652,500	6	" "	1881	118
Loan of Feb. 25, 1862 (5-20s)	registered	103,973,500	6	May & Nov.	1882	112⅝
" " " (5-20s)	coupon	382,958,500	6	" "	1882	112⅝
Loan of March 3, 1863	registered	53,185,100	6	Jan. & July.	1881	114⅝
" " "	coupon	21,814,900	6	" "	1881	118
Loan of March 3, 1864 (5-20s)	registered	2,095,100	6	May & Nov.	1884	112⅝
Loan of June 30, 1864 (5-20s)	registered	52,929,000	6	May & Nov.	1884	112⅝
" " " (5-20s)	coupon	44,752,650	6	" "	1884	113
Loan of March 3, 1865 (5-20s)	registered	53,552,100	6	May & Nov.	1885	111⅛
" " " (5-20s)	coupon	123 660,150	6	" "	1885	113⅛
" " 2d series (5-20s)	registered	70,851,450	6	Jan. & July.	1885	111
" " " (5-20s)	coupon	179, 69,500	6	" "	1885	111⅛
" " 3d series (5-20s)	registered	91,325,100	6	Jan. & July.	1887	111
" " " (5-20s)	coupon	241,686,550	6	" "	1887	115⅜
" " 4th series (5-20s)	registered	11,603,000	6	Jan. & July.	1888	113⅛
" " " (5-20s)	coupon	28,009,350	6	" "	1888	115⅛
Loan of March 3, 1864, (10-40s)	registered	137,287,650	5	Mar. & Sept.	1904	110⅜
" " " (10-40s)	coupon	57,279,650	5	" "	1904	110⅜
Consols of July 14, '70 & Jan. 20, '71	registered	3,100 400	5	F. M. A. & N.	1881	...
" " " "	coupon	5,117,000	5	" "	1881	...
Consols " " " "	registered	.....	4½	F. M. A. & N.	1886	...
" " " "	coupon	.....	4½	" "	1886	...
Consols " " " "	registered	.....	4	F. M. A. & N.	1901	...
" " " "	coupon	.....	4	" "	1901	...
Dem. Cer. of Mar. 2, '67, and July 25, '68.	(cur.)	34,445 000	3	.....	Dem.	...
Navy Pension Fund of July 23, 1868	(cur.)	14 000,000	3	.....	Irred.	...
Certificates of Indebtedness 1870	(cur.)	678,000	4	.....	1875	...
Pacific R. R. Bonds	(currency)	64,616,832	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency		396,671,568	nil.	.....	.....	...
State Securities, latest dates.						
Alabama—State Bonds (original)		168,000	5	May & Nov.	1872	70
" — " " (extended)		2,414,800	5	" "	'83-'86	...
" — " " (sterling)		688,000	6	June 1.	1870	...
" — " " (" extended)		82,500	6	Jan. & July.	1886	...
" — " " (" ")		712,800	5	" "	1886	...
" — " " (new)		1,316,700	8	" "	'86-'88	103½
Arkansas—State Bonds (refunded)		4,430,000	6	Jan. & July.	1899	57
" — " (Aid R. R's)		.....	7	April & Oct.	1900	...
California—Civil Bonds of 1857		2,138,000	7	Jan. & July.	1877	111
" — " " 1860		138,500	7	" "	1880	...
" —Relief Fund Bonds of 1863		424,500	7	" "	1883	...
" —Bounty Fund Bonds of 1864		805 000	7	" "	18-4	...
" —Central Pacific R. R. Loan of 1865		1,500,000	7	" "	1885	...
Connecticut—War Bonds, of 1861, (10-20s)		5,927,000	6	Jan. & July.	'81-'82	...
" — " of 1863. (20s)			6	" "	1883	...
" — " of 1864, (10-20s)			6	April & Oct.	1884	100½
" — " of 1865, (20s) free			6	" "	1885	...
" — " (various) registered		867,500	6	Various.	Var.	...
Florida—State Bonds 1868		300,000	6	Jan. & July.	1898	...
" " " 1869		200,000	6	" "	1889	...
" —Railroad Loans $16,000 per mile		.....	6	.....	.....	...
Georgia—W. & Atl. R. R. 1841 to 1844		1,023,000	6	Various.	'71-'74	90
" — " " " 1842 to 1848		273,000	7	Various.	'72-'74	93
" —Atl. and Gulf R. R. 1858 to 1866		800,000	6	Feb. & Aug.	'78-'86	87
" —Bonds (Act March 12, 1865)		3,700,000	7	Jan. & July.	1886	94
Illinois—Interest Bonds of 1847		980,696	6	" "	1877	100
" — " Stock of 1857		134,311	6	" "	1877	...
" —Refunded Stock Bonds		348,000	6	" "	Var.	...
" —Normal University Bonds		45,000	6	" "	1879	...
" —Thornton Loan Bonds		103,000	6	Mar. & Sept.	1879	...
" —War Loan Bonds		416,800	6	Jan. & July.	1879	...
Indiana—State Bonds		.....	5	" "	1866	...
" —War Loan Bonds		204,000	6	May & Nov.	1888	...
Iowa—War and Defense Bonds of 1861		300,000	7	Jan. & July.	1881	...
Kansas—State Bonds		100,675	6	" "	'83-'84	...
" — "		1,059,500	7	" "	'76-'89	...
" — " military		176,000	7	" "	1889	...
Kentucky—State Bonds of 1841-'42		913,000	6	April & Oct.	'71-'72	...
" — " " of 1843		160,000	5	" "	1873	...
" — " " military		309,300	6	Various.	1895	...
Louisiana—Charity Hospital		86,000	5	Mar. & Sept.	1872	...
" —State Bonds, general		750,000	6	Jan. & July.	1893	71
" —Railroad Bonds		561,000	5	Various.	'70-'79	...
" — " " "		2,052,000	6	Various.	'93-'06	69
" —Levee Bonds 1865		1,000,000	8	Various.	1886	...
" — " " 1867		4,000,000	6	May & Nov.	1907	...
" — " " 1870		3,000,000	8	Mar. & Sept.	1875	70
" —Funded coupons 1866		997,300	6	Jan. & July.	'86-'88	85
" —Funded Floating Debt		3,000 000	6	May & Nov.	1910	...
" —Ship Canal Bonds of 1869		474,000	7.3	Mar. & Sept.	1899	62
" —Penitentiary Bonds of 1869		500,000	7	" "	1909	...
" —N. La. & Tex. R. R. Bonds of 1869		546,000	8	April & Oct.	1909	...
Maine—State Bonds		301,000	6	Various.	'75-'78	...
" —War Loan of April 25, 1861		800,000	6	Various.	1871	...
" — " " of Jan. 31, 1863	(cur.)	525,000	6	Mar. & Sept.	1883	100
" — " " of Mar. 26, 1863	(cur)	475,000	6	Feb. & Aug.	1883	...
" — " " of Mar. 19, 1864	(cur.)	2,832,500	6	June & Dec.	1889	...
" —Municipal War Debts assumed	(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg		2,288,888	5	J. A. J. & O.	1890	...
" — " " converted		448,500	5	" "	1880	...
" —Ches. & Ohio Cur. Loans, Stg		1,855,335	5	" "	1890	...
" — " " converted		1,687,345	5	" "	1890	...
" — " " of 1834		1,403,146	6	" "	1870	97
" —Balt. & Susq. R. R. Loans		269,000	3	" "	1890	...
" — " "		429,000	6	" "	1900	97
" —Annapolis & Elkridge R.R. Loans		95,420	6	" "	1889	...
" —Susq. and Tide-Water Canal Stg		773,000	5	" "	1865	...
" — " " converted		215,622	5	" "	1865	...

* Indicates that no interest is paid.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan		20,131	5	J. A. J. & O.	1890	...
" —Defense Loan Bonds		3,651,398	6	" "	1883	104
" —Southern Relief Bonds		100,000	6	" "	1873	...
Massachusetts—State Scrip		324,000	5	Jan. & July	'74-'75	...
" — " "		275,000	5	April & Oct.	'73-'74	...
" — " "		320,000	5	May & Nov.	'72-'80	97½
" — " "		153,000	6	June & Dec.	'72-'77	...
" —Union Fund Loan of 1861		3,000 000	6	Jan. & July	71-'76	...
" — " " of 1863		600,000	5	" "	'77-'78	...
" —Coast Defense Loan		888,000	5	" "	1883	...
" —Bounty Loan of 1863		200,000	5	" "	1883	...
" — " of 1864		4,379,500	5	May & Nov.	1894	98
" — " " (stg.)		4,000,744	5	" "	1894	...
" —War Loan (cur. 5-20 yr.)		3,505,000	6	Mar. & Sept.	1886	100½
" —Western R. R. Loan, (stg.)		761,816	5	April & Oct	1871	...
" —T. & G. R.R. & Hoosac T. stg.		3,506,580	5	" "	'88-'90	97½
" — " "		966,500	5	" "	'91-'98	...
" —Southern Vermont R. R.		200,000	5	" "	1890	...
" —Eastern R. R.		50,000	5	Jan. & July.	1871	...
" —Norwich & Worcester		400.000	6	" "	1877	...
" —Bos., Hartf. & Erie (stg.)		3,599,024	5	" "	1900	...
Michigan—Renewal Loan Bonds		160,000	6	" "	1878	...
" —Two Million Loan Bonds		1,621,000	6	" "	'78-'83	100
" —War and Bounty Loan Bonds		478,000	7	May & Nov.	1890	...
" —Sault St. Marie Canal Bonds		86,000	6	Jan. & July	1879	...
Minnesota—State Building Loan Bonds		250,000	7	Jan. & July.	'77-'79	...
" —Sioux War Loan Bonds		100,000	7	May & Nov.	1872	...
" —*Railroad Loans Bonds		2,275,000	7	.....	1883	...
Mississippi—*State Bonds (for banks)		2,000,000	6	.....	'41-'71	...
Missouri—State Bonds proper		438,000	6	Jan. & July	1883	...
" —Interest Bonds of 1868		2,727,000	6	" "	1888	96½
" —Railroad Loans		13,112,000	6	" "	'74-'90	96½
" —South Pacific, guar		1,589,000	7	" "	1876	70
" —Hannibal and St. Joseph		3,000,000	6	" "	'78-'87	95
Nebraska—(No Debt)		.....	.....	.....	.....	...
Nevada—State Loan Bonds		500,000	15	Jan. & July.	1872	...
New Hampshire—War Loan of July 1, 1861		899,200	6	" "	'71-'78	100
" — " of Sept. 1, 1864		600,000	6	Mar. & Sept	'84-'89	100
" — " of Oct. 1, 1865		1,000,000	6	April & Oct	'71-'74	100
New Jersey—War Loan of 1861 (free)		1,299,900	6	Jan. & July.	71-'84	...
" — " of 1863 (free)		1,092,900	6	" "	'86-'96	107½
" — " of 1864		593,400	6	" "	'97-'02	...
New York—Bounty Fund Stocks		1,478,000	7	" "	1877	109½
" — " Bonds		21,089,000	7	" "	1877	110½
" —General Fund Stocks		1,910,082	8	J. A. J. & O.	plens.	...
" — " "		800,000	6	" "	1878	...
" — " "		348,000	5	" "	pleas.	...
" — " "		900,000	5	" "	1875	106
" —Canal Fund Stocks		2,257,900	6	J. A. J. & O.	1872	...
" — "		5,150,100	6	" "	1873	107½
" — "		2,099,000	6	" "	1874	107
" — "		473,000	6	" "	1875	...
" — "		880,000	6	" "	1877	...
" — "		1,106,420	5	" "	1874	...
North Carolina—State Bonds for R. R. (old)		4,738,800	6	Jan. & July.	'71-'91	46
" — " (old)		3,639,400	6	April & Oct.	'71-'91	...
" —State Bonds for R. R. (new)		2,626,000	6	Jan. & July.	'92-'98	27½
" — " (new)		1,739,000	6	April & Oct.	'92-'98	...
" —Funding &c. Bonds of '66-'68		2,800,400	6	Jan. & July.	1899	32
" — "		1,821,400	6	April & Oct.	1899	...
" —Special Tax Bonds		11,407,000	6	" "	1899	21
Ohio—State Loan (New York)		1,284,317	6	Jan. & July.	1870	...
" — " (")		1,600,000	6	" "	1875	...
" — " (")		4,095,399	6	" "	1881	105
" — " (")		2,400,000	6	" "	1886	...
" —Union Loan (Columbus)		366,975	6	May & Nov.	1871	...
Oregon—Relief and Bounty Bonds		176,156	7	Jan. & July.	'74-'84	...
Pennsylvania—Redemption Loan of 1867		92,850	5	Feb. & Aug.	1872	101½
" — " " "		4,731,300	6	" "	1872	103½
" — " " "		90,400	5	" "	1877	...
" — " " "		7,890,550	6	" "	1877	109½
" — " " "		726,950	5	" "	1882	...
" — " " "		9,237,050	6	" "	1882	109½
" —Inclined Plane Loan		400,000	6	April & Oct.	1879	107
" —Military Loan		2,769,250	6	Feb. & Aug.	1871	102
" —State Stocks (old)		384,000	5	Jan. & July.	1882	...
" — " (old)		3,377,000	5	Feb. & Aug.	'77-'78	104
" — " (old)		112,000	4½	Jan. & July.	1882	...
Rhode Island—War Bonds of 1862		1,100,000	6	Mar. & Sept.	1882	100
" — " of 1863		736,000	6	Jan. & July	1893	...
" — " of 1863		239,000	6	April & Oct.	1883	...
" — " of 1864		841,000	6	Feb. & Aug.	1894	...
South Carolina—Fire Loan of Stock 1838		303,343	6	Jan. & July.	1870	...
" — " bonds (stg.)		484,445	5	" "	1888	...
" —Blue Ridge R. R. bonds of '54		970,000	6	" "	'74-'78	...
" —State Capitol bonds		1,997,738	6	" "	'71-'90	76
" —Funded Debt of 1866 & coup.		1,431,700	6	" "	'87-'97	...
" —Conversion Bonds of 1869		1,265,800	6	J. A. J. & O.	1888	62½
" —Funding & Special Bonds '68		1,692,150	5	" "	1888	61½
Tennessee—*State Bonds proper		1,398,640	5	April & Oct.	Var.	...
" —* "		239,166	5½	" "	"	...
" —* "		1,706,000	6	" "	"	...
" —*Railroad Loans		24,008,500	6	Jan. & July.	long.	72½
" —*Railroad Endorsements		2,172,000	6	" "	"	...
" —*Funding Bonds		4,069,503	6	" "	"	72½
Texas—No legal debt		.....	.....	.....	.....	...
Vermont—War Loan Bonds		1,025,000	6	June & Dec.	'71-'78	101½
" — " Certificates		201,000	6	" "	'71-'78	...
Virginia—State Stock	registered	21,617,578	6	Jan. & July	long.	54½
" — " Bonds	coupon	11,108,000	6	" "	"	67½
" — " " stg		1,865,000	5	" "	"	...
" —Funding Stock of 1866	registered	1,872,968	6	" "	"	71½
" — " Bonds of 1866	coupon	1,473,000	6	" "	"	73
" — " (sterling)		466,250	5	" "	"	...
West Virginia—Probably a third of the Debt of Virginia.		.....	.....	.....	.....	...
Wisconsin—War Loan Bonds		104,800	6	Jan. & July.	'77-'88	...

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1860	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1856	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	651,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1870	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1895	50
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	50
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1894	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1895	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	22½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	99½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
2d Mortgage	550,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.						
1st Mortgage	3,500,000	7*	May & Nov.	New York.	1919	90
Burlington and Missouri River:						
Land Grant Mortgage	4,600,608	7	April & Oct.	New York.	1893	97½
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £288,600	1,396,824	6*	Jan. & July.	London.	1850	....
" *Loan*, £369,200 & £154,000	2,000,000	5*	March & Sept.	"	1854	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93½
Loan for $2,500,000	956,000	6	June & Dec.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	96½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	96½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
Mortgage	(125,000	6	Jan. & July.	Boston.	99-'78	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	57
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	85½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,000,000	7	April & Oct.	New York.	1904	90½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	100
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	103½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	87
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	102½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1895	....
Convertible bonds	1,500,000	7*	" "	" "	1883	102½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	96½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,800	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,383,000	7	Jan. & July.	" "	1888	104
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	96
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	114½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	96
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	100
Funded Coupons	755,000	7	May & Nov.	" "	1885	94
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1886	99
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	94½
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1888	92
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	"	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1898	104
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1893	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	....
2d Mortgage	500,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1854	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1890	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	84
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,350,000	7	May & Nov.	" "	1876	97
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1890	96
Consol. 1st F. Mort. $5,000,000	4,284,000	7	May & Nov.	" "	1900	98

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	95
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	95
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	87½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	72
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,493,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1890	87½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	10½
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	8	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	96
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1853	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,500,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1868	500,000	6	March & Sept.	"	1889	97½
Edgefield and Kentucky:						
Tennessee Loan	820,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	95
Income Bonds	670,000	5	April & Oct.	"	1872	30
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	Maren & Sept.	" "	1879	96½
3d Mortgage	6,000,000	7	" "	" "	1883	93½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	89
5th Mortgage	926,500	7	June & Dec.	" "	1888	83½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1903	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	97½
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £48,700	226,500	6*	— & —	"	Irrid.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	93½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	85½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Right per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	104
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	99
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	100
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	84½
Consol. Mortgage	887,045	7	April & Oct.	"	1896	46
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	108
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	85
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	82
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1886	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1854	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	110
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1900	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	95⅝
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	90
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	98
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	85
Scioto and Hocking Valley	300,000	7	" "	"	1895	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	119
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101½
2d Mortgage	2,693,000	7	" "	" "	1877	97
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	97
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	96
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	95½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	93
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	650,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1900	....
Mobile and Girard:						
1st Mortgage Bonds	1,417,500	7	Jan. & July	New York.	877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	73
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	100
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'85–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	New Haven	1899	....
Convertible bonds	400,000	6	April & Oct.	"	1900	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	92
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1876	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn.						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,936,626	6	May & Nov.	New York.	1883	95½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	91½
Bonds for real estate	162,000	6	" "	" "	1883	96
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	93
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	93
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	89
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	85
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	112
2d Mortgage	276,500	7	May & Nov.	"	18—	99
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	94½
Consol. Mort. for $3,000,000	2,019,000	6*	Jan. & July.	"	1900	91½
Northern New Hampshire:						94½
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	498,500	6	Jan. & July.	Baltimore.	1875	99½
3d Mortgage (B. & O. R. R. Co.)	140,000				1886	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	102
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	86
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	97
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	85
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	104
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	84
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	78
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	82
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	100
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1895	97
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1909	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mort. Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	99
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	96
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	101
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	96
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	93
2d Mortgage	4,000,000	6	" "	"	1901	82
3d Mortgage for $3,000,000	690 000	7	Jan. & July.	"	1885	92
Philadelphia, Germant. & Norist'n						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	100
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-42-44-48 and 49	2,497,800	6	" "	"	1886	97
Bonds of 1857, convertible	143,500	6	" "	"	1886	98
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	103
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	300,000	6	May & Nov.	Philadelphia.	1908	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	96
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	101
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	94
3d Mortgage	2,000,000	7	April & Oct.	" "	1876	....
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.			
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	85
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	295,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	78
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	500,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	75
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,284,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	105
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	102
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	2,000,000	7	Feb. & Aug.	New York.	1892	94
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($16,000 per mile)	2,366,000	7	April & Oct.	New York.	1884	93
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1898	....
Salem and Lowell:						
1st Mortgage	225,900	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	800,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1880	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	605,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1550	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'95–'08	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	98
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	78
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	90
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	99
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	91
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	94½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	82
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	293,300	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	75½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	85
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	94
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	101½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	95
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	89½
New Preferred mortgage	600,000	6	.....	.....	....	93
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	82
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1906	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	55
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "		1884	88½
3d Loan	2,000,000	6	" "	"	1897	91½
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	98½
Convertible Loan	1,496,870	6	" "	"	1877	83
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage	302,750	6	" "	"	1876	86
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	79½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	79½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	84
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,060,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	102½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	11½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	27.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*	.....	.....	4,183,000	915,000	1,205,943	.....	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	70.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ‡ ...New York.	7,185,162	*	.....	.....	2,149,200	4,175,000	.....	.....	142.0	421,816	2,214,589	7,620,858	697,846	237,353	—	100	93½
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,582	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	to Cheshir	e.)	.....	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point .....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ‡ .....Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ‡ .N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	—	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	.....	.....	.....	194,250	20,000	.....	.....	15.5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ‡ ....Md. & W. Va.	24,186,268	5,020,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	147
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ‡ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	7½
Dec. 31, 1869	28.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire.....Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	80½
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	168	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,546,638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,591,491	5,758,987	1,830,314	10	100	150
Sept. 30, 1870	42.9	.....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg .....Mass.	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,342	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,466	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ‡ M.,R.L.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	3
Sept. 30, 1870	26.7	10.8	19.0	—	32	35	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	186
Sept. 30, 1870	74.3	8.5	64.3	—	46	20	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,026	4,471,274	.....	.....	1,000,97[illegible]	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	147½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,507	10	100	150
Sept. 30, 1869	126.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	.....	.....	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	GrandTru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Er	ie.)		7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	.....	.....	.....	428,472	.....	.....	.....	1.00	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota..Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No ret	rns 175 m	iles recent	ly comple	ted.)	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	116
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	126
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	.....	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124.583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	300,000	.....	.....	—	(Leased	& oper. by	Camd. &	Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	92,010	5	100	67½
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. b	y West J	ersey.)		6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	46
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)		—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	110½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515[illegible]95	970,890	49,521	3½	100	29½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742.0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(N	o returns.)	.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No retur	ns publish	ed.)	.....	.....	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire.....New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton .....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	120
Apr. 30, 1870	307 0	296.2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	158
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	(N o returns.)	.....	.....	—	100	....
May 31, 1870	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. b	y Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	72½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644,797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	109½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,516	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. b	y Kentuc	ky Centra	l.)	—	100	....
Jan. 30, 1869	98.0	25.0	66.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800.000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cl	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,565	167,565	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	23
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,040	.....	.....	.....	.....	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	107½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	18	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coal	and Na	vigation	Co.)	150.3	1,286,387	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,169	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	128
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,687,854	—	425,650	.....	3,572,400	1,480,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1. 1	869 to Pb	g Cin.&S	t. Lat$4	80,000p.a.	] 196.5	954,319	(Op	erated by	L. M. and	Col. & X	enia.)	100	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	9.0	22,208,215	35,730,006	.....	1,709,708	562,298	6½	.....	....
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	100
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.0	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	74 8,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.... Massachusetts.	363,158	—	.....	15,133	200,000	67,700	11,529	3,603	—	—	—	—	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,6.1,977	942,664	132,510	102,110	10	100	145
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	—	—	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	—	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	—	—	—	—	—	—	—	—	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	—	82.6	299,091	.....	.....	408,526	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	—	130.6	457,576	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	—	*	—	—	—	—	—	—	—	—	[Under co	nstruction.]	—	—	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,999	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	120
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50.966	.....	—	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	.....	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	....
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	.....	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	60
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	108½
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	essees.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	329,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66.211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	—	—	—	23.0	24,1.8	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	18	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,660	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	[Leased	to Dela., L	acka. and	West'n.)	7	100	92½
Sept.30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	—	—	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶...Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,' 55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	95	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	.....	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In hand	s of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P.Ft.W.&	Chicago.)	—	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	—	—	.....	—	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	100	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	—	(In	cluded in	United Co	mpanies)	10	100	128
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,067	5,642,919	375,766	65.493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	—	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	.....	.....	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,000	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15.586,616	6,531,131	8	100	....
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	96½
Sept. 30, 1869	5.0	—	.....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	(In cour	se of con	struction)	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	125
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	360,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	160
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	—	(In cour	se of con	struction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,687,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandalgua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	.....	—	(Leased	to New Y	ork Centr	al.)	60.000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	158	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	138,330	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,706	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13000,00 0	.....	.....	381.0	.....	.....	.....	2,084,486	492,124	—	—	21
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064	.....	3,150,000	3,588,439	133,476	.....	67.7	460,143	.....	.....	1,132,731	463,114	6½	50	97
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407	.....	5,675,377	289,010	3,218	97.6	404,631	5,252,948	.....	671,076	168,918	—	100	....
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	.....	.....	5,000,000	7,005,500	592,582	.....	332.4	1,469,366	.....	.....	2,028 463	977,748	6	50	82
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767	.....	3,068,400	115,600	.....	.....	82.5	409,036	5,935,262	19,110,436	689,626	256,271	8	100	112½
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	.....	.....	1,100,000	400,000	.....	.....	35.3	146,773	.....	.....	325,369	65,764	8	100	....
ept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,311	2,364,400	776,000	.....	227,017	66.0	349,958	5,909,914	9,812,721	614,199	191,642	10	100	116½
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*	.....	(Owned	by Provi	ncial Gov	ernment.)	.....	145.0	.....	.....	.....	281,138	.....	—	100	....
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922	122.0	532,120	.....	31,199,413	1,046,222	356,839	6	100	88½
Dec. 31, 1869	340.0	53.0	....	—	86	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	23,909,217	2,054,988	1,585,583	120,754	23,714,125	6,152,860	492,321	.....	340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720	—	100	46½
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000	.....	4,259,450	3,170,000	.....	.....	98.5	406,010	.....	.....	2,014,427	978,925	10	50	96
Sept. 30, 1870	130.5	12.2	32.4	—	38	73	18	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604	4,959,020	2,879,000	.....	418,269	142.7	770,769	35,486,808	7,461,065	1,276,848	474,713	6	100	101½
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357	270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72
Dec. 31, 1869	5.0	4.0	1.3	—	.....	.....	.....	....	Orange and Newark	New Jersey.	800,000	*	.....	.....	300,000	500,000	.....	.....	9.0	.....	.....	.....	169,088	29,747	—	100	....
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*	.....	.....	300,000	610,000	.....	.....	—	(Leased	to R. W. &	Ogdensb.)	125,564	62,782	—	100	....
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	66	Oswego and Syracuse	New York.	1,445,986	*	.....	.....	490,400	591,000	.....	.....	36.3	112,232	3,414,428	2,955,451	280,555	60,907	5	100	....
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918	.....	.....	3,406,034	7,793,742	.....	.....	336.0	1,764,760	.....	.....	3,213,058	894,345	—	100	....
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	.....	.....	.....	7,000,000	3,784,136	.....	.....	47.6	.....	nine m	onths.	1,105,219	340,861	—	100	51½
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—	.....	.....	630,000	.....	.....	.....	—	(Leased	to Erie.)	.....	.....	53,400	8	100	....
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	.....	.....	.....	500,000	500,000	.....	.....	—	(Leased	to Erie)	.....	.....	.....	—	100	....
Dec. 31, 1869	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased	to Erie.)	.....	.....	26,500	6	100	....
Dec. 31, 1869	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	.....	(Leased	to Camden	and Amb	oy.)	—	100	....
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*	.....	.....	33,493,112	23,862,092	2,054,452	.....	643.0	9,574,632	.....	.....	17,250,812	4,767,785	10	50	120½
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	.....	.....	3,200,000	592,500	383,000	.....	47.0	.....	.....	.....	.....	.....	10	50	223
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079	.....	.....	.....	1,061,700	3,000,000	.....	.....	—	.....	(Complet	ed Sept. 1	3, 1869.)	.....	—	100	....
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	83.0	.....	(Complet	ed July 1,	1869.)	.....	—	100	....
Dec. 31, 1869	12.0	—	—	78.0	.....	.....	.....	....	Peoria and Rock Island	Illinois.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	12.0	.....	(In pr	ogress.)	.....	.....	—	100	....
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*	.....	.....	1,325,200	241,894	.....	.....	82.3	164,357	.....	.....	245,634	97,975	3	100	....
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,346,812	70,164	.....	.....	218,000	800,000	291,686	.....	46.0	124,224	.....	.....	196,672	9,272	—	50	....
Oct. 31, 1869	287.6	2 0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*	.....	.....	6,004,300	12,598,000	40,974	.....	289.6	2,273,856	.....	.....	3,262,705	loss.	—	50	57½
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888	.....	1,595,750	55,200	.....	.....	24.3	376,303	.....	.....	697,620	287,492	10	50	171½
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061	.....	.....	29,022,100	7,819,592	.....	.....	480.4	5,159,301	40,525,071	488,853,367	11,275,241	5,002,408	10	50	115½
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	.....	329,675	.....	1,259,100	.....	.....	80,555	26.5	.....	.....	.....	1,077,559	274,081	10	100	128
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579	.....	.....	2,565,302	876,094	8	50	110
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pig, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000	.....	5,423,200	10,936,690	421,184	.....	201.0	1,849,510	.....	.....	2,434,101	531,833	—	50	....
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*	.....	.....	1,795,253	1,891,000	294,917	.....	72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	....
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*	.....	.....	19,583,948	13,563,000	72,093	.....	480.6	5,253,584	.....	.....	8,131,531	2,891,199	9½	100	100
Sept. 30, 1870	18.6	—	1.6	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,677	.....	.....	.....	450,000	.....	.....	.....	—	.....	.....	.....	.....	21,450	6	100	85½
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	246	Portland and Kennebec	Maine.	3,000,000	*	.....	.....	784,700	1,182,988	.....	.....	109.5	354,754	.....	.....	632,763	217,872	6	100	....
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,086,063	*	.....	.....	1,500,000	.....	.....	.....	51.3	303,266	.....	.....	575,036	175,586	6	100	137½
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	.....	.....	350,000	.....	.....	.....	—	(Leased	to Concor	d.)	.....	24,500	7	100	....
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....	11,496	26.0	.....	.....	.....	80,083	22,015	—	100	112½
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*	.....	.....	437,917	57,000	18,500	.....	15.0	37,960	.....	.....	112,572	21,542	—	100	....
Sept. 30, 1870	43.4	1.0	14.5	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423	2,000,000	46,000	136,000	117,698	47.3	349,465	10,416,520	10,383,430	661,717	189,154	10	100	138½
Dec. 31, 1869	97.0	—	....	—	11	14	...	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*	.....	.....	1,500,000	80,000	.....	.....	97.0	.....	.....	.....	208,000	141,000	3	100	....
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583	.....	.....	506,848	1,000,000	952,859	.....	54.0	155,070	.....	.....	207,799	55,879	—	50	....
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,025	6,271,192	609,403	212,070	—	100	....
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887	75.5	.....	.....	.....	332,025	132,491	—	100	....
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331	.....	46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100	....
Sept. 30, 1869	38.3	—	....	—	.....	.....	.....	.....	Richmond and York River ¶	Virginia.	1,250,000	*	.....	.....	650,000	600,000	.....	.....	—	.....	(Not in o	peration.)	.....	.....	—	100	....
Sept. 30, 1869	22.0	—	....	31.0	.....	.....	.....	....	Roanoke Valley	Va. & N. Carolina.	482,612	.....	.....	.....	427,402	.....	.....	.....	22.0	.....	(No	returns.)	.....	.....	—	100	....
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18 054,197	1,274,134	501,998	10	100	126
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,400	*	791,487	.....	4,381,400	.....	331,828	.....	188.0	679,609	8,347,127	16,336,225	874,865	187,329	—	100	39
Dec. 31, 1869	132.0	—	....	—	.....	.....	.....	.....	St. Joseph and Council Bluffs	Missouri.	4,689,500	*	.....	.....	2,100,000	2,589,500	.....	.....	132.0	.....	.....	.....	753,000	376,000	—	100	72½
Dec. 31, 1869	175.0	34.0	....	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute	Illinois	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	—	.....	(Oper. by	Ind. & St.	Louis.)	611,800	—	100	29
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*	.....	.....	10,000,000	4,000,000	.....	.....	—	.....	.....	abo	ut 900 000	.....	—	100	60½
Dec. 31, 1869	150.0	—	....	—	.....	.....	.....	.....	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....	—	(Leased	to Chi. &	Alton.)	.....	240,000	—	100	....
Dec. 31, 1869	—	—	....	72.3	.....	.....	.....	.....	St. Louis and St Joseph	Mo.	.....	(Unfi	nished.)	.....	2,000,000	1,000,000	.....	.....	—	.....	(No	returns.)	.....	.....	—	100	....
May 31, 1870	158.0	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,060,000	*	.....	.....	1,500,000	4,500,000	.....	.....	—	(Leased	to Terre H	aute and I	ndianapo lis.)	.....	—	100	....
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.	.....	.....	.....	.....	.....	2,020,000	.....	.....	—	257,004	2,776,680	3,570,874	373,448	138,411	—	100	....
Dec. 31, 1869	100.0	—	....	—	14	12	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	581,072	79,514	—	189,152	.....	.....	338,693	178,941	—	100	....
Dec. 31, 1869	16.6	—	5.0	200 0	10	6	4	12	Salem	New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased	to West J	ersey.)	.....	16,833	6	50	....
Sept. 30, 1870	6.9	—	0.5	—	—	2	1	—	Salem and Lowell	Massachusetts.	471,492	*	.....	2,524	243,305	226,900	1,287	.....	—	.....	.....	.....	17,000	15,518	1½	100	....
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*	.....	.....	904,832	2,307,742	.....	.....	116.3	271,076	.....	.....	429,212	101,024	—	100	....
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*	.....	.....	1,269,150	97,000	106,120	.....	54.0	155,070	.....	.....	172,404	27,393	—	50	....
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania	576,841	—	.....	.....	576,050	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	5	50	....
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.	.....	.....	.....	.....	.....	210,000	.....	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*	.....	549,007	999,050	796,830	801,180	25,521	119.3	.....	.....	.....	282,215	.....	—	100	....
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....	2,481,062	6,079,100	.....	.....	200.0	.....	.....	.....	460,000	.....	—	100	....
Oct. 31	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....	—	(Le	ased by N	orthern C	entral.)	.....	6	50	....
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	—	.....	.....	1,227,000	800,000	.....	.....	45.5	.....	.....	.....	61,504	22,091	—	100	....
Dec. 31, 1869	20 0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	*	.....	.....	100,000	37,800	.....	.....	20.0	(Oper. b	yJeff.Mad.	and Ind.)	32,448	7,408	—	100	....
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732.900	*	.....	.....	677,900	55,000	.....	.....	50.0	.....	.....	.....	310,182	47,424	6	100	....
Dec. 31, 1869	101.8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*	.....	.....	1,788,000	3,256,320	.....	.....	—	.....	.....	.....	294,476	90,000	—	100	....
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000	.....	.....	.....	230,000	500,000	.....	.....	—	(Leased	and oper.	by Portlan	d & Ken.)	36,000	—	100	....
Dec. 31, 1869	10.0	—	....	—	—	—	—	—	South Branch	New Jersey.	439,694	.....	.....	.....	438,300	.....	.....	.....	—	(Leased	& oper. by	Cen. of N.	Jersey.)	26,298	6	100	....
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	302	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,275	4,067,351	355,501	.....	—	801,171	.....	(In	progres	s.)	1,382,167	595,507	—	100	....
Dec. 31, 1869	50.0	—	—	183.0	3	—	—	—	South and North Alabama	Ala	.....	.....	.....	.....	1,500,000	1,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426	.....	9,566	259,083	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*	.....	.....	497,750	850,000	.....	.....	63.0	150,560	5,597,645	2,094,921	221,815	66,552	10	100	....
Sept. 30, 1869	123 0	10.0	12.0	—	17	6	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	*	192,420	430,168	1,365,600	2,133,800	973,116	299,727	133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100	....
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	[cost to	complet	ion.]	3,000,000	1,500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.	.....	.....	.....	.....	.....	25,000p m	.....	.....	100.0	.....	.....	.....	348,218	203,473	—	100	....
July 31	143.0	114.5	22.9	26.5	30	14	18	396	Southwestern	Georgia.	4,687,313	*	.....	131,053	3,939,900	609,500	37,185	41,511	287.5	384,922	.....	.....	910,116	360,386	8	100	104

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶.South Carolina.	1,340,882	.....	.....	.....	751,296	547,380	125,000	.....	68 0	.....	.....	.....	61,400	21,762	—	150	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	.....	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	.....	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	.....	(Including Ferry.)	.....	700.000	200,000	.....	.....	13.0	52,797	2,019,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502.468	.....	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	—	—	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	.....	.....	634	267,300	—	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	.....	.....	.....	1,000,000	1,000,000	.....	634	—	.....	.....	.....	8,591	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	.....	.....	.....	258,139	200,000	.....	.....	—	(In pro	gress to be	completed	June 187	0.)	—	50	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	.....	.....	.....	1,470,130	1,707,050	.....	.....	12.0	40,000	.....	.....	.....	.....	8	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form	a part	of the	Rondout	and Os	wego Li	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	137.0	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	.....	24,194	400 000	—	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	106
Jun. 30, 1869	—	—	—	—	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	346,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843.402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	57½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	49½
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	.....	.....	7	100	....
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leas	ed to Vt.	& Mass.	R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,945,978	*	5,591,000	654,530	28,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	6	2	118	*Union Pacific* (Central Branch)..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	8,407,553	4,203,926	—	100	30½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	—	—	.....	.....	54,450	2,244,178	734,753	166,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	—	—	.....	.....	(Leased	by Vermo	nt Centra	l.)	.....	.....	8	100	101½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,358,273	456,651	.....	—	100	76½
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98,417	.....	140.0	.....	.....	.....	433,537	162,479	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶.....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'n.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	7	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	—	—	....	98.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	612,300	6,024	.....	138.0	[In	progress.]	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	—	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	46 0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	.....	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	.....	No retu	rns for ye	ar.]	.....	.....	—	50	81
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1869	94.0	—	....	86.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operat	ed during	construct'	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	.....	.....	(No	return.)	.....	.....	.....	.....	20.0	13,480	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	—	(Leased	to Boston,	Con.and M	ontreal.)	12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR. sold	Jan. 5, '70	$525,000.	6,000,000	.....	.....	.....	148.0	.....	.....	.....	139,261	82,375	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734.812	789,300	.....	.....	—	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	19.3	1,857	(Leased	to Northern	Central.)	.....	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	(Recen'l | y opened.)		1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	142
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Le	ased to N	orthern C	entral.)	.....	—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	.....	641,552	112,080	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	.....	.....	—	25	....
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	493,210	342,827	6	50	72
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433.350	.....	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,892,068	.....	.....	.....	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	110,610	.....	10	100	124½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	.....	.....	.....	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	.....	.....	.....	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	.....	.....	.....	64,000	899,759	662,246	.....	161.0	.....	.....	.....	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	.....	.....	8,739,800	14,375,891	.....	.....	48.0	.....	.....	.....	405,174	213,374	—	50	76
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	.....	.....	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n preferre	d stock.)	431,246	184,848	—	100	53
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	.....	.....	.....	4,300,000	1,961,000	.....	.....	354.0	.....	.....	.....	735,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,128	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	.....	109.2	.....	.....	.....	1,159,085	598,519	—	50	18
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	.....	.....	.....	2,002,746	2,632,310	196,232	.....	45.0	.....	.....	.....	167,435	81,714	—	50	20
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	.....	.....	.....	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	.....	.....	.....	1.100,000	708,000	86,000	.....	—	(Leased	to Pennsy	lvaia.)	.....	.....	—	50	13
31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	—	.....	.....	.....	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years Pending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,593	5.	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury. Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1,	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,486	—	100	100	....
Sept. 30,'70	7.50	80	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	102½
Sept. 30,'70	8.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	707,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn)...N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie Cit'y.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45
Sept. 30,'70	3.25	96	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	33½
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	45
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	43
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	20½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,530	—	—	26,181	2,451	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	74
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	78
Dec. 31, '70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	356	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,886	52,994	21.8	50	15	52
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	12
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	31½
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	12
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	16.0	50	5	....
Sept. 30,'70	10.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	....
Dec. 31, '70	34.00	600	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	64½
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119.822	160,000	—	—	111,446	17,883	12.5	50	16	21
Sept. 30,'70	9.38	380	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	45	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	36,061	9½	100	100	75½
Sept. 30,'70	7.25	250	42	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	468	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City)..N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	197½
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.). Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	22½
Dec. 31, '70	3.60	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	lens. t	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	43
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown...Mass.	26,845	14,750	—	19,049	7,887	Loss.	—	100	130	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	—	—	—	10)	100	....
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	376,444	57,813	10.0	50	50	68
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,489	27,714	785	—	50	50	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	9,530	—	—	25	25	....
Oct. 31, '70	3.55	40	16	Worcester .....Mass.	46,205	40,000	20,000	8,036	17,487	3,010	4	100	100	18
										Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....	1,500,000	7	J.&D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage.....	379,000	7	M&N	1878	....
Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1882	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	100,000	7	J.& J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1877	....
2d mortgage.....	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1876	99½
Grand st. and Newtown: 1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	150,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,000	7	J.& J.	1874	88
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	76
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	100,000	6	J.&D.	1884	87
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	A.&O	1874	....
Quincy: Plain bonds.....	66,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,500	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	——	....
Troy and Lansingburg: 1st Mortgage.....	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage.....	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	130,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	90
Worcester: 1st Mortgage.....	20,000	6	A.&O	1878	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	96
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	88
Chicago and Alton, pref.	2,425,400	7	10	123½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	89½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	90
Erie, preferred	8,536,910	7	7	57
Evansville and Crawfordsville pref.	100,000	...	...	..
Hannibal and St. Joseph, pref.	5,078,224	...	...	89
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	12½
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	50
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	79½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	129½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.	3,500,000	7	7	77
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	97½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125½
Schuylkill Navigation, pref.	2,888,997	6	6	36½
Union, preferred	.. ..	..	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	6½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	31 — @ 34 —
Pig, American, No. 1		35 — @ — —
Pig, American, No. 2		32 — @ — —
Pig, American, Forge		31 — @ 32 —
Bar, Refined, English and American		72 — @ 78 —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —
	Store Prices.	
Bar, Sweder, ordinary sizes		105 — @115 —
Bar, Refined		75 — @ — —
Bar, Common		82 50 @ — —
Scroll		95 — @125 —
Ovals and Half-round		95 — @120 —
Band		90 — @ 95 —
Horse Shoe		95 — @100 —
Rods, ⅜@3-16 inch		82 50 @120 —
Hoop		100 — @140 —
Nail Rod	per lb.	— — @ — 6½
Sheet, Russia, as to No.'s	(gold)	— 12 @ — 12½
Sheet, Single D. and T. Common		— 4½@ — 5½
Rails, English	(gold) per ton.	55 — @ 57 —
Rails, American, at Works in Penna. c'y.		70 — @ 72 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 12 @ — 14
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 15 @ — 16
American, Spring, do.		— 9 @ — 11
American Machinery do.		— 10 @ — 11
American German do.		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb	4 75 @ — —
Cut Spikes, all sizes		5 — @ — —
Clinch		5 25 @ — —
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 31
Copper		— 35 @ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— — @ — 38
Straits	(gold).	— — @ — 33½
English	(gold).	— — @ — 33½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box.	8 62½@ 8 75	10 — @ 10 50
I. C. Coke	7 50 @ 8 —	8 75 @ 9 50
Coke Terne	6 25 @ 7 50	7 25 @ 8 75
Charcoal Terne	8 — @ 8 50	9 25 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 14½@ — 14½
Crude, 40 @ 47 gravity (in shipping order)		— 19½@ — —
Refined, Standard White (in ship'g order)		— — @ — 25½
Refined, prime White (in shipping order)		— — @ — 26
Refined, S. W. (in jobbing lots)		— 27 @ — —
Refined, S. W. (in tin)		— 29 @ — 30
Naptha, Refined, (65 @ 73 gravity)		— 9½@ — 10½
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. feet; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.) per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 28.

	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.	W. 28
Canton Co.	80	....	....	80	79	....
Central Pacific 6s.	102½	102½	102½	102½	102½	....
Central of N. Jersey.	111	111½	....	112	111½	110½
Chicago & Alton.	120	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	104
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	113½	....	114½	....	....	114
Chic. & Northwestern	74½	75	72½	73½	75	72½
" pref.	88½	89½	88	88½	88½	....
" 1st M.	....	....	....	99	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	112½	112½	111½	111½	110½	108½
Chi., R. I. & Pa. 7s, 1896	....	....	....	104	....	104
Clev., Col., C. and Ind.	....	88½	88	88½	....	....
Clev. and Pittsburg.	117	119	117	....	116½	116½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	86	....	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	20	20½	20	20½	20½	19½
" 1 M.	....	87½	87½	87½	87	87
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	....
Del. Lack. & Western.	105½	106	106	106½	106	105½
" 1 M. 7s.	100	....	....	....	....	....
" 2 M 7s.	....	....	....	....	....	....
Dubuque & Sioux City.	92	....	95	....	....	....
Erie Railway.	27½	28	27½	27½	28	27½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	....	....	....	....	....	93½
" 4 M. 7s, 1880.	....	89	....	....	89	....
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph.	85½	85	80	82	81½	81
" pref.	89½	89½	84	....	87	86
" 8s, conv.	104	....	103½	....	103½	103½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	104	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	106
Lake Shore & Mich. S'th.	111½	113	112½	112½	108½ a	107
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	125	125½	126	....	120½ a	....
" S. F. 8s, 1882.	....	....	....	....	....	....
M. S and N. I 1 M. S. F.	100½	....	100½	101	....	101½
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	7½	....	....	....	....	4½
" pref.	7½	7½	7½	7½	7	7
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul.	59½	60½	58½	59½	60	59½
" pref.	78½	79½	77½	78½	79	78½
" 1st mort.	....	....	....	....	....	96
" 2d mort.	....	....	....	....	....	....
" 8s.	107½	....	108	108	108	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s.	96½	96½	....	96½	96½	96½
" H. & St. J. 1s.	....	....	....	....	....	95
Morris and Essex.	91½	....	91½	....	92½	....
" 1st mort.	....	....	....	103	....	....
" 2d mort.	99½	....	....	99½	....	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	103
" 6s, S.F. 1883	92½	....	92	....	....	91½
" 6s, S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	97½	97	97	97	96½
" certificates.	92	92	91½	....	92½	....
N. York and Harlem.	127½	127½	126½	....	127	125
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	101½	....	....	....	....	....
N. Carolina 6s, old.	....	....	47	....	46	....
" new	27½	....	....	....	27½	....
Ohio and Miss.	44	44½	44½	45½	45½	45½
" pref.	....	....	77	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	41½	41½	41½	42½	41½	41½
Panama	50	50	50½	50½	51½	52
Phila. and Reading.	116½	117½	116½	116½	116	115½
Pitts., Ft. W. & Chi. gtd.	....	....	100	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	101	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	12	....	....	11½	....	11
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	56	....	....	....	....	....
" 1 M.	102½	....	....	....	....	....
" 2 M. pref.	56	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old.	71½	72½	72½	72½	....	....
" new	....	72½	72½	....	....	....
Tol., Wab. & Western.	59½	60½	56½	58½	58½	57
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	90	....	....	....
" Equipment.	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	89½	....
Union Pacific.	30½	30½	30	31½	30½	....
" 1st mort.	91½	....	....	91½	91½	91½
" L. Gt. 7s.	84½	....	....	85	....	84½
" Inc. 10s.	....	....	....	....	....	82½
Virginia 6s, old.	....	....	....	....	....	....
" new	....	....	....	....	....	73

New York Stock Exchange.

Actual Sale Prices for the week ending June 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
FEDERAL STOCKS:—						
U. S. 6s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	110¼	....	110¼	....	110¼	110¼
U. S. 5s, 10-40s, reg	....	....	....	110¼	....	110¼
U. S. 6s, 1881, reg	114¼	....	....	....	....	....
U. S. 6s, 1881, coup	....	117¼	117½	....	....	118
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	112¼	112¼	....	....
U. S. 6s, 5-20s, c. 1862	112¼	112¼	112¼	112¼	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	112¼	....
U. S. 6s, 5-20s, c. 1864	....	....	112¼	....	....	113
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	112¼	112¼	112¼	112¼	112¼	113
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	114¼	114¼	....	....	....	....
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	114¼	114¼	115¼	115¼	115¼	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	115¼	....	....	....
U. S. 6s, Pac.R.R.issue	....	....	....	....	....	115¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 27.

	W.21.	Th.22.	F.23.	Sat.24	M.26.	Tu.27
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	48	....	....
Camden and Amboy	127¾	128	128	127	127	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	93¼	....	....
" 6s, 1889	....	....	....	....	....	88¼
" mort. 6s, '89 96	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38¼	38¼	38¾	38¼	38¼	38¼
" 6s, 1884	....	....	....	....	....	....
" Gold L	90	90	90	90	90	90
" R. R. L	....	91¼	....	....	....	91¼
" Conv. L	....	....	....	83	....	....
Lehigh Valley R. R	61¼	61¼	61¾	61¾	61¾	61¼
" 6s new coup	....	....	....	....	95¾	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	46¼	....	50	....	....
" 7s	....	....	....	....	....	....
Minehill	54¼	54¼	....	....	....	54¼
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	48¼	....	....	....
" 6s, 1880	102¼	....	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	112	....	....
Northern Central	41	....	....	....	....	....
Oil Creek & Alleg. Riv.	52	52	51¾	51¼	50¾	49x
" 7s	....	....	86¼	85¾	85¼	....
Pennsylvania R. R	60¼	60¾	60¼	61¼	60¼	60¼
" 1st M	....	....	....	....	....	....
" 2d M	....	....	....	99¾	....	....
" Gen. mort	....	....	96	....	96	....
" " reg	95	95¼	....	....	95¼	95¾
Penn. State, 6s, 1st series	103	....	103¼	....	....	....
" 6s, 2d series	107	....	....	107	....	106¾
" 6s, 3d series	....	....	109¼	....	....	109¾
" 6s, W L	102	....	102	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
" new	100	100	100	100	100	100
Philad., Germ. & Nor	....	....	85¾	....	....	....
Phila. & Reading	58¼	58¼	58¼	58¼	58¼	58¼
Philadelphia and Erie	28¼	28¾	29	....	....	28¾
" 6s	....	....	....	....	....	....
" 7s	....	92¼	....	92¼	....	....
Schuylkill Navigation	....	....	....	....	....	9
" pref	....	....	....	....	18¼	18¼
" 6s, 1882	....	....	....	....	79¼	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	63	....	....	62¾
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	20¾	....	....	20¾	20¾
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	64	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts	....	....	24¼	....	....	22¾

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Baltimore City 6s, 1875	....	....	....	....	....	....
" 1886	....	....	....	....	....	....
" 1890	98¾	....	....	....	....	98¾
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	96	....	....	....	....	....
Marietta & Cin. 1st M	98	....	98	....	....	98
" 2d M	85	....	....	....	....	....
Northern Central	41¼	....	41	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	90¼	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 28.

	Th.22.	F.23	Sat.24.	M.26.	Tu.27.	W.28
Boston and Albany	156¼	156	154	153	150	150
Boston and Lowell	....	....	136	....	....	....
Boston and Maine	....	....	....	....	....	147¾
Boston and Providence	152	151	....	....	....	150
Boston, Hartford & Erie	2¼	....	....	....	....	....
" 7s, new	22¾	23¼	22¾	22¼	22¼	22¼
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	77¼
Connecticut River	....	....	....	....	....	....
Eastern	125¼	....	121¼x	....	122	122
Fitchburg	....	....	....	....	....	134¼
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	125¾	....	125¾	120¼x	120¼	120¼
Northern, N. H	....	....	....	....	....	112¼
Ogdens. & Lake Champ	....	....	....	88¼x	....	88¼
" pref	....	....	....	104½	....	106
Old Colony & Newport	100¾	....	101½	....	....	101½
Ph., Wil. & Baltimore	54¾	54¾	55	54¾	....	55
Portl'd, Saco & Ports	....	....	137¾	....	....	....
Union Pacific	....	....	....	....	....	30¾
" 6s	88	88	88¼	....	....	....
" Land Grant 7s	82¼	82¾	82¼	....	....	....
" Income 10s	80¼	80¾	....	79¼	....	....
Vermont & Canada	102¼	102¾	....	102	101¾	101¾
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	....	....	....	....	74x
Middlesex "	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls "	....	....	....	....	....	8¼
Franklin "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Pewable "	....	....	....	....	....	....
Quincy "	....	....	29	....	....	....

London Stock Exchange.

	Closing Prices. June 16.	June 9.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	83 — 88	83 — 88
Do. do., 2d mort., 1881	73 — 78	73 — 78
Do. Penn., 1st mort., 1877	83 — 88	83 — 88
Do. do., 2d mort., 1882	73 — 78	73 — 78
Do. Consol. 7 per cent. mort. 1890	41¼ — 42¼	42 — 43
Detroit and Milwaukee 1st mort. 7s	69 — 71	69 — 71
Do. 2d mort. 8 p. c	69 — 72	69 — 72
Erie shares 100 dol. all paid	— —	— —
Do. sterig. 6 p. c. convertible bonds	64 — 66	64 — 66
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —100
Do. 100 dol. shares, all paid	109 —110	109¼—110¼
Panama General mort. 7s, 1897	80 — 85	80 — 82
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	94 — 94¾	93¼— 94
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal

Saturday, July 1, 1871.

Stock Exchange and Money Market.

Money has been in rather more request, but has been in very full supply and quoted easy for responsible borrowers, at from 3@5 mainly 3@4 per cent., on call and at 4@7, chiefly 5@6 percent. per annum on very choice to good mercantile credits. The inquiry from the Stock Exchange firms has been somewhat brisker, and more discrimination has been made by lenders in the acceptance of railway shares, as collaterals. The very serious break in values at the Board, last week, has had the effect of lessening the disposition to make advances on other than the public funds, and the choicest of the general list of stocks. Some further shipments of currency to the interior have been reported, which have led to a reduction of lawful money reserves of both the city banks, and the Treasury office. The city banks, last week, reported a gain of $1,025,306 of specie, a loss of $817,756 of legal tender notes, and an increase of $252,363 of deposits. They increased their loan and discount averages $845,113 and reduced their circulation $101,492. The city bank exchanges, last week, averaged $113,514,566; and thus far, this week, 112¾ millions daily. The banks now hold $16,954,145 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a gain of $487,128 of specie and a loss of $494,661 of currency, as the result of the week's business. The receipts of the office were $4,422,989 in coin, and $3,376,934 in currency; payments, $3,935,860 in coin, and $3,871,595 in currency. The office received $2,874,000 in coin or its equivalent, from customs; and disbursed $279,068 of coin interest.

The specie reserve of the city banks according to the latest return is $14,015,216, against $28,228,985 same time last year. The city bank deposits are now $243,521,513 against $217,522,555 week ending June 25, 1870. The legal tender reserve amounts to $71,361,168 against $57,215,525 same time last year. The circulation now stands at $30,560,606, against $33,094,113 same time last year. The loans are now $293,979,645, against $277,017,367 at this date last year.

The subscriptions to the new refunding Five per cent. Loan now amount to about 68 millions.

The U. S. Sub-Treasurer retired, last week, $2,029,822 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $4,357,133 in currency, and $60,052,971 in coin against a balance a week previous of $4,044,548 currency, and $58,857,911 coin.

Government revenues have been on a moderate scale, since our last. The excises yielded last week nearly four millions. The customs at the port of New York, last week were $2,223,822; and at the outports, equal to about $725,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been $143,122,569.

Gold has been quoted firmer on a somewhat livelier business chiefly on speculative account. The export drain has been rather heavier. The customs call has been moderate. The coin interest disbursements of the Treasury Office have been more extensive, chiefly on the July account. On Monday and Tuesday of this week, these disbursements reached $5,337,000. On Wednesday, they were $750,000. The range of the price, during the week, has been from 112¼@113⅛, and the closing quotation on Wednesday was 113 against 112⅜ the preceding Wednesday. The outflow, last week, was $2,448,230; on Tuesday of this week to $925,000, and on Wednesday, to $351,257. The Gold Exchange Bank clearances daily, through the week have been as follows: June 22, $43,499,000; June 23, $33,066,000; June 24, $34,516,000; June 26, $22,265,000; June 27, $32,414,000; June 28, $27,008,000.

The customs at this port on Wednesday were $334,000.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $85,524,679 against $86,380 851 same time in 1869–'70.

The export drain was $2,448,230 last week, against $1,270,179, same week preceding year. The shipments since July 1, 1870, have been $81,718,748, against $33,429,504 same time in 1869–'70.

The customs demand for Gold last week, averaged $395 667 a day; thus far, this week, it has averaged $303,600 a day, or equal to a weekly aggregate of $1,821,600. The arrivals of specie from Europe, Havana and other foreign ports last week were $4,286 and since Jan. 1,

1871, $3,167,507 against $7,047,872 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $145,335,323, against $132,984,544 same time in 1869–'70.

Foreign Exchange has been in fair demand and quoted firmer in price, closing on Wednesday, with Bankers' sixty day bills on London at 110⅜@110⅝; sight bills on London, 110⅛@111⅛.

The produce exports from this port, week ending with June 27, were to the currency value of $3,866,075.

The aggregate of the impending July interest and dividend disbursements is unusually large, estimated as exceeding 115 millions coin and currency on all accounts. The bulk of this enormous amount must seek for prompt and profitable employment.

Government securities have been in light supply and good request at a further improvement in prices.

Washington reports say that Secretary Boutwell has for some time past been receiving from financial men in different parts of the country suggestions in relation to the new loan, some of them advising that certain amounts of the issue of 1862 be replaced by the new five per cents. This subject now occupies the attention of the Secretary, and it is supposed he will soon come to a conclusion upon it.

On Wednesday, Government bought in a million of Five-Twenties at 111 85@111 87, ex-interest. The amount of bonds offered was $2,649,300.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118@118⅛; U. S. Five-Twenties of 1862, 113⅛@113¼; U. S. Five-Twenties of 1864 at 113@113¼; U. S. Five-Twenties of 1865, 113@113¼; U. S. Five-twenties of 1865 consolidated, 115¼@115⅜; U. S. Five Twenties of 1867, 115¼@115½; U. S. Five-twenties of 1868, 115½@115¾; U. S. Ten-forties at 110⅞@111; U. S. Six per cent. currency bonds, 115@115¼.

The Stock Board has resolved to hold no business session on Monday next. Tuesday next will be the Fourth of July and a close, legal holiday. The Gold Exchange has adopted a similar resolution.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 14.	June 21.	June 28.
Consols	92	92⅛	92 3/16
U.S. 5-20's of 1862..	90⅝	90¾	91
U. S. 5-20s, 1865	90⅛	90½	90⅝
" 1867	92⅝	*90	90 1/16
" 10-40s	88½	88¾	88¾
Erie.	24½	24⅛	24½

* Ex July coupon.

State bonds have been in fair demand at steadier prices.

Railway bonds have been in better request and have been quoted strong and buoyant in price. Central Pacific Sixes closed at 102⅜@102½. This loan has been in especial favor with foreign buyers, who promptly take the current very small offerings at the prevailing figures. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in more active demand at 92 per cent. and accrued interest. The small portion of this loan yet unmarketed is being sold quite rapidly, the sales continuing to run considerably ahead of the money requirements of the Company, though the work of constructing the extreme western extension of the road to the Ohio River is being pushed forward with unusual energy, leading to a correspondingly free expenditure of funds for material and labor. Union Pacific Sixes closed at 91½@92.

Business in Railway and miscellaneous share property has been moderately active, and prices have shown more firmness as a rule. The serious depression in values, last week, led to the suspension of several firms in the Stock line, some of them quite prominent as operators. The latest transactions indicated less buoyancy.

General business has been less active, though, in most instances, buyers have had any existing advantage as to prices. Middling upland cotton closed on Wednesday at 20⅛ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,870,040 bales, against 2,780,287 bales same time last year; exports 3,053,000 bales, against 2,070,665 bales same time last year; stock at the ports at latest dates, 207,494 bales, against 193,468 bales same date 1870.

At the Live Stock Markets, Beeves have been in less demand at from 9@12½ cts; Veal Calves, at 5@9½ cts; Sheep at 4@8 cts; Lambs at 8@11 cts; Swine, 4⅝@4⅞ cts per lb., all live weight. The week's receipts were 6,299 Beeves, 4,188 Veal Calves, 29,392 Sheep and Lambs; and 27,333 Swine.

Foreign goods have been in quite moderate request, at drooping prices. The week's imports of foreign goods reached $7,552,228, including $1,210,951 of dry goods.

Ocean freights have been less active but quoted firmer, on a lighter supply of room. The main business has been in Grain, Petroleum, Provisions, Naval Stores and Tobacco.

At the auction sale of Scranton Coal on Wednesday, 120,000 tons were sold at reduced prices, ranging from 4.30@5.45, against 4.62½@6.00 in May.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Albany and Susquehanna R. R., 93½; St. Louis and Iron Mt. R. R., 60½; do. 1st mort., 94; Nashville and Decatur 1st mort. 7s, guar. by Louisville and Nashville R. R., 86¾; Toledo, Wabash and Western consol. bonds 89; Long Dock bonds, 90; Gt. Western 1st mort., 1888, 93⅛; Quincy and Toledo 1st mort.. 85½; Central of New Jersey new bonds, 103¼; Toledo, Peoria and Warsaw 2d mort., 78; Cedar Falls and Minnesota 1st mort., 88½; North Missouri 1st mort., 89; do. 2d mort., 65; Clev., Painesv. and Ash. new bonds, 95; Chicago and Northwestern Interest bonds, 94; Mil. and St. Paul 1st mort., Iowa div., 93; Am. Dock and Imp. 7s, 100¼; Cleveland and Toledo new bonds, 95; South Carolina 6s, new Jan. and July, 62¼; do. April and Oct., 61⅞; Georgia 7s, gold, 94; Alabama 5s, 70; North Carolina 6s, special tax, 21; Maryland Coal, 30; Consol. Coal of Md., 38; Spring Mt. Coal, 70; Cumberland Coal and Iron, 50; Wells-Fargo Exp., 45; Am. Mer. Union Exp., 53¾; Adams Exp., 80½; U. S. Exp., 53⅝; Brunswick City Land, 9; Western Union Telegraph, 58¼; Quicksilver mining pref., 19½.

Philadelphia.—Tioga 7s, 98; Warren and Franklin 7s, 92; Steubenville and Indiana 6s, 73; Pennsylvania Canal bonds, 80½; Connecting R. R. bonds, 87⅜; Schuylkill Nav. 7s, B. L., 85½; Philadelphia and Reading deben. bonds, 83½; Wilmington and Reading 7s, 96½; West Jersey 7s, 101¾; Delaware Division Canal, 47; 5th and 6th streets R. R., 45; Huntingdon and Broad Top Mt. pref., 12½; do. 1st mort, 100; do. consol. bonds, 45; Nesquehoning R. R., 55; New Creek Coal, ¼. The latest quotations are: City 6s, 99@100; do. free of tax, 99⅞@100; State 5s, coupon, 100@101; do. 6s, W. L., 102@103; do. 1st series, 103¼@103½; do. 2d series, 106@107; do. 3d series, 109@109½; Reading, 54⅞@54⅞; do. 7s, 1893, 103@104; do. mort. 6s, 1880, 97@97; Camden and Amboy, 126@126½; do. mort. 6s, 1889, 95@95½; do. 1883, 92½@93½; do. 1889, 88½@89½; Pennsylvania R. R., 60@60¼; do. 1st mort., 103¼@103¼; do. 2d mort., 99@99½; do. General mort. coupon, 96@97; do. reg., 95@95½; Little Schuylkill R. R., 46½@47; Morris Canal, 50@52; do. pref., 123@125; do. 6s, 90@98; Susquehanna Canal, 10@11; do. 6s, 61½@62½; Schuylkill Nav., 9@9¼; do. pref., 18¼@18½; do. 6s, 1882, 79@79½; Elmira and Williamsport pref., 43½@44½; do. 7s, 1873, 94@96; do. 5s, 61½@—; Lehigh Coal and Navigation, 88@88⅛; do. 6s, 1884, 88@88½; do. R.R. Loan, 91@92; do. Gold Loan, 89¾@90; North Pennsylvania, 48¼@48½; do. 6s, 101@102½; do., 7s, 98@99; do. Chattle 10s, 111@112; Philadelphia and Erie, 28@28½; do. 6s, 92¾@94; Minehill, 54@54¼; Catawissa, 21@22½; do. pref., 47¾@48; Lehigh Valley, 61¼@61½; do. 6s, 97@—; Fifth and Sixth streets, (horse,) 44@—; Second and Third, 64@65; Thirteenth and Fifteenth, 22@23; Spruce and Pine, 31@32; Green and Coates, 44@46; Chestnut and Walnut, 51½@52; Hestonville, 20⅜@20⅝; Union, 60@—; Germantown, 32@35.

Boston.—Chicago, Burlington and Quincy R. R., 155; do. 8s, 109¾; Cape Cod R. R., 67½; Conn. and Pass. Rivers pref, 92; do. 6s, 1876, 94; do. 7s, 1876, 100; Rutland pref., 87¾; do. 7s, 1880, 86½; do. 8s 1880, 100⅜; Portsmouth, Gt. Falls and Conway R. R., 112½; Indianapolis and Cincinnati R. R., 6¼; Cincinnati, Sandusky and Cleveland R.R., 23; Berkshire R. R., 80¼; Atchison, Topeka and Santa Fe R. R., 16; do. 7s, 1875, 81; Norwich and Worcester, 116¾; Vermont Central 1st mort., 87; do. 2d mort., 44; Leavenworth, Lawrence and Galveston 10s, 99⅜; Cedar Rapids and Missouri 7s, 1916, 90½; do. 1891, 90⅝; Eastern R. R. 6s, 1874, 98¾; Phila. and Reading 7s, 100; Boston Water Power Co., 88; Cary Imp., 16⅝; Waverly Land, 3½; Ophir (N. S.) gold, 6c.; Haverhill 5s, 1878, 91¼; Chicago 7s, 1877, 96¼; do. 1892@1895, 100¾; Cincinnati 7 3-10s, 1899, 106½; St. Louis 6s, 1882, 91¼; do. 1877, 95¼; Minneapolis 8s, 1890, 100; Cook Co., Ills., 7s, 100½; St Louis County, 7s, 1873, 99¾; Portland 6s, 1877, 94¾; Bath 6s, 1891, 88; Boston 6s, 102½; Lyon Co., Kansas, 7s, 1900, 56; Albany 6s, 1896, 94½; Lynn 5s, 1882, 86½; Cambridge 5s, 1877, 91½; do. 1882, 88⅝; Allouez Mining Co., 2⅞; Calumet and Hecla, 120; Hancock, 2½; Mesnard, 30c.; Petherick, 1½.

Baltimore.—Pittsburg and Connellsville 7s, 96¾; Western Maryland 1st mort., guar., 95; Orange, Alex. and Manassas bonds, 82½; Northern Cen-

tral gold bonds, 94⅛; Virginia 6s, reg., 1867, 68. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 96⅝@96⅞; Baltimore and Ohio, 140 @148; do. 6s, 1875, 98¾@99; do. 1880, 98@—; do. 1885, 95⅞@96; Northern Central, 41@41¼; do. 6s, 1885, 94½@95½; do. 1900, 90@90½; do. 6s, 1900, gold, 94⅛@94¼; N. W. Va. 1st mort., 98⅛@99; do. 2d mort., 98¾@—; do. 3d mort., 1885, 92@95; Marietta and Cincinnati 7s, 1892, 98 @99; do. 2d mort., 84¾@85; do. 3d mort., 82½@ 83; Central Ohio, 29@32; do. 1st mort., 86@ 87; Western Md. 1st mort. 6s, 1890, 78@80; do. guar. by Baltimore City, 95@95; do. 2d mort. guar., 93@95; do. 2d mort. pref., 59⅝@60; do. 6s, guar. by Washington Co., 87@88; Richmond and Danville bonds, 77½@—; Orange and Alexandria 1st mort. 6s, 85@86½; do. 2d mort. 6s, 79@ 81; do. 3d mort. 8s, 84@85; do. 4th mort. 8s, 79@80; Orange, Alex. and Manassas 7s, 82 @82½; Virginia and Tennessee 8s, 88@90; do. 6s, 1st mort., 89@91½; do. 6s, 2d mort., 77@ 77; Baltimore 6s, 1875, 99@100; do. 1884, 98@99; do. 1890, 98½@98¾; do. 1893, 98@—; do. 1900, 98⅛@99; do. 5s, 1838–'70, 80@81; Memphis City 6s, 57½@58¼; Maryland Defense Loan, 1883, 104 @104¾; City Passenger R.R., 22½@24; George's Creek Coal, 73@80; Baltimore Copper, 0.50@1.00; Santa Clara, 1@1.00; Atlantic Coal, 1@2.25.

GREAT NATIONAL LOAN.

$134,000,000 NEW 5 PER CENTS.

PRINCIPAL AND INTEREST PAYABLE IN COIN.

Interest quarterly, February, May, August, and November.

BONDS FREE OF ALL TAXES, LOCAL OR NATIONAL.

The Treasury Department having already received subscriptions to the amount of $66,000,000 to the first two hundred millions of the New Loans authorized by the Act of Congress, of July 14, 1870, for refunding the Public Debt, bearing five per cent. per annum interest, now offers to popular subscription the remaining $134,000,000 of this particular Loan, and is prepared to promptly deliver the Coupon Bonds or Registered Certificates in exchange dollar for dollar for any of the United States six per cent. Bonds or Registered Stocks, known as *Five-Twenties*, or for Gold Coin at the par value of the New Loan, and accrued Interest from the first of May. When this amount, to which preference is given, is taken up, the remainder of the Five per Cents, $300,000,000, embraced in the Act will be offered in connection with $300,000,000 Four and one half per Cents, and any part of $700,000,000 of Four per Cents, the one running fifteen years and the other thirty years.

The following is a copy of the New Five per Cent. Bond, under and pursuant to the Act of Congress:

FORM OF FIVE PER CENT BOND.

INTEREST | FUNDED LOAN OF 1881 | 5 PER CENT.

UNITED STATES OF AMERICA

ARE INDEBTED TO THE BEARER IN THE SUM OF

..... DOLLARS.

THIS BOND is issued in accordance with the provisions of an Act of Congress entitled "An Act to authorize the refunding of the National Debt," approved July 14, 1870, amended by an Act approved January 20, 1871, and is redeemable at the pleasure of the United States, after the first day of May, A. D. 1881, in Coin of the standard value of the United States on said July 14, 1870, with interest in such Coin, from the day of the date hereof, at the rate of FIVE PER CENTUM per annum, payable quarterly, on the first day of February, May, August, and November, in each year. The principal and interest are exempt from the payment of all Taxes or Duties of the United States, as well as from taxation in any form, by or under State, municipal or local authority.

WASHINGTON, ..., 18....

Entered ..... Recorded .....

....

Register of the Treasury.

Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000, and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depository of the Government, quarterly, on the first days of February, May, August and November, in each year.

The Interest on the Registered Stock of this Loan, it is determined by the Treasury Department, will be paid by the Treasurer of the United States in his Gold Check for the Quarterly Interest, to the Post office address of every holder, free of trouble or expense, dispensing with attendance, in person or by proxy, at the Treasury, for the durpose of receipting for and drawing such interest.

The whole proceeds of the New Loan will be applied to the payment or redemption and cancellation of the 5-20 years six per cent. bonds, and in addition to these proceeds, the 5-20s are being reduced by purchases, averaging, for two years past, about $10,000,000 per month.

The entire effect, therefore, of the New Loan, in connection with the existing Sinking Fund process of the Treasury, is to reduce both Principal and Interest of the Public Debt of the United States. *The Loan creates no additional supply of Government Stocks*, while the application of the surplus revenue is constantly lessening the Funded Stocks bearing six per cent. Gold Interest.

The policy of the Government since the close of the War in 1865, which left a debt upon the country of $2,755,000,000, and an annual taxation of $311,000,000, has been to reduce steadily both Debt and Taxes: to reduce the Principal of the Debt by actual payments, and to lessen the annual burden of Interest, and thereby the burden of Taxation, not only through such payments, but by funding the debt at the cheapest rates of interest practicable from time to time, until it is now felt that the very cheapest rates are due to the high Credit, unblemished Public Faith, and vast and growing resources of the country. From $2,755,000,000 the Principal of the Debt has been reduced to $2,260,000,000—both sums exclusive of accrued interest—and from the heavy burden of $151,832,000 per annum, the Interest charge has been reduced to $112,780,000 per annum; while the annual taxation, under the Internal Revenue system, which the necessities of the War and the Debt thereby created rendered necessary for at least a short series of years, has been reduced from $311,000,000 in 1865–66 to about $154,000,000 per year in 1870–71, (estimating for the highest probable collections in the current month, the last of the Fiscal year,) or less than one-half the first named sum. And in the year 1871–72 a further reduction of $28,000,000 will come in under the Act of July, 1870, so as to give only $126,000,000 for the year, or about two fifths the maximum of 1865–66.

By the successful refunding of the Public Debt at moderate rates of Interest, and by continued economies in the expenditures of the Government —which in two years, from March 4, 1869, to March 4, 1871, amounted to $126,700,949, or an average saving per year of $63,350,474—it is believed that nearly the entire system of Internal Taxes can be dispensed with in a few years, or so much of it as requires the machinery of District Assessors and Collectors.

The Secretary of the Treasury has just published the Monthly Schedule of the Public Debt to June 1, from which it appears that he has further reduced the total of Funded Gold bearing debt since May 1, by the sum of $8,000,000 by purchase of United States 5-20s for the Sinking Fund, and reduced the 5-20s by the further sum of $8,217,400 by conversion into the New 5 per Cents. The whole Funded Debt now stands, $1,894,128,750, as against $2,107,846,150 two years ago when the present Administration came into office. Adding to these sums the net Circulation of the Treasury, (that is, in Greenbacks and Greenback Certificates, after deducting Gold and Currency on hand,) the following is the comparison of Debt of all kinds, at present, and at the close of the War, and in 1869:

	July, 1865.	March, 1869.	June, 1871.
U. S. Stocks	$2,150,784,112	$2,107,846,150	$1,894,128,750
Circulation.....	605,211,163	383 545,854	366,333,003
Total.... ...	$2,755,995,275	$2,491,399,904	$2,260,461,753

The following table affords a classification of the Funded Stock (in Gold) of the United States, as at present outstanding:

Date.	Coupon.	Registered.	Total.
5-20s, 1862.....	$382,958,500	$103,973,500	$486,932,000
5-20s, 1864.....	44,752,650	55,924,100	100.676,750
5-20s, 1865.....	123,660,150	53.552 100	177,212.250
5-20s, 1865 (n.)....	179,269,500	70,951,450	250.220,950
5-20s, 1867.....	241,686,550	91,325,100	333,011,650
5-20s, 1868.....	28,009,350	11,603,000	39,612,350
Total.....	$1,000,436,700	$387,229,250	$1,387,665,950
Sixes, 1881.....	93,260,400	190,417, 00	283,678,100
Fives, 10-40s.....	57,279,650	138,287,650	194,567,300
Fives, 1874.....	13,955,000	6,045,000	20,000,000
New fives, '81.....	5,117,000	3,100,400	8,217,400
Total.....	$1,170,048,750	$724,080,000	$1,894,128,750
Total March 4, 1869			2,107,846,150
Reduction of Funded Debt.....			$214,717,400
Yearly Gold Interest charge, 1869.....			$124,255,350
Present yearly charge.....			111,419,993
Reduction in Interest Charge.....			$12,835,357

The proposed further reduction of the annual interest charge upon the Public Debt by refunding is as follows:

By exchange of $500,000,000 United States six per cents for new five per cents of 1861	$5,000,000
By exchange of $300,000,000 United States six per cents for four and a half per cents of 1866.....	4,500,000
By exchange of $700,000,000 United States six per cents for four per cents of 1901	14,000,000
Total saving per annum by refunding.	$23,500,000

C. C. NORVELL,

In charge of United States Loan Advertising.

TREASURY OFFICE, NEW YORK, June 3, 1871.

Commerce of New York.

The foreign imports at New York for the month of May, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.	$13,027,399	$16,544,919
Do. for warehousing	10,474,170	14,842,869
Free goods	1,115,039	2,758,231
Specie and bullion	667,807	142,477
Total entered at port	$25,284,415	$34,288,496
Withdrawn fr. wareh'use	10,615,377	10,070,612

The foreign imports at New York for the five months from January 1, were:

	1870.	1871.
Entered for consumpt'n.	$67,608,754	$88,865,927
Do. for warehousing	54,895,437	64,242,927
Free goods	4,966,720	13,736,707
Specie and bullion	6,974,809	3,390,046
Total entered at port	$134,445,720	$170,235,607
Withdrawn fr. wareh'se	52,079,845	54,487,088

The foreign imports from New York for eleven months ending May 31, were:

	1870.	1871.
6 mos. ending Jan. 1.	$134,708,154	$156,339,208
In January	24,725,375	28,792,062
In February	25,367,998	35,491,324
In March	29,695,633	38,696,064
In April	29,372,299	32,967,661
In May	25,284,415	34,288,496
Total for eleven mos.	$269,153,874	$326,574,815
Deduct specie	12,752,011	8,091,731
Total mdse	$256,401,863	$318,483,084

The revenue from customs at New York for eleven months ending May 31, were:

	1870.	1871.
6 mos. ending Jan. 1.	$61,552,308 75	$67,729,184 75
In January	9,840,502 99	12,010,020 67
In February	11,750,424 06	12,258,147 69
In March	11,977,323 42	15,305,799 14
In April	12,799,598 49	12,535,090 06
In May	11,473,412 25	11,490,140 42
Total 11 months.	$119,393,569 96	$131,328,382 73

The exports from New York to foreign ports in the month of May, were:

	1870.	1871.
Domestic produce	$14,167,414	$17,066,928
Foreign free goods	29,879	169,250
Do. dutiable	918,306	783,607
Specie and bullion	4,485,373	9,615,698
Total exports	$19,600,972	$27,635,483
Do. exclusive of specie.	15,115,599	18,019,785

The exports from New York to foreign ports for five months from January 1, were:

	1870.	1871.
Domestic produce	$65,888,123	$92,832,816
Foreign free goods	235,411	461,388
Do. dutiable	4,466 297	3,372,605
Specie and bullion.	12,583,238	32,949,884
Total exports.	$83,173,069	$129,616,693
Do. exclusive of specie.	70,589,831	96,666,808

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May 31, were:

	1870.	1871.
Six mos. ending Jan. 1.	$109,954,573	$107,654,919
In January	12,893,166	18,887,876
In February	11,940,146	18,739,742
In March	15,943,095	22,189,332
In April	14,697,825	18,930,074
In May	15,115,599	18,019,785
Total produce.	$180,544,404	$204,321,728
Add specie	29,239,793	74,300,759
Total exports.	$209,784,197	$278,622,487

Journal of Railroad Law.

RAILROAD COMPANIES—WHAT LIABILITIES THEY MAY INCUR UNDER THEIR CHARTER—POWERS OF ROAD SUPERINTENDENT.

The facts in the recent case of The Toledo, Wabash and Western Railway Company *vs.* Rodrigues (47 Ills., 188), are fully and clearly stated in the following opinion by

WALKER, J.—It appears, from the record in this case, that one Johnson, while in the employment of the railroad company, as a brakeman, was run over by a locomotive and injured. That the station agent at Jacksonville, where the injury occurred, employed appellee to nurse and take care of Johnson, and told appellee that appellant would pay him for his services. Appellee performed the services and presented his bill to the station agent for payment. He wrote to the general superintendent, making a full statement of all that had been done, but there seems to be no evidence that this letter was received. After the account was rendered, the general superintendent conferred with the station agent in reference to the various items and as to whether the charges were reasonable, when the superintendent said if they were reasonable he would pay the account, and made no other objections at the time.

On the trial below, and in this Court, it is insisted that these agents acted without authority, and there is no legal obligation resting upon appellant to pay for these services notwithstanding the employment by the station agent, and the recognition of his contract by the general superintendent of the road. Although the charter of the company may not in terms authorize the body to incur expense on account of injury received by their employees, in the discharge of their hazardous employment, yet it will not be seriously contended but that they may, in exercising their franchises, incur such a liability.

If, from the necessary hazards of the employment a person devoting his energies in promoting the interests of the company at a moderate compensation without fault on his part, is severely injured, and for a length of time is wholly disabled, humanity, if not strict justice, would say that when the company have employed others to take care, and incur the expense of his cure, they should be compelled to observe their contract, and meet the expense.

When an employee has been disabled and rendered helpless, in the employment of the company, we can see no reason why this is not a sufficient consideration to support a promise to pay for the nursing and medical attendance necessary to his cure, when the agreemeet is express and not by implication. To have that effect there should, at least, be a request to perform the service. It is not such a duty resting on the company, that any person, without authority from the company, may render the service and compel payment. The request should be express and explicit, and from a person who is empowered to act for the company.

In this case, appellee was requested to render the service by the local agent entrusted with the affairs of the company at that station. He wrote soon after to the general superintendent, informing him of what had been done. Having written in the usual course of business, we must presume that the letter was received. Again, there is no evidence that he countermanded the order, and not only so, but he, when the bill was presented for payment, recognized the validity of the contract and said he would pay reasonable charges for the services, and based his only objection upon the high prices charged. This, in our judgment, made a clear case for a recovery, for a reasonable compensation, if these offices had authority from the company to incur the liability.

Whether the station agent had such power or not, the general superintendent was clothed, and necessarily must be, with large specific as well as discretionary powers. As his title implies, he has a general superintendence of the business affairs of the road, and we deem it but a reasonable inference to conclude that this was within the scope of these powers, and when exercised, that the company must be held liable. The corporation is governed within its charter by the adoption of rules and regulations for the purpose. These regulations govern the action of the officers. By them they confer powers and impose duties upon their various agents and officers; and by this means they exercise their franchises. These regulations are private and not accessible to the public, and hence the difficulty of other persons showing, except by inference or circumstantial evidence, that any officer performs any act within the scope of his authority. It would, therefore, be unreasonable to require positive proof of such authority. The fact must be left to proof, as in other cases. And when it is known that the general superintendent manages all the business of the road within his department, and binds the company by contracts on its behalf, in regard to its general business, it may be safely inferred that such a contract as this was within the scope of his authority.

Although the instructions may not have been strictly accurate, we do not see that they could have misled the jury. Even if they were not all precisely applicable to the evidence, the finding of the jury was clearly right, and the rejection or proper modification of any of them could not have changed the result.

The judgment of the Court below must, therefore, be affirmed.

Judgment affirmed.

☞ The Sheboygan *Herald* says that a corps of engineers is engaged in surveying a line for the extension of the Sheboygan and Fond du Lac Railroad from the latter city to Ripon, and that work is to be commenced on the line as soon as the survey is completed. It is anticipated that this line will be completed and the cars running before winter.

☞ The London *Times* has advices from Canada, stating that the Commissioners for the Intercolonial railway have accepted the tenders of the Fairbairn Engineering Company, and Messrs. Clarke, Reeves & Co., of the Phœnixville Works, near Philadelphia, for the iron bridges to be adopted throughout the line.

☞ The St. Paul *Press* states that the branch line of the St. Paul and Pacific road from Sauk Rapids to Brainard, is to be given up for the present, in favor of the projected extension from St. Cloud to Otter Tail and Pembina.

The New Jersey Railroad Lease.

Proceedings have been commenced in the Court of Chancery, at Trenton, to test the validity and constitutionality of the proposed lease by the united railroad companies of New Jersey to the Pennsylvania Railroad Company. On Saturday last a bill was filed in the Clerk's office of the Court by a large number of stockholders of the united companies, among whom were John Black, Henry H. Longstreet, Samuel C. Forker, Thomas N. Adams, Thos. Robb, Caleb R. Smith, Samuel Rogers, William R. Vandegrift, David Harmer, Jacob M. Douglas, of Burlington county; Henry D. Johnson and Robert C. Hutchinson, of the county of Mercer, Ira C. Voorhees and Louis Stout, of Middlesex, and Charles Bartels, Jediah Higgins, John V. Capner, Avery Parker and others, of the county of Hunterdon, asking the Chancellor to restrain by injunction the officers and directors of the united companies from executing said lease and transferring the property and franchises of the company to the Pennsylvania companies. The Chancellor, on the filing of the bill, granted a temporary injunction, with a rule to show cause the 25th of July why the same should not be made absolute.

New Outlet for Wilkesbarre Coal.

The Pottsville *Miners' Journal* says that a new railroad is projected from Wilkesbarre to Williamsport, which will form a new outlet for the coal of that region for the West, to supply which with that coal, great exertions are now being made. The increased supply of coal of that region will undoubtedly find its way into the interior and not towards the seaboard, and will thus come into competition with the Shamokin coal for the Western trade. The Wilkesbarre region also has another outlet eastward to Albany, N. Y., and near West Point it is proposed to bridge the Hudson River and thus connect with lines now extending into New England. With these lines finished, they will have five outlets, North, South and West, indepemdent of those running East and to the seaboard.

☞ The contract for the grading and masonry of the extension of the Portsmouth, Great Falls and Conway road from West Ossipee to North Conway, a distance of seventeen miles, has been awarded to George F. Hitchings of Portland, who has been engaged since December last in grading the road from Union to West Ossipee, a distance of twenty-eight miles, for the same company. Work will be immediately begun on the new contract and completed to Conway by October of this year.

☞ The contract for the construction of the extension of the Bangor and Piscataquis Railroad from Foxcroft to Guilford has been awarded to Savage, Berry & Co. of Augusta, who have lately been at work on the Portsmouth, Great Falls and Conway road. The contract is for grading, masonry, etc., completing the road except track-laying and ballasting.

☞ The Directors of the New Jersey Railroad and Transportation Co. have elected the following officers: President, A. L. Dennis; Treasurer, H. J. Southmayd; Superintendent and Vice President, F. W. Jackson; Secretary and General Passenger Agent, F. W. Rankin.

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

DIRECTORS.

Alexander T. Stewart,	A. Oakey Hall,
William M. Tweed,	John Jacob Astor,
August Belmont,	Peter B. Sweeny,
Charles A. Lamont,	Levi P. Morton,
James F. D. Lanier,	Hugh Smith,
Franklin Osgood,	William T. Blodgett,
William Butler Duncan,	Richard O'Gorman,
John J. Bradley,	Jose F. Navarro,
Charles L. Tiffany,	Henry Smith,
William R. Travers,	Edward A. Wesley,
Joseph Seligman,	Manton Marble,
Richard B. Connolly,	John Taylor Johnston,

Henry Hilton.

HENRY HILTON,
President.
HUGH SMITH,
Vice-President.
W. BUTLER DUNCAN,
Treasurer.

EDWARD P. BARKER,
Secretary.

By authority of the Board of Directors of THE NEW YORK RAILWAY COMPANY, and in conformity with the terms of the Act of Incorporation in that respect, the undersigned Commissioners on Stock Subscriptions give public notice for and on behalf of the Directors, and of such Company, that Books of Subscription for the Capital Stock thereof will be opened on WEDNESDAY, the TWENTY EIGHTH DAY OF JUNE instant at the following places in this City, viz:

At the Banking House of
DUNCAN, SHERMAN & CO.,
No. 11 Nassau street.

At the Banking House of the
BANK OF THE METROPOLIS,
No. 31 Union square.

The Company is authorized to construct two Viaduct Railways or branches through the City of New York, on the east and West sides thereof, from a common starting point at or near Chambers-st., between Broadway and Chatham-st.; also across the Harlem River and through Westchester County; with power to build additional lines of railway or branches, from time to time, in any part of the City or Westchester County. *The property acquired by the Company is exempted from taxes and assessments during the period allowed for the final completion of the railway in the city.* The Mayor, Aldermen, and Commonalty of New York are authorized and directed, with the approval of the Commissioners of the Sinking Fund, to subscribe for **five millions of dollars** of the stock of the Company, whenever one million of dollars thereof has been subscribed for by private parties. *This conditional amount of stock has been wholly subscribed for and taken by the Directors of the Company.* On the completion of either of the lines of railway to the line of Westchester County, the Supervisors of that County are authorized to issue the bonds of the County to such amount as the Supervisors shall deem expedient, to aid in the construction and extension of the railway in and through that County. For the proper equalization of the interest of shareholders who may subscribe and pay in moneys at different times, the Directors are authorized to issue scrip for interest on such payments, payable out of the earnings.

THE TERMS OF SUBSCRIPTION will be as follows:

TEN PER CENT. of the amount of Stock subscribed for, to be paid in cash at the time of subscription. The residue to be paid as called for by the Board of Directors on a notice of thirty days, but no call at any one time to exceed ten per cent.

Scrip for interest at the rate of seven per cent. per annum will be issued by the Company payable out of the first earnings of the Railway on all installments paid on stock subscribed for within thirty days after the Subscription Books shall be opened.

The Company reserve the right to close the Subscription Books at any time after the twenty-ninth day of July, 1871.

By order of the Board of Directors,

Alexander T. Stewart,
John Jacob Astor,
Levi P. Morton,
} Commissioners on behalf of the Company.

New York, June 16, 1871.

Railroad from Canandaigua to Avon.

We learn from the Ontario *Times* that the Erie Railway Company have projected a railway from Canandaigua to Avon, and engineers are now making the surveys. The *Times* understands the object of the road to be "to open a coal line through to Buffalo, connecting with the main line of the Erie at Avon. It is the design to make it a narrow gauge road, and a third rail will be laid down from Avon to Buffalo. The route will pass through the towns of Canandaigua, East Bloomfield and West Bloomfield, in Ontario county, and Lima and Avon, in Livingston county, and will follow the Batavia road nearly to East Bloomfield, and then bear slightly to the westward, passing that village about as far to the west as the Batavia road does to the east."

☞ The iron railroad bridge over the Ohio river at Benwood, which has been in course of construction for two years, was so nearly completed on the 21st ult., as to admit of an engine being passed over it. The bridge is nearly three-fourths of a mile in length. The channel span is three hundred and fifty feet long, ninety-five feet above low water mark, and contains six hundred tons of iron. The approach on the Ohio side is made by an arcade consisting of forty-one arches, forty feet from centre to centre, and is pronounced by competent judges to be the finest piece of masonry in the country. It is proposed, we understand, to open the bridge formally on the fourth of July.

☞ The subscribers to the South Branch Railway Company, the first narrow gauge railway in West Virginia, and which should prove a valuable feeder to the Baltimore and Ohio railroad, held a meeting in Romney, West Virginia, on the 17th ult., and elected a board of directors, with Col. Robert White as President. Subscriptions to the stock of the road by the people of Romney are reported to be progressing satisfactorily. The route is said to present few difficulties, and the hope is expressed that the line will be constructed at least as far as the town of Romney within six months.

☞ A branch railroad, about four miles in length, to connect the Central Railroad of New Jersey with the Newark and New York railroad, has just been commenced, to be completed in about five months. The road commences at Elizabeth, and runs in a straight line across the Salt Meadows. As there will be no heavy excavations to make, or gullies to span, it can be constructed at comparatively little expense. The track, when completed, will be the means, it is believed, of restoring all the meadow lands lying west of it, as it will be laid upon an embankment high enough to shut out the overflows from the river.

☞ At the annual meeting of the Shore Line Railroad Company held in New Haven on the 19th ult., the following gentlemen were elected directors: Sereno H. Scranton, Simeon B. Chittenden, Cornelius S. Bushnell, Charles G. Landon, Edward Ingraham, James M. Townsend and A. N. Ramsdell. Subsequently the following officers were chosen: Sereno H. Scranton, President; Simeon B. Chittenden, Vice President; Edward S. Scranton, Secretary, Treasurer and Transfer Agent. A dividend of 3½ per cent. was declared payable on Monday, July 3, 1871.

☞ The cars of the South Shore R.R. have been running since Monday over the finished portion of the Duxbury and Cohasset Railroad, as far as South Scituate Station, a distance of six miles from Cohasset. The Old Colony and Newport Railway Company, who operate both the above roads, now run two trains daily between Boston and South Scituate.

☞ General Barnes, Vice President of the International Railroad of Texas, says seventy-five miles of the Texas end of the road is graded and seventy miles of iron furnished. Fifteen miles of the road is in operation. The road commences at Hearn on the Houston and Texas Central line, and will (he thinks) connect with the Cairo and Fulton and the St. Louis and Iron Mountain roads in twenty months.

☞ A corps of engineers has commenced the preliminary survey of the proposed Narrow Guage Railroad, from Lancaster to Reading. The entire distance is estimated to be about 31 miles. The route will be along the Wyomissing, Little Muddy and Conestoga Creeks.

☞ The coupons of the first mortgage seven per cent. gold bonds of the Rondout and Oswego Railroad Company, due July 1, will be paid on and after that date at the office of Messrs. Edward Haight & Co., the financial agents, No. 9 Wall-st., N. Y.

☞ The Central Valley Railroad is the name of the narrow gauge railroad that is now under construction in Chenango county, N. Y. The plan is to make this road form the first link in a through line extending via Courtland and Auburn to the Lakes. The rail to be used is limited by law to a minimum weight of forty pounds to the yard, while the gauge is three feet and the passenger cars will be five feet wide.

☞ The patent of the invention of the late Henry Burden, of Troy, N. Y., for a horse shoe machine, dated June 30th, 1857, has been extended by the Commissioner of Patents, on proof submitted in the case. It is computed that the invention has saved to the public $32,800,000 during the past 14 years. The examiner's report admits a saving of $18,000,000. The extension is for seven years, from June 30th.

The July semi-annual interest coupons of the First mortgage Bonds of the Central Pacific Railroad Company, the Western Pacific Railroad Company and the California and Oregon Railroad Company (all now consolidated under the former title), will be paid in gold, free of Government tax, on and after July 1, at the Banking House of Messrs. Fisk & Hatch, No. 5 Nassau street.

☞ A despatch from A. C. Mitchell, President, dated Lebanon, Missouri, June 22, announces that the contract for grading, ironing and equipping the Laclede and Fort Scott Railroad from the Mississippi river to Fort Scott has been closed with George A. Fitch, of New York.

☞ All the general offices of the Kansas Pacific Railroad, excepting those of the Vice President, treasurer and supply agent, have been removed from St. Louis to a point in Kansas just across the Missouri State line, west of Kansas City.

☞ The directors of the Maryland Central Railroad Company have elected the following officers: President, William Gilmor; Secretary, George U. Porter; Treasurer, James Warden.

☞ The Queen Anne's and Kent County (Md.) Railroad, will be complete, it is said, by the 15th of July, the entire line having been graded and bridged.

ROME, WATERTOWN AND OGDENSBURGH R. R.,
VICE PRESIDENT'S OFFICE,
136 Chamber St., New York, June 24, 1871.

DIVIDEND NOTICE.—This Company will pay a Semi-Annual dividend of four per cent. free, on and after the 15th day of July next. Transfer books will remain closed from date to day of payment. Stock registered in New York will be paid at the Mercantile National Bank for sixty days.

MARCELLUS MASSEY,
Vice President.

OFFICE OF NORTHERN PACIFIC RAILROAD COMPANY.
120 BROADWAY, NEW YORK,
June 1, 1871.

The Transfer Books for the transfer of Registered Bonds will be closed on WEDNESDAY, June 14, and re-opened on SATURDAY, July 1.

Payment of Interest on Registered Bonds will be made by mailing from this office, on the FIRST DAY OF JULY, to the address of each Bondholder of record at the closing of the books, a check to his or her order for dividend due, free of tax, and payable in gold coin.

Coupons due July 1 will be paid on presentation, on and after that date, at the office of JAY COOKE & CO., New York.

4t A H BARNEY, Treasurer.

TO RAILROAD CONSTRUCTION CONTRACTORS.—The President and proper officers of the Selma, Marion and Memphis Railroad Company will be at the office of V. K. Stevenson & Son, 11 Pine street, New York, next Wednesday, the 5th day of July, and from day to day thereafter, to receive bids and answer inquiries as to character of means of paying for work, and also the character of work to be done, on about two hundred and fifty miles of railroad in Tennessee, Mississippi and Alabama. The means are abundant, including city and county bonds, payable in from one to twenty years in first mortgage bonds guaranteed by the State of Alabama, and the first mortgage bonds on the part of the road lying in Mississippi and Tennessee, all bearing eight per cent. interest, together with a large amount of the best Mississippi river bottom lands. Only strong contractors need apply. To such very profitable work will be given in large contracts. The road is about three hundred miles long, with fifty (50) finished. There is no rock. Timber abundant and cheap. Labor principally freedmen at fair wages.

LAKE ONTARIO SHORE RAILROAD.

Notice to Contractors.

Proposals will be received at the office of the Secretary of the Lake Ontario Shore Railroad Company in Oswego, until noon of July 5, 1871, for the Grading, Masonry, Superstructure and Fencing, for that part of the Lake Ontario Shore Railroad between the City of Oswego and the west line of Wayne County, State of New York, a distance of about fifty miles.

Proposals will be received for the whole or any part thereof. Maps, profiles and specifications may be seen at the Engineer's office in Oswego, between the 20th of June and the 5th of July 1871. No proposals will be received not made out on the Company's blanks; and the Company reserve the right to reject any and all bids, as they may elect.

GILBERT MOLLISON,
President.

Oswego, June 15, 1871.

Great Western Railway of Canada.

The Directors are prepared to receive tenders for the fourth division of their Canada Air Line, extending from Canfield to Fort Erie, a distance of about forty-four miles. Plans and specifications will be on exhibition at the office of George Lowe Reid, Esq., Chief Engineer, Hamilton, on and after 10th July, and sealed tenders, marked "Tender for Fourth Division Air Line," addressed to the undersigned, will be received to the 24th July.

JOSEPH PRICE,
Treasurer, &c.

Chief Offices, Hamilton, Ontario, May 27, 1871.

Notice to Contractors.

COLONIAL SECRETARY'S OFFICE, May 23, 1871.

THE Government of Prince Edward Island will until 19th of July next, receive Tenders for the construction and equipment of a Railway of 3 feet 6 inches gauge, from Cascumpec to Georgetown, a distance of about 120 miles.

Payments will be made in Prince Edward Island Government Debentures, bearing six per cent. interest, payable half-yearly, redeemable in 30 years.

Specifications may be seen, and forms of tender, and other information obtained at the Government Engineer's Office, Charlottetown, after 20th June next.

No tender will be recognized unless made on the printed form.

The Government do not bind themselves to accept the lowest or any tender.

Tenders will be received for either the whole distance from Cascumpec to Georgetown in one contract or in three contracts as follows:

No. 1. From Charlottetown to Summerside, with Station Houses and Wharves at both places.

No. 2. From Charlottetown to Georgetown, with Stations and Wharf at Georgetown.

No. 3. From Summerside to Cascumpec, with Station Houses and Wharf at Cascumpec.

T. HEATH HAVILAND,
Colonial Secretary.

W. G. CHITTICK,

35 WALL ST, NEW YORK,

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Government Securities, &c.

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A General Banking Business.

Loans Negotiated and Investments Made on Favorable Terms.

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Prompt Attention given to every Branch of the Business.

Manhattan Oil Company,

Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

DIRECTORS:

James M. Motley, Nathan A. Baldwin,
Edward Rowe, J. Carothers,
T. M. Niven, George W. Quintard,
James Murphy, William A. Seaver,
Phillip M. Millspaugh.

DESIRABLE

HOME SECURITIES,

OFFICE OF

MEAD & CLARK,

BANKERS,

141 Broadway, NEW YORK.

The attention of Capitalists and Investors generally is invited to the

FIRST MORTGAGE

7 Per Cent. Gold Bonds

OF THE

WALKILL VALLEY RAILWAY CO.,

which we offer for sale at 90 and accrued interest in Currency.

The Railway is situated on the West side of the Hudson River, and is now running for 20 miles to New Paltz, and is under contract to be in working order to Kingston next fall.

The Bonds are a first-class investment, and we invite the closest investigation of them.

The Principal and Interest are PAYABLE IN GOLD.

The Coupons are paid semi-annually in this city on the first days of April and October, free of Government Tax, and the issue of Bonds is limited to $20,000 per mile of completed Road.

Any information concerning them will be given at our office.

ERASTUS F. MEAD and
THOMAS CLARK, Jr.,
Financial Agents.



I. A. WILLIAMS',

UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale by

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49tf **18 William street**

NEW YORK
State Railroad Bonds.

A First-Class Home Investment.

FIRST MORTGAGE
GOLD BONDS

OF THE

RONDOUT AND OSWEGO RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.

9 Wall Street, New York City,

Financial Agents of the R. & O. Company.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

HEYERDAHL, SCHONBERG & CO.,

31 Pine Street,

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IMPORTERS OF

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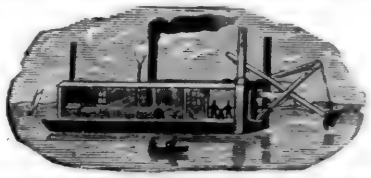
RAILWAY MATERIALS.

SOLE AGENTS

IN THE UNITED STATES FOR

SAMUEL FOX & CO'S

Bessemer Steel Rails.



TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

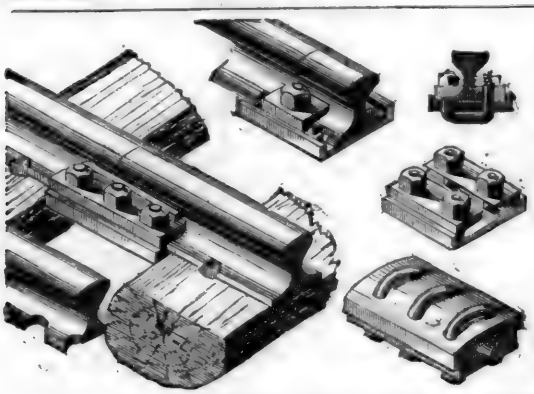
A **DIVIDEND** OF FIVE PER CENT. IN CURrency, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.



Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



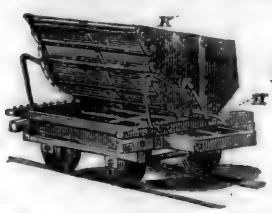
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Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,
of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.



RIGHTS FOR SALE BY
A. W. RHOADS & CO.,
Wilkes-Barre, Pa.
A. W. RHOADS. N. H. CAMP.

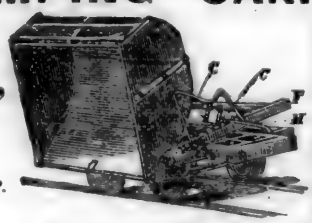


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

Address, A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.

PACIFIC MAIL
Steamship Company's
LINE TO
California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

June 30, steamer HENRY CHAUNCEY, Capt A. G. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, direct, connecting at Panama with steamer CONSTITUTION, Capt. Lapidge, touching at Punta Arenas, San Jose, Guatemala and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of June 28.

Steamer CHINA will leave San Francisco July 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

ENGLISH
AND
SCOTCH
FIRE BRICK
In Store and to Arrive
AT NEW YORK, BOSTON AND PHILADELPHIA.

S. L. MERCHANT & Co.,
76 South Street, New York,
27 Central Wharf, Boston,
205 1-2 Walnut St., Philadelphia,

AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

EDWARD W. SERRELL,
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78 & 80 BROADWAY,
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Railronds, Bridges, Explorations.

☞ Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

PERKINS, LIVINGSTON & POST,
31 New St., cor. of Exchange Place, NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
59 Liberty St., New York.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 27.] SATURDAY, JULY 8, 1871. [WHOLE No. 1,837, VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, July 8, 1871.

Chesapeake and Ohio Railroad.

A correspondent of the Richmond *Dispatch*, writing from the White Sulphur Springs under date June 27th says:

The Chesapeake and Ohio Railroad is in the hands of men with big ideas and grand ends. They know well that they have a road without a rival across the continent, and the highest grade from the Ohio to the foot of the Alleghany, only twenty feet to the mile—a very large portion of it only twelve feet. The ascent on the west side of the Alleghany is 29½ feet from the top of the Alleghany to tide-water, down the valley of the James, a descending grade the whole way. Where is the road that can compete with it? Her nearest neighbor and rival, the Baltimore and Ohio, with heavy grades all the way, running up as high as 112 feet to the mile, must succumb to this new road.

The Chesapeake and Ohio can carry freight at a figure and make profits through their low grades that would not pay expenses on the Baltimore and Ohio road. She must, of course, take all the tonnage from the trade-fields within her reach. Its western terminus has been located at the grandest point for a big city than can be found in the Ohio Valley. It is immediately above the big bend of the Ohio river, at a point where the great Kanawha having united its waters with the Ohio, makes it accessible to steamers at all seasons. In the midst of the finest coal-fields in America, twenty miles of rail up Guyandotte will reach seams of coal which we have seen fifteen feet thick. A road a few miles longer up Sandy will develope mines of equal quality and altogether as abundant.

This future city of Huntingdon is located on a beautiful bottom on the banks of the Ohio, between the mouths of Guyandotte and Sandy rivers. It is within a few miles of the rich iron deposits of Ohio near Ironton, and must soon become a great iron-producing city. There is no point within our knowledge where the iron ore and coal can be put down at as low figures as at Huntingdon, with the great West for an unlimited market. An abundant supply of lumber can be obtained immediately in its rear from the unbroken forests east to the top of the Alleghanies, and must become a great article of commerce from this point west.

This road has recently secured through its friends the control of the Lexington and Sandy railroad, and will place it at once under construction. This secures a straight all-railroad line to Louisville, thence to St. Louis, thence to Kansas City and the Pacific coast. They are now contemplating the construction of an air-line low grade railroad from Huntingdon to Chicago, the commercial centre of the northwest. This will bring Chicago nearer to Richmond than she now is to New York. A bridge across the Ohio river and a few miles of new road will place her in connection with the great network of railroads in Ohio, Indiana and Illinois.

The Viaduct Railway.

The eagerness with which the first instalment of the stock of the Viaduct Railway has been taken is very significant. The plans of the railway are not yet known to the public except very vaguely. Not one in twenty of the subscribers to the stock has entered into any thorough calculation of the probabilities of profit in the project. But it is seen of all men that the facilities of up-town transit which we now endure are grossly inadequate, and that a new system is inevitable and a proper system cannot fail to be enormously lucrative. Beyond that our only guarantee must be the public confidence in the character and the abilities of men upon whom the conduct of the enterprise has devolved. This is really the only guarantee ever attainable in like cases, and this avails to make even the projectors of other schemes of transit yield their own conceptions almost without an effort to realize them when the project of the Viaduct is broached and the names of the projectors of the Viaduct are published. The clear prospect is that not only will the road be a speedy and enduring economic success, but that it will be an ornament to the city which it traverses and a monument to the men who built it.

Smyrna and Delaware Railroad.

The Bombay Hook Railroad, as it is popularly called, or the Smyrna and Delaware Bay Railroad, as it is technically named, has been contracted for by Charles K. Landis, President of the Vineland Railroad. He came to this town on Wednesday evening last, and on Thursday the contract was signed, which requires the construction of the road within six months of the date, and thorough equipment. In the equipments are to be two locomotives to cost not less than $12,000, two passenger cars to cost $5,000 each, one smoking car to cost $4,000, two turn tables, and five depots—rather a large number of the latter for nine miles of road. Such we learn from Mr. J. W. Spruance, President of the company. Mr. Landis, we believe, promises to have the road in running order in about ninety days.—*Smyrna Times.*

(From the Detroit Post.)

The Lake Superior Trade.

This is a subject of vital importance to our business men. Recent events in connection with the opening of the St. Paul and Lake Superior Railroad, and the pushing forward of the Northern Pacific, have drawn the attention of the commercial cities of the eastern seaboard to the traffic of that region. The following remarks of the Cleveland *Leader* are suggestive to the merchants and manufacturers of Detroit:

"Nothing in the signs of the times has been more apparent this season than the tremendous exertion put forth by the great Atlantic cities to grasp and control the trade of Lake Superior. For this purpose Boston purchased the steamers of the Northern Transportation Company, and now has a through line over the Vermont Central Railroad and these lake steamers to Duluth. Philadelphia is reaching forward through the Philadelphia and Erie Railroad to the same centre, and is now expending more than $1,000,000 on docks and elevators in the harbor of Erie, where the Pennsylvania men hope to transfer from water to rail the wheat and other products of the Northwest. Baltimore is perfecting the Ohio division of the Baltimore and Ohio Road, and is preparing to make Sandusky an important intrepot for the commerce of the lakes. The line of steamers to be established between Sandusky and Duluth will represent the lively interest which Baltimore feels in the distribution of the immense traffic that will be poured eastward over the Northern Pacific line. New York city is already strongly represented by the Central and Erie railways and the great lines of steamers which those

two corporations already have afloat on the lakes. The result cannot fail to give a new importance to the cities along the southern shore of Lake Erie. As the Hon. William D. Kelley predicted in his recent speech: 'It requires but little power of imagination to behold the City of Erie equalling Buffalo, and Cleveland and Detroit expanding into rivalry with Chicago.' The settlement of the immense tracts of rich country between Duluth and Puget Sound will open up a new market for manufactured goods and material supplies of every kind, and though Cleveland can hardly expect to become a leading entrepot for grain, it must derive an important accession to its prosperity from the new markets about to be opened to our manufacturers and merchants."

Atlanta and Richmond Air Line.

We are informed that the Pennsylvania Railroad Company have bought out the interest of P. P. Dickinson, under contract, for the construction of the line between Charlotte, N. C., and Gainesville, Ga. When this fact became known in New York the company's bonds advanced to 87½. The Pennsylvania is the richest company in the United States, and the contract for constructing the air road being assumed by them makes its early completion beyond all doubt. There will be no lack of money. If President Buford's expectations are realized, that the road will be completed to Spartanburg and the trains running between this and Charlotte by the first day of January 1872, it will exceed the hopes heretofore entertained by the most sanguine friends of the enterprise, and will afford a cause to our citizens of self-gratulation scarcely to be equaled by any other event. We learn that the first installment of the subscription bonds of Spartanburg county and of the town have been sold at seventy-five cents on the dollar.—*Spartanburg Spartan.*

Cincinnati, Hamilton and Dayton Railroad.

The income of this company for the fiscal year ending March 31, 1871, was as follows:

From passengers		$430,452 31
" freight		544,149 78
" mails and express		23,577 83
" rents to other companies		210,000 00
" rent of machinery		22 690 43
" interest		30,813 81
" miscellaneous		8,937 82
		$1,270,621 98
Operating expenses, viz:		
Repairs of road	$173,743 89	
" bridges	6,497 09	
Shops and engine houses	9,305 53	
Station expenses	71,286 95	
Wood, coal and oil	94,495 91	
Locomotive power	81,565 56	
Passenger train expenses	48,291 94	
Freight train expenses	67,920 75	
Office expenses	48,864 15	
Miscellaneous expenses	30,324 16	
		627 295 93
Earnings less expenses		$643,326 05
From which deduct—		
Taxes and insurance	$54,386 48	
Interest on bonds	144,990 00	
		199,376 48
Leaving a balance of		$443,949 57
Add balance from previous year		575,924 94
Total		$819,874 51
Applied as follows:		
Dividend Oct. 24, 1870, 4 per cent.		$140,000 00
" April 4, 1871, 4 per cent.		140,000 00
Surplus March 31, 1871		539,874 51
Total, as above		$819,874 71

The operating expenses were 49.36 per cent. of gross earnings. The earnings per mile were $21,177 03. Number of passengers carried, 753,787. Tons of freight moved in narrow gauge cars, 486,030. The net earnings were 12.68 per cent., out of which two cash dividends of four per cent. each were paid the stockholders, free from Government tax. The President in his report says:

The lease entered into on the 1st of May, 1863, between the Dayton and Michigan Railroad Co. and the Cincinnati, Hamilton and Dayton Railroad Co., was so modified on the 23d of June, 1870, that the lessee agrees to pay to the stockholders of the lessor three and one-half per cent. per annum, in semi-annual installments of one and three-quarters per cent. each, commencing April 1st, 1872, and thereaf er on the 1st days of October and April; the amount to be paid by the lessee will not exceed thirty-five thousand dollars per annum; all over this sum, earned on the capital stock, will inure to the benefit of the stockholders of the Cincinnati, Hamilton and Dayton R. R. Co. The lease, as modified, provides for a full satisfaction and discharge of all claims which have been or can be made, by either of the parties against the other, on account of the several and respective obligations in the original lease. The earnings of the Dayton and Michigan for the year have come up to our expectations; the net earnings have been applied to the sinking fund, in permanent improvements at Toledo, and in engines, and freight cars to meet the increasing demands of business.

The Cincinnati, Richmond and Chicago Railroad, at the commencement of this year's business, was not paying expenses. On the 1st of August, however, the Chicago business of our company was transferred from the Lima route to that via Richmond, and in return therefor the Pittsburg, Cincinnati and St. Louis Railway Co. gave us a share of their business, they remaining neutral between our roads and the White Water Valley Division of the Indianapolis, Cincinnati and Lafayette Railroad Co.; but since the 1st of December they have been sending their business by our line, and our Richmond branch has been increasing its net earnings, so that it will be able not only to pay expenses, but to at least partially repay the Cincinnati, Hamilton and Dayton R. R. Co. for the advances made during the past two years in its behalf. The future prospects of this company are now encouraging.

During the year 454½ tons of steel, and 1,088½ tons of re-rolled iron rails have been used in the track. The company have now a little over 9½ miles of steel rail laid—all of which has thus far proved satisfactory: 600 tons of steel rail have been ordered, and its early arrival is anticipated.

The receipts of the company from all sources, during the year, were as follows:

Cash and cash assets, March 31, 1870		$87,632 39
Derived from sale of bonds and stock		88,723 55
From C., R. and C. R. R., as per statement		463 54
Net earnings for the year		443,949 57
Total		$570,769 05
Applied as follows:		
Equipment		$10,500 00
Real estate		933 60
Increased material for repairs		8,143 75
Bills receivable		16,188 43
Advances to D. and M. R. R., as per statement		7,819 56
Railroad and individual accounts		80,175 46
Dividends and interest on bonds		294,267 06
Balance, March 31, 1871		202,741 19
Total, as above		$570,769 05

The receipts from operations of the Dayton and Michigan railroad during the year were $1,074,667 69; and the expenditures, $1,082,487 25—balance advanced by lessees, $7,819 56; which added to amount due lessees at the close of the previous year ($86,605 43), makes the total amount due C., H. and D. R. R. Co. $94,424 99.—

The receipts from operations of the Cincinnati, Richmond and Chicago Railroad were $152,136 12; and the expenditures, $151,672 58—leaving a balance of $463 54; which deducted from amount due lessees per last report ($17,832 64), leaves the balance due C., H. and D. R. R. Co., March 31, 1871, $17,369 10.

CONDENSED BALANCE SHEET, MARCH 31, 1871.

Construction		$3,974,404 78
Equipment		1,006,250 96
Real estate		340,113 94
Materials for repairs and wood		216,938 82
Wood lands		12,540 00
Bills receivable		48,512 19
Stocks and bonds		382,699 26
Due from R. R. Cos.		86,915 54
" Individuals		37,780 90
" post office department		6,812 50
Cash and cash assets		202,741 19
D. and M. R. R. lessors		94,424 99
C., R. and C. R. R		17,369 10
		$6,377,454 12
Capital stock		$3,500,000 00
First mortgage		1,250,000 00
Second "		500,000 00
Third "		282,000 00
Surplus earnings		539,874 51
Interest on bonds		6,391 00
Dividends unpaid		1,472 00
Dividend No. 31		140,000 00
Due railroad companies		27,252 31
" individuals		56,320 64
" United States		2,818 58
Pay rolls, March		71,325 08
		$6,377,454 12

President and Gen'l Sup't.—DANIEL MCLAREN.
Vice President.—JOHN YOUNG.
Directors.—S. S. L'Hommedieu, William Goodman, Samuel Fosdick, John Young, Lowell Fletcher, H. D. Huntington, Geo. T. Stedman, Chas. W. West.
Sec. and Treasurer.—FREDERICK H. SHORT.
Assistant Sup't.—LEWIS WILLIAMS.

Dayton and Michigan Railroad.

The receipts from operations of this road for the fiscal year ending March 31, 1871, were:

From passengers		$316,569 11
" freight		703,932 46
" mails and express		40,823 64
" rents, etc		1,080 77
		$1,062,405 98
Expenses, viz:		
Maintenance of way	$198,027 99	
Machine shop	5,663 70	
Locomotive power	88,276 28	
Wood and oil	76,183 85	
Train expenses	112,240 00	
Station expenses	63,871 04	
Office expenses	39,016 01	
Miscellaneous expenses	49,898 00	
		633,176 87
Earnings less operating expenses		$429,229 11
From which deduct—		
Taxes and insurance	$34,218 54	
Interest on bonds	298,830 00	
		333,048 54
Net earnings for the year		$96,180 57
Add amount advanced by lessees		7,819 56
Add increase of interest on bonds unclaimed		4,569 76
Add gain on sinking fund bonds		3,310 00
Town of Perrysburg bonds to lessees		11,000 00
Total		$122,879 89
Applied as follows:		

For construction	$1,156 63
" fencing	8,447 07
" improvements at Toledo	10,352 61
" right of way, real estate	418 50
" rolling stock	62,988 17
" individual accounts	276 75
" income bonds	300 00
" rent Toledo dock refunded	940 16
" settlement of old claims	5,000 00
" first mortgage bonds cancelled	33,000 00
	$122,879 89

BALANCE SHEET, MARCH 31, 1871.

Construction	$4,785,342 82
Stock interest account	491,444 31
Fencing	40 438 11
Toledo improvement	353,940 99
Right of way	106,383 95
Lima shop equipment	12,145 31
Real estate	92,064 12
Rolling stock	730,256 13
Bills receivable	1,562 00
Individual account	5,071 12
Profit and loss	150,292 28
	$6,768,941 12
Capital stock, new	$2,376,465 54
" " old	22,507 01
1st mortgage bonds	2,733,000 00
2d " "	642,000 00
3d " "	700,000 00
Toledo depot	169,500 00
Income bonds	500 00
Bills payable	4,200 00
Interest on bonds	26,243 58
Individual account	100 00
C., H. and D. R. R.	94,424 99
	$6,768,941 12

President and Gen'l Sup't.—DANIEL MCLAREN.

Vice President.—M. R. WAITE.

Directors.—S. S. L'Hommedieu, William Goodman H. D. Huntington, M. R. Waite, F. H. Short, John Young, Lowell Fletcher, Chas. W. West.

Assistant Sup't.—JOHN H. WELLER.

Secretary and Treasurer.—FREDERICK H. SHORT.

Cincinnati, Richmond and Chicago R. R.

The receipts from operations of this road for the fiscal year ending March 31, 1871, were:

From passengers		$67,842 12
" freight		77,300 03
" mails and express		6,756 19
" rents		237 78
		$152,136 12
Expenses, viz:		
Maintenance of way	$33,964 36	
Locomotive power	25,393 41	
Train expenses	11,086 73	
Station and office exp.	16,741 53	
Miscellaneous expenses	16,492 00	
		103,678 03
Earnings less expenses		$48,458 09
From which deduct—		
Taxes and insurance	$3,437 05	
Interest on bonds	43,750 00	
General int. and exchange	170 50	
		47,357 55
Net earnings for the year		$1,100 54

—of which $637 was applied to payment of interest on bonds due on last report, and the balance ($463 54) to C., H. and D. R. R. Co., Lessees.

BALANCE SHEET, MARCH 31, 1871.

Construction	$826,733 00
Equipment	120,451 98
Real estate	700 00
Profit and loss	81,009 08
	$1,028,894 35
Capital stock	$382,600 00
First mortgage bonds	560,000 00
Second " "	65,000 00
Interest on bonds unclaimed	3,925 25
C., H. and D. R. R.	17,369 10
	$1,028,894 35

President and Gen'l Sup't.—DANIEL MCLAREN.

Vice President.—GEO T. STEDMAN.

Directors.—S. S. L'Hommedieu, Geo. T. Stedman, William Goodman, Lowell Fletcher, E. W. McGuire, F. H. Short, H. D. Huntington, Chas. W. West.

Assistant Sup't.—LEWIS WILLIAMS.

Secretary and Treasurer.—FREDERICK H. SHORT.

Chicago, Danville and Vincennes Railroad.

One of the most important lines—for Chicago perhaps most important—now in progress is the Chicago, Danville and Vincennes Railroad, which was begun about two years ago, and has been in operation for some time to St. Anne's, in Kankakee county, and within a few days has been completed to Watseka, in Iroquois county, where it intersects the Toledo, Peoria and Warsaw Railway. The progress of the road has not been very rapid, but it has been certain and steady, and the work is now in such condition that the managers are sure that the road will be ready to bring in the summer's crops from Danville and Terre Haute, and, if no unexpected delay occurs, the line will be completed by the middle of August.

For the present this road depends upon the Pittsburg, Cincinnati and St. Louis Railway for an entrance into Chicago. It uses the latter line as far as Dolton, 20 miles south of Chicago, and that is at present the northern terminus of the road. Thence it extends nearly due south to Danville, on the Toledo, Wabash and Western, a distance of 108 miles, and from Danville has a southeast course of eight miles to the Indiana line, where it will be met by the Evansville, Terre Haute and Chicago Railroad, which is completed from that point to Terre Haute, and there makes a connection with the Evansville and Crawfordsville Railroad.

Thus the completion of this road will not only give a new and direct road from Chicago to Danville, with the business of the country on the line, but a north and south line from Chicago to the Ohio river and connections beyond which already to Nashville, Tenn., to Decatur, Ala., and will soon (by the completion of the North and South Alabama) extend to Montgomery, Ala., and to Mobile and Pensacola on the Gulf.

A traffic of special value, both to the road and to the country, will be the transportation of coal on this line. Besides crossing extensive mines in Vermillion county, it will open the shortest line to the mines of "block coal" in the vicinity of Brazil, Ind., sixteen miles east of Terre Haute. This coal is known to be unexcelled for iron smelting and working, and a cheap supply of it where iron and iron ore can be cheaply obtained will give the opportunity for a great manufacturing business. There are already in and near Brazil a number of smelting furnaces, and they will use a large amount of Lake Superior ore, which this railroad can most readily bring them, while the transportation of coal for manufactures of iron in Chicago and vicinity may be expected to become a heavy traffic. The Danville road can reach this coal by the two lines from Terre Haute which crosses the field, but another, crossing the coal field from north to south, in the direction of its greatest length, is promised, which will intersect the Danville road near Danville, and bring its cars to many new mines by a route shorter than any now existing.

Other feeders to this road are contemplated; One from Lafayette northwestward, and one from Decatur, via Monticello and Champaign northwestward, both of which will depend upon it for an outlet to Chicago.

As we said before, the road, important in itself, is so also as the outlet to a still longer line already made and now giving little business to Chicago. That we shall be able to secure for this city as large a part of the traffic of the line south of Terre Haute as of that north of it is not probable; but with a short and straight line to Southern Indiana, and daily trains, Chicago merchants ought certainly to compete strongly with the Cincinnati and Indianapolis merchants, who have hitherto had the field pretty much to themselves, and even where we cannot sell goods we may buy produce to advantage. The new line will give us access by the shortest possible route to the east side of the Wabash Valley, as the Springfield and Illinois Southeastern has to the west side.—*Chicago Railroad Gazette.*

Missouri, Kansas and Texas Railroad.

The plans of this road are very extensive. When completed the whole of Missouri and Kansas will have direct communication with the gulf, through the Indian territory. It is expected to open the entire line to Red River by January 1, 1872.

A short time since a large number of the stockholders and directors made a trip over the road from St. Louis to its present terminus, Cabin Creek, a distance of 450 miles, in the Cherokee Nation, thirty miles from Fort Gibson. The cars will run to Gibson, or in that vicinity, within a month. The bridge over the Arkansas is well advanced, and will be completed by September 1st. Trains will run to the south side of the Canadian by November 1st. In a few days the road will be opened to Cat Fish Point, on Pryor's creek, twenty five miles below Big Cabin Station. A contract has been awarded to the company for the transportation of all United States supplies for the forts in the Indian country and Texas. Great herds of cattle, and cotton from Texas, are *en route* to the southern terminus for transportation to St. Louis. Never did a railroad tap a finer country, or open with better prospects.—*Arkansas Gazette.*

Texas Pacific Railroad.

AN ACT to incorporate the Texas Pacific Railroad Company, and to aid in the construction of its road and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That John C. Fremont, James L. Alcorn, G. M. Dodge, O. C. French, John D. Caldwell, J. J. Noah, A. C. Osborne, Timothy Hurley, C. C. Pool, Silas N. Martin, John M. Corse, George E. Wentworth, Philip H. Morgan, J. D. Cameron, Marshall O. Roberts, James L. Hodges, John Ray, W. Vermilye, Enoch L. Faucher, Charles F. Livermore, Joseph H. Oglesby, John Whytock, Daniel Drew, F. S. Davis, W. Orton, A. C. Babcock, Thomas A. Scott, Samuel D. Hoffman, H. Ramsdale, William H. Jackson, R. C. Parsons, Delos W. Emmons, M. A. Southworth, John H. Hall, G. C. Kinzey, W. P. Clarke, James Dart, H. Jacobs, L. T. Smith, W. P. Dole, C. A. Weed, A. P. K. Safford, H. McCullough, Charles Jackson, Elisha Dyer, Alfred Anthony, James Hoy, M. W. Benjamin, H. D. Cooke, Joseph R. West, W. S. Huntington, J. M. Tebbetts, C. C. Leondridge, D. D. Porter, M. Woodhull, Hiram Price, M. C. Hunter, W. T. Walters, J. B. Brownlow, T. A. Morris, Owen Tuller, J. H. Ledlie, R. M. Bishop, Samuel Craighead, D. N. Stanton, Augustus H. Whiting, G. L. Johnston, J. W. Goodland, Powell Clayton, Samuel Tate, W. Bolton, H. Robinson, George Maney, O. H. Bynum, M. Burns, J. C. Goodloe, E. G. Barney, Cyrus Busey, J. W. Flanegan, G. O'Brien, G. P. Buel, G. H. Gidding, J. J. Newell, E. W. Rice, R. M. Shoemaker, Samuel Sloan, S. W. Morton, J. B. Bowman, L. M. Flournoy, J. J. Hinds, G. R. Weeks, J. T. Ludling, B. C. Gilbert, B. D. Williams,

Thomas Olcott, G. A. Fosdick, Harry Hays, P. S. Forbes, John T. Sprague, L. R. Marsh, A. W. Beckwith, J. C. Stanton, Cyrus H. Baldwin, A. J. Hamilton, Rush R. Sloan, Silas C. Colgrove, Samuel D. Jones, N. H. Decker, William N. Leet, B. F. Allen, J. B. Chaves, Augustus Kountze, John N. Goodwin Wm. S. Rosecrans, Michael Hahn, H. C. Warmouth, J. S. Williams, G. M. Spencer, L. J. Higby, W. C. Kimball, and all such persons as shall or may be associated with them, and their successors, are hereby created a body politic and corporate in fact and in law, by the name, style, and title of the Texas Pacific Railroad Company, and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and use a common seal; and the said corporation is hereby authorised and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph line, with the appurtenances, from a point at or near Marshall, county of Harrison, State of Texas; thence by the most direct and eligible route, to be determined by said company, near the thirty second parallel of north latitude, to a point at or near El Paso; thence by the most direct and eligible route, to be selected by said company, through New Mexico and Arizona, to a point on the Rio Colorado, at or near the southeastern boundary of the State of California; thence by the most direct and eligible route to San Diego, California, to ship's channel, in the bay of San-Diego, in the State of California, pursuing in the location thereof, as near as may be, the thirty second parallel of north latitude, and is hereby vested with all the Powers, privileges and immunities necessary to carry into effect the purposes of this act.

Section 2. That the persons named in the first section of this act shall constitute a Board of Commissioners (twenty of whom shall constitute a quorum for the transaction of business), to be known as the Texas Pacific Railroad Commissioners, who shall meet in the city of New York within ninety days after the passage of this act, at a time to be designated in a notice to be signed by the person first named in the list of corporators and six of his associates, and to be published for two weeks in at least one daily newspaper in New York, New Orleans and Washington; and when so met they may cause books to be opened for the subscripton of the capital stock of said company, and when twenty thousand shares, amounting to two millions of dollars, shall have been subscribed and ten per centum actually paid thereon, in money, to the treasurer to be elected by said commissioners, who shall give bond for its safe keeping and payment to the treasurer of the company when organized, then it shall be lawful for such subscribers or stockholders, or a majority thereof, to organize said company in accordance with the provisions of this act, and to elect not less than seven nor more than seventeen directors, a majority of whom shall be necessary to the transaction of business, and who shall hold their offices for one year and until their successors shall be elected and qualified; and the said directors shall immediately proceed to elect a president, vice president, secretary and treasurer; the president and vice president shall be directors. At all elections for directors, each share of stock shall be entitled to one vote, which may be given by the holders in person or by proxy, who shall also be a shareholder. The directors shall hold their offices for any term not exceeding three years, as may be provided in the by-laws; and the annual meetings of stockholders shall take place as provided for in said by-laws.

Section 3. That the capital stock of the Texas Pacific Railroad Company shall be fixed by the board of directors, at a sum not exceeding fifty millions of dollars, in shares of one hundred dollars; and when the amount is so fixed, it shall never be increased except by consent of Congress. Assessments upon said stock shall be made by a majority vote of the whole number of directors at a regular meeting, which said assessments shall be paid at the expiration of thirty days after a notice given in one newspaper in each of the cities of Washington, Philadelphia, New York and New Orleans.

Section 4. That the said Texas Pacific Railroad Company shall have power and lawful authority to purchase the stock, land grants, franchises, and appurtenances of, and consolidate on such terms as may be agreed upon between the parties, with any railroad company or companies heretofore chartered by congressional, State, or territorial authority, on the route prescribed in the first section of this act; but no such consolidation shall be with any competing through line of railroads to the Pacific Ocean.

Section 5. That the said company shall have power and authority to make running arrangements with any railroad company or companies heretofore chartered, or that may hereafter be chartered by congressional, State, or territorial authority; also to purchase lands, or to accept donations, or grant of lands, or other property, from states or individuals, for the purpose of aiding in carrying out the object of this company.

Section 6. That the rights, lands, land grants, franchises, privileges, and appurtenances, and property of every description, belonging to each of the consolidated or purchased railroad company or companies, as herein provided, shall vest in and become absolutely the property of the Texas Pacific Railroad Company: *Provided*, That in all contracts made and entered into by said company with any and all other railroad company or companies, to perfect such aforesaid consolidation or purchase, the indebtedness or other legal obligations of said company or companies shall be assumed by the said Texas Pacific Railroad Company as may be agreed upon, and no such consolidation or purchase shall impair any lien which may exist on any of the railroads so consolidated or purchased; but said company shall not assume the debts or obligations of any company with which it may consolidate or purchase as aforesaid, to an amount greater than the cash value of the assets received from the same.

Section 7. That the said Texas Pacific Railroad Company shall have power to make and enforce rules and by-laws for the election of its officers and the government and management of the business of the company, and to do and perform all needful and proper things to be done and performed to promote the objects of the company hereby incorporated, not inconsistent with the laws of the United States and the provisions of this charter.

Section 8. That the right of way through the public land be, and the same is hereby, granted to the said company for the construction of the said railroad and telegraph line, and the right, power, and authority is hereby given to said company to take from the public lands adjacent to the line of said road, earth, stone, timber, and other materials for the construction thereof. Said right of way is granted to said company to the extent of two hundred feet in width on each side of said railroad where it may pass over the public lands; and there is also hereby granted to said company grounds for stations, buildings, workshops, wharves, switches, side-tracks, turn-tables, water stations, and such other structures as may be necessary for said railroad, not exceeding forty acres of land at any one point.

Section 9. That for the purpose of aiding in the construction of the railroad and telegraph line herein provided for, there is hereby granted to the said Texas Pacific Railroad Company, its successors and assigns, every alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile, on each side of said railroad line, as such line may be adopted by said company, through the Territories of the United States, and ten alternate sections of land per mile on each side of said railroad in California, where the same shall not have been sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed. In case any of said lands shall have been sold, reserved, occupied, or pre-empted, or otherwise disposed of, other lands shall be selected in lieu thereof by said company, under the direction of the Secretary of the Interior, in alternate sections, and designated by odd numbers, not more than ten miles beyond the limits of said alternate sections first above named, and not including the reserved numbers. If, in the too near approach of the said railroad line to the boundary of Mexico, the number of sections of land to which the company is entitled cannot be selected immediately on the line of said railroad, or in lieu of mineral lands excluded from this grant, a like quantity of unoccupied and unappropriated agricultural lands, in odd-numbered sections nearest the line of said railroad, may be selected as above provided; and the word "mineral," where it occurs in this act, shall not be held to include iron or coal: *provided, however*, That no public lands are hereby granted within the State of California further than twenty miles on each side of said road, except to make up deficiencies as aforesaid, and then not to exceed twenty miles from the lands originally granted. The term "ship's channel," as used in this bill, shall not be construed as conveying any greater right to said company to the water-front of San Diego bay than it may acquire by gift, grant, purchase, or otherwise, except the right of way, as herein granted: *And provided further*, That all such lands so granted by this section to said company, which shall not be sold, or otherwise disposed of as provided in this act, within three years after the completion of the entire road, shall be subject to settlement and pre-emption like other lands, at a price to be fixed by and paid to said company, not exceeding an average of two dollars and fifty cents per acre for all the lands herein granted.

Section 10. That when the route of said railroad and telegraph line shall pass through the lands of private persons, or where it may be necessary for said railroad company to take any lands belonging to private persons for any of the purposes herein mentioned necessary to said road, such right of way through or title to such lands shall be secured in accordance with the laws of the State or Territory in which they may be situated.

Section 11. That the Texas Pacific Railroad Company shall have power and authority to issue two kinds of bonds, secured by mortgage,

namely: First, construction bonds; second, land bonds. Construction bonds shall be secured by mortgage, first, on all or any portion of the franchises, road-bed, or track of said railroad, and all the appurtenances thereto belonging, when constructed or in the course of construction, from a point at or near Marshall, to ship's channel, in the bay of San Diego, in the State of California, as aforesaid. Land bonds shall be secured by mortgage, first, on all or any portion of the lands hereby granted in aid of the construction of said railroad as is provided for in this act; second, on lands acquired by any arrangement or purchase or terms of consolidation with any railroad company or companies to whom grants of lands may have been made, or may hereafter be made, by any congressional, State, or territorial authority, or who may have purchased the same previous to any such arrangement or consolidation: *Provided*, That all the mortgages made and executed by said railroad company shall be filed and recorded in the Department of the Interior, which shall be a sufficient evidence of their legal execution, and shall confer all the rights and property of said company as therein expressed: *And provided also*, That the proceeds of the sales of the aforesaid construction and land bonds shall be applied only in the construction, operation, and equipment of the contemplated railroad line: *And provided further*, That said mortgage shall in no wise impair or effect any lien existing on the property of said company or companies at or before the time of such consolidation.

Section 12. That whenever the said company shall complete the first and each succeeding section of twenty consecutive miles of said railroad and put it in running order as a first-class road in all its appointments, it shall be the duty of the Secretary of the Interior to cause patents to be issued conveying to said company the number of sections of land opposite to and coterminous with said completed road to which it shall be entitled for each section so completed. Said company, within two years after the passage of this act, shall designate the general route of its said road, as near as may be, and shall file a map of the same in the Department of the Interior; and when the map is so filed, the Secretary of the Interior, immediately thereafter, shall cause the lands within forty miles on each side of said designated route within the Territories, and twenty miles within the state of California, to be withdrawn from pre-emption, private entry, and sale: *Provided, however*, That the provisions of the act of September, eighteen hundred and forty-one, granting pre-emption rights, and the acts amendatory thereof, and of the act entitled "An act to secure homesteads to actual settlers on the public domain," approved May twenty, eighteen hundred and sixty-two, and the amendments thereto, shall be, and the same are hereby, extended to all other lands of the United States on the line of said road when surveyed, except those hereby granted to said company.

Section 13. That the president of the company shall annually, by the first day of July, make a report and file it with the Secretary of the Interior, which report shall be under oath, exhibiting the financial situation of the company, the amount of money received and expended, and the number of miles of road constructed each year; and further, the names and residences of the stockholders, of the directors, and of all other officers of the company, the amount of stock subscribed, and the amount thereof actually paid in, a description of the lines of road surveyed and fixed upon for construction, the amount received from passengers and for freight, respectively, on the road, a statement of the expenses of said road and its fixtures, and a true statement of the indebtedness of said company and the various kinds thereof.

Section 14. That the certificates of the capital stock must be signed by the president and secretary, and attested by the seal of the company, and shall contain an extract from the proceedings of the board of directors fixing the amount thereof, as well as from this act, authorizing such issue. All the bonds and mortgages issued by said company must be signed by the president and secretary, and attested by seal of aid co mpany, and shall contain an extract from the law authorizing them to be issued. The face value of said bonds shall be one thousand dollars in gold, and shall be redeemable at such times, and to bear such rate of interest, payable semi-annually in gold, as may be determined by the directors. The total value of the construction bonds to be issued shall not exceed thirty thousand dollars per mile of said railroad, and the total face value of the land bonds shall not exceed two dollars and fifty cents per acre for all lands mortgaged; the total amount of each to be determined by the board of directors.

Section 15. That all railroads constructed, or that may be hereafter constructed, to intersect said Texas Pacific Railroad, shall have a right to connect with that line; that no discrimination as regards charges for freight or passengers, or in any other matter, shall be made by said Texas Pacific Railroad Company against any of the said connecting roads; but that the same charges per mile as to passengers, and per ton per mile as to freight, passing from the said Texas Pacific Railroad over any of said connecting roads over any part of said Texas Pacific railroad, shall be made by said company as they make for freight and passengers over their own road: *Provided also*, That said connecting roads shall reciprocate said right of connection and equality of charges with said Texas Pacific railroad: *And provided further*, That the rates charged for carrying passengers and freight, per mile, shall not exceed the prices which may be fixed by Congress for carrying passengers and freight on the Union Pacific and Central Pacific railroads.

Section 16. That said railroad shall be constructed of iron or steel rails manufactured from America ore, except such as may have heretofore been contrcated for by any railroad company which may be purchased or consolidated with by the company hereby incorporated, as provided by this act.

Section 17. That the said Texas Pacific Railroad Company shall commence the construction of its road simultaneously at San Diego, in the State of California, and from a point at or near Marshall, Texas, as hereinbefore described and so prosecute the same as to have at least fifty consecutive miles of railroad from each of said points complete and in running order within two years after the passage of this act; and to so continue to construct each year thereafter a sufficient number of miles to secure the completion of the whole line from the aforesaid point on the eastern boundary of the State of Texas to the bay of San Diego, in the State of California, as aforesaid, within ten years after the passage of this act; and upon failure to so complete it, Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion.

Section 18. That the President of the United States, upon the completion of the first section of twenty miles, shall appoint one commissioner, whose duty it shall be to examine the various sections of twenty miles as they shall be completed, and report thereon to him in writing; and if, from such report, he be satisfied that said company has fully completed each section of its road, as in this act provided, he shall direct the Secretary of the Interior to issue patents to said company for the lands it is entitled to under this act, as fast as each section of said road is completed.

Section 19. That the Texas Pacific Railroad Company shall be, and it is hereby, declared to be a military and post road; and for the purpose of insuring the carrying the mails, troops, munitions of war, supplies, and stores of the United States, no act of the company nor any law of any State or Territory shall impede, delay or prevent the said company from performing its obligations to the United States in that regard: *Provided*, That said road shall be subject to the use of the United States for postal, military, and all other governmental services, at fair and reasonable rates of compensation, not to exceed the price paid by private parties for the same kind of service, and government shall at all times have the preference in the use of the same for the purpose aforesaid.

Section 20. That it shall not be lawful for any of the directors, either in their individual capacity or as members of an incorporated or joint stock company, to make any contracts or agreements with the said Texas Pacific Railroad Company for the construction, equipment or running of its road, or to have any interest therein; and all such contracts or agreements are hereby declared null and void, and all money or property received under such contracts or agreements may be recovered back for the benefit of the company by any stockholder.

Section 21. That any railroad company whose route lies across the route of the Texas Pacific railroad may cross the same, and for the purpose of crossing shall have the right to acquire at the double minimum price all lands, whether of the United States or granted by this act, which shall be needed for a right of way two hundred feet wide through said lands, and for depots, stations, side tracks and other needful purposes, not exceeding for such purposes forty acres at any one station.

Section 22. That the New Orleans, Baton Rouge and Vicksburg Railroad Company, chartered by the State of Louisiana, shall have the right to connect by the most eligible route to be selected by said company with the said Texas Pacific railroad at its eastern terminus, and shall have the right of way through the public land to the same extent granted hereby to the said Texas Pacific Railroad Company; and in aid of its construction from New Orleans to Baton Rouge, thence by the way of Alexandria, in said State, to connect with the said Texas Pacific Railroad Company at its eastern terminus there is hereby granted to said company, its successors and assigns, the same number of alternate sections of public lands per mile in the State of Louisiana as are by this act granted in the State of California to said Texas Pacific Railroad Company; and said lands shall be withdrawn from market, selected and patents issued therefor, and opened for settlement and pre-emption, upon the same terms and in the same manner and time as is provided for and required from said Texas Pacific Railroad Company within said State of California: *Provided*, That said company shall complete the whole of said road within five years from the passage of this act.

Section 23. That, for the purpose of connecting the Texas Pacific railroad with the city of San Francisco, the Southern Pacific Railroad Company of California is hereby authorized, (subject to the laws of California,) to construct a line of railroad from a point at or near Tehachapa Pass, by way of Los Angeles, to the Texas Pacific railroad at or near the Colorado river, with the same rights, grants, and privileges, and subject to the same limitations, restrictions, and conditions as were granted to said Southern Pacific Railroad Company of California, by the act of July twenty-seven, eighteen hundred and sixty-six: *Provided, however*, That this section shall in no way affect or impair the rights, present or prospective, of the Atlantic and Pacific Railroad Company or any other railroad company.

Approved March 3, 1871.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	J. & J.	Jul. '71 3½
American Central..... 100	800,000	J. & J.	Jul. '69 5
Atlanta and West Point.. 100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina .. 100	5,745,225	.....	.....
Atlantic & Gt. Western .. 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,000	M. & S.	Mar.'71 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio..... 100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br..... 100	1,650,000	A. & O	Apl. '71 5
Baltimore City Passenger....	3,700,000	J. & J.	July '71 4
Bay de Noquet & Marq... 100	1,250,000	A. & O.	Apl.'68
Belvidere Delaware..... 100	995,800	.....	.....
Berkshire* 100	600,000	J.A.J&O	July'71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jan.'71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont. 100	459,000	.....	.....
Do. do. pref. 100	1,340,400	M. & N	May '71 3
Boston and Lowell..... 500	2,215,000	J. & J.	July '71 4
Boston and Maine..... 100	4,471,275	J. & J.	July '71 5
Boston and Providence ..100	3,700,000	J. & D	June '71 5
Broadway (South Boston) 50	400,000	J A J.O.	July'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 50	1,000,000	F.M.A.N	May '71 3
Brooklyn City & New'n. 100	399,200	.....	July'70 3½
Buffalo, Bradford & Pitts 100	1,100,000	.....	.....
Buff., New York & Erie*..100	980,000	M. & N	May '71 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,600	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	915,577	J. & J.	Jul'71 $2½
Cape May and Millvi le* . 50	447,000	J. & D.	June '71 3
Catawissa..... 50	1,159,500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. pref..100	785,000	M. & N	May '71 3½
Central of Georgia..... 100	4,666,900	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio..... 100	2,425,000	J. & D.	June '71 3
Do. pref..... 100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*..... 100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton..... 100	8,925,500	M. & S.	Mar. '71 5
" " pref...100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western....100	14,675,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger Street.....	.....	J'n &J'ly	Jan.'68½
Cin., Sand. & Clev. pref... 50	428,646	J. & J.	Jan.'68½
Citizens' Passenger (Phil.) 50	192,750	M. & N.	May '71 3
Clev., Col., Cin. & Ind....100	11,620,000	J. @ J.	July '71 7
Cleveland & Mahoning*... 50	2,066,750	F. & A.	Feb.'71 3½
Cleveland and Pittsburg... 50	7,494,588	M. & N.	May'71 3½
Cleveland and Toledo* 50	5,000,000	F.M.A.N	May'71 2½
Columbus and Xenia*..... 50	1,786,800	F. & A.	Feb. '71 4
Concord 50	1,500,000	M.J.S.D.	June'71 2
Concord & Ports., guar.... 100	350,000	M. & N.	May '71 5
Coney Island & Brooklyn.100	500,000	J. & J.	July'71 3½
Conn. & Passum'c R. pref.100	2,084,200	.....	.....
Connecticut River..... 100	1,700,000	F. & A.	Dec. '70 3
Cumberland Valley..... 50	1,316,900	J. & J.	July '71 5
Danbury and Norwalk 50	400,000	A. & O.	Oct. '70 4
Dayton and Michigan*....100	2,400,000	quarterly	Dec. '70 3
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley..... 100	1,520,200	.....	.....
Detroit & Milwaukee..... 100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	June'71 3½
Do do. pref.100	.....	J. & J.	June'71 3½
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.)..... 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71, 3
East Tenn., Va. and Ga ...100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	800,000	F. & A.	Feb'71 2½
Elmira & Williamsport*. 50	800,000	M. & N.	May'71 2½
Do. do. pref. 50	800,000	J. & J.	Jun.'71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref..... 100	8,636,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg 100	3,040,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Phila.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,248	J. & J.	July '71 5
Girard College (Phila.) .. 50	100,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Mar.'71 4
Great and Coates St.(Ph.)	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	July '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820,000	.....	.....
Huntingdon & B'd Top .. 50	1,180,000	J & J.	July '71 4
" " pref. 50	615,950	.....	.....
Illinois Central..... 100	25,280,240	J. & J.	Aug.'71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	8 ep. '67 4
Jeffersonv., Mad. & Ind.... 100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J.A J&O	July'71 1½
Joliet & North. Indiana*..100	500 000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar. 100	533,500	F. & A.	Aug.'71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N	M'y.'67 5
Lehigh Valley 50	17,716,400	J A.J&O	Apl.'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami*..... 50	3,572,400	M.J.S.D.	June'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J	Jul. '69 3
" " pref.. 100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N. Alb. & Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western..... 100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central..... 100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,308	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	F. & A.	Dec. '70 3
Memphis and Charleston..100	5,312,725	.....	June '69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston)..... 100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225,848	J. & J.	July '71 5
Middleboro' and Taunton. 100	149,029	J. & D.	Dec '70 2
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,376	J. & J.	July '71 4
Millville and Glassboro' ..10	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul..... 100	11,422,664	.....	Dec.'70 7s
" " " pref..... 100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July '71 3½
Mobile and Ohio 100	4,289,320	.....	.....
Montgomery & W. Point..100	1.644,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,320	J. & J.	July '71 4
Nashua and Lowell..... 100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Nangatuck 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	A. & O.	Apl. '71 4
New Haven & N. London..100	738,538	.....	.....
N. Haven & Northampton.100	1,800,000	J & J.	Jan. '68 3
New Jersey 100	7,297,200	F. & A.	Feb. '71 5
New London Northern..... 100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Peters'b'g guar.100	137,500	J. & J.	July '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,088,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 6s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	July'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	432,400	F. & A.	Feb.'71 4
Pacific of Missouri..... 100	3,711,196	.....	.....
Panama..... 100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo..... 100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... 100	1,325,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28,849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jun. '71 3
Phila. and Trenton*..... 100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. gtd.*100	19,666,000	J. A. J&O	July'71 1½
Pittsfield and N. Adams...100	460,000	J. @ J.	July '71 3
Portland and Kennebec...100	616,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July '71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Peters'b g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Water. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred..... 100	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2.040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb. '71 3
Shore Line..... 100	636,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia..*100	3,939,900	F. & A.	Feb.'71 4
Staten Island..... 100	680,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Stockbridge & Pittsfield*10)	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama ..100	595,927	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.)....100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,200,000	.....	.....
Tol., Wabash and West...100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May 70 3½
Troy and Boston..... 100	807,111	.....	.....
Troy and Greenbush*..... 100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	June'71 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian....100	367,408	.....	.....
Virginia Central 100	2,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon..... 100	1,463,775	.....	.....
Winchester and Potomac.....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,517,650	.....	..... 3½
Worcester and Nashua ... 75	1,400,556	J. & J.	July'71 5

CANALS.

Chesapeake and Delaware 50	1,983,553	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,995	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '71 4
Delaware and Hudson.....100	15,000,000	F. & A	Feb.'71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	6,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 4
" " (pref.). 50	2 828,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh. p....100	20,000,000	M.J&S.D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal	.....	J. & J.	Jan.'71 4
Lackawanna Coal	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'71 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,059	81,156	95,828	121,702	174,812	181,297	209,550	212,109	128,166	75,971	1,470,653
1868	64,463	86,937	81,396	96,481	106,855	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	534,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,711	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132.301	145,542	149.137	157,948	170,044	170,910	156.869	153.294	1,673.706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224.257	312,165	354,554	350,879	307,803	292,015	2,770.484
1865	280,503	275,283	299,063	258.480	322.278	355.270	335.985	409,251	401,253	357,956	307,919	296,824	3,840.092
1866	226,153	222,241	290,111	269.249	329.851	371.544	321.597	387.209	322,638	360,223	325,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,166	335,510	342.358	354.244	415.952	408,909	426.752	359.102	330.160	3,892.861
1868	276,117	275,140	267,094	279,121	303,342	384.504	404,012	558,101	486,196	503,746	409.569	361 701	4.508.643
1869	343.182	315,099	388,727	328,290	345,833	402.854	351.045	493,232	506 623	468,212	397,515	340 851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	348,550	340,201	384,372	393,654	465,780	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	266,100	281.334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,396	669,605	729 759	716,378	563,400	6.114,666
1865	541,005	482,164	499,296	468,358	585.623	747.942	702,691	767,508	946,707	932,683	754.671	547,842	7,976,490
1866	523,566	399,917	525,845	537,519	858.948	925.983	808,524	797,475	1,000,086	1,200,216	1.010.892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1.541.057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094.597	1,211,150	1,180.933	1,076,674	1,251,940	1,507.479	1.570.067	1,107.084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	195,695	218,347	271,425	287,451	293,296	262,798	230 061	2,918,342
1869	204,112	180,840	239,522	247,961	241,456	259,408	253,367	341,783	320,025	286,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	272,826	266,790	313,199	283,399	281,491	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261.079	352,786	414.543	410,336	372.593	359 463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343.929	511.305	478.576	496.433	437.679	424.531	4.571.028
1864	327,900	416,588	459,762	423,797	406.373	510,100	423.578	640,179	799,236	661.591	657.141	603.402	6.529.447
1865	571,536	528,972	616,665	616,608	460.573	617,682	578,403	747.469	739,736	641.589	643.887	518.088	7.181.208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480.626	578,253	571.348	661.971	588.219	504.066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727.510	615.329	7.160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549.714	794.325	889,967	931.530	665.401	681.041	7,817,829
1869	659,138	524,693	709,645	568,282	640,975	778,261	698,228	841.363	979,401	914,436	814,413	696.677	8,823,48
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	699,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	606,845	588,661	695,446	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113.504	112,952	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96.535	106,594	114.716	121,217	142.823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95.924	108,413	126,556	121,519	125,065	119 169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	151,079	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	134,998	153,531	144,023	141,376	1,416,869
1871	130,883	126,224	140,740	118,173	119,650	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	150,655	151,902	175,696	186,039	174,002	172.189	216,624	205,360	322,369	307.474	258 634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,045
1864	252,435	278,548	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,046
1865	306,324	279,137	344,228	337,241	401,456	365,663	329.105	413.501	476.661	490,694	447,870	325,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,088	324,986	359,646	429,161	493,640	414,684	306,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284.977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,03
1868	343,316	304,315	326,880	415,758	369,256	325,501	321.013	392.942	456,978	511,820	410,826	390.671	4,509,281
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	371 542	4,744,104
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,947	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,663,606
1868	369,228	321,203	333,508	436.412	566,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	465 900	6,517,646
1869	454.590	330,400	420,951	480,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	585,465	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	906,318	906,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	483,884	662,567	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,283	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	295,240	266,836	295,726	2,833,99
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	274,043	223,242	268.177	302,596	332.400	278,006	346.243	275,950	3.311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349.285	344,760	350,348	372,618	412,553	284 319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305.454	278,701	310,762	302,426	281,613	3 350 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,086	272,053	3,459.319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194.455	287,557	307,122	283,329	274,637	233,861	2,994,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	296,027	254,896	2,915,543
1870	196,787	218,234	253,085	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,157
1871	245,982	258,554	384,590	243,650	222,263	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329.243	308,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	319,765	286,416	284,732	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,906	254,285	368,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505.517	464.869	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,561	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 028
1866	738,061	725,967	779,193	861,604	1,109,267	1,140,301	996,841	1,252,386	855,742	887,793	874,974	476,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	689,924	8,755,082
1869	479,256	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1-9,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166.015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,756	156,066	172,933	220,788	219.160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,086	2,006,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,286	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,776	124,988	123,948	1,372,236
1871	126,218	122,373	144,553	125,212	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309.591	364.724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260.529	293,344	283,833	484.209	450,203	429,898	323,270	349,450	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,360	323,577	434,284	4,252,342
1870	312,133	293,645	295,278	318,099	340,892	348,632	322,756	466,431	508,042	451,238	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	444,210	453,009	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	705,602	623,560	617,585	758,467	999,695	837,285	716,829	8,[illegible],158
1870	528,520	503,130	559 238	706,603	802,586	746,450	643,068	664,051	725,521	719,098	570,168	506,053	7,684,094
1871	479,573	373,925	499,899	584,540	724,466	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities July 1, 1871.					
Loan of June 14, 1858 ..... registered	96,045,000	5	Jan. & July.	1874	105½
.. .. coupon	13,955,000	5	" "	1874	106½
Loan of February 8, 1861 ..... registered	13,568,000	6	Jan. & July.	1880	114½
.. .. coupon	4,847,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861 ..... registered	123,755,350	6	Jan. & July	1881	114½
.. .. coupon	65,562,750	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s) ..... registered	81,928,800	6	May & Nov.	1882	114½
(5-20s) ..... coupon	381,804,700	6	" "	1882	115½
Loan of March 3, 1863 ..... registered	53,190,950	6	Jan. & July.	1881	114½
.. .. coupon	21,809,050	6	" "	1881	115½
Loan of March 3, 1864 (5-20s) ..... registered	2,619,600	6	May & Nov.	1884	112½
Loan of June 30, 1864 (5-20s) ..... registered	42,606,000	6	May & Nov.	1884	112½
(5-20s) ..... coupon	43,359,400	6	" "	1884	113½
Loan of March 3, 1865 (5-20s) ..... registered	46,074,050	6	May & Nov.	1885	113
(5-20s) ..... coupon	121,576,750	6	" "	1885	114½
.. .. 2d series (5-20s) ..... registered	65,684,000	6	Jan. & July.	1885	111
(5-20s) ..... coupon	176,899,150	6	" "	1885	113½
.. .. 3d series (5-20s) ..... registered	88,786,950	6	Jan. & July.	1887	113½
(5-20s) ..... coupon	239,460,050	6	" "	1887	113½
.. .. 4th series (5-20s) ..... registered	11,621,500	6	Jan. & July.	1888	113½
(5-20s) ..... coupon	27,797,450	6	" "	1888	113½
Loan of March 3, 1864, (10-40s) ..... registered	137,413,250	5	Mar. & Sept.	1904	110½
(10-40s) ..... coupon	57,154,050	5	" "	1904	112
Consols of July 14, '70 & Jan. 20, '71 ..registered	52,478,050	5	F. M. A. & N.	1881	....
coupon	7,191,100	5	" "	1881	....
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	31,885 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,618,832	6	Jan. & July.	95-'99	115
U. S. Notes and Fractional Currency	396,679,380	*nal.*	.....	.....	....
State Securities. Intest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	70
(extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	103½
Arkansas—State Bonds (refunded)	4,430,000	6	Jan. & July.	1899	57
.. — .. (Aid R. R's)	.....	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	111
.. — 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s) ..		6	" "	1883	....
.. — .. of 1864, (10-20s) ..	5,927,000	6	April & Oct.	1884	100½
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	90
.. — " " " 1842 to 1848	273,000	7	Various.	'72-'74	93
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'88	87
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	94
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-42	913,000	6	April & Oct.	'71-'72	....
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	6	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'96	69
.. —Levee Bonds 1865	1,000,000	5	Various.	1886	....
.. — 1867	4,000,000	6	May & Nov.	1907	71
.. — 1870	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	5	April & Oct.	1909	....
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 20, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	6	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg	1,856,335	6	" "	1890	....
.. — .. .. .. converted	1,687,345	6	" "	1890	....
.. — .. .. .. of 1834 ...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	105
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	....
.. — .. of 1864	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	98½
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,921,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	95
.. —Railroad Loans	13,112,000	6	" "	'74-'90	96½
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	93
Nebraska—(No Debt)	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'85-'00	107½
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	109½
.. — .. Bonds	21,089,000	7	" "	1877	110½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	106
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	107½
.. —	2,099,000	6	" "	1874	107
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,758,800	6	Jan. & July.	'71-'91	46
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	27½
.. — .. .. (new) ..	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	27
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds	11,407,000	6	" "	1899	21
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	....
.. — .. (")	1,609,000	6	" "	1875	....
.. — .. (")	4,095,399	6	" "	1881	105
.. — .. (")	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	101½
.. —	4,731,300	6	" "	1872	103½
.. —	90,400	5	" "	1877	....
.. —	7,890,550	6	" "	1877	106½
.. —	726,950	6	" "	1882	....
.. —	9,237,050	6	" "	1882	109½
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	102
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	....
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old)	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863	736,000	6	Jan. & July.	1893	....
.. — .. of 1863	239,000	6	April & Oct.	1883	....
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	78
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,266,800	6	J. A. J. & O.	1888	58½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	61½
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	72
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	71½
Texas—No legal debt	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101½
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	64½
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	65
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	71½
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	73
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1886	95
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex.	89,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sks fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1886	....
2d Mortgage, sterling	885,500	6*	" "	London.	1886	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95¼
Loan of 1860	579,500	6	" "	"	1880	95
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95¼
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	651,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94¼
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99¼
3d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	490,000	6	" "	Boston.	1859	89¼
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	26¼
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96¼
Wharf purchase bonds	200,000	6	" "	"	1879	99¼
Buffalo, Bradford and Pittsburg:						
1st Mortgage	550,000	7	Jan. & July.	New York.	1856	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1875	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
2d Mortgage	350,000	7	May & Nov.	" "	1872	83¼
Burlington, Cedar Rapids & Minn.						
1st Mortgage	3,500,000	7*	May & Nov.	New York.	1919	90
Burlington and Missouri River:						
Land Grant Mortgage	4,666,668	7	April & Oct.	New York.	1893	96
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	968,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sks fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & £154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	96
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93¼
Loan for $2,500,000	806,000	6	June & Dec.	" "	1889	88¼
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	96
Camden and Atlantic:						
1st Mortgage	400,000	7	Jan. & July.	Philadelphia.	1873	95¼
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	$125,000	8	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	88¼
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,600,000	7	April & Oct.	New York.	1894	90¼
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98¼
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	100
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	103¼
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	87
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	89¼
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1895	....
Convertible bonds	1,500,000	7*	" "	" "	1893	102¼
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	98¼
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51¼
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101¼
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	104
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	114¼
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	96
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	100
Funded Coupons	755,000	7	May & Nov.	" "	1885	94
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	99
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	94
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87¼
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	98
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	90
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1906	92
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1906	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	" "	1894	100¼
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	455,000	7	Feb. & Aug.	New York.	1890	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1896	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	50¼
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1906	....
2d Mortgage	800,000	7	March & Sept.	" "	1903	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1890	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	84
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68-'80	95¼
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,365,000	7	May & Nov.	" "	1875	97
4th Mortgage (or 3d Extension)	1,104,844	7	Jan. & July.	" "	1892	96
Consolid'd F. Mort. $5,000,000	528 000	7	May & Nov.	" "	1900	96

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	95
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1857	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1862	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	95
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage sky fund	15,000,000	7	April & Oct.	New York.	1908	87½
Consol. 2d Mortgage sky fund	5,000,000	7	Feb. & Aug.	" "	1909	72
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	101
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1901	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	504,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	96
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1905	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1908	....
Mortgage (old)	640,000	6	" "	" "	1890	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1908	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	753,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1868	500,000	6	March & Sept.	"	1889	97½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1856	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96½
3d Mortgage	6,000,000	7	" "	" "	1883	93½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	89
5th Mortgage	920,500	7	June & Dec.	" "	1888	83½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1859	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1859	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	97½
Georgia:						
Bonds	502,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	107,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,356,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,337	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	94
Greenville and Columbia:						85½
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	104
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	96
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1901	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	1 3
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	100
2d Mortgage	567,500	7	Feb. & Aug.	"	1875	85
Consol. Mortgage	667,045	7	April & Oct.	"	1895	48
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106
Construction	332,000	6	" "	" "	1875	....
Redemption	3,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	85
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1888	42
1st Mortgage (Ind. and Cin.)	400,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	110
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	300,000	5	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	85½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	83,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia.	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	98
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	84½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1900	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1900	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	8*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1909	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	119
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	102
2d Mortgage	2,693,000	7	" "	" "	1877	97
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	97
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1535	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1895	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1896	97½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	98½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	93
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	104
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	100
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						....
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						....
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'91–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'88	....
Naugatuck:						....
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1891	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						....
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						....
1st Mortgage	1,000,000	7	Jan. & July.	New Haven.	1899	....
Convertible bonds	400,000	6	April & Oct.	"	1890	....
New Jersey:						....
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	220,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						....
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						....
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						....
Premium, Sinking Fund Bonds.	5,936,626	6	May & Nov.	New York.	1883	91½
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	....
Bonds for real estate	162,000	6	" "	" "	1883	91½
Bonds and mortgages	22,800	7	various.	" "	var.	80
Convertible bonds	105,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	92
New York and New Haven:						
1st Mortgage	1,060,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'75–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						....
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						....
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						....
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	80
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	65
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	113
2d Mortgage	276,500	7	May & Nov.	"	18—	95½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	94½
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	91½
Northern New Hampshire:						90
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96
3d Mortgage (B. & O. R. R. Co.)	140,000				1886	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	102
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	86
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	93½
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	....
Old Colony and Newport:						85½
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Company Bonds	458,000	6	April & Oct.	"	1875	95
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	97½
Orange, Alexandria & Manassas:						104
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	....
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	88
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	78
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	84½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	78
Va. State Loan	249,962	6	" "	" "	1887	79½
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						....
1st Mort. guar. by R. W. & O	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	100
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						....
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m	856,000	7*	May & Nov.	N. Y. & Lond.	1900	95
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mort. } Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	99½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	96
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						101
1st Mortgage guaranteed	2,097,000	7	June & Dec.	Philadelphia.	18—	90
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	200,000	7	" "	" "	18—	....
2d Mortgage	256,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	50
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	93
2d Mortgage	4,000,000	6	" "	"	1901	82½
3d Mortgage for $3,000,000	000 000	7	Jan. & July.	"	1885	85½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						....
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	100
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	....
Bonds of 1857, convertible	143,500	6	" "	"	1886	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	98½
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	83½
Philadelphia and Trenton:						104
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1905	....
Philadelphia, Wilmington & Balt.:						....
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						....
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1888	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						96½
1st Mortgage for $16,000 p.m	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$280,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.		1876	....
Placerville and Sacramento:						....
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						....
1st Mortgage	500,000	7	May & Nov.	New York.	1890	85½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						....
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						....
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						....
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	75
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						....
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						....
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						....
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						....
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	103½
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						....
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	322,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						....
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	102½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	94
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,505,000	7	April & Oct.	New York.	1884	94
2d Mortgage ($5,000 per mile)	860,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,000,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	228,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1881	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	80½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.)	1,800,000	7	April & Oct.	" "	1886	78
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	96½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1900	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	90
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	99
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	300,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	89½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	...
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	85½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	83½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	88
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	43
Equip. Loan. (Vt.C. & Vt.& Ca.)	1,000,000	5	May & Nov.	Boston.	'77–'89	101½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1900	....
" " 2d class	850,000	7	"	"	1900	....
" " 3d class	154,000	7	"	"	1900	....
" " 4th class	1,263,000	7	"	"	1900	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	80
2d Mortgage	23,500	6	" "	" "	1868	77½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	89
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1864	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	94
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	102
Western (Boston and Albany):						
Sterling Loans, £899,900	2,061,520	5*	April & Oct.	London.	'80–'81	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	78½
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	94
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	87
New Preferred mortgage	600,000	6	.....	.....	....	90
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	82
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1890	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1890	93½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	95
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "		1884	88½
3d Loan	2,000,000	6	" "	"	1897	91½
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90
Convertible Loan	1,496,879	6	" "	"	1877	85½
Monongahela Navigation						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage	302,750	6	" "	"	1876	80
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	79½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	80
Improvement Loan	1,601,670	6	May & Nov.	"	1876	84
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	96½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	2,000,000	6	May & Nov.	Philadelphia.	1889	11
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$							M.	M.	Number.	Tons.	$	$	p.c	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*			4,183,000	915,000	1,208,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga.....Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	93½
Jan. 31, 1870	132.0	—	23.6	48.0	32	19	6	425	Allegheny Valley.....Pennsylvania.	7,913,532	*			2,169,550	7,550,564	531,114		132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800.000					425,000			68.0	118,090	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	150,000			—	(Leased to Cheshire.)				7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	10	31	207	Atlantic and Gulf ¶.....Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	70½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased & oper. by Grand Trunk of Canada.)					4	100	....
Dec. 31, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris ..N. Y.	217,345	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶.....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	147
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	7½
Dec. 31 1869	28.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquam*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware.....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders. —No returns.)					—	100	....
Sept. 30, 1870	21.2	—	—	—					Berkshire.....Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—				42,000	42,000	7	100	80½
Sept. 30, 1869	15.6	—	0.4	—					Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)					—	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,546,638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	152½
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg.....Mass.	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal.....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,610,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	2½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	136
Sept. 30, 1870	74.3	8.5	64.5	—	46	80	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,026	4,471,274	.....	.....	1,000,979	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	148½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,807	10	100	150
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)					—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased & oper. by Grand Trunk of Ca.)			96,338	—	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and operated by Erie.)					7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	.....	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No returns 175 miles recently completed.)					—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	116
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	127½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124.583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	3oo.000	.....	.....	—	(Leased & oper. by Camd & Amboy.)			42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	52,010	5	100	67½
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased and oper. by West Jersey.)					6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,825,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	46
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota.....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased and oper. by Illinois Central.)					—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			475,300	—	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,680	10	100	112
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	112
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,986,213	16,515,198	970,890	49,521	3½	100	29½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	74 2 0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)	.....	.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie & N.Centrl.)			30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No returns published.)					—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire.....New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased to Phila. and Read.)			101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,565	2,004,970	10	100	120
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	158
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)	.....	.....	.....	—	100	....
May 31, 1870	81.3	1 1	16.7	—					Chicago, Iowa and Nebraska.....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,606,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	73½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	109½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick.....	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	463	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased and oper. by Kentucky Central L.)					—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	23
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,499	145,405	—	100	....
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300.000	.....	.....	132.1	252,508	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	$				11,620,000	1,997,000				390.4	2,155,245	29,770,918	95,130,680	2,962,614	929'384	7	100	80½
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,846	387,981					2,056,750	1,652,100					(Leased	to Atl. &	Gt. Western.)			8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,615	2,283,265					6,300,475	3,883,500		610,497	225.0	1,666,141			2,383,670	908,306	8	50	118½
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	33,589,369	*					13,000,000	18,814,000	1,725,360		588.0	3,665,909	35,605,620	41,064,199	3,529.411	262,452	—	100	20
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200	—					1,786,200	248,000				(Leased	& operate	d by Little	Miami.)			6½		
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*		138,029	92,610	1,500,000		75,000	155,639	119.5	544,126	9,698,097	14,984,458	806,150	153,165	10	50	152
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*				595,587	374,500	300,000		27.0	39,460	556,055	361,137	75,450	27,338	—	100	
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	1,108,859	—				350,000	—	—			(Leased	and operat	ed by Con	cord.)	25,000	7	100	12½
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*		11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	92
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River	Massachusetts.	2,100,430	*		164,864	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,954,321	6,466,931	591,972	197,174	10	100	148
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—		215,000	—	1,278,300	1,000,000	—	—		(Leased	to Phila.	& Trent.)				50	
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—				200,000	30,000	—	—	14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*				1,500,000	3,443,000	—	—	34.0	337,200			791,053	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*		110,000	—	1,316,900	352,300	—	—	74.0	226,576			523,993	143,479	8	50	110
Dec. 31, 1869	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,783	11,200	26,381		400,000	300,000	—	6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	313,910	15,000	300,000			413,150	510,000				(N	ot yet in o	peration.)				100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*				3,000,000	2,000,000	—	—	—	(U	nder cons	truction.)				100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268			261,099	2,393,140	4,278,300	112,579	—	141.4				1,061,856	421,277	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*				76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	—				309,276	715,000	—	—		(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	—				891,266	892,750	—	—		(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000				14,100,600	3,308,000	2,190,000	—	253.4	1,820,253			2,417,324	637,845	10	50	108½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*				3,872,500	4,310,000	—	—	184.0				830,241	365,392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*		111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243			1,615,618	666,267	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	—				480,000	—	—	—		(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*		107,393	64,767	3,662,123	960,000	653,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,290,589	—	7	100	96
Dec. 31, 1869	55.5	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*				1,000,000	550,000	—	—	79.0	—	—	—	188,832	—	—	100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	—				280,000	—	—	—		(In	progress.)					100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—				700,000	1,000,000	—	—		(Leased	to Boston,	Hart. & Fis	hkill.)	—	—	100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—		2,500	—	89,800	175,000	2,000	—		(Leased	to Pennsy	lvania.)				50	
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern	Massachusetts.	6,783,262	*		900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	121½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore	Maryland.	850,000	—				280,000	570,000	—	—		(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	—	100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—				392,550	—	—	—		(Leased	to Phila.	& Reading.)	—	—	6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—				1,309,200	495,900	—	—		(Leased	to Phila.	& Reading.)	—	—	7	50	
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	539	East Tenn. Va., & Georgia	Tenn & Ga	9,164,694	*		125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	270.0	—	—	—	1,278,864	562,682	—	100	82
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia	Tenn.	—	—				(Consolid	ated in t	he East	Tennesse	e, Virg	inia and	Georgia.)	—	—	—	—	—	—	
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky	Tenn.	—	—				—	—	—	(Oper. by	Evan	sville, H	enderson	& Nashv.)	—	—	—	—	—	
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—				500,000	—	—	—	—	(Leased	to Northern	n Central.)	25,000	25,000	5	100	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000				1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575				78,536,910	23,398,800	—	—	845.7	7,761,579	128,455,108	817,829,190	16,721,500	2,179,395	—	100	56½
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000			999,600	2,577,590	—	57,809	101.2	484,530			824,611	383,028	—	50	27½
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American	Maine.	2,094,883	148,659					3,000,000	—	—	—	58,493			129,726	56,195	—	100	
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American	N. Brunsw.	4,674,808	*				[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	33.5	—	....	5.46	....	....	....	....	Europ. & N. American W. Div.	N.Brüns.	1,743,037	*				803,750	1,853,907	18,001	—	—	(No	t in comp	lete opera	tion.)	—	—	—	100	
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600		1,144,053	1,185,000	36,564	522,377	132.0	306,838			516,804	166,699	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—				—	—	—	—	64.0	—	—	—	—	—	—	100	
Sept. 30, 1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*		21,174	491	150,000	—	269,450	—	5.8	10,846	350,016	—	26,815	3,800	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—				90,000	—	—	60	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg	Massachusetts.	3,640,000	*		300,579	200,661	3,640,000	—	—	501,231	93.7	538,088	20,328,234	13,563,559	1,085,937	252,285	8	100	136
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—				150,000	100,000	100,000	—	—	(Oper.	by Belvide	re Delaw	are.)	—	—	—	100	
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,269,094	*		173,376	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113			466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*				3,000,000	2,300,000	—	—	154.0	—	—	—	—	—	—	100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*				800,000	1,500,000	—	—	—	(Not	in complet	e operatio	n.)	—	—	—	100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,266	—	—	230,845	—	99,266	—	23.0	12,800	—	—	69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—				—	575,000	—	—	52.0	[Operat	ed by Rec	eiver.]	—	—	—	100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*		1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823			1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.	—	—				—	—	—	—	40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.]	—	100	
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	—				1,000,000	1,000,000	—	—	—	(Owned	and oper.	by Mich. Ce	n. since A	pl. 1870.)	—	100	
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk	Canada.	90,720,865	*				—	—	—	—	1,380.0	7,071,893	—	—	7,153,924	1,607,631	—	100	
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western	Canada.	25,027,287	*		1,968,348	877,019	18,202,128	8,656,415	733,218	280,595	334.5	2,676,393			3,934,114	1,780,516	4	100	
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia	S. Carolina.	3,081,213	*		80,495	—	1,510,374	1,902,157	—	—	164.2	125,000	—	—	366,528	146,211	—	100	
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph*	Missouri.	17,947,073	*				8,000,000	8,938,000	1,009,073	—	275 0	—	—	—	2,941,997	—	—	100	88½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—				1,182,550	700,000	—	23,069	—	(Leased	to Pennsy	lvania.)	—	7	50	110
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut.	3,407,285	*				4,800,000	744,000	—	—	75.0	578,810			1,568,362	513,594	10	100	169
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill	Conn. & R. I.	4,704,866	*				2,037,939	2,055,500	—	—	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900	—	—	1,809,566	500,000	100,000	—	32.0	20,800	—	—	60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	12	14	6	246	Housatonic	Connecticut.	2,105,558	*		151,843	316,624	2 000,000	291,000	123,768	153,257	119.8	—	—	—	743,808	166,231	—	100	
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central	Texas.	5,600,000	—				3,000,000	2,600,000	—	—	125.0	—	—	—	1,040,400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	—	—				—	—	—	—	50.0	(Is being	continue	d to Whar	ton Color	do Riv.)	—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,587	*				16,020,000	4,309,220	—	—	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt	Penn.	2,202,174	*				706,580	1,927,614	—	—	58.8	191,777			291,564	5,882	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*	Illinois.	32,785,264	*		9,721,836	1,691,280	25,278,710	8,018,170	10,901,504	—	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	136
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progres	s is now o	perating		St. Louis,	Alton &	T. H. R.	R.)	194.0	—	—	—	1,774,567	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	28.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*				5,685,497	7,358,931	675,628	—	289.0	1,205,686	—	—	1,921,274	707,492	—	100	6½
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—				—	—	—	—	75.0	—	—	—	—	—	—	100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—				—	—	—	—	—	(Project	ed.)	—	—	—	—	—	100	
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*				132,411	35,000	—	—	13.0	24,000	234,368	664,541	73,307	11,855	—	100	
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	—	—	400,000	130,000	—	—	11.0	—	—	—	32,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*			87,031	515,465	1,895,000	143,196	131,393	116.0	—	—	—	891,849	212,727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	18.0	—	—	—	—	Jamestown and Franklin	Penn.	1,765,248	—	35,000	—	—	603,077	1,000,000	688,228	—	—	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,833	413,927		2,000,000	3,100,000	587,179	1,682,923	225.0	—	—	—	1,140,099	403,486	—	100	40
Dec. 31, 1869	37.0	—	5.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	—	1,500,000	500,000	—	—	—	(Leased	and oper. b	y Chicago	& Alton.)	—	7	100	92½
Dec 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	—	300,000	800,000	—	—	—	(Leased	and oper. b	y Michigan	Central.)	—	8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	—	—	—	180,250	800,000	—	—	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.	—	—	—	—	—	5,072,500	—	—	—	439.0	963,512	—	—	2,225,850	839,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	—	—	—	—	—	—	1,209,000	[Bt k sw	amped.]	112.0	—	[Operated	by bondh	olders.]	—	—	—	100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston	Tennessee.	—	—	—	—	—	—	—	—	—	16.0	[No	returns.]	—	—	—	—	100	
Dec. 31, 1869	31.0	—	1.8	34.0	2	2	1	20	Knoxville and Kentucky	Tennessee	—	—	—	—	—	—	—	—	—	31.0	[No	returns.]	—	—	—	—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	.....	.....	—	50	.....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	.....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	109½
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coa	l and Na	vigation	Co.)	.....	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	.....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,673,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	122½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,100	4,277	—	100	.....
Dec. 31, 1869	15.0	0.7	.....	15.0	4	1	—	206	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	.....	(Operated by	L. M. and	Col. & Xenia.)	.....	—	100	.....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1	869 to Ph	g Cin. & S	t. L. at $4	80,000 p.a.	196.5	954,819	22,208,215	35,730,006	1,709,708	562,298	6½	.....	.....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill.....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	201.290	242,940	8	50	100
Dec. 31, 1869	9.0	—	.....	—	2	10	—	.....	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71.601	10,307	—	100	.....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,464	15,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1869	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	74 8,977	381.0	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.8	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	.....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	*	20,000	.....	600,000	.....	.....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	.....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick.....Georgia.	(Comple	ted in D	ec. 1869, n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	.....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	.....
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	*	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	.....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,688	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72.124	23,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,521.977	942.664	132,510	102,110	10	100	145
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned & oper. by		Concord.)	.....	.....	—	100	.....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	646,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	.....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299.091	.....	.....	408,525	464	—	100	.....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	.....	130.6	457,876	3,639 132	.....	799,649	98,840	—	100	.....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	.....	—	100	.....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	121
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	.....
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	215,800	50.966	.....	.....	(Oper.	by Erie.)	.....	44,068	14,434	—	100	.....
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick.N. Jersey.	113,404	.....	.....	.....	95,750	.....	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	.....
Dec. 31, 1869	196.0	740.0	....	—	124	78	41	2,229	Milwaukee and St. Paul.....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	61
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305.282	305,282	8	50	108½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	.....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	eases.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	329,444	825,407	2,145,000	347.649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	.....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50.643	.....	83.5	.....	.....	.....	131.376	27,270	—	100	.....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,199,630	.....	.....	2,115,287	739,758	—	100	.....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	47,848	625,721	.....	66.211	12.914	—	100	.....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1.000 0 0	.....	.....	.....	23.0	24,1 8	617,707	856,855	79,971	6,857	—	100	.....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,660	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex.....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	[Leased	to Dela., L	acka. and	West'n.]	.....	7	100	93
Sept. 30, 1870	14.6	—	3 0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	.....	.....	126,747	43.0	224,938	7,499,849	5,191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶...Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	.....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	122.5	324,380	.....	.....	479,317	207,933	—	100	.....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,'55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Louisville & N	ashville.)	.....	.....	—	100	.....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck.....Connecticut.	1,984,900	*	71.547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589.929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	98	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	.....	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	[In han	da of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	.....
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11½	100	.....
Oct. 31, 1869	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P.,W.& B.)	77,837	44,644	—	50	.....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372.871	120,289	—	100	.....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	128
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	246,021	51,871	—	100	.....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	.....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	58
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶.La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morgan	n of New	York City.]	.....	.....	.....	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central.....New York.	37,608,697	*	.....	.....	51,831,000	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474.419,752	15 586,616	6,531,131	8	100	.....
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,920	313,183,904	589,262,878	22,071,583	9,244,621	8	100	97½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953.142	17,178,696	2,776,890	959,745	8	100	126
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	7 6 8	838,173	69,247.430	6,736,230	2,160,561	837,115	10	100	155
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300.279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cour	se of con	truction)	.....	.....	—	100	.....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235.458	7	100	92
Sept. 30, 1869	96.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60 000	6	100	.....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479.355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	138.330	1,335,359	6,842.237	304.527	121.170	—	100	80
May 31, 1860	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658.117	257,006	—	100	.....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,175	23,701	1,053.950	845,000	276,937	23,120	102.0	.....	.....	.....	264,164	108,725	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶..South Carolina.	1,340,882	*	.....	.....	761,296	547,380	125,000	.....	66 0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. ..Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	.....	—	—	—
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	—	.....	634	267,300	.....	.....	634	—	.....	.....	.....	31,409	7	100	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	.....	.....	.....	8,591	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	(In progress to be completed June 187 0.)							50	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	12.0	40,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	—	—	50.0	—	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part	.....	of the	Rondout	and Oswego Line.)	.....	61.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,224	400 000	.....	23,557	45,841	11.1	65,846	1,933,322	849,113	102,173	22,935	8	100	100
Jun. 30, 1869	—	—	—	157.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	348,000	163,918	1,049,365	84.0	503,198	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga.....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	1,279,043	671,445	12	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,966	522.0	.....	.....	.....	1,072,995	.....	—	100	....
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	4,252,343	1,200,938	—	100	59½
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			529,680	236,987	—	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass. R. R.)			.....	.....	7	100	49½
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	.....	—	100	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,530	23,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,926	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	30½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	.....	59.0	[no returns.]			.....	.....	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	49,114	.....	—	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	.....	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,306	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased by Vermont Central.)			.....	.....	8	100	101
Sept. 30, 1870	69.3	10.8	9.0	—	18	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	109.8	225,166	4,271,585	3,353,273	456,051	.....	—	100	74½
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	(Leased to Rutland.)			.....	.....	2	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased by Del. Lc.&W'in.)			454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of r	eceiver.)	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	104,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	—	—	....	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	West Shore and Atlantic....Georgia & Tenn.	5,000,000	.....	(Built by State of	Georgia.)	1,942,000	.....	.....	.....	—	(In progress.)			.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	750,000	1,800,000	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	6,500,000	.....	36,000	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	46.0	.....	.....	.....	138,602	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	[Now forming a division of the Milwaukee and St. Paul							—	(Leased to Pennsylvania.)					—	50	81
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	No returns for year.)					—	100	....
Aug. 31, 1869	94.0	—	....	86.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(No return.)	.....	.....	.....	.....	.....	20.0	(Operated during construction by M. & St. P. R.)			.....	.....	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	13,486	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased to Boston, Con. and Montreal.)			.....	12,000	6	100	....
Aug. 31, 1869	148.0	—	8.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no returns.)			.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M. RR. sold	Jan. 5, '70	$525,000.		5,000,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	[no returns.]			139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	161.0	1,857	(Leased to Northern Central.)				—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	(Recently opened.)		1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	.....	.....	1,100,782	.....	.....	.....	161.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	393,535	.....	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,198,226	452,547	156,860	10	100	142
									CANALS, &c.					317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	....
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,504	—	—	—	184.5	—	—	—	493,210	342,827	6	50	72
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			.....	.....	—	25	....
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,100,476	—	—	108.0	—	—	—	231,194	105,751	8	50	94
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Cam. & Amb.R.R.)	—	—	161.0	—	—	—	110,610	.....	10	100	122
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	899,750	662,246	—	161.0	—	—	—	1,035,380	732,352	10	100	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	104,961	3,849	—	50	....
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	—	2,200,000	1,130,447	74,067	63,226	161.0	—	—	—	405,174	213,374	—	50	77
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	94,140	4,300,000	1,961,000	—	—	102.0	(5 p. c. on preferred stock.)			431,246	184,848	—	100	53
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	—	354.0	—	—	—	736,303	258,436	—	50	44
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	—	.....	2,002,740	2,632,310	195,232	—	109.2	—	—	—	1,159,085	598.519	—	50	18
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20.000	—	45.0	—	—	—	167,435	81,714	—	50	20
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	900,000	600,000	.....	—	—	(Leased to Pennsylvania.)			.....	.....	—	50	18
																						124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury. Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	102	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	186,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1	, 1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh..N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	102½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,036	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens' (10th&11th sts.)(Ph.)Pa.	907,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	16	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	519	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia.....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	807	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,956	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20,200	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	501	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45
Sept. 30,'70	3.25	20	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	200	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	33½
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	45
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	43
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	20½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	13[illegible]19	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	6,740	Loss.	—	100	100	30½
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,376	—	—	100	100	50
Sept. 30,'70	33.65	914	170	Metropolitan (Boston).....Mass.	1,624,594	1,250,000	—	297,271	665,393	99,519	10.0	100	100	74½
Sept. 30,'70	7.29	247	40	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	78
Dec. 31,'70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark.....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	30	15	Peoples' street (Scranton)...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec.31,'70	42.08	336	76	Philadelphia City (C. & W.).Pa.	459,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	52
Dec.31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	12
Dec.31,'70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	31½
Oct. 31,'70	8.25	154	26	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	12
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec.31,'70	5.19	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	....
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	64½
Dec. 31,'70	6.09	125	22	17th and 19th street (Phila.).Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	21
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City).N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston.....Mass.	418,891	400,000	—	13,283	200,998	35,061	9½	100	100	75½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield.....Mass.	56,542	50,000	—	5,256	4,527	70	—	100	100	....
Sept. 30,'70	2.50	10	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	5	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36	50	20	88
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City)N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	197½
Dec. 31,'70	7.00	150	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	22½
Dec. 31,'70	3.00	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. 1	oTroy&	Lansb.	—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	43
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,456	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss.	—	100	100	....
Sept. 30,'70	15.50	102	31	Watervliet (Albany).....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	65
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport.....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	55	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	5,600	3,010	4	100	100	18
Oct. 31,'70	3.55	40	16	Worcester.....Mass.	46,305	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Inter st Rate.	Inter st Pay-able.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage	379,000	7	M&N	1878	....
Brooklyn and Jamaica: 1st Mortgage	300,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1876	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1888	92½
Central Park, N. & E.River: 1st Mortgage	625,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1878	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18-	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	100,000	7	J.& J.	1878	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage	99,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,500	7	J.& J.	1874	88
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1880	74½
Malden and Melrose: 1st Mortgage, guaranteed	46,872	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	100,000	6	J.&D.	1884	87
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	88
Philadelphia and Darby: 1st Mortgage	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	A.&O	1874	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	600,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	85,000	7	A.&O	1870	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	150,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	96
Worcester: 1st Mortgage	30,000	6	A.&O	1878	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	96
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	86½
Chicago and Alton, pref.....	2,425,400	7	10	123½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	92½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	90
Erie, preferred	8,536,910	7	7	57
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref.....	5,078,224	...	...	89½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	12½
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	30
" " 2d pref	4,051,744	6	...	9
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	81
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	129½
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.....	3,500,000	7	7	77
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	87½
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	56
Sandusky and Cincinnati, pref.....	445,566	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	83
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	125
Schuylkill Navigation, pref.....	2,888,997	6	6	57
Union, preferred.....	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774 400	7	7	6

New York Stock Exchange.

Actual Sale Prices for the week ending July 5.

	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.	W.5
Canton Co..... 80	....	....	....	....	....	....
Central Pacific 6s.....	....	....	99½x	....	....	99½
Central of N. Jersey.....	....	....	....	....	....	....
Chicago & Alton.....120½	....	....	....	....	....	121
" pref..... ...123½	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....150	153	....	....	....	....	....
" 8s, 1883 ....114½	....	....	....	....	....	....
Chic. & Northwestern . 72½	73½	73½	....	....	73½	
" pref..... 89½	90½	91½	....	....	....	
" 1st M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	....	....	....	93
Chic., Rock Isl. & Pac..109½	108	108½	....	....	108½	
Chi., R. I. & Pa. 7s,1896.....	....	....	....	....	....	x100½
Clev., Col., C. and Ind.. 89	....	89½	....	....	89½	
Clev. and Pittsburg.....	....	....	....	....	....	118½
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	....	....	87
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C..... 20	20	....	....	....	....	20
" 1 M..... 87½	87½	....	....	....	....	87½
" 2 M.....	....	....	....	....	....	....
Cumberland Coal pref.....	....	....	....	....	....	....
Del. & Hudson Canal	....	122	....	....	....	122
Del. Lack. & Western..105½	105½	....	....	....	....	....
" 1 M. 7s.....100½	....	....	....	....	....	....
" 2 M 7s..... 97	....	....	....	....	....	....
Dubuque & Sioux City.....	....	....	....	....	....	....
Erie Railway..... 28½	27½	27½	....	....	27½	
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	....	....	....
" 4 M. 7s, 1880.....	....	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
Great Western 2d mort.....	....	....	....	....	....	85½
Hannibal & St. Joseph. 83½	84½	84	....	....	83½	
" pref..... 89	89½	....	....	....	....	....
" 8s, conv.....	....	....	....	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich.S'th.107½	108½	....	....	....	....	....
Lake Shore Div. bonds.....	....	....	....	....	....	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	....	....	....	....	....	....
" S.F. 8s,1882.....	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.....	....	....	....	....	....	101½
" 2 M.....	....	....	....	....	....	....
Mariposa Mining Co... 4	....	4	....	....	....	
" pref..... 6½	6½	7	....	....	6	
" Tr. 20s ctfs.....	....	....	....	....	....	....
Milw. and St. Paul..... 60	....	....	....	....	....	61½
" pref..... 79½	....	....	....	....	....	81
" 1st mort.....	97½	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
Missouri 6s.....	97	....	....	....	....	95x
" H. & St. J. 1ss.....	96	....	....	....	....	x92½
Morris and Essex.....	93	....	....	....	....	95
" 1st mort....103	....	104	....	....	....	104
" 2d mort....100	....	....	....	....	....	100
New York Central.....	....	....	....	....	....	....
" 7s, S.F.1876.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	....	....	....	....	....	....
" 6s, S.F. 1887.....	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv. 96½	96¾	97½	....	....	96½	
" certificates. 91½	91¾	....	....	....	....	92½
N. York and Harlem...125½	....	....	....	....	....	125½
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss..... 47	47½	....	....	....	....	....
" pref.....	77	....	....	....	....	....
" 1st M.....	....	....	....	....	....	....
Pacific Mail S. S. Co.... 42½	42½	42¾	....	....	....	52
Panama 51	51½	51½	....	....	....	52
Phila. and Reading.....109½x	110½	110½	....	....	110½	
Pitts., Ft. W. & Chi. gtd. 98½	....	....	....	....	....	100
" 1 M.....	....	....	....	....	....	102½x
" 2 M.....	101½	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	11	....	....	....	....	....
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds.....	....	....	....	....	....	....
Tennessee 6s, old..... 72½	....	71½	....	....	....	....
" new..... 72½	....	....	....	....	....	....
Tol., Wab. & Western.. 57½	57½	....	....	....	....	59½
" pref.....	....	....	....	....	....	83
" 1 M.....	95½	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.....	....	....	....	....	....	....
Union Pacific.....	....	....	....	....	....	....
" 1st mort... 91½	....	....	....	....	....	89½
" L. Gt. 7s.....	....	....	....	....	....	85½
" Inc. 10s.....	....	....	....	....	....	83½
Virginia 6s, old.....	....	....	....	....	....	65
" new.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 5.

	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.	W.5
Federal Stocks:—						
U. S. 5s, 1874, reg.....	....	....	....	....	....	....
U. S. 5s, 1874, coup.....	....	....	....	....	....	....
U. S. 5s, 10-40s, coup...110½	....	111	....	....	....	112½
U. S. 5s, 10-40s, reg...110½	....	....	....	....	....	....
U. S. 6s, 1881, reg.....	....	....	....	....	....	....
U. S. 6s, 1881, coup.....	118½	115x	....	....	....	115½
U. S. 6s, '81, O.W.L.....	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62.....	113¾	....	....	....	....	114½
U. S. 6s, 5-20s, c. 1862.....	....	113¾	....	....	....	115
U. S. 6s, 5-20s, reg. '64.. ..	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.. ..	....	113½	....	....	....	....
U. S. 6s, 5-20s, reg. '65.....	113	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.113½	....	113¾	....	....	....	114½
U. S. 6s, 5-20s, r. n. '65.....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.....	....	....	....	....	....	113½
U. S. 6s, 5-20s, reg. '67.....	....	....	....	....	....	113½
U. S. 6s, 5-20s, c. 1867.....	115½	....	....	....	....	113
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.....	....	....	....	....	....	113½
U. S. 6s, Pac.R.R.issue.....	....	....	....	....	....	115

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 4.

	W.28.	Th.29.	F.30.	Sat.1.	M.3.	Tu.4
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	....	....	....
Camden and Amboy....126	....	127	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	88½	....	....
" mort. 6s, '80 95½	95½	95½	96	....	....	
Elmira & Williamsport.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 38	38	38½	38½	....	....	
" 6s, 1884	....	....	....	....	....	....
" Gold L..... 89½	....	89½	89½	....	....	
" R. R. L..... 91½	91½	91½	....	....	....	
" Conv. L.....	....	85½	....	....	....	....
Lehigh Valley R. R..... 61½	61	60½	61½	....	....	
" 6s new coup.....	....	....	....	....	....	....
" 6s new reg.....	....	....	....	....	....	....
Little Schuylkill R.R.....	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal.....	....	....	....	....	....	....
" pref..... 125	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania ... 48½	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s.....	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central 41	40¾	....	40¾	....	....	
Oil Creek & Alleg. Riv. 48	48	48	48½	....	....	
" 7s.....	85½	85½	85½	....	....	
Pennsylvania R. R..... 60	59½	60½	61	....	....	
" 1st M.....	....	....	....	....	....	....
" 2d M..... 99½	....	....	....	....	....	....
" Gen. mort..... 96	....	....	....	....	....	....
" " reg.....	....	....	....	....	....	....
Penn. State, 6s,1st series.....	....	103½	....	....	....	....
" 6s, 2d series.....	106½	....	....	....	....	....
" 6s, 3d series.....	....	....	....	....	....	....
" 6s, W L.....	....	....	....	....	....	....
Philadelphia City, 6s... 99½	....	....	....	....	....	....
" new 99½	100	100½	100½	....	....	
Philad., Germ. & Nor.....	....	85½	86	....	....	
Phila. & Reading 57	54½x	55½	55½	....	....	
Philadelphia and Erie.....	28	....	....	....	....	....
" 6s.....	....	....	....	....	....	....
" 7s.....	....	88½x	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
" pref..... 18½	....	....	....	....	....	....
" 6s, 1882	....	79½	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal.....	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref.....	....	....	....	....	....	....
" 6s, 1878.....	....	....	....	....	....	....
Hestonville, (Horse)... 20½	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets 64½	....	....	....	....	....	....
Spruce and Pine 31½	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 4.

	W.28.	Th.29.	F.30.	Sat.1.	M.3.	Tu.4
Baltimore City 6s, 1875.....	99½	....	99½	....	....	....
" 1886	....	....	....	....	....	....
" 1890 ..... 98½	98	98½	98½	....	....	
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio.....	....	....	....	....	....	....
" bonds, 1875. 98½	....	98½	....	....	....	....
" " 1880.....	....	....	....	....	....	....
" " 1885. 95½	....	....	....	....	....	....
Marietta & Cin. 1st M.....	....	98	98	....	....	....
" 2d M..... 85	....	....	84½	....	....	....
Northern Central..... 41	41	....	....	....	....	....
" bonds, 1885.....	....	94½	....	....	....	....
" " 1900.....	....	....	....	....	....	....
N. W. Va. 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 3d mort.....	....	....	....	....	....	....
City Passenger R. R.....	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 5.

	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.	W.5
Boston and Albany	150½	....	153	....	....	152¾
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	....	....
Boston and Providence	....	....	149s	....	....	148½
Boston, Hartford & Erie	....	....	2¼	....	....	2¼
" 7s, new	....	22¾	24¾	26¼	....	....	26½
Cheshire, pref.	88	....	88	....	....	x86½
Concord	....	....	75	....	....	76
Connecticut River	....	....	....	....	....	....
Eastern	121¾	121¾	....	....	....	121¾
Fitchburg	135	....	....	....	....	136
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	121	120¾	....	....	....	121
Northern, N. H.	113	....	113¼	....	....	113¼
Ogdens. & Lake Champ	88	87½	87¼	....	....	88
" pref.	....	....	....	....	....	107
Old Colony & Newport	101½	....	101½	....	....	102½
Ph., Wil. & Baltimore	....	....	55	....	....	55
Portl'd, Saco & Ports.	133½x	....	....	....	....	....
Union Pacific	....	....	....	....	....	31
" 6s	....	....	89½	....	....	89½
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	79½	80¾	....	....	81½
Vermont & Canada	101½	....	101	....	....	101
Vermont & Mass.	....	....	75x	....	....	74½
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	....	75	....	....	74½
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	....	....	....	....	....	....
Franklin "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Pewabic "	....	....	....	....	....	....
Quincy "	....	29½	....	30	....	....	....

London Stock Exchange.

	Closing Prices.—June 16.	June 23.
All. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	83 — 88	83 — 88
Do. do., 2d mort., 1881	73 — 78	73 — 78
Do. Penn., 1st mort., 1877	83 — 88	83 — 88
Do. do., 2d mort., 1882	73 — 78	73 — 78
Do. Consol. 7 per cent. mort. 1890	41½ — 42½	40 — 41
Detroit and Milwaukee 1st mort. 7s	69 — 71	69 — 71
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	— — —	23½ — 24
Do. sterlg. 6 p. c. convertible bonds	64 — 66	64 — 66
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —100
Do. 100 dol. shares, all paid	109 —110	108 —109
Panama General mort. 7s, 1897	80 — 85	78 — 82
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	98 —100
Do. General mort. 6 p. c. 1910	94 — 94¾	94¼— 95
Do. £50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, July 8, 1871.

Stock Exchange and Money Market.

The Money supply has been largely in excess of the urgent wants of borrowers, and rates have been quoted quite easy at from 2@5 mainly 3@4 per cent., on call and at 4@7, chiefly 4½@6 per cent. per annum on very choice to good mercantile credits. The diminished activity in financial and commercial negotiations, due, in good part, to the recurrence of the national holiday, tended to check the demand for aid, at even the low figures current through the week. The outflow of funds to the interior has been on a less extensive scale, and the city bank reserves show an important gain of strength, as the result of the week's operations. The city banks, last week, reported a gain of $2,511,235 of specie, a loss of $12,340 of legal tender notes, and an increase of $4,787,180 of deposits. They increased their loan and discount averages $2,328,314 and reduced their circulation $66,149. The city bank exchanges, last week, averaged $93,561,076; and thus far, this week, 61 millions daily. The banks now hold $18,174,492 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a loss of $1,527,804 of specie and of $1,183,559 of currency, as the result of the week's business. The receipts of the office were $8,105,522 in coin, and $5,617,256 in currency; payments, $9,633,326 in coin, and $6,800,816 in currency. The office received $2,864,000 in coin or its equivalent, from customs; and disbursed $7,756,112 of coin interest.

The receipts of the Sub Treasury from all sources in June were $53,149,253, including $10,676,315 from customs; payments, on all accounts, $48,582,158, including $26,399 of actual coin interest.

The specie reserve of the city banks according to the latest return is $16,526,451, against $31,611,330 same time last year. The city bank deposits are now $248,308,693 against $219,083,428 week ending July 2, 1870. The legal tender reserve amounts to $71,848,828 against $56,815,254 same time last year. The circulation now stands at $30,494,457, against $33,070,365 same time last year. The loans are now $296,237,959, against $276,496,503 at this date last year.

The subscriptions to the new refunding Five per cent. Loan now amount to about 68½ millions.

The U. S. Sub-Treasurer retired, last week, $2,053,099 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $2,707,842 in currency, and $55,436,122 in coin against a balance a week previous of $4,357,133 currency, and $60,052,971 coin.

Government revenues have been yielding quite satisfactorily for the season, since our last. The excises yielded last week nearly 4¼ millions. The customs at the port of New York, last week were $2,195,099; and at the outports, equal to about $700,000 more, all in coin, or coin certificates. The internal revenue yielded in the fiscal year ending July 1, 1871, about 147½ millions.

Internal revenue receipts on Wednesday were over a million dollars.

Gold has been more confidently dealt in, chiefly on speculative account, and the price has been quoted higher, with a buoyant look. The export drain has been unusually heavy; while the customs call has been moderate. The range of the price, during the week, has been from 112¾@113⅝, and the closing quotation on Wednesday was 113½ against 113 the preceding Wednesday. The outflow, last week, was $4,973,268; and on Wednesday of this week, ————. The Gold Exchange Bank clearances have been as follows: June 30, $30,997,000; July 1, $45,928,000; July 5, $44,985,000.

According to the July exhibit of the public debt the U. S. Treasury held on the 1st inst. a coin balance of $96,683,901, including $19,886,300 on deposit on private account, and a currency reserve of $9,533,363. The decrease of the debt in June was $5,856,386.

The customs at this port on Wednesday were $362,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt year ending July 1, 1871, $85,515,831, against $86,647,054 same time in 1869–'70.

The export drain was $4,973,268 last week, against 734,600, same week preceding year. The shipments year ending July 1, 1871, were $83,566,219, against $33,497,155 same time in 1869–'70.

The customs demand for Gold last week, averaged $394,000 a day; thus far, this week, it has averaged $370,000 a day, or equal to a weekly aggregate of $2,220,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $12,450 and since Jan. 1, 1871, have been $3,179,957 against $7,176,957 same time in 1870. The total customs revenue of the Government, in coin, at this port, year July 1, 1870, was $147,224,131 against $134,527,931 same time in 1869–'70.

Foreign Exchange has been less active, but generally strong in price, closing, however, less buoyantly on Wednesday, with Bankers' sixty day bills on London at 110⅜@110⅝; sight bills on London, 110⅞@111⅛.

The produce exports from this port, week ending with July 3, were to the currency value of $2,733,930.

Government securities have been in quite active request, chiefly on investment account, and have advanced in price, on a limited offering of bonds in the open market. Foreign dealers have been free purchasers.

Under the official programme of the Treasury Department for July, Government will sell during the month, at least four millions of Gold, as follows: Thursday, July 6, one million; Thursday, July 13, one million; Thursday, July 20, one million; Thursday, July 27, one million. And buy in, at least, four millions of Five Twenty Bonds as follows: Wednesday, July 5, one million; Wednesday, July 12, one million; Wednesday, July 19, one million; Wednesday, July 26, one million.

On Wednesday, Government bought in 4 million of Five-Twenties at 112 77@113 42, ex-interest. The amount of bonds offered was $1,811,750.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115⅝@115¾, ex July coupon; U. S. Five-Twenties of 1862, 115⅛@115⅜; U. S. Five-Twenties of 1864 at 114⅜@114½; U. S. Five-Twenties of 1865, 114⅜@114½; U. S. Five-Twenties of 1865 consolidated, 113⅜@113½, ex July coupon; U. S. Five Twenties of 1867, 113⅜@113½, ex July coupon; U. S. Five-Twenties of 1868, 113⅝@113¾, ex July coupon; U. S. Ten-forties at 112¼@112⅝; U. S. Six per cent. currency bonds, 115@115¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 21.	June 28.	July 5.
Consols	92⅛	92 3/16	92
U.S. 5-20's of 1862	90¾	91	91 7/16
U. S. 5-20s, 1865	90½	90⅝	91 1/16
" 1867	*90	90 1/16	90⅜
" 10-40s	88¾	88¾	89 1/16
Erie	24⅛	24½	23½

* Ex July coupon.

State bonds have been in moderate demand at uniform prices.

Railway bonds have been in fairly active request and buoyant in price. Central Pacific Sixes closed at 99⅞@100, ex the July coupon of three per cent. in coin. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in quick demand at 92 per cent. and accrued interest. Union Pacific Sixes closed at 89½@89¾.

Business in Railway and miscellaneous share property has been less active; and values have been irregular, though closing more firmly, as a rule.

General business has been on a restricted scale, checked, in part, by the recurrence of the national anniversary, and the observance of Monday as well as Tuesday, as a holiday. Breadstuffs have been quoted cheaper. Provisions, firmer. Middling upland cotton closed on Wednesday at 20⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,888,340 bales, against 2,791,903 bales same time last year; exports 3,073,315 bales, against 2,098,209 bales same time last year; stock at the ports at latest dates, 174,710 bales, against 170,186 bales same date 1870.

At the Live Stock Markets, Beeves have been in very moderate demand at from 9@13½ cts; Veal Calves, at 5¾@11½ cts; Sheep at 4½@7¾ cts; Lambs at 8@11 cts; Swine, 4½@5 cts per lb., all live weight. The week's receipts were 7,156 Beeves, 2,279 Veal Calves, 26,020 Sheep and Lambs; and 25,488 Swine.

Foreign goods have been in less request, at yielding prices. The week's imports of foreign goods reached $5,450,222, including $1,559,894 of dry goods.

Ocean freights have been quiet and quoted less firm as to rates, on a rather better supply of room.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Side R. R., 72½; New York and New Haven R. R., 155; Boston, Hartford and Erie R. R., 2⅞; Albany and Susquehanna R. R., 93½; St. Louis and Iron Mt. R. R., 60½; Great Western 1st mort., 1888, 94; Central of New Jersey new bonds, 103½; Cleveland and Pittsburg consol. bonds, 93; Toledo, Peoria and Warsaw 1st mort., W. D., 89; do. 2d mort., 78; St. Louis, Jacksonville and Chicago 1st mort., 94; Long Dock bonds, 90¾: South Carolina 6s, new Jan. and July, 58¾; Louisiana 6s, levee bonds, 71; Georgia 7s, gold bonds, 94; Brooklyn 6s, W. L., 92½; Maryland Coal, 30; Consol. Coal of Md., 38; Spring Mt. Coal, 71; Am. Mer. Union Exp., 53¼; Adams Exp., 80½; Wells-Fargo Exp., 46½; U. S. Exp., 53½; Western Union Telegraph, 58¼.

Philadelphia.—Connecting R. R. bonds, 87; Penn. and New York Canal 7s, 96; Philadelphia and Reading R. R. 7s, 104; do. deben. bonds, 83⅝; West Jersey R. R. 7s, 102; Phila. and Sunbury 7s, 98; Lehigh Nav. con. gold loan, 93½; Huntingdon and Broad Top Mt. 2d mort, 85; Schuylkill Nav. 7s, Boat Loan, 85½; Warren and Franklin 7s, 92; Penn. Canal 7s, 95⅞; Allegheny County 6s, 92. The latest quotations are: City 6s, 99@100½; do. free of tax, 100¼@100¾; State 5s, coupon, 100@101; do. 6s, W. L., 100@101; do. 1st series, 100@102; do. 2d series, 103@104; do. 3d series, 106@107; Reading, 55⅝@55⅝; do. 7s, 1893, 104@104; do. mort. 6s, 1880, 94@—; Camden and Amboy, 127¼@127½; do. mort. 6s, 1889, 95½@96; do. 1883, 92½@93¼; do. 1889, 88½@89½; Pennsylvania R. R., 60⅞@61; do. 1st mort., 101@—; do. 2d mort., 99@99½; do. General mort. coupon, 95½@96; do. reg., 95@95½; Little Schuylkill R. R., 46¾@47; Morris Canal, 50@51½; do. pref., 125@125¼; do. 6s, 90@95; Susquehanna Canal, 10@11; do. 6s, 62@63; Schuylkill Nav., 8½@—; do. pref., 17@—; do. 6s, 1882, 79¾@80; Elmira and Williamsport pref., 43½@44½; do. 7s, 1873, 91⅞@92⅛; do. 5s, 61@—; Lehigh Coal and Navigation, 38½@38⅝; do. 6s, 1884, 86@87; do. R.R. Loan, 91¼@91½; do. Gold Loan, 90@90¼; North Pennsylvania, 48@49½; do. 6s, 97½@—; do., 7s, 98¼@98¾; do. Chattle 10s, 111@112; Philadelphia and Erie, 28@28½; do. 6s, 91½@—; Minehill, 54@54¼; Catawissa, 21@22½; do. pref., 47¾@48; Lehigh Valley, 59¼@60; do. 6s, 95@96; Fifth and Sixth streets, (horse,) 43½@—; Second and Third, 61@65; Thirteenth and Fifteenth, 22½@23; Spruce and Pine, 31¼@32; Green and Coates, 43@—; Chestnut and Walnut, 51@52; Hestonville, 19@21; Union, 60@—; Germantown, 32@35.

Boston.—Vermont Central 1st mort., 88; do. 2d mort., 43; Stanstead, Shefford and Chambly 7s, 84; Atchison, Topeka and Santa Fe 7s, 1875, 85; Leavenworth, Lawrence and Galveston 10s, 99½; Burlington and Missouri 7s, Land Grant, 98; do. 8s, in Nebraska, 97; Vermont Central and Vermont and Canada 8s, 1875, 101¾; Kalamazoo, Allegan and Grand Rapids 8s, 1889, 95¾; Jackson, Lansing and Saginaw 8s, 1888, 99¼; Cedar Rapids and Missouri 7s, 1916, 90¼; Rutland R. R., 38½; do. pref., 87¾; do. 7s, 1880, 85¾; Conn. and Pass. Rivers pref., 92; do. 7s, 1876, 101; Portsmouth, Gt. Falls and Conway R. R., 111¼; Indianapolis and Cincinnati R. R., 6⅜; Cincinnati, Sandusky and Cleveland R. R., 23; Boston Water Power Co., 39¼; Cary Imp., 16¼; Waverly Land, 3½; Maine 6s, 1889, 100¾; Massachusetts 5s, 1891, gold, 98½; Chicago 7s, 1894, 100¾; Lynn 5s, 1882, 87½; Cambridge 5s, 1877, 92¾; Cincinnati 7 3 10s, 1899, 106¼; St. Louis 6s, 1882, 91⅝; St. Louis County 6s, 1876, 95½; Boston 5s, 1873, gold, 100⅞; Allouez Mining Co., 3½; Petherick, 1¼.

Baltimore.—Virginia 6s, old, reg., 54¾; Maryland Defense bonds, 105; Marietta and Cincinnati 3d mort. 8s, 79¼; Orange, Alex. and Manassas bonds, 79⅛; Western Maryland 1st mort., 78¾; do. 2d mort. guar., 94; do. guar. by Washington Co., 87; Virginia and Tennessee 3d mort., 8s, 90; Wilmington and Weldon bonds, 93½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93½@94; Baltimore and Ohio, 145@148; do. 6s, 1875, 95½@—; do. 1880, 95@—; do. 1885, 95¾@96; Northern Central, 40½@41; do. 6s, 1885, 94¾@95; do. 1900, 90@91; do. 6s, 1900, gold, 90@91; N. W. Va. 1st mort., 96@—; do. 2d mort., 96@—; do. 3d mort., 1885, 91⅛@94; Marietta and Cincinnati 7s, 1892, 98@99; do. 2d mort., 84¾@84⅞; do. 3d mort., 79@79¼; Central Ohio, 29@32; do. 1st mort., 86@88; Western Md. 1st mort. 6s, 1890, 78@80; do. guar. by Baltimore City, 90@—; do. 2d mort. guar., 90@92; do. 2d mort. pref., 59@59; do. 6s, guar. by Washington Co., 87@88; Richmond and Danville bonds, 77½@—; Orange and Alexandria 1st mort. 6s, 88@—; do. 2d mort. 6s, 79@81; do. 3d mort. 8s, 84@85; do. 4th mort. 8s, 79@80; Orange, Alex. and Manassas 7s, 79¼@79½; Virginia and Tennessee 8s, 89½@90; do. 6s, 1st mort., 89@91⅛; do. 6s, 2d mort., 77½@80; Baltimore 6s, 1875, 99@100; do. 1884, 98@99; do., 1886, 96¾@98¼; do. 1890, 98½@98¾; do. 1893, 98@—; do. 1900, 98½@99; do. 5s, 1838-'70, 80@81; Memphis City 6s, 54@—; Maryland Defense Loan, 1883, 104@105; City Passenger R. R., 22¾@24; George's Creek Coal, 70@80; Baltimore Copper, 0.50@1.00; Santa Clara, 1@1.00; Atlantic Coal, 1@2.25.]

INVESTMENT SECURITIES.

JAY COOKE & Co. are now selling, and recommend as a profitable and safe investment for all classes, the First Mortgage 7-30 Gold Bonds of the Northern Pacific Railroad Company. They have 30 years to run, bear Seven and Three-Tenths per cent. gold interest (more than 8 per cent. currency), and are secured by first and only mortgage on the ENTIRE ROAD AND ITS EQUIPMENTS, and also, as fast as the Road is completed, on 23,000 Acres of Land to every mile of track, or 500 acres for each $1,000 Bond. They are exempt from United States tax; principal and interest are payable in gold. Denominations; Coupons, $100 to $1,000; Registered, $100 to $10,000.

Northern Pacific 7-30s are at all times receivable, at TEN PER CENT. ABOVE PAR, in exchange for the Company's lands, at their lowest cash price.

The proceeds of all sales of lands are required to be devoted to the repurchase and cancellation of the First Mortgage Bonds of the Company. The Land Grant of the Road exceeds Fifty Million Acres in the most fertile portion of the Northwest, and the demand for the Company's lands for settlement already exceeds the ability of the Government to complete the surveys. This immense Sinking Fund will undoubtedly cancel the principal of the Company's bonded debt before it falls due.

Holders of U. S. Five-Twenties, who wish to convert them into a first-class railroad security, can do so at a present profit of about 12 per cent., while increasing their interest income nearly one-fourth, by exchanging them for Northern Pacific 7-30s.

All marketable stocks and bonds will be received in exchange at their highest current price. Full information, maps, pamphlets, etc., will be furnished on application to any agent for the loan, or to JAY COOKE & Co., New York, Philadelphia or Washington.

☞ Messrs. DREXEL, MORGAN & Co., have formed a copartnership for the transaction of a general foreign and domestic banking business under the firm names of DREXEL, MORGAN & Co., 53 Exchange Place, New York, DREXEL & Co., 34 S. 3rd Street, Philadelphia, Pa., and DREXEL, HARJES & Co., No. 3 Rue Scribe, Paris, France. The firm is composed of F. A. Drexel, A. J. Drexel, and J. H. Wright of Philadelphia; J. Pierpont Morgan, Jos. W. Drexel, and J. N. Robinson, of New York.

☞ A dividend of seventy cents per share on the preferred stock, and thirty-five cents per share on the common stock of the Schuylkill Navigation Company, will by paid to the stockholders on and after the 10th inst., clear of taxes.

☞ The Boston and Roxbury Mill Corporation has declared a dividend of $3 per share, payable July 10.

Narrow Gauge Railroads.

Gen. Wm. S. Rosecrans, in a letter to the *Alta-California*, expresses himself very emphatically in favor of the narrow gauge system of railroads. It would be difficult to put in fewer words, and with greater force, the argument in favor of the system than he has done in the following paragraphs which we quote:

Regarded economically, a railway is a hauling machine. Every unnecessary expense put upon this machine adds to the cost of hauling done by it. This cost comes out of the people. Every unnecessary cost in the construction and equipment of railways is a public evil. It matters not whether this cost results from blunders in engineering, blunders in management, or rascality in operating the road or watering the stock, the people have to pay the interest on it. In this view why should we pay for building a broad gauge if a narrow gauge will do all the work likely to be required? Evidently it would be a public wrong for the owners of railway franchises to build a broad gauge when a narrow gauge will do the work; and the public have a right to see that it is not done, and to hold those who thus prepare needless burdens responsible for it.

The question comes up, therefore, with every new railway line, and should be asked by the people, Will a narrow gauge do the work? The data for this answer are to be sought in reason and experience; but I will ask, Has the most crowded four foot eight and a half inch gauge railway in the United States more work than it can do?

If that line of road with this gauge which has the greatest traffic in the world does less than it can, and yet carries five times as much freight over each mile as does the most heavily-worked road in the United States, why does the latter need so much more capacity than it has work? If the heaviest worked road in our country has ten times as much to do as the average of roads in new countries can expect for the next twenty years, why should they be made to cost so much? Why should our new roads be constructed with a carrying capacity fifty times greater than the work they will be called upon to do? Any man who can show that they should be so constructed, can prove that one ought to get a six-horse Concord coach to give a baby an airing!

Locomotives for Narrow Gauge Railroads.

There has just been finished at the Baldwin Locomotive Works, a narrow (three feet) gauge locomotive, for the Denver & Rio Grande Railroad. It is stated to be the first narrow gauge locomotive for general passenger or freight service built in this country. The engine is six-wheeled, four of the wheels 40 inches in diameter, being coupled as drivers, and the one pair of leading wheels so arranged as to enable the engine to pass short curves readily, as the rigid wheel base is only 6 feet 3 inches. The general plan is similar to that of ordinary full gauge locomotives. The cylinders are outside and placed horizontally, and are 9 inches in diameter by 16 inches stroke. Its total weight in running order is 25,300 pounds, of which 20,500 are carried on the four driving wheels and so available for adhesion. A four-wheeled tender having a water capacity of 500 gallons, and a coal capacity of about one and one-half tons is attached. The proportion of driving wheels relatively to the stroke of piston admits of a speed of 30 to 40 miles an hour, with equal facility as on the full gauge. Two freight locomotives, having each three pairs of drivers and a pony truck, are also just finishing for the same road.

☞ The Western Maryland Railroad will, in all probability, be in running order as far as Sabillasville before the end of July. The heavy work now on hand is the construction of a Howe truss bridge, in two spans of 120 feet each, across Owing's creek, above Mechanicstown, which is making good progress.

Peteler Portable Railway.

The following is a description of the Portable Railway, made on what is known as the Peteler plain. It is designed to facilitate the removal and transport of earth on the cuts and fills, in railroad construction:

The track is formed of separate sections, twenty-five feet long. Each section consists of two three by six inch sleepers, twenty five feet long, placed two feet apart, and held together by four bolts of one-inch iron. Close to the inner edge of the upper surface of each sleeper is riveted a rail of half-oval iron about one and a half inches wide and one-half of an inch high. These form a track of twenty-inch gauge, the frame work being equivalent to the road-bed and ties of an ordinary railroad. This section supplies a complete railroad twenty-five feet long. To make a longer line the sections are placed on the surface of the ground, end to end, and fastened together by hooks and eyes, dowel joints, or othewise. As now employed, there are castings at the ends of the sleepers, those at one end forming a mortise, and those at the other a species of tenon with a hook, so that two adjoining sections are simply slipped together and then latched. These sections can be readily handled, loaded and unloaded by three or four men, and four men can lay one thousand feet in an hour. A few curved sections, and one section with a frog and switch are needed with every lot. The track can thus be laid on almost any surface—on rough ground or in marshes—and a good road thus be provided for vehicles. These vehicles have iron flanged wheels, twelve or fourteen inches in diameter, supporting a frame work on which swings a hopper-like box, which can be turned over to either side. The sides are hinged *at the top*, and when the box is turned upon one side, that side falls, thus leaving it a box without a bottom and the load is dumped. These cars are made to carry a cubic yard of earth, and they weigh about 350 pounds. Their sides are moderately low, so that they can be easily loaded. They are coupled together by chains and hooks.

Iron Telegraph Poles.

There is likely to be a further largely increased demand for Pennsylvania's great stable, iron, and from an entirely new market for consumption. Although the United States was the first nation in the introduction and use of the magnetic telegraph in practical business, the Prussian authorities have the credit of suggesting a great improvement. Considerable trouble and delay having been experienced there, particularly during the late war, from the falling (through rottenness) or blowing down of wooden telegraph poles in exposed situations, the authorities resolved to do away with this evil, and to that end concluded to make an experiment with iron telegraph poles, which were substituted for the wooden ones. The result has been a complete success, and it is now contemplated to introduce them on all the Prussian telegraph lines. In Switzerland, also, they have been satisfactorily tried, carrying the wires along railway lines extending for more than three hundred and fifty miles, and are also there rapidly taking the place of the old wooden poles. Owing to the frequent renewals made necessary with wooden poles, iron ones have been found much cheaper, after their first erection, besides which their appearance is very much more graceful and pleasing to the eye than the old-fashioned dilapidated and crooked monstrosities.—*Philadelphia Ledger.*

☞ The directors of the New York and Oswego Midland Railroad have let the unfinished portion of their road in Delaware and Sullivan counties to Culver & Simpson, contractors, to be finished in one year. This will complete the road from Oswego to New York.

☞ The first iron laid on the Wisconsin Central Railroad, was put down on Wednesday, June 21st, 1871.

BANKING AND FINANCIAL.

HARVEY FISK. A. S. HATCH.

☞ OFFICE OF FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 Nassau-st., New York, July 1, 1871.

The amount of the best class of securities now available in the market, at prices which render them desirable and profitable for investment, is limited in comparison with the amount of capital which must seek investment from the approaching July disbursements, and the most substantial of these must be rapidly absorbed. Preference will, of course, be given by prudent investors to those combining the best assurances of absolute safety with a liberal interest on their cost.

THE FIRST MORTGAGE GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY offer peculiar inducements to judicious investors.

1. The Road is under experienced, conservative and honorable management. The company is one of the strongest and most reliable and trustworthy corporations in the country, with a well established credit and possessing property and franchises of great value.

2. There is ample security for the entire mortgage, already existing in completed Road, Equipments and work done.

3. The regular and prompt payment of interest and the security of the principal are beyond question.

4. It is an old successful Road, with 227 miles now in profitable operation, and 100 miles additional nearly completed, extending itself in response to the demands of commerce, AS A GREAT EAST AND WEST TRUNK LINE FROM THE ATLANTIC TO THE OHIO, and for the accommodation of the immense mineral resources along its line.

5. The traffic necessary to render its extension profitable does not depend upon a slow future development, *but an enormous and profitable trade is already waiting for and inviting it.*

6. The Loan is sufficient in amount to become widely known, popular and marketable, while it will be but a slight tax upon the great earning capabilities of the Road.

Price of the bonds, until further notice, 92, and accrued interest from May 1.

FISK & HATCH.

☞ The east Saginaw (Michigan) *Enterprise* says arrangements have been effected with the Michigan Railway to run the cars of the Holly and Monroe extension of the Flint and Pere Marquette Railroad over their track to Toledo, and through trains will be run from Bay City to Toledo. There is every prospect that before the end of another year the entire line will be completed from Lake Michigan to Monroe, and through trains will run from Ludington to Toledo. A Western connection will also be secured by a line of steamers across the lake.

☞ The National Mining Company has declared a dividend of $1 per share from net earnings, payable at the office of J. W. Clark & Co., 28 Milk street, Boston, on the 5th inst.

☞ The Worcester and Gardner Railroad completed the laying of its rails from Gardner to Barber's Crossing in Worcester, a distance of twenty-three miles, on the 1st inst.

Journal of Railroad Law.

RAILROAD COMPANIES—DILIGENCE REQUIRED—WHAT IS NOT NEGLIGENCE *per se*.—DUTIES OF ADJOINING OWNERS.

The facts in the late case of The Ohio and Mississippi Railroad Company *vs.* Shanefelt, (47 Ill., 497), are fully and clearly stated in the following opinion by

WALKER, J.—This was an action of trespass on the case, brought by appellee, in the Marion Circuit Court, against the appellants. The declaration avers that appellee was the owner of one thousand rails, and twenty acres of meadow, situated on his farm, of the value of two hundred dollars; that appellants owned, and operated, a railroad running through the farm; that appellants owned the right of way fifty feet in width on each side of their track; and it was the duty of the appellants to keep the right of way free and clear from dry grass, weeds, &c., to prevent fire from communicating from their engines to such dry grass, and thence to the meadow; but that appellants negligently suffered their right of way, adjoining appellee's fence and meadow, to become foul with dry grass, and a locomotive of appellants whilst in charge of their servants, was run over their track, and fire was communicated therefrom, to the dry grass on their right of way, and from the same to the fence and meadow of appellee, and burned one thousand rails and twenty acres of meadow, appellee's property, and destroyed the same. To this declaration appellants filed a plea of not guilty.

It appeared from the evidence, on the trial, that appellants owned the road running through appellee's farm, and that there was dry grass and weeds on their right of way, and that fire was communicated from a passing engine, operated by the company, on the 28th of August, 1866, to the grass on their right of way, and ran thence into the fence and meadow of appellee; that eight hundred rails were destroyed, and sixteen acres of meadow burnt over; that there was dry grass in the meadow adjoining to the right of way. Appellants introduced evidence from which it appeared that the engine, from which the fire was communicated, was furnished and properly equipped with the most approved mechanical contrivances known to prevent the escape of fire, which was in good repair.

The case was submitted to the jury without instructions from the court and they found a verdict in favor of appellee, for $98.40 damages. Appellants entered a motion for a new trial, which was overruled by the court, and a judgment rendered on the verdict; to reverse which, the case is brought, by appeal, to this court, and the overruling of the motion for a new trial is assigned for error.

This record presents the question, whether a railroad company, having provided and used the best known contrivances to prevent the escape of fire from their engines, are, nevertheless, liable for not removing, or preventing the accumulation of, dry grass and weeds on their right of way, to prevent fire from communicating to adjoining lands. In other words, are such bodies bound to cultivate, mow, or otherwise prevent the growth of vegetation on their right of way? Is it *per se* negligence to permit dry grass and other vegetable matter, combustible in its nature, to remain on the side of their track? That such bodies, like individuals, are required, by the law, to use all reasonable precautions to prevent injury to others, and this rule applies, to the same extent, and no farther, to corporate bodies as it does to natural persons. It then follows, that appellants were bound to use the same degree of effort to prevent injury to others, whilst exercising their franchises and corporate privileges, as an individual is under to other persons.

Again it is the settled law of this court, that negligence is relative, and if both plaintiff and defendant are negligent a recovery cannot be had, unless the defendant has been guilty of gross negligence, amounting to willful misconduct. If a plaintiff is guilty of such negligence as necessarily contributes to the injury, it must appear that the defendant was guilty of a higher degree of negligence. When the plaintiff, by his own carelessness, has contributed to produce the injury, the defendant is not absolved from all further care and effort, on his part, to avoid the injury, but is still required to use all reasonable efforts to prevent its recurrence, and failing to do so he must be held liable. But, in the very nature of things, it must be, that where the plaintiff has, by his negligence increased the hazard, it becomes more difficult for the defendant to avoid the injury, and, unless it appears that he could have done so, he will not be held liable.

In the case of The Illinois Central R. R. *vs.* Mills, 42, Ill. 407, it was said, that it was not an indispensable conclusion of law, that a railway company is guilty of negligence, to be inferred from the fact that a fire ignited in dry weeds or grass upon their land; but that it is a question of fact to be determined by the jury, in view of the extent to which the weeds and grass have been permitted to accumulate on their right of way, the season of the year, and all other circumstances affecting the liability to fire. It was also held, that the company were bound to use the same diligence in removing such weeds, grass and other combustible material, from exposure to ignition by the locomotive, that a cautious and prudent man would use in reference to combustible matter upon his own premises, if exposed to the same hazard from fire as dry grass upon the side of the railway.

In that case, as in this, it was contended, that it was negligence *per se* to permit dry weeds and grass to accumulate on the right of way of a railway company; that its presence there created a legal presumption of negligence. But it was held to be error to so instruct the jury, and the judgment was reversed for that error. That such an accumulation may be evidence from which negligence may be inferred, is certainly true, under some circumstances; but we are aware of no legal principle which has declared it, of itself to be negligence. The statute has not required such bodies to remove such a growth nor has any decision held it to be a legal duty. Such bodies, like individuals, are bound to use reasonable precautions to prevent the escape of fire from their engines and premises, and so are individuals, and the one is under no greater obligation than the other; both are under the same obligation, resulting, alone, from the rules of the common law and, in each case, the question of negligence must depend upon the circumstances which surround it.

In this class of cases both parties are required to use care and diligence to avoid the loss; and it should appear that a plaintiff suing for a loss from the escape of fire from the engine or railway grounds, has not contributed to the injury by equal neglect of duty. If he has permitted his lands, adjoining the right of way of the road, to become foul and highly calculated to ignite, this would be evidence from which a jury would be warranted in the inference that he had been guilty of negligence, contributing to the injury. We are at a loss to perceive why a railroad company should be required, in the absence of statutory requirement, to mow their right of way, and the adjoining land owner be permitted to let his lands become foul, and liable to ignite; on the contrary, both should be required to use all reasonable efforts to prevent the escape and spread of fire. Where the corporators have adopted, and have in use and in proper repair, the best known mechanical appliances to prevent the escape of fire, and a land owner is equally negligent in permitting grass and weeds to accumulate on his adjoining land, as upon their right of way, no reason is perceived why it should not be held that the land owner has contributed to the loss.

If adjoining land owners were to permit such combustible materials to accumulate, and fire was, accidentally or unavoidably, to get into the field of one, and thence communicate to the other, would any one say that they had not contributed equally to the loss? It would not be contended that one was any more bound to remove the dry grass and weeds from his fields than the other. And, in such a case, each takes the hazards of accidents. Nor are we able to perceive the difference in that and the case at bar. Having provided the best known contrivances, and having employed them, and kept them in good order, the escape of fire is accidental, and where both parties have permitted their adjoining lands to accumulate combustible material, and fire escapes, whether on the right of way, or from the field of the owner, we can not see that the company should be held liable for negligence.

In this case the railroad employed the best known machinery to prevent the escape of fire, and the evidence shows that it was in good order at the time.

It also appears that there was combustible material on the land of appellee, adjoining the right of way of appellants. And, as each party was under obligation to use all reasonable precautions to prevent the injury we do not see that the negligence of appellants was so much greater than that of appellee as to render them liable. Had appellee taken reasonable precautions to guard against the injury, and the company had omitted any duty, such as neglecting to use spark arresters, or those employed had been in bad condition, then the case would have been different, but, in this case, we think the evidence fails to disclose a right of recovery by appellee and the judgment of the court below must be reversed.

Judgment reversed.

☞ The Delaware and Hudson Canal Company are about to lay down a third rail on the Susquehanna road and its connections to Scranton. The Iron is already purchased, and the work will commenced at once.

The Public Debt Statement.

The following is a recapitulation of the public debt statement June 30, 1871:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds	$274,236,450 00
Six per cent. bonds	1,613,897,300 00
Total	$1,888,133,750 00
Accrued interest	44,278,318 63
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	$31,885,000 00
Navy Pension fund 3 per cent	14,000,000 00
Certificates at 4 per cent	678,000 00
Total	$46,563,000 00
Interest	429,853 78
Debt on which interest has ceased since maturity	$1,948,902 26
Interest	317,331 69
DEBT BEARING NO INTEREST.	
Demand and legal tender notes	$356,096,505 50
Fractional currency	40,582 874 56
Certificates of gold deposited	19,886,300 00
Total	$416,565,680 06
Unclaimed Pacific R.R. Interest	11,262 18
Total amount outstanding	$2,353,211,382 32
Total interest	45,036,766 23
Total debt, principal and interest, to date, including interest due and unpaid	$2,398,248,098 55
AMOUNT IN TREASURY.	
Coin	$96,683,900 50
Currency	9,533,363 15
Total	$106,217,263 65
Debt less amount in Treasury	$2,292,030,834 90
Debt less amount in Treasury June 1, 1871	2,299,134,184 81
Decrease of debt during the past month	$7,103,349 91
Decrease of debt since March 1st, 1869	$233,432,425 11

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236,512	$817,095 36
Kansas Pacific	6,303,000	189,090 00
Sioux City and Pacific	1,628,320	48,849 60
Central Pacific	25,881,000	776,430 00
Central Branch Union Pacific	1,600,000	48,000 00
Western Pacific	1,970,000	59,100 00
Totals	$64,618,832	$1,938,564 96
Interest paid by United States	$10,753,910 45	
Interest repaid by transportation of mails, etc.	2,973,861 03	
Balance of interest paid by United States	7,780,049 42	

Atlantic and Great Western Railway.

Official notice is given that the sales of the property of this Company under the Decrees of Foreclosure are advertised for 18th, 22nd, and 26th July, in New York, Pennsylvania and Ohio respectively. The payment of £3 10s. per cent., on the Certificates of Debentures of 1864, will be made on and after the 1st August, at the offices of Messrs. Bischoffsheim and Goldschmidt, on production of the representative certificates (Bischoffsheim's), to endorsed with the amount paid, and on signing a receipt for the payment.—*Herapath.*

☞ The directors of the New York Railway Company have a large number of surveyors employed along the proposed line of the railway to make surveys of the property to be taken.

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

DIRECTORS.

Alexander T. Stewart,	A. Oakey Hall,
William M. Tweed,	John Jacob Astor,
August Belmont,	Peter B. Sweeny,
Charles A. Lamont,	Levi P. Morton,
James F. D. Lanier,	Hugh Smith,
Franklin Osgood,	William T. Blodgett,
William Butler Duncan,	Richard O'Gorman,
John J. Bradley,	Jose F. Navarro,
Charles L. Tiffany,	Henry Smith,
William R. Travers,	Edward A. Wesley,
Joseph Seligman,	Manton Marble,
Richard B. Connolly,	John Taylor Johnston,
Henry Hilton.	

HENRY HILTON,
President.
HUGH SMITH,
Vice-President.
W. BUTLER DUNCAN,
Treasurer.

EDWARD P. BARKER,
Secretary.

By authority of the Board of Directors of THE NEW YORK RAILWAY COMPANY, and in conformity with the terms of the Act of Incorporation in that respect, the undersigned Commissioners on Stock Subscriptions give public notice for and on behalf of the Directors, and of such Company, that Books of Subscription for the Capital Stock thereof will be opened on WEDNESDAY, the TWENTY EIGHTH DAY OF JUNE instant at the following places in this City, viz:

At the Banking House of
DUNCAN, SHERMAN & CO.,
No. 11 Nassau street.

At the Banking House of the
BANK OF THE METROPOLIS,
No. 31 Union square.

The Company is authorized to construct two Viaduct Railways or branches through the City of New York, on the east and West sides thereof, from a common starting point at or near Chambers-st., between Broadway and Chatham st.; also across the Harlem River and through Westchester County; with power to build additional lines of railway or branches, from time to time, in any part of the City or Westchester County. *The property acquired by the Company is exempted from taxes and assessments during the period allowed for the final completion of the railway in the city.* The Mayor, Aldermen, and Commonalty of New York are authorized and directed, with the approval of the Commissioners of the Sinking Fund, to subscribe for **five millions of dollars** of the stock of the Company, whenever one million of dollars thereof has been subscribed for by private parties. *This conditional amount of stock has been wholly subscribed for and taken by the Directors of the Company.* On the completion of either of the lines of railway to the line of Westchester County, the Supervisors of that County are authorized to issue the bonds of the County to such amount as the Supervisors shall deem expedient, to aid in the construction and extension of the railway in and through that County. For the proper equalization of the interest of shareholders who may subscribe and pay in moneys at different times, the Directors are authorized to issue scrip for interest on such payments, payable out of the earnings.

THE TERMS OF SUBSCRIPTION will be as follows:

TEN PER CENT. of the amount of Stock subscribed for, to be paid in cash at the time of subscription. The residue to be paid as called for by the Board of Directors on a notice of thirty days, but no call at any one time to exceed ten per cent.

Scrip for interest at the rate of seven per cent. per annum will be issued by the Company payable out of the first earnings of the Railway on all installments paid on stock subscribed for within thirty days after the Subscription Books shall be opened.

The Company reserve the right to close the Subscription Books at any time after the twenty-ninth day of July, 1871.

By order of the Board of Directors,

Alexander T. Stewart,
John Jacob Astor,
Levi P. Morton,
} Commissioners on behalf of the Company.

New York, June 16, 1871.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 30th of June inclusive, during the years 1870 and 1871, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1870	87,100	4,503,500	457,500	82,400
1871	78,700	4,328,300	4,258,400	40,100
Dec	8,400	175,200	*4,800,900	42,300

* Increase.

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease of 43,440 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June, in the years indicated:

	1869.	1870.	1871.
Canal opened—	May 6.	May 10.	April 24.
Flour, bbls.	78,800	87,100	78,700
Wheat, bushels	4,106,400	4,503,500	4,328,300
Corn, bushels	1,403,100	457,500	4,258,400
Barley, bushels	11,800	82,400	40,100
Oats, bushels	980,400	862,100	999,600
Rye, bushels	182,100	236,900	46,200
Malt, bushels	87,400	154,700	265,000
Feed, lbs.	1,285,600	3,477,400	1,679,500

☞ The Augusta and Hartwell Railroad Company proposes to construct a road from Augusta, Ga., to the Blue Ridge Road, in the northeast corner of the State—125 miles. Two routes have been surveyed, and the least costly will be adopted.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York during the first six months of the year—

	1870.	1871.
Ashes bbls.	4,441	3,785
Breadstuffs—		
Wheat flour, bbls.	1,550,359	1,525,738
Cornmeal, bbls.	139,843	114,280
Wheat, bush.	6,708,514	6,156,460
Rye, bush	251,044	50,594
Oats, bush.	2,100,939	2,588,275
Barley, bush.	955,283	439,253
Peas, bush	113,633	83,024
Corn, bush	2,324,037	8,609,894
Cotton, bales	376,323	580,717
Naval Stores—		
Crude turp., bbls.	4,090	3,082
Spirits turp., bbls	31,603	27,212
Rosin, bbls	290,125	227,871
Tar, bbls.	42,365	12,303
Pitch, bbls	1,942	396
Provisions—		
Pork, bbls.	71,584	150,193
Beef, pkgs	54,173	83,795
Cutmeats, pkgs	73,006	110,952
Butter, pkgs.	223,541	281,171
Cheese, pkgs	257,447	280,929
Lard, tcs. and bbls.	51,990	136,827
Do., kegs	13,892	12,486
Whiskey, bbls.	111,094	85,884

Exports from New York to foreign ports of certain leading articles of domestic produce for six months from January 1st—

	1870.	1871.
Ashes, Pots, bbls	1,944	987
Do., Pearls, bbls	22	75
Beeswax, lbs	167,849	147,938
Breadstuffs—		
Wheat flour, bbls.	846,188	936,159
Rye flour, bbls.	1,778	1,804
Cornmeal, bbls.	41,095	62,596
Wheat, bush.	7,401,975	7,409,884
Rye, bush.	57,484	34,919
Oats, bush.	9,788	14,889
Barley, bush.	.....	81,797
Peas, bush	113,476	48,885
Corn, bush	160,864	4,076,608
Candles, bxs.	22,149	27,274
Coal, tons	20,986	5,603
Cotton, bales	230,693	392,751
Hay, bales	25,858	15,453
Hops, bales.	18,738	14,918
Naval Stores—		
Crude turp., bbls	403	208
Spirits turp., bbls	8,555	5,491
Rosin, bbls	255,708	178,006
Tar, bbls	13,371	5,638
Pitch, bbls.	2,569	1,437
Oils—whale, galls	64,456	156,370
Do., sperm, galls	311,860	289,609
Do., lard, galls	12,940	64,348
Do., linseed, galls	5,008	3,671
Provisions—		
Pork, bbls.	42,523	90,284
Beef, bbls.	12,332	29,787
Do., tcs	29,536	62,504
Cutmeats, lbs	19,552,280	44,048,487
Butter, lbs.	739,360	2,527,422
Cheese, lbs	14,231,214	17,558,088
Lard, lbs.	16,134,547	48,709,416
Rice, tcs	1,174	1
Do., bbls	10,692	5,292
Tallow, lbs	12,063,425	16,157,382
Tobacco, crude, pkgs.	35,024	57,415
Do., manf., lbs	2,941,799	4,190,340
Whalebone, lbs	264,719	261,429
Petroleum, galls	35,920,677	39,338,849

☞ The Pittsburg *Chronicle* says that the product of Bessemer steel rails at the Pennsylvania Steel Company's Works, near Harrisburg, is going forward now at the rate of fourteen thousand tons per annum. This will construct about one hundred and forty miles of steel railway track a year.

Railroad Building in California.

The San Francisco *Bulletin* says that with the opening of summer there is renewed activity in railroad building in California. In the lower part of the state, besides the Southern Pacific, which is going ahead beyond Gilroy, work has been resumed on the San Joaquin Valley, already completed twenty miles beyond Stockton, and forty miles additional will be finished during the present season. The Copperopolis Railroad, built for twenty eight miles from Stockton, is also to be pushed forward. Here we have two railroads, on nearly parallel lines, now under way in the San Joanquin Valley, pushing for the southern extremity of the state; while on a line nearer the coast a third road, the Southern Pacific, is advancing in the same direction. The commencement of the Texas Pacific from San Diego may be reckoned as one of the certain events of the season. What may be done with the projects for one or two branch lines to intermediate towns on the coast remains to be seen.

North of San Francisco, a large force is at work grading for the Sonoma branch of the Vallejo, or California Pacific Railroad. A report is current that a contract has also been let for 145 miles of the Eastern Extension of this road, reaching from Davisville, a few miles southeast of Sacramento, to a point in the Upper Sacramento Valley, near Shasta. The report is probably premature. This section of the eastern extension will be entirely on the west bank of the Sacramento river. On the east bank the Oregon branch of the Central Pacific is already in operation one hundred and twenty-seven miles north of the state capital, and is to be extended to the Oregon border, about two hundred miles further.

Altogether, there will be considerable railroad building in California this season, widening the field for labor and extending the facilities of cheap and rapid communication. A much larger proportion of the agricultural region than ever before will be accessible by rail before another farming season opens.

St. Paul and Sioux City Railroad.

Capt. Gere, Engineer of the St. Paul and Sioux City Railroad, left St. James yesterday to make the final location of line between that point and Sioux City. The road has been graded 30 miles southwest of St James. Another stretch of the grading work, extending over a distance of 20 miles, is now being done, and will be completed at an early day. Of the 30 miles already graded this season, the bridging and culverts are completed for a distance of fifteen miles—the latter being in readiness for the iron. Three miles of track have been laid, without any other than good human will and muscle. The latter portion of the work of railroad building will progress more rapidly. There are nearly a thousand men at work on the extension west of St. James, and construction is going forward with wonderful rapidity. Not the least important information in regard to the progress of this great thoroughfare between the Missouri and Mississippi rivers, is the fact that the company have determined not to limit themselves to the 50 miles already under contract to be built this year, but will continue grading upon the line without cessation or interruption, and it will be finished through to Sioux City this year, and thus the company will be enabled to commence running trains through from St. Paul to Sioux City early in the month of July next.—*St. Paul Press.*

☞ The directors of the Winterport (Me.) Railroad Company have elected Theophilus H. Cushing of Winterport, President, in place of Charles E. Dole, resigned.

☞ Seven hundred men are now employed on the Holyoke and Westfield (Mass.) Railroad, two-thirds of the whole line is graded, and the whole will be finished ready for the track by October.

One Rail Railway.

A one-rail railway has been in successful operation between Raney and Montfermeil, near Paris, for two years. The locomotive for a one-rail road has four wheels, two being placed, one at the front and one at the rear of the engine, bearing on the rail. These give the direction, and are double flanged. The other pair of wheels are placed in a transverse plane passing on a line in front of the fire-box. They run on oak plank or macadamized road, as the case may be, and are the driving wheels. This sort of railway can be built in France for about $1,000 per mile. The locomotives weigh six and ten tons; the former runs fourteen miles an hour, drawing, besides its own weight, thirty-five tons up a grade of two feet in a hundred; the latter will draw fifty tons at a rate of eight miles an hour up the same grade; on a level it would draw one hundred and eighty tons. This system is the invention of M. Larmanjat, a French civil engineer, and many believe that it may be successfully introduced on turnpike roads with the grades and curves which the common highway generally has.

☞ The new bridge across the Mohawk river, a short distance below Schenectady, for the branch of the Saratoga Railroad, was completed last week. The total cost was $40,000.

☞ The Portland and Ogdensburg Railroad was completed to Conway Centre on the 1st of July.

No. 53 Exchange-Place, New York, June 30, 1871.

THE COPARTNERSHIP HERETOFORE existing between the subscribers, under the firm name of

DABNEY, MORGAN & CO.,

expires this day by its own limitation, and is dissolved.

Either partner will sign the name of the firm in liquidation.

The business heretofore conducted by us will be continued by

Messrs. DREXEL, MORGAN & CO.,

who will also act as attorneys for Messrs. J. S. MORGAN & CO., of London.

CHARLES H. DABNEY,
J. PIERPONT MORGAN,
JAMES J. GOODWIN,
GEORGE H. MORGAN.

New York and Philadelphia, July 1, 1871.

THE UNDERSIGNED HAVE THIS DAY formed a copartnership for the transaction of a general foreign and domestic banking business, in New York and Philadelphia, under the firm-names of

DREXEL, MORGAN & CO.
No. 53 Exchange-place, New York.
DREXEL & CO.,
No. 34 South 3d-st., Philadelphia.

F. A. Drexel, A. J. Drexel, J. H. Wright, } Residing in Philadelphia.
J. Pierpont Morgan, Jos. W. Drexel, J. N. Robinson, } Residing in New York.

Paris, July 1, 1871.

The undersigned have this day formed a copartnership for the transaction of a general banking business, under the firm-name of

DREXEL, HARJES & CO.,
No. 3 Rue Scribe.
DREXEL & CO.
DREXEL, MORGAN & CO.
JOHN H. HARJES.
EUGENE WINTHROP.

Rome, Watertown and Ogdensburgh R. R., Vice President's Office, 136 Chamber St., New York, June 24, 1871.

DIVIDEND NOTICE.—This Company will pay a Semi-Annual dividend of four per cent. free, on and after the 15th day of July next. Transfer books will remain closed from date to day of payment. Stock registered in New York will be paid at the Mercantile National Bank for sixty days.

MARCELLUS MASSEY,
Vice President.

W. G. CHITTICK,

35 WALL ST, NEW YORK,

Buys & Sells, on Commission,

Commercial Paper,
Sterling Exchange,
Government Securities, &c.

AND TRANSACTS

A General Banking Business.

Loans Negotiated and Investments Made on Favorable Terms.

Orders for Stocks and Gold carefully executed at the Regular Boards.

Prompt Attention given to every Branch of the Business.

Manhattan Oil Company,

Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

DIRECTORS:

James M. Motley, Edward Rowe, T. M. Niven, James Murphy, Nathan A. Baldwin, J. Carothers, George W. Quintard, William A. Seaver, Phillip M. Millspaugh.

DESIRABLE HOME SECURITIES,

OFFICE OF

MEAD & CLARK,

BANKERS,

141 Broadway, NEW YORK.

The attention of Capitalists and Investors generally is invited to the

FIRST MORTGAGE 7 Per Cent. Gold Bonds

OF THE

WALKILL VALLEY RAILWAY CO.,

which we offer for sale at 90 and accrued interest in Currency.

The Railway is situated on the West side of the Hudson River, and is now running for 20 miles to New Paltz, and is under contract to be in working order to Kingston next fall.

The Bonds are a first-class investment, and we invite the closest investigation of them.

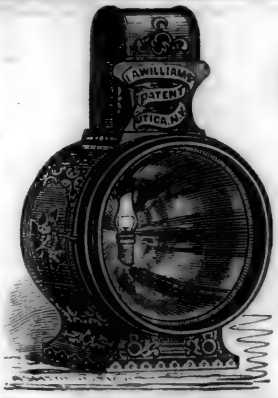
The Principal and Interest are PAYABLE IN GOLD.

The Coupons are paid semi-annually in this city on the first days of April and October, free of Government Tax, and the issue of Bonds is limited to $20,000 per mile of completed Road.

Any information concerning them will be given at our office.

ERASTUS F. MEAD and THOMAS CLARK, Jr.,

Financial Agents.



I. A. WILLIAMS',

UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

RAILROAD IRON.

1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale by

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NEW YORK State Railroad Bonds.

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FIRST MORTGAGE GOLD BONDS

OF THE

RONDOUT AND OSWEGO RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.

9 Wall Street, New York City,

Financial Agents of the R. & O. Company.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

HEYERDAHL, SCHONBERG & CO.,

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IMPORTERS OF

RAILROAD IRON,

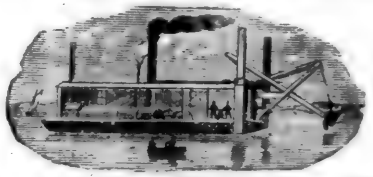
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SOLE AGENTS

IN THE UNITED STATES FOR

SAMUEL FOX & CO'S Bessemer Steel Rails.



TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

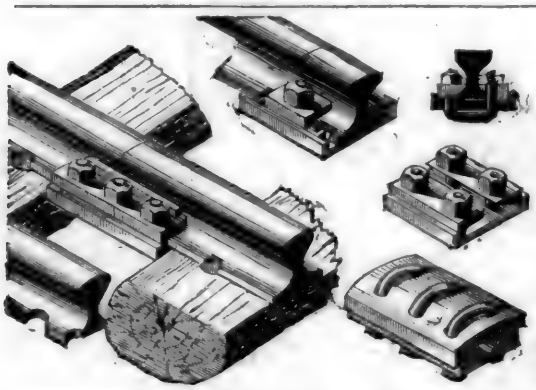
A DIVIDEND OF FIVE PER CENT. IN CURrency, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.



Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



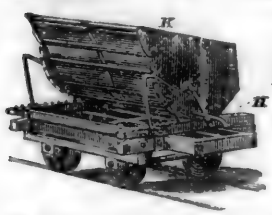
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Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,
of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.



RIGHTS FOR SALE BY

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Wilkes-Barre, Pa.

A. W. RHOADS, N. H. CAMP.

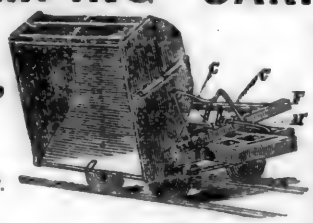


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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PACIFIC MAIL
Steamship Company's
LINE TO
California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

July 15, steamer OCEAN QUEEN, Capt A. G. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, and connecting at Panama with steamer SACRAMENTO, Capt. Lapidge, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of July 13.

Steamer AMERICA will leave San Francisco August 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

ENGLISH
AND
SCOTCH
FIRE BRICK
In Store and to Arrive
AT NEW YORK, BOSTON AND PHILADELPHIA.

S. L. MERCHANT & CO.,
76 South Street, New York,
27 Central Wharf, Boston,
205 1-2 Walnut St., Philadelphia,

AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

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CIVIL ENGINEER,
78 & 80 BROADWAY,
NEW YORK CITY.

Railronds, Bridges, Explorations.

☞ Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

PERKINS, LIVINGSTON & POST,
31 New St., cor. of Exchange Place, NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
59 Liberty St., New York.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 28.] SATURDAY, JULY 15, 1871. [WHOLE No. 1,838 VOL. XLIV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, July 15, 1871.

Railroad Enterprises in Arkansas.

The favorable prospect of the proposed Southern Pacific Railroad has called attention to the railroads of the Southwest, which will connect this great line with the general railroad system of the country. Its effect has been particularly to encourage several enterprises in Arkansas, which had already been begun in anticipation of a final connection with the Pacific coast. A review of these enterprises shows at once that Arkansas, which before the war had hardly fifty miles of railroad in operation, will in a few years be one of the most important States in railroad affairs, and that Little Rock must be the centre of vast lines connecting not only the Atlantic and the Pacific States, but the northern and southern lines of trans-continental railway.

One important railroad in Arkansas has just been completed, from Hopefield, on the Mississippi river, opposite Memphis, to Little Rock; it is called the Memphis and Little Rock Railroad, and is already influencing the shipping business of the interior. Notwithstanding the embarrassments which have attended all railroad enterprises in that State until this time, the company is now in a condition, it seems, to make important improvements. The road is about one hundred and fifty miles long. For nearly one fourth of this distance the road-bed is so low that it is liable to be overflowed by the floods which so often swell the Mississippi and its tributaries. The new officers of the company are encouraged by the prospect of business to raise the grade of the road so as to place it beyond this danger.

One important line of road to connect with the Memphis and Little Rock is proposed, to start from a point east of Little Rock, running southwest to Marshall, Texas, to connect with the Southern Pacific Railroad. This will be the most direct central route to Southern California and the important territories of New Mexico and Arizona. It is understood that the Memphis and Louisville Railroad Company, who really control the Memphis and Little Rock road, propose to aid this new line to Texas, and thus its early completion seems assured.

A line of railroad is now building to connect the Memphis and Little Rock Railroad with the western border of the State at Fort Smith, a distance of one hundred and fifty miles. Trains are already running fifty miles west of Little Rock to Lewisburg, and about half the remainder of the distance is partially graded. At Fort Smith this road will connect with a road which is to be built from Kansas City southward through the Indian Territory. When completed, which will be at an early day, these roads will give a short outlet to the grain fields of Kansas, Western Missouri and Arkansas by way of the Mississippi river, which has long been needed.

Important interests are also combined to connect Little Rock with the Mississippi river at or near St. Louis. Twenty miles of the railway northward from Little Rock, is completed, and it is graded nearly eighty miles beyond. The St. Louis and Iron Mountain railroad is rapidly extending southward to meet this line, and it is reported that, as soon as the Southern Pacific railroad is completed, the Illinois Central and some other companies, having connecting roads will aid the construction of a road from a point on the Mississippi river, near Cairo, to connect with the Little Rock road, and thence to extend the line southwest to connect with the Southern Pacific at Dallas in Texas.

Other railroad enterprises proposed in Arkansas are the Little Rock, Pine Bluff and New Orleans railroad, which will run from Little Rock down the valley of the Arkansas river; the Kansas Central, connecting Little Rock with the Mississippi at Helena; the Mississippi, Onachita and Red River, connecting at the Mississippi river with the Little Rock and Pine Bluff road and running directly west 160 miles to intersect the Missouri and Arkansas Southern line at the Red River near Fulton, and several others of less importance. The State aids nearly all these enterprises. For the next few years apparently, the growth of the railroad system in Arkansas will be exceeded by that of very few States.

New York, West Shore and Chicago R. R.

The New York, West Shore and Chicago Railroad Company are about to commence the construction of a double track road from this city to Buffalo, a distance, by the route proposed, of 420 miles, which is twenty-four miles less than the distance by the Hudson River and New York Central Railroad. The road will follow the west shore of the Hudson River, close to the water's edge, until it reaches Catskill, when it will leave the river and go in an almost direct line to Schenectady on the Mohawk. Thence the route will lie along the west side of the Mohawk and Erie Canal to Utica, from which it will run in a direct line to Buffalo, leaving Rochester some distance to the north. At Buffalo the road will connect, through the International Bridge, now being built, with the Great Western and Grand Trunk Railways in Canada and through them, and more especially through the Great Western, with the Michigan Central. The Chief Engineer, in his report to the Directors, just published, proposes a double track road of four feet eight and a half inches gauge, with cuts and embankments twenty four feet wide at grade, the bridges to be of wrought iron, the rails of steel, weighing sixty pounds per yard, with ties of white oak and ballast of broken stone. The total cost of the 420 miles he estimated at $26,213,500, or a little over $62,000 a mile. This estimate, however, does not include the cost of station houses or rolling stock. The gentlemen engaged in this enterprise have already substantially completed arrangements in England by which the money necessary for the construction of the road is to be procured at seven per cent. per annum, and Mr. John Courtney, accompanied by the Hon. Wm. M. Evarts, counsel for the company, left for London on the 5th instant to consummate the negotiations.

Chicago, Rock Island and Pacific Railroad.

The gross receipts of this company for the years ending March 31, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$1,786,956 78	$1,713,123 16
" freight	3,587,002 20	4,023,271 60
" mails	50 931 52	83.190 63
" express	91,351 52	83,543 70
" rents	84,415 44	82,820 42
" inter't on loans, etc	394,608 79	42,337 78
	$5,995,266 20	$6,028,287 29
Expenses, viz:		
Salaries of agents and clerks	$181,096 39	$253,611 16
Books, printing and stationery	50,527 90	43.349 32
Station house expenses	85,100 61	67,177 48
Labor handling freight, watchmen, etc.	289,744 07	370,614 80
Conductors, baggagemen and brakemen	146,467 29	160,066 84
Enginemen & firemen	225,589 98	232,260 35
Fuel account	296.487 27	280,060 02
Oil, tallow and waste	58,106 87	58,025 36
Loss and damage of goods and baggage	14,541 90	13,387 93
Damage for injuries to persons	10,110 40	30,452 35
Exchange, interest and discount	40 00	1,312 77
Contingent account	71,717 23	88,623 47
Repairs of engines and tenders	277,011 42	199 701 21
Repairs of cars	299,141 36	351,854 04
Tools and machinery in shops	29,972 17	19,994 36
Repairs of roadway & track	572 793 17	470,735 51
Cost of iron for repairs and renewal of rails	446,120 80	388,348 71
Repairs of fences and gates	34,591 53	17,640 10
Repairs of bridges and draws	72,363 91	76,981 56
Repairs of buildings & fixtures	63,170 87	56,048 59
Damages for cattle killed or injured	43.522 80	30,542 87
Repairs of telegraph	7,689 85	7,822 13
	$3,276,267 20	$3,218,610 43
Legal expenses	19,221 25	24,884 48
Taxes on real estate	116,849 94	133.117 11
U. S. Gov. tax	44,452 85	28,847 09
	$3 456,791 24	$3,405,459 06
Net earnings	$2,538,474 96	$2,622,828 23
From which deduct—		
Rent of Peoria and Bureau Valley Railroad	$125,000 00	
Interest on bonds	617,751 75	
Dividends, includ'g tax	1,229,466 00	
		1,972,217 75
Leaving a balance of		$650,610 48
Add balance of income account March 31, 1870		2,068,767 41
Total, as in Balance Sheet		$2,719,377 89

Compared with the previous year the gross earnings of 1870-'71 show an increase of $33,029 09; with a decrease in operating expenses of $51,332 18—making the increase in net earnings, $84,253 27.

A further comparison of the foregoing figures will show that while the earnings from passenger traffic have fallen off $73,833 67, or 4.13 per cent, the receipts from freight have increased $486,269 40, or 12½ per cent—showing an actual increase in the earnings of the road, exclusive of the item of interest, etc., over the earnings of 1869-'70, of $385,292 10.

There has been expended during the year on account of construction and equipment as follows:

Land and land damages	$589,848 65
Equipment	349,369 04
Grading, including masonry	209,724 00
Superstructure and bridging second and side tracks	122.660 54
Quarrying stone and ballasting track	56,645 86
Station buildings, shops and fixtures	132.342 89
Water stations, Artesian wells, etc.	20,190 70
Fencing account	102.098 77
Engineering account	4,282 76
Chicago new shops, (including tools and machinery)	31,076 40
Railroad Bridge at Rock Isl'nd, (new)	37,158 41
3,011 tons steel rail, (excess in cost over Iron)	59 931 78
Cattle Guards, Sidewalks, Drains, etc.	2 859 71
Total	$1,718,184 51

The leading items of expenditure for repairs and renewals of track, have been as follows:

110,979 Ties	$59,898 64
2,872 Tons iron rails re-rolled	95,102 08
3,012 Tons steel rails	305,993 58
110 Tons steel-capped rails	6,088 60
250,520 lbs. railroad spike	11,365 88
263,504 lbs. fish bars and bolts	10.825 81
16,061 Joint fastenings for steel rails	16,628 46
18,876 Rails repaired in company's shops	13,865 24

During the year 30.46 miles of track were laid with re rolled rails; 33.24 with steel rails; and 1.13 with steel-capped rails—total, 64.83 miles. Total steel rails now in use 63.14 miles. The Superintendent in his report says that "the steel rails continue to give entire satisfaction. Those that have been the longest in service show but slight evidence of wear, and more fully demonstrate the advantage and economy of adopting steel for lines of heavy traffic." The average cost of steel rails in currency was $101 59 per ton. The President in his report says:

During the past year the affairs of the company have worked smoothly, business has been very fair, no serious accidents have occurred, reductions in operating expenses have been made, cost of transportation of freight and passengers reduced, corresponding reductions have been made in charges, to the gratification of producers and shippers along your lines of roads, the road-bed and equipments generally were never in better condition, and the Board of Directors think they may well congratulate you upon the success and future prospects of the company.

The new bridge being built by the Government and this company across the Mississippi is not yet completed. The delay is occassioned by no fault of this company, as the Government undertook to build across the main channel itself. That part of the work being done by the company, to approach the main bridge, is well advanced, and will easily be completed, before the Government will be ready to allow our trains to cross the main channel.

A suit has been commenced to reach certain assets of the Mississippi and Missouri Railroad Company in the hands of a Receiver to reimburse this company for one-half the amount paid to redeem the Railroad Bridge Company bonds, as stated in the last annual report.

The bonds of the Chicago and Rock Island Railroad Company, due July last, (being the only indebtedness of that company), have been paid, except $104,000, not yet presented for payment.

CHICAGO AND SOUTHWESTERN RAILWAY.

This company have made good progress during the last year in the construction of their line of road, and have 145 miles in operation, from Washington to Princeton. There are also 54 miles completed and in operation from the Missouri river to Cameron, on the Hannibal and St. Joseph Railroad. It is expected that the road will be completed, ready for use the whole distance from Washington to Leavenworth in the month of August next.

The part of the road east of Princeton is being operated by your company. No definite and final contract as to terms of operating has yet been made, but probably soon will be.

A large increase of equipment will be necessary when this line shall come into full operation, and in view thereof the company have contracted for twenty five locomotives, which are now in course of delivery, and it is proposed to build an increased number in the shops of the company, at Chicago, during the present year. It will also be necessary to procure a largely increased number of cars, and it is proposed to purchase whatever may be required that cannot be manufactured in the shops of the company.

LAND GRANT.

The Land Commissioner reports that the grant has been pretty much adjusted; that during the past year he has received from the Interior Department certificates for 160,373 10/100 acres, under the act of Congress of June, 1864, which is all that is claimed except some few scattering tracts now in course of investigation at Washington.

Sales have been made during the past year of 28,022 08/100 acres, for the sum of $213,575 39, an average of $7.63 per acre. In addition to this, there has been received something over $4,000 from compromise of the title to about 2,000 acres of "Rejected Swamp Selections," referred to in last Annual Report. The sales have been made almost exclusively to actual settlers, in small tracts, and farms are being opened up on nearly every tract. The market price of lands has increased during the past year in nearly all the counties where the company's lands are situated, and it is expected that the average price of lands sold during the coming year will be fully $8.50 per acre. Such steps as have been deemed advisable have been taken in the way of advertising, publication and distribution of maps and pamphlets, to induce immigartion along the line of the company's land, a large increase of population is expected in the counties west of Des Moines along the line of our road.

The Board of Directors have, during the past year, provided for a sinking fund to retire the mortgage bonds of the company, and the net proceeds of sales of these lands will be paid over from time to time to the Commissioners of the sinking fund and invested by the purchase of such bonds.

It has been determined to extend the Washington Branch of the company's road to Sigourney, in Keokuk county, a distance of about thirty miles. Surveys have been made and construction will soon begin.

The proposed construction of other roads has rendered the extension of this branch a necessity in order to retain the business properly belonging to this company.

The company have 145 locomotives—all coal burners but two. Eight locomotives have been added during the year by purchase, and four have been constructed in the company's shops; 59 have been repaired and generally overhauled; 65 have had tires turned once; 82 painted or varnished; 28 fitted with patent safety valve; 59 with glass bearings; and 3 with Westinghouse Air Brake; 386 pairs new truck and tender wheels and axles were used.

The company have also 10 sleeping and 53 day coaches; 8 railway postoffice, 23 baggage, mail and express, 60 caboose and drivers', 1858 box freight, 267 stock, 780 flat and coal, 2 pile driving, 1 wrecking and 1 pay cars. One passenger coach,

8 baggage and express cars and 51 freight cars have been built, to replace those worn out or destroyed. One coach has been upholstered; 28 coaches and baggage cars painted; 22 do., varnished; 22 do., fitted with Miller's Patent Platforms and Couplers, and 6 with Westinghouse Air Brake; 20 freight cars have had new trucks; 24 do., new roofs, and 111 have been repainted; 43 hand cars for track, and 23 rubble cars have been built, 588 car axles and 1593 car wheels were used in the repairs and renewal of cars.

The number of miles run by locomotives on passenger trains was 928,116; on freight trains, 2,267,614; on wood, construction and repair trains, 414,887—total 3,610,117, equivalent to 24,897 miles for each engine, at an average cost per mile run for repairs, oil, waste, fuel, and wages of engineers, firemen and wipers of 22 01 cents. Earnings per mile run by passenger trains, $2.02; by freight trains, $1.77. Expenses per mile run by all trains, $0.95.

The number of passengers transported during the year was 708,815, of which, 693,439 were first-class, 12,751 second-class and 2,625 third-class. Of the total number, 62,865 were through and 645,950 way; 337,972 going east, and 370,843 west. Number of passengers carried one mile, 44,609,479; equivalent to carrying each passenger 62.93 miles. Av. rate per passenger per mile, 3.84 cents.

The amount of freight transported during the year was 1,828,690,104 lbs.—an increase over the previous year of 115,845,695 lbs., or 57,677 tons. Freight carried one mile, 151,864,519 tons; equivalent to moving each ton 166 miles. Av. earnings per ton per mile, 2.64 cents.

The number of pounds of freight transported over the Mississippi Bridge during the year was 760,196,750. The number of loaded cars passed over the bridge was 51,433. Number of foot passengers, 110,965. The number of steamers, barges and rafts passing the draw was 2,589.

There are in use 21 miles of second track on Illinois division, viz: from Englewood to Washington Heights, 5¼ miles; from Seneca to Marseilles, 4¾ miles; from De Pue to Bureau, 4¼ miles; and from Port Byron Junction to Rock Island, 6¾ miles.

The company own—from Chicago to Missouri River (Main Line) 493 miles; from Milton to Washington (Washington Branch) 50½ miles—total, 543½ miles; and lease Peoria and Bureau Valley Railroad, 46½ miles—making the total number of miles operated, 590. To which add 108 miles of side and 21 miles of second track—making of main line and sidings, 719 miles.

BALANCE SHEET, April 1, 1871.

Capital stock account		$16,988,400 00
Fractional scrip, convertible into Stock		11,600 00
Bonds, Chicago and Rock Island R. R. Co		104,000 00
Income bonds, Chicago and Rock Island R. R. Co		13,000 00
Mortgage sinking fund bonds		8,600,000 00
Fractional agreements, convertible into bonds		743 37
Chicago, Rock Island and Pacific R. R. Co. of Iowa		29,681 94
Sundry balances		30,295 83
Profit, balance of income account		2,719,877 89
		$28,496,999 03
Cost of road and equipment	$26,703,243 45	
Securities in hands of Trustee for guaranteed bonds	52,167 46	
Railroad bridge bonds	387,136 49	
Cash and loans payable on demand	833,918 93	
Balance in hands of Assistant Treasurer, Chicago	25,500 00	
Balance in hands of Cashier, Chicago	495,032 70	
	$28,496,999 03	

President.—JOHN F. TRACY.

Vice President.—EBENEZER COOK.

Directors.—David Dows, Francis H. Tows, A. G. Dulman, Charles R. Marvin, H. Kennedy, New York; Rob't A. Forsyth, Newburg, N. Y.; Milton Courtright, Wm. L. Scott, Erie, Pa.; John F. Tracy, Henry H. Porter, Chicago, Ill.; Ebenezer Cook, George L. Davenport, Davenport, Iowa; B. F. Allen, Des Moines, Iowa.

Secretary and Treasurer.—FRANCIS H. TOWS.

Ass't Treasurer.—F. D. SHERMAN.

Gen'l Superintendent.—HUGH RIDDLE.

Ass't Gen'l Superintendent.—P. A. HALL.

The Viaduct Railway.

An important change in the location of the proposed down-town depot of the Viaduct Railway has been determined on by the Directors, who have concluded that the area of the Tryon-row block is insufficient for the purposes of the company, and not altogether so convenient as might be wished. It is, therefore, now proposed to take a slice off the eastern side of the City Hall Park, running from Chambers st. to the road in front of the City Hall, and going back as far as the Tax-Office. This will give a space 500 feet long and 130 feet deep: and, if needful, the depth can be increased to 200 feet after passing the Tax Office. The new arrangement will compel the removal of the engine house at the Chambers-st. corner, the Park Hospital, and the Hall of Records. The entire area will be covered with a magnificent open arcade, probably terminating at the south-east corner with a handsome tower. Over the arcade will be the depot at one end, and an open plaza at the other. To carry out this plan a slight deviation in the route from Pearl-st. becomes necessary. As now proposed it will not touch a single house in Chambers-st. or the Tyron row block. The route, on leaving Pearl-st., will pass through the block bounded by City Hall-place, Pearl st., Park-st., and Duane-st., and entirely composed of tenement houses, and very small places of business; thence across Duane-st., taking the block bounded by City Hall-place, Reade, Centre, and Duane-sts., and then across Reade-st., taking the triangular block which has its base on Reade-st. and its apex at the junction of Chambers and Centre sts. A single arch, of elegant structure, will span Centre-st. from the north-east to the south-west corner of Chambers-st., and communicate immediately with the top of the arcade on which the depot will stand.

This alteration in the plan will not at all affect the appearance or usefulness of the Park, for the greater part of the space which it is proposed to take is covered with the unsightly buildings already mentioned. The Hall of Records is a massive and ugly building, which was erected long before the Revolution as a county jail for debtors, and is consequently one of the oldest structures in the city. About 50 years ago, it was changed from a jail into department offices, and up to a few years since was occupied by the Registrar, the Controller, the Surrogate, and the Street Commissioner. The last two officials left a few years ago, and the Controller last year, as the increasing accumulation of the Registrar's Office compelled his using the entire building.

Inquiries were recently made of the President of the Viaduct Railway Company as to the rumors which had been circulating for several days in reference to other quick transit lines. Judge Hilton laughed at the idea of buying them up, and declared that such a policy had never been contemplated by the Directors, and should never be carried out so long as he remained President of the Company. "We have no money for any such purpose," he said; "our money has been raised to build a railroad with, and we mean to build a railroad with it, and nothing else."

Illinois Central Railroad.

The statement of this Company for the month of June, 1871, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	8,893.70 for	$61,298 60
Acres Int. Fund Lands sold	80.00	836 00
Acres Free Lands sold	99.43 for	2,494 62
Total sales during month of June, 1871	9,073.13 for	$64,629 22
To which add Town Lot Sales		1,719 90
Total of all	9,073.13 for	$66,349 12
Cash collected in June, 1871		$141,622 37

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 402 Miles.	Total. 1109 Miles.
Freight	$418,846 00	$72,693 00	$491,039 00
Passengers	122,313 53	40,261 65	162,575 18
Mails	6,375 00	3,059 33	9,434 33
Other sources	74,000 00	2 940 67	76,940 67
Tot. June, '71.	$621,034 53	$118,954 65	$739,989 18
Tot. act'l earn'gs, June, '70	$578,379 65	$134,266 98	$712,646 63

Western Maryland Railroad.

The grading of the new route for the Western Maryland Railroad between Baltimore and Owing's Mills is rapidly going on under Messrs. James McGucken & Co., contractors, who have about two hundred men employed at different points on the route, which number will be increased as the work progresses. This route will be used by the Western Maryland Road in place of the track of the Northern Central Railway, which they now use to Owing's Mills, and will lessen the distance about four miles. The whole extent of the work is eight miles, and the contractors contemplate having it ready for use during the present year. The terminus of the road at this point will be the Union Depot, to be constructed on Charles street. The work has been delayed to a considerable extent by the great number of cases of condemnation required to secure the right of way, and a number are still unadjudicated. The contractors will, however, push on the work as rapidly as possible, and employ additional force as the way is made clear for them.

☞ At a meeting of the stockholders of the Eastern Shore railroad company at Princess Anne, Md., on the 4th ult., the Acting Board was re-elected without opposition, and by them Dr. Geo. R. Dennis was elected President, vice Hon. John W. Crisfield, who we believe has held the responsible position since the organization of the company. We are pleased to state that the road appears now to be in a paying condition.

The New York (Viaduct) Railway.

Chap. 300.

AN ACT to incorporate The New York Railway Company for the purpose of providing rapid transit through the city and county of New York and Westchester county, and to provide for the construction and operation of railways therefor.

Passed April 5, 1871; three fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Peter B. Sweeny, William M. Tweed, Jr., Hugh Smith, Richard B. Connolly, Forbes Holland, Shephard F. Knapp, John J. Serrell, Leopold Eidlitz, James J. Burnett, William R. Travers, George A. Osgood, Jose F. Navarro, William R. Dwyer, Peter Cooper, Charles Banks, Alexander T. Stewart, Israel Tappen, James G. Bennett, Jr., August Belmont, Samuel T. Francis, Simeon B. Chittenden, Manton Marble, Luther Farwell, Wilson G. Hunt, Horace Greeley, John N. Knapp, John T. Agnew, Charles A. Dana, Sidney A. Stevens, Henry Hilton, Robert L. Stuart, Morgan A. Dayton, Jr., John McB. Davidson, John Cox, Cornelius Corson, Aaron J. Vanderpoel, Richard A. Storrs, John B. Trevor, Marc Eidlitz, Alanson S. Page, William A. Booth, John Taylor Johnston, Sturtevant J. Moore, John Jacob Astor, Levi P. Morton, Stephen North, Oswald Ottendorfer, Addison G. Rice, Richard Schell, William B. Duncan, John W. Downer, William R. Martin, James Turner, Charles A. Donalds, Walter Shanley, Samuel F. Barger, James H. Coleman, Edward B. Wesley, Terence Farley, Henry Smith, Charles M. Morgan, William Turnbull, George Bolton Alley, George M. Van Nort, William Cook, Nelson J. Waterbury, Edward K. Willard, Henry A. Smith, James M. Sweeny, James M. McGregor, Edward H. Tracy, Gustave Herter, William T. Blodgett, Bernard Kelley, Walter Roche, Henry N. Smith, Walter Leonard, William Lalor, Edward J. Shandley, Henry Chamberlin, Philip H. Jones, Jr., Philo Remington, William E. King, Charles E. Loew, Charles H. Horton, John F. Moffett, Henry C. Jones, William G. Faxon, William H. Rix, James B. Swain, Charles S. Brown, Alfred H. Abby, John T. Conover, are hereby created a body corporate and politic by the name of "The New York Railway Company." The said corporation shall continue for one hundred years from the passage of this act, and the capital stock of said corporation shall be twenty-five millions of dollars, divided into two hundred and fifty thousand shares of one hundred dollars each, with power to increase such stock from time to time as shall be required for the purposes herein authorized and as hereinafter provided.

§ 2. The business and affairs of said corporation shall be managed by a board of not less than ten directors, to be elected within three months after the passage of this act by the above-named corporators or their assigns, the ten first named of whom, or a majority of them, shall determine the day when and the place where such election shall be held and the number of directors to be chosen, and shall give due notice thereof to each of the said corporators hereinbefore named, which notice shall be delivered at or mailed to their respective places of abode or business at least ten days prior to the time of such election, and such of said corporators as shall attend such election in person or be there represented by proxy shall appoint two tellers to conduct such election and declare the result, and the directors then chosen shall divide by lot into five classes of an equal number of directors as near as may be, who shall respectively hold office for one, two, three, four, and five years, and until others are chosen in their places as herein provided; and an election of the stockholders of said corporation shall be held annually thereafter, upon notice of ten days being given in at least three daily papers published in the city of New York, and the persons owning the majority of the stock then present or represented by proxy of such election shall elect the required number of directors in place of those going out of office. All vacancies occurring in the board of directors by resignation or death shall be filled by the remaining members of said board for the remainder of the respective terms.

§ 3. The corporation hereby created shall possess all the powers and privileges and be subject to all the provisions of an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, and the several acts amendatory thereof and additional thereto, so far as applicable, and except so far as the provisions of said act are modified by or are inconsistent with the provisions of this act, and the said corporation is hereby authorized to make, construct, and maintain viaducts and other road-beds, to be built by said corporation upon the land acquired under this act, and upon and across all streets, roads, avenues, public places, rivers, and streams as required, and to construct, operate and use thereon railways with the necessary sidings, and to convey passengers, freight, and property, in cars propelled by steam or other power, over and across certain streets, roads, avenues, squares, and grounds in the city of New York, as hereinafter provided, and also to extend their said roads, by viaduct or otherwise, into the county of Westchester, as hereinafter provided.

§ 4. The viaducts and railways hereby authorized to be constructed and enjoyed by said corporation in the city of New York shall follow as near as shall be found practicable a route commencing at or near to Chambers street between Broadway and Chatham street, and running from thence northwardly through the blocks and across streets between Broadway and Chatham street and the Bowery to or near to Houston street or Bleecker street, and from thence with one branch of said viaduct and railway diverging easterly through the blocks and across the streets to and across the Bowery in the vicinity of Bond street or Great Jones street, and from thence passing north-easterly through the blocks and across the streets, roads, or avenues between the Third avenue and the East river to the Harlem river, and also with another branch of said viaduct and railway diverging westerly from the first-mentioned line from near Houston street or Bleecker street and running through the blocks and across the streets to and across Broadway near to Houston street or Bleecker street; thence running westerly through the blocks and across the streets to and across Carmine street or the Sixth avenue, and from thence through the blocks and across the streets, roads, or avenues west of the Sixth avenue and west of Central Park to the Harlem river or Spuyten Duyvil creek near to Kingsbridge. The said corporation may make on the routes aforesaid the necessary depots, connections, turnouts, switches, and other conveniences for the proper working of said railways.

§ 5. For the purpose of making, constructing, and operating the said viaducts and railways, said corporation is hereby authorized and empowered to enter upon and cross the several streets, roads, avenues, squares, public places, and lands herein provided for, and into and upon the soil of the same to construct and maintain said viaducts and railways along the routes and to the points or places herein specified and contemplated, such viaducts and railways to be constructed in the most thorough manner and upon the most approved plans and of sufficient dimensions for the purposes of said viaducts and railways, and in such manner as will, when completed, tend to insure the unimpeded traffic through said streets, avenues, roads, or public places as enjoyed by the public before such construction, except as otherwise required for the purposes of this act, and also excepting the necessary foundations, piers, columns, or other structures which may be required to insure the safety of construction and maintenance of said viaducts and railways, and except also that during the progress of construction it shall be lawful to make such openings and excavations in said streets, roads, avenues, and public places over which said viaducts and railways shall be constructed as shall be necessary from time to time, and in all cases the surface and pavements of said streets, roads, avenues, and public places shall be restored around such foundations, piers, or columns to the condition in which they were before such excavations were made, as near as possible, and if practicable one-half of the width of said streets, roads, or avenues shall be always kept open for the public travel; but where temporary obstructions for the full width of the streets, roads, or avenues shall be made, they shall not be oftener at any one time nor more than one in each quarter mile of said routes, nor shall they be so obstructed for a longer period than sixty days in any one place, except by the consent in writing of the commissioner of public works of said city.

§ 6. The said corporation shall have the right to acquire the title to and hold such real estate or interest therein as may be necessary to enable it to construct and operate said viaducts and railways as herein provided, and in case it cannot agree with the owner or owners of such real estate or interest for the purchase or use thereof it may acquire the title to the same in the manner specified in the acts hereinbefore referred to, except that in any of the proceeding for any of the purposes authorized by this section it shall not be necessary that the petition of the court shall make any allegation of or reference to any act of incorporation, capital stock, surveys, maps, or the filing of any certificate of location.

§ 7. Whenever the routes of said viaducts and railways shall intersect with or cross above any horse railway tracks now occupying the surface of any streets, roads, or avenues, such tracks shall not be unduly obstructed, and temporary bridges or structures shall be constructed in such manner as not to interfere with the practical operation or working of such horse railway tracks, and upon the completion of said viaducts and such portion of the route thereof where such changes of the horse railway tracks may be made the same shall be restored as near as practicable to the condition in which they were previous to the construction of said viaducts, and all such bridges or structures and restorations of tracks shall be made at the proper costs and charges of this corporation.

§ 8. Said viaducts and railways shall be exclusively for the uses and purposes of said railway company, and it shall not be lawful for any person or persons, other than a public officer in the execution of his duty as such, with his agents and assistants, to enter or pass through the same or any portion thereof on foot or in any other way than in the proper cars provided for that purpose without the consent of said corporation, under penalty of fifty dollars for each offense, to be recovered by this corporation. And the mayor, alderman, and commonalty and the officers of the corporation of the city of New York are hereby prohibited from giving any permission or authority to any other person, officer, or corporation to do any of the acts or things hereby authorized, or to hinder, delay, or embarrass the construction or operation of said viaducts and railways, and other things as are herein authorized.

§ 9. The said corporation shall be and is hereby authorized to collect and receive not exceeding the sum of fifteen cents for any distance between Chambers street and the Harlem river near the Third avenue, and twenty cents for any distance between Chambers street and Kingsbridge, for every seat hired or taken in all cars (except in the hereinafter mentioned special cars), such seats not to be less than twenty inches in width, but the said corporation shall not be compelled to permit passengers to stand in such cars or to allow more than one passenger to occupy any one seat. All trains starting from each terminus between the hours of six and eight o'clock in the morning and six and eight o'clock in the evening shall have attached to the same at least two special cars, each capable of seating at least forty-eight passengers, for the accommodation of citizens and others desiring to travel to and from their work, and no fare shall be charged in such special cars exceeding five cents for any distance between the termini; and said corporation shall be compelled also to admit to all such special

cars any passenger who has paid his fare, even after all seats are filled, whenever necessary for the convenience of the public.

§ 10. The said corporation shall have subscriptions to its stock to the amount of five million dollars before the construction of said viaducts and railways is commenced, and one year from the passage of this act within which to commence the same, and three years within which to complete said viaduct and railway to Forty-second street, and five years to complete the same to the Harlem river, necessary and unavoidable delays from the pendency of legal proceedings against said corporation excepted.

§ 11. The directors aforesaid are required to open books for subscription to the bonds or stock of said corporation, and shall give at least ten days' notice, to be published in at least four daily newspapers printed and published in said city, of the place or places where said books shall be opened, that an opportunity shall be given those who desire to subscribe for said stock; and the said books shall be kept open for at least thirty days; and in the event of a larger amount being subscribed than the capital stock of said corporation, then such subscribers shall be entitled to a pro rata number of shares of said stock as near as may be, and in proportion to the amount so subscribed; but each subscriber shall at the time of subscribing pay to the treasurer of said corporation ten per cent. of the par value of each share so subscribed.

§ 12. Before any maps, plans, or profiles showing the route for the railways hereby authorized to be constructed shall be filed in the manner before mentioned, and before any proceedings shall be taken by the corporation hereby created to acquire title to the lands and premises required therefor, it shall be the duty of said corporation to submit full and proper maps, plans, and profiles showing the location, width, and extent of the lands proposed to be acquired and taken for the purposes of said railways or of parts of the same, and also plans showing the proposed construction of said railways, unto a board of commissioners to be known as the "New York railway commissioners," consisting and constituted of the governor of the state of New York, the mayor of the city of New York, the commissioner of public works of the said city; and the approval in writing of said commissioners or of a majority of them, of the route and plans as aforesaid, shall be a condition precedent to any proceedings by said corporation for acquiring title to any lands or premises required for such railway; and if at any time hereafter the corporation hereby created shall desire to build additional lines of railways or branches from the railway hereby authorized in any part of said city or into and in the county of Westchester by viaducts or otherwise, it shall be lawful for them to do so, and for that purpose to construct the necessary bridge or bridges across any river or stream, and to create and issue such additional amount of stock as shall be necessary therefor, and to construct, operate, and maintain the same, and charge and collect fares for transit on and over the same at not exceeding proportionably the rates hereinbefore mentioned; and all the provisions of this act in relation to the viaduct or other railways hereinbefore mentioned shall be deemed and taken to be applicable so far as the same may be applied to the additional lines or railway or branches provided for in this section, the same as if their routes and location had been included and mentioned in section four of this act; but no part or section of the route of the said railway shall be constructed without the approval of the said railway commissioners or a majority of them; and nothing herein contained shall be deemed or taken to authorize the laying of rails for the purposes of said railway upon the surface of any of the streets or avenues of said city.

§ 13. For the proper equalization of the interests of shareholders who may subscribe and pay in moneys at different times, and for the equitable adjustment of profits upon stock and bonds subscribed and paid to advance the interests of said viaduct railways or branches respectively, the directors of the corporation hereby created may cause to be kept separate sets of books of account for each of said railways or branches, and receive subscriptions separately for each of said railways or branches, and also issue stocks, bonds, scrip or other evidences of indebtedness and ownership, by or in each or either of said railways or branches separately; and said directors shall also have the power to issue to shareholders from time to time, as they may pay instalments on the stock subscribed by them, scrip for interest on such payments, payable out of the earnings of said railways or branches respectively, and it shall be lawful for said directors to issue and sell bonds denominated "income bonds" secured by and payable, with the interest thereon, from the income of the said railways or branches respectively.

§ 14. The mayor, aldermen, and commonalty of the city of New York are hereby authorized and directed through the comptroller of said city to subscribe for five millions of dollars of the stock of the said company, provided that no subscription for said stock shall be made without the approval of the commissioners of the sinking fund of said city, and then only for such amounts within the said sum as the said commissioners shall authorize. There shall be issued by the comptroller of said city in the name of the mayor, aldermen, and commonalty of the city of New York the aforesaid amount of five millions of dollars in stock of the city of New York, which shall be known as the "New York railway fund stock." The certificates representing said stock shall be signed by said comptroller and countersigned by the mayor of the city of New York, and be sealed with the common seal of the city of New York, attested by the clerk of the common council thereof. Said stock shall bear interest at a rate not exceeding seven per cent. per annum, and the principal thereof shall be payable in annual instalments, but no instalment shall be payable within thirty years from the date of its issue. The faith of the said mayor, aldermen, and commonalty is hereby pledged for its payment and the annual interest thereon. To provide the amount authorized by this section before the said stock shall be issued, the comptroller of said city is authorized to issue revenue bonds from time to time in anticipation of the sale of said stock, payable at such times as he shall determine, and from the proceeds of said stock redeem and cancel such revenue bonds. The board of supervisors of the county of New York are hereby authorized and directed to order and cause to be raised by tax upon the estates by law subject to taxation in the city and county of New York in each and every year the amount required to pay the annual interest on the loans authorized by this section, and also to raise in each year, when said stock shall become due and payable, the amount required for that purpose. The comptroller is hereby authorized and directed to pay the said railway company the amount herein authorized to be subscribed by the said mayor, aldermen, and commonalty from time to time as may be called for by said railroad company, and receive the certigcates of stock of said company for the amount so paid. The interest of the mayor, aldermen, and commonalty in said stock shall be represented by the comptroller of said city. On the completion of either of the branches or lines of said railway to the line of Westchester county, the board of supervisors of Westchester county may authorize the issue of the bonds of such county, redeemable in not less than thirty years from the date of their issue, for the purpose of aiding in the construction and extension of said railway through such county, to such an amount as the said board of supervisors may deem proper; and the board of supervisors of any county whose bonds are authorized to be issued for such purpose shall annually raise by tax on the estates, real and personal, of such county subject to taxation, an amount sufficient to pay the interest thereon, and at their maturity to redeem the same.

§ 15. This act shall take effect immediately.

Chap. 808.

AN ACT supplementary to chapter three hundred and seventy one, entitled "An act to incorporate The New York Railway Company, for the purpose of providing rapid transit through the city and county of New York and Westchester county, and to provide for the construction and operation of railways therefor," and to amend the same.

Passed April 28, 1871; three fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. It shall not be lawful for the mayor, aldermen, and commonalty of the city of New York to make any subscription whatever to the capital stock of the company incorporated by chapter three hundred of the laws of the year eighteen hundred and seventy-one, entitled "An act to incorporate the New York railway company for the purpose of providing rapid transit through the city and county of New York and Westchester county, and to provide for the construction and operation of railways therefor," until other parties shall have actually subscribed for and taken at least one million of dollars of the stock of the said company, and paid thereon to the treasurer of the company, in money, at least ten per centum of the par value thereof.

§ 2. The property of the company incorporated by the said act shall be exempt from lien and sale for taxes and assessments during the time allowed by said act for the final completion of the viaducts and railways thereby authorized; but if, at the expiration of that time, any of the real estate of the company shall not be in actual use for the purposes of a railway, taxes and assessments thereon shall be collected for the whole period of its ownership by the company, at the same rate or rates as the other taxes and assessments levied or imposed during the same period, and at a valuation proportionate to that of the adjoining property.

§ 3. The said company shall have full power to establish and fix the point at which the branches of its viaduct and railway shall diverge, as provided in the fourth section of the said act, but the said point shall not be north of Eighth street.

§ 4. The fares which the said company are authorized to collect and receive by the ninth section of the said act shall be full fares, but children under twelve years of age shall be carried, except in the special cars mentioned in said section, for one half of the fare charged by the company.

§ 5. In no proceedings authorized by said act to acquire title to any lands or premises shall any greater or other notice to parties owning or interested in the lands or premises be necessary or required than is required to be given in the case of applications by the mayor, aldermen, and commonalty of the city of New York to acquire title to lands for use as public streets; except that such notice shall be not less than ten nor more than twenty days, and shall be given by the publication thereof in at least four daily newspapers published in the city of New York for a longer period than ten days. The use which the said company is authorized by law to make of any lands, streets, or places shall be taken and held to be a public use.

§ 6. The said company shall have power to build a branch railway from any of its tracks or railways across any lands, streets, or places to connect with any other railroad authorized by law, and to agree with the owners of such railroad for the running of trains partly on one railroad and partly on the other.

§ 7. This act shall take effect immediately.

☞ The Wyoming *Tribune* of May 27 says that near Aspen, on the Union Pacific Railroad, there has been discovered some of the richest silver leads yet known. Claims have been taken, and a company is now being formed, known as the Aspen Mining Company and Smelting Works, with a capital stock of $75,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355 000	J. & J.	Jul. '71 3½
American Central..... 100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,745,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ...100	735,700	J. & J.	Jan.'70 3½
Baltimore and Ohio. 100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br. 100	3,000,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	J. & J.	Ju'y '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware..... ...100	995,800	.....	.....
Berkshire* 100	600,000	J.A J&O	July'71 1½
Blossburg & Corming.*..... 50	250,000	J. & D.	Jun. '71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,900	.....	.....
Do., do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine..... 100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J A J.O.	July'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City 10	1,000,000	F.M.A.N	May '71 3
Brooklyn City & Newt'n..100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May '71 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,69	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	Jul'71 $2½
Cape May and Millvi le* .. 50	447,000	J. & D.	June '71 3
Catawissa. 50	1,159,800	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. pref...100	755,000	M. & N.	May '71 3½
Central of Georgia..... 100	4,666,900	J & J	July '70 5
Central of New Jersey....100	15,000 000	J. & J.	July '71 4
Central Ohio..... 100	2,425,000	J. & D.	June '71 3
Do. pref..... 100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.50	970,000	.....	Oct. 67 2½
Chemung*..... 100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton..... 100	8,925,500	M. & S.	Mar. '71 5
" " pref...100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy - 50	16,500,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton 100	3,600,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	.....	J'n & J'ly	Jan.'68 2
" Street	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg.... 50	7,494,588	F.M.A.N	May'71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	June'71 2
Concord 50	1,500,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passum'k. pf. 00	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 100	1,700,000	J. & J.	July '71 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*..... 100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley..... 100	1,820,200	.....	.....
Detroit & Milwaukee..... 100	452,360	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	July'71 2
Do do. pref.100	.....	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.)..... 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga.....100	1,969,524	.....	.....
Eighth Avenue (N. Y.)....100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jun. '71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref..... 100	8,538,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,443	.....	.....
Fitchburg..... 100	3,840,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	May '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	Jan. '71 4
Germantown (Phila.)..... 50	112,245	J. & J.	July '71 3
Girard College (Phila.) — 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Mar.'71 4
Great and Coates St.(P .)	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A J&O	July '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820.000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	J'n. 68 3½
Illinois Central..... 100	25,280,240	J. & J.	Aug.'71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J.A J&O	July'71 1½
Joliet & North. Indiana*..100	300 000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar. 100	533,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y '67 5
Lehigh Valley 50	17,716,400	J A.J&O	July'71 2½
Lehigh Luzerne..... 50	344,850	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J. S.D.	June'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J	Jul. '69 3
" " pref.. 100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	6,680,912	F. & A.	Feb. '71 4
Louisv., N. Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western..... 100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount n* 50	1,676,915	.....	.....
Maine Central..... 100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep.'66 3
" " 2d pref.. 50	4,460,308	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	F. & A.	Dec. '70 3
Memphis and Charleston..100	5,212,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston)..... 100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225 848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,376	J. & J.	July'71 4
Millville and Glassboro' ...100	406,020	F. & A.	Feb. '70 5
Milw. & St. Paul..... 100	11,422,664	.....	Dec.'70 7s
" " " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,866,450	J. & J.	July 71 3½
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644.10.	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell..... 100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck..... 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	A. & O.	Apl. '71 4
New Haven & N London..100	738,538	.....	.....
N Haven & Northampton..100	1,800,000	J & J.	Jan. '68 3
New Jersey..... 100	7,297,200	F. & A.	Feb. '71 5
New London Northern.....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... .. 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	July'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama..... 100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	650 000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Peteraburg..... 100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,561,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jun. '71 3
Phila. and Trenton*..... 100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 —
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July'70 2½
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J.A J&O	July'71 1½
Pittsfield and N. Adams..100	460,000	J. @ J.	July '71 3
Portland and Kennebec....100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock...100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July '71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred. 100	1,831,400	F. & A.	Feb '71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2,040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'71 5
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke.....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec.'70 2
Shamokin V. and Pottav.* 50	869,450	F. & A.	Feb.'71 3
Shore Line..... 100	636,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,885	.....	Jul. 68 3
South Western, Georgia..*100	3,999,900	F. & A.	Feb.'71 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,800	M. & N.	May'70 3
Stockbridge & Pittsfield*10)	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,150	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.)..... 100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*..... ...100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*..... ..100	2,000,000	J. & D.	June'71 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,560,000	J. & J.	July'71 2
Vicksburg and Meridian....100	357,405	.....	.....
Virginia Central 100	3,353,675	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... ... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon..... 100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. 71 3
Warren..... 100	1,547,650	.....	.....
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 5
CANALS.			
Chesapeake and Delaware 50	1,982,532	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,895	.....	.....
Delaware Division..... ... 50	1,633,350	F. & A.	Feb. 71 4
Delaware and Hudson.....100	15 000,000	F. & A	Feb. '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'71 4
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,898,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	30,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... .. 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May '71 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	282,770	29 [illegible]422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467 659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,518
1871	536,498	481,085	580,840	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,808	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	315,985	409,251	401,250	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,952	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,594	404,012	558,101	486,196	503,746	409,569	361 701	4 508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,252	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	465,780	466,582	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473.186	551,122	435,945	407,668	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6 114.566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,990	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076.674	1,251.940	1,507.479	1,570,067	1,107.084	1,001,967	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,706	13,355,467
1870	706,025	763,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,959	205 696	218,347	271,425	287,451	293,296	282,798	230,081	2,918,349
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,046	2 0,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	272,526	266,790	313,199	283,399	281,491	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,643	206,246	269 282	261,079	352,786	414.543	410,356	372,593	359 463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478.576	496,433	437 679	424,581	4,571,098
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799 236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,055	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	568,219	564,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	615,329	7,164 992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,957	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,101	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,226	555,087	684,539	712,647	627,216	809,052	901,235	903,225	811,708	697,751	8,578,958
1871	639,541	565,416	606,845	588,661	695,446	739,989	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113.504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114.716	121.217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126.556	121.519	125.065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140.473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,212	111,117	111,127	118,407	132,998	133,531	144,023	141,3 6	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	116,115	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159 658	151,902	175,696	186,039	174,002	172.189	216.624	295.956	322.369	307,474	258 634	2,650,702
1863	242,073	245,858	236,432	238.495	236,453	206,221	193,328	215,449	308.168	375,488	[illegible]9.704	30 .186	3,166.056
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346.781	408.445	410,802	405 510	376.470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413.501	476.661	490,894	447,570	328,870	4,620,650
1866	282,489	265,796	337,158	343,737	365,196	335,063	324,986	359,646	429,161	495,640	414.604	308,669	4,260,145
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464.778	506.296	412,934	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456.973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353 569	473,548	490,772	448,419	374 542	4.744,1 4
1870	337,992	329,128	384,431	412,030	404,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,756,958
1871	418,755	442,665	441,685	470,703	480,947	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,756	261,143	316,266	401,900	369,356	365,412	350,565	751,758	1,101,771	775,616	458,792	5,663,698
1868	369,228	321,203	333,508	436,412	565,718	458 191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,046
1869	454,560	330,400	420,951	460,283	630 844	678,923	586.531	525,547	724,732	1,040,102	801 195	[illegible]86,65	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	483,884	662,567	658,018	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155.586	231.662	235.513	248.838	203.595	2.024.860
1870	213,101	196,207	230,161	269,490	259,000	208,493	196,724	229 099	284,690	235,240	266,836	255.726	2,833,399
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,063	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,615	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,653	322,521	365,371	379,367	336,086	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287.557	307.122	288,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	[illegible]4,[illegible]	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,967	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,815	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,650	236,108	3,438,930
1871	212,005	217,947	319,765	285,416	284,732	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466.557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574.486	714,502	816,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711.457	1,170.241	1,125.635	754,551	1,032.149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416.341	566,979	957,194	1,121.205	1,351 579	1,419.232	1,196.955	792 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252.386	855.742	887,793	874,974	436.900	10 637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693.104	873.153	956.658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631.143	1,006.631	1,159,726	1,113,398	889,924	8,735.082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1.454.026	1,294.621	1,235,306	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1 9,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222.953	198,884	244,834	212.227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	[illegible]05,005	180,971	2,216,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174.500	168,[illegible]	1,936,753
1869	182,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	[illegible]1,[illegible]
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	15[illegible],555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	4 0.720	422,369	323,577	434,284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	345,632	322,756	466,431	508,042	451,293	425,687	386,254	4,460,762
1871	365,174	328,791	393,455	444,210	453,009	438,814	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,[illegible]
1870	428,529	501 139	539 [illegible]24	706,671	802,586	746,450	643,068	666 951	728,521	719,698	570,168	506,063	7,654,[illegible]
1871	479,573	376,925	499,599	584,540	724,466	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities July 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jun. & July.	1874	105¼
.. .. coupon	13,955,000	5	" "	1874	106⅛
Loan of February 8, 1861 ..... registered	13,588,000	6	Jan. & July.	1880	114⅝
.. .. coupon	4,547,000	6	" "	1880	115
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861 ..... registered	123,755,350	6	Jan. & July	1881	114⅜
.. .. coupon	65,562,750	6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s) ..... registered	81,928,800	6	May & Nov.	1882	114
.. .. .. (5-20s) ..... coupon	381,804,700	6	" "	1882	115⅛
Loan of March 3, 1863 ..... registered	53,190,950	6	Jan. & July.	1881	114⅝
.. .. coupon	21,809,050	6	" "	1881	115
Loan of March 3, 1864 (5-20s) ..... registered	2,619,600	6	May & Nov.	1884	112⅜
Loan of June 30, 1864 (5-20s) ..... registered	42,606,000	6	May & Nov.	1884	112⅜
.. .. .. (5-20s) ..... coupon	43,359,400	6	" "	1884	113⅛
Loan of March 3, 1865 (5-20s) ..... registered	46,074,050	6	May & Nov.	1885	113
.. .. .. (5-20s) ..... coupon	121,576,750	6	" "	1885	114
.. .. .. 2d series (5-20s) ..... registered	65,681,000	6	Jan. & July.	1885	112⅝
.. .. .. (5-20s) ..... coupon	176,899,150	6	" "	1885	112⅝
.. .. .. 3d series (5-20s) ..... registered	68,786,950	6	Jan. & July.	1887	112⅝
.. .. .. (5-20s) ..... coupon	239,460,000	6	" "	1887	112⅜
.. .. .. 4th series (5-20s) ..... registered	11,621,500	6	Jan. & July.	1888	113⅛
.. .. .. (5-20s) ..... coupon	27,797,450	6	" "	1888	11
Loan of March 3, 1864, (10-40s) ..... registered	137,413,250	5	Mar. & Sept.	1904	111⅞
.. .. .. (10-40s) ..... coupon	57,154,050	5	" "	1904	112⅛
Consols of July 14, '70 & Jan. 20, '71. registered	52,478,050	5	F. M. A. & N.	1881	....
.. .. coupon	7,191,100	5	" "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	31,885,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868. ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,618,832	6	Jan. & July.	'95-'99	114⅜
U. S. Notes and Fractional Currency	396,679,380	nal.	.....	.....	.....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	70
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	103½
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	57
.. — .. (Aid R. R's)	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	111
.. — 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'51-'82	....
.. — .. of 1863, (20s)..		6	" "		....
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.		104⅜
.. — .. of 1865, (20s) free..		6	" "		....
.. .. .. (various) registered	867,500	6	Various.		....
Florida—State Bonds 1868	300,000	6	Jan. & July.		....
.. — 1869	200,000	6	" "		....
.. —Railroad Loans $16,000 per mile	.....	6	.....		....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	90
.. — " " " 1842 to 1848	273,000	7	Various.	72-'74	93
.. —Atl. and Gulf R. R. 1858 to 1860	800,000	6	Feb. & Aug.	'78-'86	86
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	94
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	83-'84	....
.. — .. .. military	1,059,500	7	" "	'76-'89	....
Kentucky—State Bonds of 1841-42	176,000	7	" "	1889	....
.. — .. .. of 1843	913,000	6	April & Oct.	71-'72	....
.. — .. .. military	160,000	5	" "	1873	....
Louisiana—Charity Hospital	309,300	6	Various.	1895	....
.. —State Bonds, general	86,000	6	Mar. & Sept.	1872	....
.. —Railroad Bonds	750,000	6	Jan. & July.	1893	71
.. —	561,000	6	Various.	'70-'79	....
.. —Levee Bonds 1865	2,052,000	6	Various.	'93-'06	69
.. — 1867	1,000,000	8	Various.	1886	....
.. — 1870	4,000,000	6	May & Nov.	1907	71
.. —Funded coupons 1866	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded Floating Debt	997,300	6	Jan. & July.	'86-'88	....
.. —Ship Canal Bonds of 1869	3,000 000	6	May & Nov.	1910	62
.. —Penitentiary Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —N. La. & Tex. R. R. Bonds of 1869	500,000	7	" "	1909	....
Maine—State Bonds	546,000	8	April & Oct.	1909	....
.. —War Loan of April 25, 1861	301,000	6	Various.	'75-'78	....
.. — .. .. of Jan. 31, 1863. ..... (cur.)	800,000	6	Various.	1871	....
.. — .. .. of Mar. 26, 1863. ..... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 19, 1864. ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. —Municipal War Debts assumed.. (cur.)	2,832,500	6	June & Dec.	1889	....
Maryland—Balt. & Ohio R. R Loans, Stg.	3,084,400	6	April & Oct.	1889	100⅛
.. — .. .. converted	2,288,888	5	J. A. J. & O.	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.	448,500	5	" "	1880	....
.. — .. .. converted	1,855,335	6	" "	1890	....
.. — .. .. of 1834 ...	1,687,345	6	" "	1890	....
.. —Balt. & Susq. R. R. Loans	1,403,146	6	" "	1870	97
.. —	269,000	3	" "	1890	....
.. —Annapolis & Elkridge R.R. Loans	429,000	6	" "	1890	97
.. —Susq. and Tide-Water Canal Stg..	95,420	6	" "	1889	....
.. — .. .. .. converted	775,000	5	" "	1865	....
	215,622	5	" "	1865	....

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defence Loan Bonds	3,651,398	6	" "	1883	104⅜
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97⅜
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	....
.. — .. of 1864	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.)	761,816	5	April & Oct	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97⅜
.. —	966,500	5	" "	'91-'98	98⅛
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	5	" "	'73-'83	100
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July	1879	....
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	97⅜
.. —Railroad Loans	13,112,000	6	" "	'74-'90	98½
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	96
Nebraska—(No Debt)	.....	.....	.....	.....	.....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861.	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct	'71-'78	100
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	104
.. — .. of 1864	586,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	108⅛
.. — .. Bonds	21,089,000	7	" "	1877	108⅛
.. —General Fund Stocks	1,910,082	6	J. A. J. & O	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	..
.. —	900,000	5	" "	1875	106
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	107⅜
.. —	2,099,000	6	" "	1874	107
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	46
.. .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	92-'98	27
.. — .. .. (new).	1,700,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	27
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds	11,407,000	6	" "	1899	20½
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	....
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,095,399	6	" "	1881	102⅛
.. — .. (")	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July	'74-'84	....
Pennsylvania—Redemption Loan of 1867	93,850	5	Feb. & Aug.	1872	101⅛
.. —	4,731,300	6	" "	1872	100
.. —	90,400	5	" "	1877	....
.. —	7,890,550	6	" "	1877	103⅛
.. —	726,950	5	" "	1882	....
.. —	9,237,050	6	" "	1882	106
.. —Inclined Plane Loan	400,000	6	April & Oct	1879	107
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	102
.. —State Stocks (old)	384,000	5	Jan. & July	1882	....
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old)	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863	736,000	6	Jan. & July.	1893	....
.. — .. of 1863	239,000	6	April & Oct.	1883	....
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	74-'78	....
.. —State Capitol bonds	1,997,738	6	" "	71-'90	76
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	87-'98	....
.. —Conversion Bonds of 1869 ...	1,265,800	6	J. A. J. & O.	1888	59
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	61⅞
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	71⅞
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	71⅛
Texas—No legal debt	.....	.....	.....	.....	.....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101⅛
.. — .. Certificates	201,000	6	" "	'71-'73	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July	long.	55⅛
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	66
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,988	6	" "	"	72⅞
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	73
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	.....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1885	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
1st Mortgage, Eastern Ex	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free gold	15,000pm	7*	Jan. & July.	New York.		....
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870 gold	16,000pm	8*	Jan. & July.	New York.		....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'43	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	...	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,260,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	....
Loan of 1850	579,500	6	" "	"	1880	....
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Loan of 18 0 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1890	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	498,500	6	March & Sept.	Princeton.	1885	....
3d Mortgage { Amboy.	745,000	6	Feb. & Aug	"	1887	....
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	130,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	14,000,000	7	Jan. & July.	"	1899	29
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1885	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1880	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88
Burlington and Missouri River:						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	" "	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,600	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1898	....
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	97½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4 4	1,396,824	6*	April & Oct.	London.	1880	....
	675,000	6	" "	New York.	1875	....
Dollar Loan of 1875	1,700,000	6	Feb. & Aug.	" "	1883	....
Dollar Loan of 1883	866,000	6	March & Sept.	" "	1889	88
Dollar Loan of 1889	4,999,200	6	June & Dec.	" "	1889	95
Consolidated Loan	1,143,000	6	March & Sept.	London.	1894	....
Sterling (United Co's) Loan	154,000	6	" "	New York.	1894	....
Dollar (United Co's) Loan						
Camden and Atlantic:						
1st Mortgage of 1853	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	305,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota (L. C.:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'1	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2 857,000	7	Feb. & Aug.	" "	1890	104
Central Ohio (B. & O.:						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	99
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	99½
Income bonds	10,000,000	...	.....	" "	.....	....
Charlotte and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	500,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	....
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,876,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	800,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	....
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	97½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	....
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	....
Ott., Osw. & Fox Rv. Vl. RR. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	95
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	95
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1905	87½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	71
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	101
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1905	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	90
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General) for $2,600,000	1,033,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1876	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	90
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	101½
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1905	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	69–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	95½
Bonds of 1868	500,000	6	March & Sept.	"	1889	97½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Income Bonds	570,000	6	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	93½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	89
5th Mortgage	926,500	7	June & Dec.	" "	1888	83½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1899	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,320,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	98
Georgia:						
Bonds	502,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £40,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	94
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	80
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	103½
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	....
Harrisburg and Lancaster:						109
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	96
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	103
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	100½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	85
Consol. Mortgage	887,045	7	April & Oct.	"	1895	47
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	100
Construction	375,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	85
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1883	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	90
Jeffersonville (J. M. & I.):						
2d Mortgage	815,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	110
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99¼
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	300,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	95
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94¼
Little Miami:						
1st Mortgage	1,430,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100¼
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89¼
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	98½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	84½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,691,500	8	" "	" "	1882	110
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101½
2d Mortgage	2,693,000	7	" "	" "	1877	97½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	97
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1895	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	89
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	108½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	100
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	93
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$417,500	7	Jan. & July	New York.	877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1870	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	104
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	100
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	New Haven	1899	....
Convertible bonds	400,000	6	April & Oct.	"	1890	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wn.						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,936,626	6	May & Nov.	New York.	1883	92
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	91½
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.		var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	97
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	93½
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	55
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	65
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1850	90
Chattel Mortgage	360,000	10	April & Oct.	"	1887	112
2d Mortgage	276,500	7	May & Nov.	"	18—	98½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	91½
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	80
Northern New Hampshire:						90½
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	98
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	95

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $900,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100½
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	102
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	66
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	....	" "	London.	1898	93½
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	86
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	104
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	84½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	80
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	100
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						....
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						....
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mort. }	2,583,000	6	April & Oct.	"	1875	99½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	96
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	101
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	96½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	81
Perth Amboy and Woodbridge:						
1st Mortgage, guarnteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	82½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						....
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	100
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	97
Bonds of 1857, convertible	143,500	6	" "	"	1886	98½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	85½
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	104
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	94
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	
Portland and Kennebec:						
1st Mortgage	$220,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	....
Placerville and Sacramento:						....
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	85½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,000	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	405,500	6	" "	Richmond.	'75–'90	78½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,500	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	103½
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	99
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	94½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	94
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	250,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	....	— & —	— & —	.....	....
2d Mortgage	52,000	....	— & —	— & —	.....	....
3d Mortgage	665,000	....	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	638,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1550	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,766	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	90½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	78
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	96½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	90½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	300,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	88½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	...
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	94½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	88½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,000,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1900	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	43½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	89
2d Mortgage	23,500	6	" "	" "	1868	77½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1900	89
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	91½
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	102
Western (Boston and Albany).						
Sterling Loans, £899,900	2,061,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	78½
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	94
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	87
New Preferred mortgage	600,000	6	.....	.....	....	93
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	82
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1885	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	90
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	"	London.	1890	....
Preferred Bonds	1,999,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1905	....
Interest Bonds	161,900	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	87
3d Loan	2,000,000	6	" "	"	1897	92
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90½
Convertible Loan	1,496,879	6	" "	"	1877	85½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage	302,750	6	" "	"	1876	88
Boat Loan	232,067	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	79½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	80
Improvement Loan	1,601,670	6	May & Nov.	"	1876	84
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	62½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	2,000,000	6	May & Nov.	Philadelphia.	1883	11½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars. Pass.	Rolling Stock: Cars. B. M. E.	Rolling Stock: Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*			4,183,000	915,000	1,208,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga.....Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*			2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,868	697,846	237,353	—	100	94½
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,532	*			2,169,550	7,550,564	631,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	100	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800.000					425,000			68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	150,000			—	(Leased	to Cheshir	e.)		7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	50	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*	.....	.....	1,786,225	200.000	102,991	81,568	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*	.....	.....	2,494.900	3,483,992	.....	.....	—	(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris..N. Y.	217,345		.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,...	20,3...1,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	147
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶.....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	7½
Dec. 31 1869	28.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware.....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Sept. 30, 1870	21.2	—	—	—					Berkshire.....Massachusetts.	600,000	.....	.....	.....	600.000	.....	.....	.....	—	.....	.....	.....	42,000	42.000	7	100	80½
Sept. 30, 1869	15.6	—	0.4	—					Blossburg and Corning.....New York.	582,346				250,000				—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	163	118	40	3,045	Boston and Albany.....Mass. & N. York.	21,938,629	*	3 546 638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	150½
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg.....Mass	1,601,018	*	100,000	68,780	872,600	800,500	.....	30,942	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal.....N. H.	2,850,000	*	367,397	121,750	1,800,000	1,050,000	15,024	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396 556	11,603,003	5,936,796	470,732	110,948	—	100	2
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	765,000	384,844	748,876	46.5	500,671	16,693.212	11.555,111	934 754	172,693	8	100	136
Sept. 30, 1870	74.3	8.5	64.3	—	46	20	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,620	4,471,274	.....	.....	1,000,979	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	147
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700.000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	454.863	22.606,449	12,499,876	1,049,125	278,807	10	100	147½
Sept. 30, 1869	26.0	—	2.0	....					Bufl., Bradford and Pittsb..Penn. & N. Y.	2,869,500		.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)			—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Bufl., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,288	802,754	8	100	....
Dec. 21, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	Grand Tru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Er	ie.)		7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1 60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No ret	rns 175 m	iles recent	ly comple	ted.)	—	100	....
Apr 30, 1869	279.0	—	27 9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1.633.000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	116
Dec. 31, 1869	61.2	31.1	108.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	129
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159		.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124.583	—	100	15
Dec 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	712,362		.....	.....	332,425	3oo,000	.....	.....	—	(Leased	& oper. by	Camd &	Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	42,010	5	100	67½
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased	and oper. b	y West J	ersey.)	.....	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	46
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110		.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	ack. and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota.....Iowa.	3,402,000		.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000		.....	.....	8,000,000	7,020,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,686,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	....
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,968	—	100	104½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515 195	970,890	49,521	3½	100	29½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	74 20	2,869,237	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	(N	o returns.)	.....	—	100	....
Dec. 31, 1869	194.0	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung.....New York.	400,000		.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie &	N.Centrl.	)	30,000	—	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire.....New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	(No retur	ns publish	ed.)		—	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900		.....	.....	871,900	500,000	437,500	.....	—	(Leased	3,844,808	15 070,527	617,754	84,472	2	100	....
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton.....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	to Phila. a	nd Read.)	4,681,563	101,714	—	50	6½
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649 750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	120
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000.000	.....	.....	73.0	.....	.....	(N	o returns.)	.....	—	100	158
May 31, 1870	81.3	1 1	16.7	—					Chicago, Iowa and Nebraska.....Iowa.	5,000,000		.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. b	y Chic. a	nd N.W.)	857,950	10	100	120½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,805,222	.....	35.046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115.457,459	364.747.240	12,535,428	3 478,419	9	100	72½
Mar. 31, 1870	493.0	50.5	98 0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2 068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	107½
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana.....Ohio & Ind.	1,894,477		.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	and oper. b	y Kentuc	ky Centra	l.)	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cl	n. and Laf.		54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	21½
Jun. 30 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*									390.4	2,155,245	29,770,918	95,130,680	2,962,614	929'384	7	100	90¼
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981					2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)		8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,460,515	2,283,268					6,300,475	3,883,500		610,497	225.0	1,665,141			2,383,670	908,306	8	50	118
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,539,369	*					13,000,000	18,814,000	1,725,369		588.0	3,655,900	35,605,620	41,064,199	3,529,411	262,462	—	100	10
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200						1,786,200	248,000				(Leased	& operate	d by Little	Miami.)		6¼	100	
Mar. 31, 1869	36.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*		138,029	92,610	1,500,000			75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	153
Mar. 31, 1869	27.0	—	2.8	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*				595,587	374,500	300,000			27.0	39,460	556,055	361,137	75,430	27,338	—	100	
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859					350,000						(Leased	and operat	ed by Con	cord.)	25,000	7	100	12¼
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*		11,673	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	629,347	192,184	6	100	92
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	238	Connecticut River	Massachusetts.	2,100,430	*		164,864	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,954,321	6,466,981	591,972	197,174	10	100	145
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—		216,000	—	1,278,300	1,000,000	—	—	—		(Leased	to Phila.	& Trent.)	—	—	—	50	—
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—		—	—	200,000	30,000	—	—	14.6	(Oper.	by Northe	rn N. H.)		38,458	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*				1,500,000	3,443,000	—	—	34.0	337,200	—	—		791,033	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*		110,000	—	1,316,900	352,300	—	—	74.0	226,576	—	—		523,993	143,479	8	50	110
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,783	11,200	26,391	400,000	300,000	—	—	6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	313,910	15,600	300,000	—	413,160	510,000	—	—	—	—	(Not	yet in o	peration.)	—	—	—	100	—
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*				3,000,000	2,000,000	—	—	—	(Under	cons	truction.)	—	—	—	100	—
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—		216,000	—	1,278,300	1,000,000	—	—	—								50	
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—		—	—	200,000	30,000	—	—	14.6	(Oper.	by Northe	rn N. H.)		38,458	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*				1,500,000	3,443,000	—	—	34.0	337,200	—	—		791,033	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*		110,000	—	1,316,900	352,300	—	—	74.0	226,576	—	—		523,993	143,479	8	50	110
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,783	11,200	26,391	400,000	300,000	—	—	6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	313,910	15,600	300,000	—	413,160	510,000	—	—	—	—	(Not	yet in o	peration.)	—	—	—	100	—
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*				3,000,000	2,000,000	—	—	—	(Under	cons	truction.)	—	—	—	100	—
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268	—	—	261,099	2,393,140	4,278,300	112,579	—	141.4	—	—	—	—	—	—	—	100	—
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*		—	—	76,000	527,449	12,768	—	31.8	76,128	—	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	—		—	—	309,276	715,000	—	—	—	(Leas. &	oper. by L	tleMiami.)		loss.	42,652	—	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	—		—	—	891,206	892,750	—	—	—	(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	—	—	—	14,100,600	3,3 8,000	2,190,000	—	253.4	1,820,253	—	—		2,417,324	637,845	10	50	108
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*		—	—	3,872,500	4,310,000	—	—	184.0	—	—	—		830,241	365,392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*		111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	—	—		1,615,618	666,267	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	480,000	—		—	—	480,000	—	—	—	—	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,267,043	*		107,393	64,767	3,662,123	960,000	653,956	153,124	—	(Leased	& oper. by	Ill. Centr.)		1,290,589	—	7	100	90¼
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*		—	—	1,000,000	550,000	—	—	79.0	—	—	—		188,832	—	—	100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	—		—	—	280,000	—	—	—	—	(In	progres	s.)				—	100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—		—	—	700,000	1,000,000	—	—	—	(Leased	to Boston,	Hart. & Fis	hkill.)			—	100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—		2,600	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)				—	50	
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶	Massachusetts.	6,783,262	*		900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	121¼
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—		—	—	280,000	570,000	—	—	—	(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	—	100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—		—	—	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)		6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—		—	—	1,509,200	495,900	—	—	—	(Leased	to Phila.	& Readin	g.)		7	50	82
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	539	East Tenn. Va., & Georgia ¶	Tenn & Ga	9,164,694	*		125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,968	270.0	—	—	—		1,278,864	562,682	—	100	
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶	Tenn.	—	—		—	—	(Consolid	ated in t	he East	Tennessee,	Virginia and		Georgia.)						
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.	—	—		—	—	—	—	—	(Oper. by	Evan	sville, H	enderson	& Nashv.)	—	—	—	—	—
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—		—	—	500,000	—	—	—	—	(Leased	to Norther	n Central.)		25,000	25,000	5	100	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Cent.)		562,933	loss.	5	50	
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	—	—	—	78,536,910	23,398,800	—	—	845.7	7,761,579	128,455,188	817,829,190	16,721,500	2 179,395	—	100	56¼
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	716	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	—	—	999,600	2,577,590	—	57,809	101.2	484,530	—	—		824,611	383,028	—	50	28¼
Dec. 31, 1869	55.0	—	5.0	52.0	5	5	1	95	European and North American ¶	Maine.	2,094,883	148,659	—	—	—	—	3,000,000	—	—	—	58,493	—	—		129,726	56,196	—	100	
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*		—	—	[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	33.5	—	....	5.45	—	—	—	—	Europ. & N. American W. Div.	N. Bruns.	1,743,037	*		—	—	803,760	1,853,907	18,001	—	—	(Not	in comp	lete opera	tion.)			—	100	
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838	—	—		516,804	166,699	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—		—	—	—	—	—	—	64.0	—	—	—		—	—	100	
Sept. 30, 1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*		21,174	491	150,000	—	269,450	—	5.8	10,846	350,016	—	26,815	11,800	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—		—	—	90,000	—	—	60	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7¼	50	
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg	Massachusetts.	3,640,000	*		300,579	200,661	3,640,000	—	—	501,231	93.7	538,088	20,828,234	13,563,559	1,085,937	252,285	8	100	137¼
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—		—	—	150,000	100,000	100,000	—	—	(Oper.	by Belvide	re Delaw	are.)			—	100	
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,209,094	*		173,376	1,149,892	1,099,100	1,867,500	441,208	124,854	90.0	208,113	—	—		466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	8.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*		—	—	3,000,000	2,300,000	—	—	154.0	—	—	—		—	—	—	100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*		—	—	800,000	1,500,000	—	—	—	(Not	in complet	e operatio	n.)			—	100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,266	—	—	220,845	—	99,266	—	23.0	12,800	—	—		69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—		—	—	—	575,000	—	—	52.0	[Operat	ed by Rec	eiver.]				—	—	
Mar. 31, 1870	171.0	61.0	16.1	—	46	23	10	503	Georgia	Georgia.	4,156,000	*		1,283,369	595,500	4,156,000	615,500	388,618	886,260	232.0	801,823	—	—		1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	—	—		—	—	—	—	—	—	40.0	(In prog	ress and n	o part in c	ompl te o	pera'n.	—	100	
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	—		—	—	1,000,000	1,000,000	—	—	—	(Owned	and oper.	by Mich. Ce	n. since A	pl. 1870.)	—	100	
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	88	4,061	Grand Trunk ¶	Canada.	90,720,865	*		—	—	—	—	—	—	1,380.0	7,071.893	—	—		7,153,924	1,607,631	—	100	
July 31, 1869	229.0	105.5	132 0	—	99	146	45	1,829	Great Western ¶	Canada.	25,027,287	*		1,968,348	877,019	18,202,120	3,656,415	783,218	280,895	334.5	2,676,393	—	—		3,934,114	1,780,516	4	100	
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶	S. Carolina	3,081,213	*		80,495	—	1,510,374	1,902,157	—	—	164.2	125,000	—	—		365,528	146,211	—	100	
Aug 31, 1869	207.0	68.0	22.6	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,073	*		—	—	8,000,000	8,938,000	1,009,073	—	275 0	—	—	—		2,941,997	—	—	—	80
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—		—	—	1,182,550	700,000	—	23,069	—	(Leased	to Pennsy	lvania.)				7	50	110
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut.	3,407,285	*		—	—	4,800,000	744,000	—	—	75.0	578,810	—	—		1,568,362	515,594	10	100	170¼
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill	Conn. & R. I.	4,704,866	*		—	—	2,037,939	2,055,500	—	—	130.1	470,699	13,592,276	5,172,157		848,563	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	18	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900	—	—	1,809,565	500,000	100,000	—	32.0	20,800	—	—		60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic	Connecticut.	2,105,558	*		151,843	310,624	2 000,000	291,000	123,768	153,257	119.8	—	—	—		743,808	166,231	—	100	
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶	Texas.	5,600,000	*		—	—	3,000,000	2,600,000	—	—	125.0	—	—	—		1,040,400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	—	—		—	—	—	—	—	—	50.0	[Is being	g continue	d to Whar	ton Color	do Riv.]	—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,587	*		—	—	16,020,000	4,309,220	—	—	150.0	1,978,880	106,998,816	114,943,123	6,484,967	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt	Penn.	2,202,174	*		—	—	706,580	1,927,614	—	—	58.8	191,777	—	—		291,564	5,882	—	50	20
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*	Illinois.	32,785,264	*		9,721,886	1,691,280	25,278,710	8,018,170	10,901,500	—	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	137
Dec. 21, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progres	s is now o	perating	—	St. Louis,	Alton &	T. H. R.	R.)	194.0	—	—	—		1,774,567	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*		—	—	5,685,497	7,358,931	675,628	—	289.0	1,205,686	—	—		1,921,274	707,492	—	100	5¼
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—		—	—	—	—	—	—	75.0	—	—	—		—	—	—	100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—		—	—	—	—	—	—	—	(Project	ed.)					—	100	
Jnn. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*		—	—	132.411	35,000	—	—	13.0	24,000	234,368	664,541	73,307	11,855	—	100	
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	—	—	400,000	130,000	—	—	11.0	—	—	—		32,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*		—	57,081	515,465	1,895,000	143,196	131,393	116.0	—	—	—		391,849	212,727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jamestown and Franklin	Penn.	1,765,248	—	35,000	—	—	603,077	1,000,000	688,228	—	—	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,833	413,927	—	2,000,000	3,100,000	587,179	1,632,923	225.0	—	—	—		1,140,099	403,486	—	100	40
Dec. 21, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—		—	—	1,500,000	500,000	—	—	—	(Leased	and oper.	by Chicago	& Alton.)		7	100	2¼
Dec 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—		—	—	300,000	800,000	—	—	—	(Leased	and oper.	by Mich'gan	Central.)		8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—		—	—	180,250	800,000	—	—	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.	—	—		—	—	5,072,500	—	—	—	439.0	963,512	—	—	2,225,850	839,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	—	—		—	—	—	1 209.000	(St k aw	mpd.)	112.0	—	(Operated	by boards	of olders.)				—	100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—		—	—	—	—	—	—	16.0	[No	returns.]					—	100	
Dec. 31, 1869	35.0	—	1.3	34 0	2	2	1	29	Knoxville and Kentucky ¶	Tennessee.	—	—		—	—	—	—	—	—	31.0	[No	returns.]					—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	70.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,336,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	...
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,736	57,877	17,670	—	100	...
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,779,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	108½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no returns.)	.....	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Lehigh Coal and Navigation Co.)						150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	...
Oct. 31, 1869	101.0	98.5	192.4	—	136	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,578,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	120½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	...
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	.....	.....	...
Jun. 30, 1869	84.2	—	47.9	—					Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....		(Operated by L. M. and Col. & Xenia.)					—	100	...
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased Dec. 1 1869 to Pitts Cin. & St. L. at					80,000p.a.]	196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	...
Oct. 31, 1869	28.3	3.0	24.7	—					Little Schuylkill.....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....		(Leased to Phila. and Read.)			301,290	242,940	8	50	91½
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71 601	10,307	—	100	...
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville..Ky. and Tenn.	13,950,705	*	3,555 951	1,176,690	8,680,912	8,478,000	805.465	748.977	381.6	1,500,947	27,330,015	57,885,740	2,964,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.8	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	...
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	—	—	10,000	—	(Leased to Summit Branch.)			63,996	6,996	10	50	...
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick.....Georgia.	(Completed in Dec. 1869, no accounts yet published. Bonds $10,000 p. m indorsed by Georgia.)																
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220 907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—					McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by State rec eiver.)		.....	.....	—	100	...
Oct. 31, 1869	12.7	26.7	24.5	—					Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88.070	.....	2,035,015	250,000	217,907	.....		(Leased to Phila. & Reading.)			128,589	loss.	—	50	...
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121.694	*	212,332	49.500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	...	...	...	....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72.124	22,999	1.000.000	—	5.609	90,514	26.0	81.204	1,621.977	942 664	132,510	102,110	10	100	145
Mar. 31, 1870	19.0	—	1 6	—					Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Owned & oper. by Concord.)			.....	.....	—	100	...
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	—	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	...
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	555	Memphis and Charles.Tenn., Miss. & Ala.	7,501.286	1,245,848	530,814	1,016,329	5,312,725	4,116,437	565,544	139,864	291.0	954,510	.....	.....	1,549.090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	164	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,000.000	(Oper.	by L. & N shv.)	.....	1.582.000	99,842	.....	.....	82.6	299 091	.....	.....	408.526	464	—	100	...
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. & Nashv.)	1,074,289	2 528,000	590,810	—	—	130.6	457.576	3,638 132	.....	799,649	98,840	—	100	...
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	[Under construction.]		.....	.....	—	100	...
May 31, 1870	284.8	—	57.6	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	120½
Dec. 31, 1869	42 0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	...
Sept 30, 1869	13.0	—	0.5	—					Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50 966	.....		(Oper. by Erie.)	.....	.....	44,008	14.434	—	100	...
Dec. 31, 1869	6.6	—	....	—					Millstone and New Brunswick..N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	—	—	(Operated by New Jersey.)			14,531	4,850	6	100	...
Dec. 31, 1869	196.0	740.0	....	—	124	78	41	2,229	Milwaukee and St. Paul.....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	59½
Oct. 31, 1869	24.5	58.8	52.3	—					Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	—	—	—	(Leased to Phila. & Reading.)			305.282	305,282	8	50	108½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200.000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	...
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944.756	4,650,980	1,301,933	.....	236.0	.....	(Southern Association Lessees.)		.....	.....	—	100	...
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145.000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1.294.430	150.766	284,206	85,468	1,232,728	531,500	50.643	.....	83.5	.....	.....	.....	131.376	27,270	—	100	...
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	...
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625.721	.....	66,211	12,914	—	100	...
Sept. 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1 000 0 0	.....	.....	.....	23.0	24,1 8	617.707	856.855	79,971	6,857	—	100	...
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No report received.)			.....	.....	—	100	...
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex.....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....		[Leased to Dela., Lacka. and West'n.]			.....	.....	7	100	32
Sept. 30, 1870	14.6	—	3 0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78.675	720,000	—	—	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	93
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	147½
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	...
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464.050	.....	.....		(Operated by Louisville & Nashville.)			.....	.....	—	100	...
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck.....Connecticut.	1,984,900	*	71.547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589 929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	98	New Bedford and Taunton.....Mass.	500,000	*	198,154	.....	500,000	172,500	—	124 078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶..N. Bruns.	2,500.000	[In hands of bondholders.]			972,000	—	—	—	119.0	.....	.....	.....	104,737	.....	—	100	...
Oct. 31, 1869	14.9	—	2.8	—					Newcastle and Beaver Valley.....Penn.	424.468	—	.....	.....	605,000	136,300	2,000	.....		(Leased & oper. by P.Ft.W & Chicago.)			.....	.....	11½	100	...
Oct. 31, 1869	6.0	—	....	—					Newcastle and Frenchtown....Delaware.	150,000	—	.....	.....	150,000	—	—	—	—	(Owned & oper. by P.,W & B.)			77,837	44,644	—	50	...
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1.800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	...
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250 000	850,000	.....	.....	—	(Included in United Companies)			.....	.....	10	100	128
Dec. 31, 1869	73.8	8.5	7.1	—	...	...	...	...	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	256,021	51,871	—	100	...
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65 493	4	100	...
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶..L. & M.	6,483.906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	56½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	—	.....	.....	(Owned and operated by Charles Morgan of New York City.)												46
Sept. 30, 1869	297.8	296 0	470.0	—	292	297	94	6,274	New York Central.....New York.	37,608.697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474.419,753	15 586,616	6,531.131	8	100	...
Sept. 30, 1869	441.8	29.0	640.6	—	378	461	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	96½
Sept. 30, 1869	5.0	—	....	34.8	...	...	...	...	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	—	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	128
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775.825	900,000	449,7 2	114,677	6,000,000	1,061,500	300,240	883,528	7 6 8	838,173	69,247.430	6,736,230	2,160,561	837,115	10	100	155
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,710.584	300,279	.....	.....	3 401.324	591.000	.....	.....	—	(In course of construction)			.....	.....	—	100	92
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235.458	7	100	...
Sept. 30, 1869	98.5	—	3.7	—					Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased to New York Central.)			60 000	6	100	80
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶..... Virginia.	2,479.355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,330	1,335,359	6,842,537	304,527	121,170	—	100	...
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	...
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	846,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	...

Dec. 31, 1869| 72.0|— | 3.0|118.0| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.										72.0						—	100				
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000.00			381.0				2,084,486	482,124	—	—	21				
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476		67.7	460,143			1 132,731	463,114	5a	50	99				
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	409	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218	97.6	404.631	5,252,948		671.07	168,918	—	100					
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	81				
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600			82.5	409,036	5,935,262	19.110,436	689,626	256,271	8	100	113½				
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			35.3	46,773			325,369	65,764	8	100					
ept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	188,311	2,364,400	776,000		227,017	66.0	349,958	5,909,914	9,312,721	614,199	191,642	10	100	115				
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provincial Government.)				145.0				281,138		—						
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922	122.0	532,120		31,199,413	1,045,222	356,839	6	100	88½				
Dec. 31, 1869	340.0	53 0	....	—	26	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	23,009,217	2,054,988	1,595,583	120,754	23,714,125	6.152,850	492,321		340.0	1.926,156	30,459,353	69,838,274	2,916,547	643,720	—	100	44				
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	100				
Sept. 30, 1870	130.5	12 2	32.4	—	38	73	18	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604	4,959,020	2,879,000		418,269	142.7	770,769	35,486,808	7,461,065	1,276,848	474,713	6	100	105				
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,646	1,019,395	47,357	270.2	497,195	9,196,620	9,069,150	919,122	407,336	—	100	72				
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			9.0				169,088	29,747	—	100					
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*			300,000	610,000			—	(Leased	to R. W &	Ogdensb.)	125,564	62,782	—	100					
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100					
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			336.0	1,764,760			3,213,058	804,345	—	100					
Sept. 30, 1870	47.6	—	....	—	15	23	—	151	Panama	New Granada.	9,500,000	....			7,000,000	3,784,136			47.6		nine m	onths.	1,105,219	340,861	—	100	50				
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—			630,000	—			—	(Leased	to Erie.)			53,400	8	100					
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	....			500,000	500,000			—	(Leased	to Erie)				—	100					
Dec. 31, 1869	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	....			284,500	85,000			—	(Leased	to Erie.)			26,500	6	100					
Dec. 31, 1869	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—			342,150	160,000	36,542		—	(Leased	to Camden	and Amboy.)			—	100					
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,064,452		643.0	9,574,632			17,250,812	4,767,785	10	50	122½				
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0						10	50	223				
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079	....			1,061,700	3,000,000			—	(Complet	ed Sept. 1	3, 1869.)			—	100					
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—			1,200,000	600,000			—	(Leased	to Chic. R.	I. and Pacific.)		125,000	8	100					
Dec. 30, 1869	82 0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			83.0		(Complet	ed July 1,	1869.)		—	100					
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000	—			12.0		(In pr	ogress.)			—	100					
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894			82.3	164,357			245,634	97,975	3	100					
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			21 ,000	800,000	291,686		46.0	124,224			196,672	9,272	—	50					
Oct. 31, 1869	287.6	2 0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50	56½				
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	65,900			24.3	376,303			697,620	287,492	10	50	171				
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,858,367	11,275 241	5,002,408	10	50	110½				
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	—	329,675		1,259,100	—		80,555	26.6				1.077.559	274,081	10	100	128				
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10.652,242	*	821,032	1,213,042	9,520.850	2,367,000	534,547	434,787	99.7	982,579			2,566,302	876,094	8	50	109½				
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pitg, Cin. & St. Louis	Pa. & W. Va.	Ohio.	13,551,396	2,327,941	196,000		5,423,200	10,436,890	421,154		201.0	1,849,510			2,434,101	531,833	—	50				
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	425,341	4,912,566	16,286,331	608,919	207,354	—	50					
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*			19,583,948	13.563,000	72,093		480.6	5,253,584			8,131,531	2,891,199	9½	100	100				
Sept. 30, 1870	18.6	—	1.8	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,677	—			450,000	—			—					21,450	6	100	85½				
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988			109.5	354,754			632,763	217,472	6	100					
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000	—			51.3	303,266			575,036	175,586	6	100	133½				
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	550,000	—			350,000	—			—	(Leased	to Concor	d.)		24,500	7	100					
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496	26.0					80,083	22,015	—	100	112				
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500		15.0	37,960			112,572	21,542	—	100					
Sept 30, 1870	43.4	1.0	14.5	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423	2,000,000	46,000	135,000	117,698	47.3	349,465	10,416,520	10,383,430	661.717	189,154	10	100	138½				
Dec. 31, 1869	97.0	—	—	—	11	14	...	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000			97.0				208,000	141,000	3	100					
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859		54.0	155.070			207,799	55,879	—	50					
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,801	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92				
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,874	1,906,158	190.5	312,139	4,860,025	6,271,19.	609,403	212,070	—	100					
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,130	482,678	25,186	559,887	75.5				332,025	132,491	—	100					
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331		46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100					
Sept. 30, 1869	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	1,250,000	—			650,000	600,000			—	(Not in o	peration.)				—	100					
Sept. 30, 1869	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	—			427,402	—			22.0		(No	returns.)			—	100					
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18 054,197	1,274,134	501,998	10	100	126				
Sept. 30, 186	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	—	791,487	—	4,381,400	—	331,828	—	178.0	679,669	8,347,127	16,536,225	874,855	187,329	—	100	38½				
Dec. 31, 1869	132.0	—	—	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589,500			132.0				783,000	376,000	—	100	72½				
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000			—	(Oper. by	Ind. & St.	Louis.)	611,800	—	100	29					
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000			—			abo	ut 900 000	—	100	60½				
Dec. 31, 1869	150.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	—	—			—	2,725,000			—	(Leased	to Chi. &	Alton.)		240,000	—	100					
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.	—	(Unfi	nished.)		—	1,000,000			—		(No	returns.)			—	100					
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000			—	(Leased	to Terre H	aute and I	ndianapolis.)		—	100					
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.	—	—	—	—	—	2,020,000	—	—	—	257.000	2,776,680	3,570,874	373,448	138,411	—	100					
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,516	166.000	531,072	79,514	—	189,152			838,693	179,941	—	100					
Dec 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*			180,550	100,000			—	(Leased	to West J	ersey.)		16,833	6	50					
Sept. 30, 1870	6.9	—	0 5	—	—	—	—	—	Salem and Lowell	Massachusetts.	471,492	*		2,524	243,305	226,900	1,287		—				17,000	15,518	1½	100					
Jun. 30, 1869	116 3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,665	*			904,832	2,307,742			116.3	271.076			429,212	101,024	—	100					
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120		54.0	155,070			172,494	27,393	—	50					
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841	—			576,000	—			—	(Leased	to Phila. a	nd Readin	g.)		.5	50					
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.	—	—	—	—	—	210,000	—	—	80.0						—	100					
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*	—	549,007	999,050	796,830	891,180	25,521	119.3				282,215		—	100					
Dec 31, 1869	235 0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.	—	—	—	—	2,481,062	6,079,100	—	—	200.0				—	460,000	—	100					
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—	—	—	869,450	700,000	—	—	—	(Leased by N	orthern C	entral.)	—	61,504	6	50					
Dec. 31, 1869	46.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*	—	—	1,227,000	800,000	—	—	45.5				—	22,091	—	100					
Dec. 31, 1869	20 0	—	2 0	—	—	—	—	—	Shelby and Rush	Indiana.	187.963	—	—	—	100,000	37,800	—	—	20.0	(Oper. by	Jeff. Mad.	and Ind.)	32,448	7,408	—	100					
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732,900	*	—	—	677,900	55,000	—	—	50.0				310,182	47,424	6	100					
Dec. 31, 1869	101 8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*	—	—	1,788,000	3,256,320	—	—	—				244,476	90,000	—	100					
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000	—	—	—	230,000	500,000	—	—	—	(Leased	and oper.	by Portland & Ken.)		36,000	—	100					
Dec. 31, 1869	1 60	16.0	—	—	—	—	—	—	South Branch	New Jersey	439,584	—	—	—	438,300	—	—	—	—	(Leased	& oper. by	Cen. of N.	Jersey.)	26,298	6	100					
Dec 31, 1869	137.0	106.0	10.9	—	43	24	24	302	South Carolina ¶	South Carolina.	8 9 0,601	*	1,137,797	163,729	5,819,275	4.057.351	355,501	—	—	801,171	—	—	1,384,167	595,507	—	100					
Dec. 31, 1869	50.0	—	—	133.0	3	—	—	—	South and North Alabama	Ala.	—	—	—	—	1,500,000	1,000,000	—	—	—						—	100					
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts	462,167	39,426	—	9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,982	9,513	—	100					
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,97 ,558	*	—	—	497,750	850,000	—	—	63.0	150,660	5,597,64	2,094,921	221 815	66,552	10	100	73½				
Sept 30, 1869	128 0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4.149,658	*	192,420	430,158	1,365,600	2.133,800	973,116	239,727	133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100					
Dec 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	(cost to	completi	on.)	3,000,000	1,500,000	—	—	—				—	—	—	100					
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota	—	—	—	—	—	—	—	—	—				—	—	—	100					
Dec. 31, 1869	148 3	—	....	159.2	19	12	4	421	*South Pacific* ¶	Missouri.	—	—	—	—	—	25,000 p m	—	—	100.0				348,218	203,473	—	100					
July 31 1869	143 0	114.8	22.9	26.6	30	14	18	396	Southwestern	Georgia.	4,587,313	*	—	131,053	3,939,900	699,500	37,155	41,811	257.5	384,922	—	—	910,116	360,386	8	100	104				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union †.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68 0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180.000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	.....	(Includin | gFerry.)	700.000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stock[illegible]ge and Pittsfield.....Mass.	444,600	4,100	*	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	.....	.....	634	267,300	.....	.....	634	.....	.....	.....	.....	8,591	7,956	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	.....	(In pro	gress to be	completed	Juue 187	0.)	—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York .N.Y.	3,550,900	*	.....	.....	1,470.130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	152,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley .New York.	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	100	Taunton Branch.....Massachusetts.	392,971	*	24.194	52,224	400 000	.....	23,557	45,841	11.1	65,846	1,933,322	849,113	102,173	22,935	8	100	106
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	654,000	2,620.000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843.402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western.O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	58½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	.....	.....	7	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leas	ed to Vt	& Mass.	R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106.945,978	*	5,591,000	654,630	33,762,300	107,967,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,926	—	100	29½
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4.200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	285,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	.....	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	.....	(Leased	by Vermo	nt Centra	l.)	.....	8	100	100½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,505	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	75½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	616,164	793,200	.....	.....	.....	(Leased	to Rutlan	d.)	.....	.....	2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	152	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	483,537	162,479	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee †.....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	501.741	2,815,014	213.5	550,397	8,727,610	17,634,555	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,060	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'tn.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington County.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	—	—	....	93.0	—	—	—	—	West Shore Hudson River.....New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	291,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	.....	[In	progress.]	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	461	Western Union...Wisconsin and Illinois.	.....	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	81
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	227	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	No retu	rns for ye	ar.]	.....	.....	—	100	....
Aug. 31, 1869	94.0	—	....	86.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	.....	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	....	51.0	.....	.....	.....	.....	Whitehall and Plattsburg †...New York.	.....	.....	(No	return.)	.....	.....	.....	.....	20.0	(Operat	ed during	construct'	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	13,430	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased	to Boston,	Con.and M	ontreal.)	12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no	returns.)	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR.sold	Jan.5, '70	$525,000.	5,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734.812	789,300	.....	.....	19.3	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon †...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	1,857	(Leased t	o Northern	Centra	l.)	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	(Recen't	y opened.)	1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua...N. Hampshire.	1,506,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	200,726	4,701,816	7,193,226	452,547	156,860	10	100	142
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Le	ased to N	orthern C	entral.)	.....	—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	498,216	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,892,068	—	.....	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	123½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	.....	.....	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	.....	.....	64,000	899,750	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	76
Dec. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,200,000	1,130,447	74,087	68,226	102.0	(5 p. c. o	n preferre	d stock.)	431,246	184,848	—	100	53
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	.....	4,300,000	1,961,000	.....	.....	354.0	—	—	—	736,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,906	.....	4,797,185	7,166,256	588,689	.....	109.2	—	—	—	1,159,085	598,519	—	50	18
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	.....	.....	2,002,746	2,682,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	20
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1,100,000	708,000	86,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
— 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	900,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.98	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,048	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury..Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	390,000	156,350	1,334,984	1115.653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	....	B'klyn Flatbh & Coney Isl.N.Y.	105,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.00	100	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	....	Brooklyn & Rockaway Bh..N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	102½
Sept. 30,'70	3.20	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,73[illegible]	5,036	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia.....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	....	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	9,789	2,577	5.0	25	20	....
Sept. 30,'70	18.00	567	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	....	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	15	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6 0	50	49½	45
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31, '70	34.25	500	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,360	19.5	50	15	33½
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,667	170,000	—	—	161,905	37,685	6.0	50	17	45
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,1-6	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.)Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	43
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	[illegible]2,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	20½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,530	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	80,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	50
Sept. 30,'70	33.66	914	170	Metropolitan (Boston) .....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10 0	100	100	76½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	78
Dec. 31, '70	3.40	....	....	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	3[illegible],807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,19	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.60	30	15	Peoples' street (Scranton)....Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,8[illegible]6	52,994	21.8	50	15	52
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	1 ,000	8,000	4.0	20	20	12
Dec. 31, '70	12.88	129	25	Phi'adelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	31½
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,050	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	56	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	12
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	....
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	50	62½
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	15	21
Sept. 30,'70	9.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,028	10.	100	100	125
Sept. 30,'70	3.01	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.45	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	73
Sept. 30,'70	7.25	280	43	Sou.h Brooklyn & Park.....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.60	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	8	100	100	....
Sept 30,'70	5.86	10	4	Syracuse and Onondaga ....N.Y.	38,600	37,000	—	—	11,737	2,004	2	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'70	18.00	1507	219	Third Avenue (N. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	197½
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997.700	.....	.....	215,078	62,061	5.5	50	50	22½
Dec. 31, '70	3.60	....	....	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	10	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	86,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy &	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	43
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	10)	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	10)	100	....
Oct. 31, '70	13.80	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	5)	50	68
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27.714	785	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	25 550	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	3,000	3,010	4	100	100	18
Oct. 31, '70	3.55	40	16	Worcester .....Mass.	46,206	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Annual Prices.
Albany:	$	pc			
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	994,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	900,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.:					
1st Mortgage.....	379,000	7	M&N	1878	....
Brooklyn and Jamaica:					
1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J	1875	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River:					
1st Mortgage.....	520,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn:					
1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18 -	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	303,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.:	65,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1878	88½
Grand st. and Newtown:					
1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br.,Morris'n & Fordh.:					
1st Mortgage.....	150,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	25,000	7	J.& J.	1874	88
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J	1883	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose:					
1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston					
1st Mortgage sinking fund	100,000	6	J.&D.	1884	87
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	22,000	7	A.&O	1874	....
Quincy:					
Plain bonds.....	66,434	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	45,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem:					
1st Mortgage.....	35,600	6	J.& J	18 —	....
Second Avenue (N. Y.)					
1st Mortgage.....1,	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.)					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J	18 —	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg:					
1st Mortgage.....	85,000	7	A.&O	1879	....
Union (Boston):					
Real estate mortgage....	105,000	6	var.	var.	....
Union (Phila.):					
1st Mortgage.....	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	130,000	7	J.& J.	1885	....
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	96
Worcester:					
1st Mortgage.....	20,000	6	A.&O	1889	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	753,695	7	...	...
Catawissa,* pref. and guar....	2,200,000	7	7	96
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	29
Chemung,* guar....	380,000	8	6	...
Cheshire, preferred....	2,017,815	7	3	85½
Chicago and Alton, pref....	2,425,400	7	10	123½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	20,370,293	7	7	90½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	94
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	90
Erie, preferred....	8,536,910	7	7	57
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref....	5,078,224	...	...	87
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred....	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred....	190,750	7	3½	25
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred....	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	30
" " 2d pref....	4,051,744	6	...	9
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	80
Mine Hill and Schuylkill Haven,* guaranteed....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	129½
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref....	3,500,000	7	7	77½
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	.....	7	7	55
St. Louis, Alton and T. H., pref....	2,040,000	7	7	56
Sandusky and Cincinnati, pref....	445,500	6	6	36½
Schuylkill Valley,* guar....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	125
Schuylkill Navigation, pref....	2,888,997	6	6	35½
Union, preferred....	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	....
Mariposa Mining, pref....	5,774 400	7	7	6½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	30 — @ 34 —	
Pig, American, No. 1		35 — @ — —	
Pig, American, No. 2		32 — @ — —	
Pig, American, Forge		31 — @ 32 —	
Bar, Refined, English and American		72 — @ 73 —	
Bar, Swedes, assorted sizes	(gold)	85 — @100 —	
		(Store Prices.)	
Bar, Swedes, ordinary sizes		105 — @115 —	
Bar, Refined		75 — @ — —	
Bar, Common		82 50 @ — —	
Scroll		95 — @125 —	
Ovals and Half-round		95 — @120 —	
Band		90 — @ 95 —	
Horse Shoe		95 — @100 —	
Rods, ⅜@3-16 inch		82 50 @120 —	
Hoop		100 — @140 —	
Nail Rod	per lb.	— — @ — 6½	
Sheet, Russia, as to No.'s	(gold)	12½@ — 12½	
Sheet, Single D. and T. Common		— 4½@ — 5½	
Rails, English	(gold) per ton.	57 — @ — —	
Rails, American, at Works in Penna...c'y.		70 — @ 72 —	
Anvils, (Eagle)	per lb currency.	— 8 @ — —	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 12 @ — 14
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 15 @ — 16
American, Spring, do.		— 9 @ — 11
American Machinery do.		— 10 @ — 11
American German do.		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@80d.	per 100 lb	4 25 @ — —
Cut Spikes, all sizes		4 50 @ — —
Clinch		5 75 @ 6 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 31
Copper		— 36 @ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 40
Straits	(gold).	— 34½@ — 35
English	(gold).	— — @ — 34½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 62½@ 9 —	10 25 @ 10 75
I. C. Coke	7 50 @ 8 50	9 — @ 10 —
Coke Terne	6 25 @ 7 50	7 25 @ 9 —
Charcoal Terne	8 — @ 8 50	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— 14½@ — 15
Crude, 40 @ 47 gravity (in shipping order)	— 19 @ — 19½
Refined, Standard White (in ship'g order).	— 26 @ — 26½
Refined, prime White (in shipping order).	— — @ — 27
Refined, S. W. (in jobbing lots)	— 29 @ — —
Refined, S. W. (in tin)	— 29 @ — 31
Naptha, Refined, (65 @ 73 gravity)	— 9½@ — 10½
Residuum...per bbl.	4 — @ 6 —

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 12.

	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12
Canton Co	....	....	....	....	....	....
Central Pacific 6s	100	99½	99½	99½	99½	....
Central of N. Jersey	112	107½	106½	....	104	....
Chicago & Alton	120	....	120½	121	....	120½
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	101	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	73½	73½	73½	72½	72	72½
" pref	92½	....	91½	90½	90½	90½
" 1st M	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	109	108½	108½	107½	106½	106½
Chi., R. I. & Pa. 7s, 1896	100½	....	100½	....	101	101
Clev., Col., C. and Ind.	90	90	90½	90½	90	90½
Clev. and Pittsburg	118	118	....	118½	118½	118
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	20	....	....	19½	....	19
" 1 M	....	....	....	87½	....	87½
" 2 M	....	....	71	....	....	....
Cumberland Coal pref	....	....	....	....	....	....
Del. & Hudson Canal	121	....	122½	123½	123½	...
Del. Lack. & Western	106	106½	....	108	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	90½
Erie Railway	27½	27½	....	27½	28½	28½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880 89	....	89	89	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort. 85½	....	....	....	85½	86	
Hannibal & St. Joseph	....	....	81½	79½	....	
" pref	87	87	....	....	....	
" 8s, conv	....	104	....	....	103½	
Hudson River	....	....	....	....	....	
" 2 M. S. F. 103	....	....	....	....	....	
" 3 M 7s, 1875	....	....	....	....	....	
Illinois Central	....	139	....	....	137	
" bonds	....	....	....	....	....	
Lake Shore & Mich. S'th.	110½	110½	109½	109½	108½	108½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	9	....
Michigan Central	....	121	....	....	120½	
" S. F. 8s, 1882	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	102	....	102	101½	101½	
" 2 M	....	....	....	....	97	
Mariposa Mining Co	....	4	....	....	....	
" pref	5½	5½	5½	6	6½	
" Tr. 10s ctfs	25	....	....	24½	24½	
Milw. and St. Paul	61	....	60½	59½	59½	59½
" pref	....	....	80½	80	80	80
" 1st mort	....	....	92½	....	....	92
" 2d mort	....	....	....	....	89	....
" 8s	....	....	108½	....	....	....
" 7 3-10s con	....	....	....	....	....	....
Missouri 6s	95½	95½	96	96½	97½	97½
" H. & St. J. 1ss	93½	....	96	95½	96½	....
Morris and Essex	93	93	93	93	93	92½
" 1st mort	104	....	....	....	....	....
" 2d mort	100	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	91½	....	....	....	92	92
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	....	96½	96½	....	96½
" certificates	92½	....	92	92	91	91
N. York and Harlem	127½	127½	128	128½	128	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	102	....	102	....	....	....
N. Carolina 6s, old	....	....	....	47	....	46
" new	27	....	....	....	....	....
Ohio and Miss	47	45½	44½	43½	44½	
" pref	77½	....	78	77½	....	
" 1st M	....	....	....	....	....	
Pacific Mail S. S. Co	42½	....	43½	....	43½	43½
Panama	51½	....	51½	....	....	50
Phila. and Reading	112½	111½	111½	111½	110½	....
Pitts., Ft. W. & Chi. gtd.	100	....	100½	....	100½	100
" 1 M	....	....	....	....	....	....
" 2 M	99	99	99½	99	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	12	....	12	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	99	....	....
" 2 M. pref	86½	86½	....	87	....	....
" Income bds	....	78	....	78	....	....
Tennessee 6s, old	72½	....	....	71½	71½	71½
" new	71½	....	71½	71½	71½	....
Tol., Wab. & Western	59½	59½	....	57½	57½	....
" pref	82	....	....	....	....	....
" 1 M	96½	....	....	....	....	....
" 2 M	90½	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	....	....
Union Pacific	31	31½	....	30½	29½	....
" 1st mort	89½	89	89	89	88½	88½
" L. Gt. 7s	....	....	84½	84½	....	....
" Inc. 10s	83½	....	....	....	....	....
Virginia 6s, old	....	....	65½	....	66½	....
" new	73	....	....	....	....	73½

New York Stock Exchange.

Actual Sale Prices for the week ending July 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	112	112⅛	112⅛	112⅛	112	....
U. S. 5s, 10-40s, reg	....	111⅛	....	....	....	....
U. S. 6s, 1881, reg	....	....	....	....	....	....
U. S. 6s, 1881, coup	115⅛	....	115⅛	115⅛	115⅛	115
U. S. 6s, '81, O.W.I.	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	114	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	115⅛	....	115⅛	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	114⅛	113⅛	113⅛	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	114⅛	114⅛	114⅛	....	113⅛	113⅛
U. S. 6s, 5-20s, r. n. '65	113⅛	....	....	112⅛	....	112⅛
U. S. 6s, 5-20s, c. n. '65	113⅛	112⅛	112⅛	112⅛	112⅛	112⅛
U. S. 6s, 5-20s, reg. '67	113⅛	....	112⅛	....	....	112⅛
U. S. 6s, 5-20s, c. 1867	113⅛	112⅛	112⅛	....	112⅛	112⅛
U. S. 6s, 5-20s reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113⅛	....	113⅛	....	....	....
U. S. 6s, Pac.R.R.issue	115	115	114⅛	114⅛	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	....	....	....
Camden and Amboy	127⅛	127⅛	128	....	128	128
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	88⅛	....
" mort. 6s, '89	95⅛	96	95⅛	95⅛	96	96
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	92	....	....	....	....
Lehigh Navigation	38⅛	38⅛	38⅛	38⅛	....	38
" 6s, 1884	....	....	87	....	....	....
" Gold L.	90	90	90	....	90	90⅛
" R. R. L.	....	....	....	92	....	92
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	60	60⅛	60⅛	60⅛	60⅛	60⅛
" 6s new coup	....	....	....	95⅛	....	95
" 6s new reg	....	....	....	....	....	97
Little Schuylkill R.R.	....	....	45⅛	....	45⅛	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	125	....	....	....	....	....
" 1st mort	....	....	....	....	....	91⅛
North Pennsylvania	48⅛	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	99
" 7s	93⅛	....	....	....	....	98⅛
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	40⅛	....	....	40⅛	....
Oil Creek & Alleg. Riv.	49⅛	49⅛	49⅛	49⅛	49⅛	49⅛
" 7s	....	....	....	86	85⅛	86
Pennsylvania R. R.	60⅛	61⅛	61⅛	61⅛	61	61
" 1st M.	101	....	101	101	....	....
" 2d M.	99⅛	....	....	99⅛	99⅛	....
" Gen. mort.	....	....	....	....	....	....
" " reg.	95⅛	95⅛	95⅛	95⅛	95⅛	....
Penn. State, 6s. 1st series	....	....	....	100	....	....
" 6s, 2d series	....	104	103⅛	....	....	....
" 6s, 3d series	....	106	....	....	....	....
" 6s, W I.	....	....	....	....	....	....
Philadelphia City, 6s	99⅛	99⅛	99⅛	99⅛	99⅛	99⅛
" new	100⅛	100⅛	100⅛	100⅛	100⅛	100⅛
Philad., Germ. & Nor.	85⅛	....	85⅛	85⅛	....	....
Phila. & Reading	55⅛	56	56⅛	55⅛	55⅛	55⅛
Philadelphia and Erie	....	....	....	....	....	28
" 6s	....	....	92⅛	....	....	92⅛
" 7s	88⅛	88⅛	....	....	88⅛	88⅛
Schuylkill Navigation	....	....	....	....	....	....
" pref.	18⅛	....	....	17⅛	....	....
" 6s, 1882	80	79⅛	79⅛	....	79⅛	79⅛
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875	....	....	....	99⅛	....	99⅛
" 1886	....	....	....	....	....	....
" 1890	98⅛	98⅛	98⅛	98⅛	98⅛	98⅛
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	96⅛	96	....
Marietta & Cin. 1st M.	98	98	98	98	....	98⅛
" 2d M.	84⅛	....	....	84⅛	84⅛	....
Northern Central	40⅛	....	....	40⅛	....	....
" bonds, 1885	....	....	....	....	91⅛	....
" " 1900	90⅛	....	....	....	91	90
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 12.

	Th.6.	F.7	Sat.8.	M.10.	Tu.11.	W.12
Boston and Albany	152⅛	152⅛	151⅛	151⅛	151⅛	150⅛
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	147	....	....	....	....	147
Boston and Providence	146	....	....	....	146⅛	147⅛
Boston, Hartford & Erie	2⅛	2⅛	....	....	....	2
" 7s, new	29⅛	29⅛	29⅛	26⅛	28	29
Cheshire, pref.	....	86	85⅛	....	....	....
Concord	....	76⅛	....	....	....	76⅛
Connecticut River	145⅛	....	145⅛	....	....	145
Eastern	121⅛	121⅛	121⅛	....	....	121⅛
Fitchburg	136	....	....	....	....	137⅛
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	121⅛	....	121⅛	120⅛	120⅛	120⅛
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	88⅛	....	88	....	89	88⅛
" pref.	....	107	107	....	....	107
Old Colony & Newport	103	103⅛	104	104⅛	104⅛	105
Ph., Wil. & Baltimore	55	....	55	....	55	54⅛
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	31	....	....	....	29⅛	....
" 6s	....	....	89	88⅛	88⅛	88
" Land Grant 7s	....	....	....	....	83	81⅛
" Income 10s	....	....	....	80⅛	....	....
Vermont & Canada	100⅛	101	100⅛	....	100⅛	100⅛
Vermont & Mass	....	....	75⅛	....	....	....
South Boston (Horse)	....	....	....	....	73	73
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	74	74⅛	74⅛	76⅛
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	9⅛	....	10	....	9⅛	9⅛
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Quincy	29⅛	....	30	30	....	....

London Stock Exchange.

	Closing Prices. June 30.	Closing Prices. June 23.
All. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	83 — 88	83 — 88
Do. do., 2d mort., 1881	73 — 78	73 — 78
Do. Penn., 1st mort., 1877	83 — 88	83 — 88
Do. do., 2d mort., 1882	73 — 78	73 — 78
Do. Consol. 7 per cent. mort. 1890	41 — 42	40 — 41
Detroit and Milwaukee 1st mort. 7s	69 — 71	69 — 71
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	23⅛ — 23⅝	23⅛ — 24
Do. sterlg. 6 p. c. convertible bonds	64 — 66	64 — 66
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —100
Do. 100 dol. shares, all paid	108⅛—109⅛	108 —109
Panama General mort. 7s, 1897	78 — 82	78 — 82
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	98 —100
Do. General mort. 6 p. c. 1910	94⅛— 95	94⅛— 95
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, July 15, 1871.

Stock Exchange and Money Market.

Money has been in liberal supply all through the week, and though the demand for speculative and mercantile purposes, particularly the latter, has been somewhat brisker, rates have been comparatively steady at from 3@5 mainly 3@4 per cent., on call and at 4@7, chiefly 4½@6 per cent. per annum on very choice to good business credits. The loan and discount movement through the week has been a very uniform one, with no perceptible pressure for accommodation on any day. The wants of all responsible borrowers have been readily provided for, on the basis of the quoted figures. The chief increase of activity has been in the discount line, which however has had but little effect on the reserves of the city banks. The lawful money reserve of the banks shows a decrease, while the Sub-Treasury office reports a handsome increase in its currency balance, with a moderate gain in its specie hoard. The city banks, last week, reported a gain of $2,199,323 of specie, a loss of $1,372,003 of legal tender notes, and an increase of $2,998,860 of deposits. They increased their loan and discount averages $2,840,618 and reduced their circulation $82,585. The city bank exchanges, last week, averaged $71,469,835; and thus far, this week, 87 millions daily. The banks now hold $18,999,748 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a gain of $212,789 of specie and of $1,404,960 of currency, as the result of the week's business. The receipts of the office were $6,339,212 in coin, and $6,115,399 in currency; payments, $6,126,423 in coin, and $4,710,440 in currency. The office received $2,178,114 in coin or its equivalent, from customs; and disbursed $3,702,576 of coin interest.

The specie reserve of the city banks according to the latest return is $19,445,774, against $35,734,434 same time last year. The city bank deposits are now $251,307,553 against $219,725,468 week ending July 9, 1870. The legal tender reserve amounts to $69,976,825 against $53,848,970 same time last year. The circulation now stands at $30,411,872, against $33,100 357 same time last year. The loans are now $299,078,577, against $277,783,427 at this date last year.

The U. S. Sub-Treasurer retired, last week, $2,054,114 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $4,916,108 in currency, and $56,527,335 in coin against a balance a week previous of $2,707,842 currency, and $55,436,122 coin.

Government revenues have been yielding quite liberally, since our last. The excises yielded last week over four millions. The customs at the port of New York, last week were $2,178,114; and at the outports, equal to about $725,000 more, all in coin, or coin certificates.

The Gold speculation has been decidedly less confident since our last, with a less firm foreign exchange market, and a lighter export movement. The customs call has been on a moderate scale. The supply of Gold, available for prompt delivery, has been more liberal. The range of the price, during the week, has been from 112¼@113⅛, and the closing quotation on Wednesday was 112½ against 113½ the preceding Wednesday. The outflow, last week, was $1,710,666; and on Tuesday of this week, $514,500; and on Wednesday, $468,000. The Gold Exchange Bank clearances have been as follows: July 6, $54,746,000; July 7, $47,605 000; July 8, $56,954,000; July 10, $42,189,000; July 11, $51,610,000; July 12, $41,189,000.

The coin balance of the Treasury Department on Tuesday morning was $89,097,000. The outstanding gold certificates amounted to $21,794,000.

The customs at this port on Wednesday were $420,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to July 10, 1871, $53,551,401, against $53,876,290 same time in 1870.

The export drain was $1,710,666 last week, against $997,886, same week preceding year. The shipments since January 1 1871, have been $46,441,084, against $18,185,566 same time in 1870.

The customs demand for Gold last week, averaged $435 623 a day; thus far, this week, it has averaged $440,000 a day, or equal to a weekly aggregate of $2,640,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $33,973 and since Jan. 1,

1871, have been $3,219,930 against $7,232,251 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $79,096,845 against $71,920,798 same time in 1870.

Foreign Exchange has been in better supply and quoted a fraction cheaper, with a very moderate inquiry noted at the reduced figures. Bankers' sixty day bills on London closed on Wednesday at 110¼@110⅜; sight bills on London, 110¾@111⅞.

The produce exports from this port, week ending with July 10, were to the currency value of $4,908,228.

Government securities have been in less demand, and prices have been quoted lower, influenced, mainly, by the decline in Gold. The offerings of all issues, however, have been very moderate at the reduced figures. The latest dealings showed rather more steadiness.

Under the official programme of the Treasury Department for July, Government will sell Gold during the month, as follows: Thursday, July 13, one million; Thursday, July 20, one million; Thursday, July 27, one million. And buy in, Five Twenty Bonds as follows: Wednesday, July 12, one million; Wednesday, July 19, one million; Wednesday, July 26, one million.

On Wednesday, Government bought in a million of Five-Twenties at 112 20@112 27, ex-interest, including $989,950 from Messrs. Jay Cooke & Co., at 122 27. The amount of bonds offered was $3,161,900.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114⅞@115; U. S. Five-Twenties of 1862, 114⅛@113¼; U. S. Five-Twenties of 1864 at 113⅛@113⅜; U. S. Five-Twenties of 1865, 113⅞@114⅛; U. S. Five-Twenties of 1865 consolidated, 112⅜@112½; U. S. Five Twenties of 1867, 112⅜@112½; U. S. Five-Twenties of 1868, 112½@112⅝; U. S. Ten-forties at 112¼@112½; U. S. Six per cent. currency bonds, 114@114⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 28.	July 5.	July 12.
Consols	92 3/16	92	93¾
U.S. 5-20's of 1862	91	91⅞	92⅜
U. S. 5-20s, 1865	90⅝	91⅛	91¾
" 1867	90 3/16	90⅜	90¾
" 10-40s	88¾	89¾	90½
Erie	24½	23½	——

State bonds have been in fair demand at pretty well supported prices.

Railway bonds have been moderately active and generally firm in price. Central Pacific Sixes closed at 99⅜@99⅝, ex the July coupon of three per cent. in coin. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been selling quite freely at 92 per cent. and accrued interest. Union Pacific Sixes closed at 89½@89¾.

Business in Railway and miscellaneous share property has been comparatively slow and spiritless, particularly on speculative account, and prices have been depressed and irregular though closing more firmly. President John F. Tracy, of the Chicago, Rock Island and Pacific Railroad Company on Monday notified the Stock Exchange that twenty thousand new shares of that stock will be issued thirty days hence, to facilitate the completion and better equipping of the Chicago and Southwestern Railroad, and to extend the Washington branch of the company's road to the town of Sigourney, Iowa—some thirty miles; as well as for other purposes.

General business has shown but a moderate degree of animation, with some irregularity in values. Breadstuffs, Cotton, and Petroleum closed less firmly. Provisions, steadier; Naval Stores, stronger. Middling upland cotton closed on Wednesday at 20⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,906,071 bales, against 3,801,474 bales same time last year; exports 3,081,209 bales, against 2,122,739 bales same time last year; stock at the ports at latest dates, 198,851 bales, against 146,399 bales same date 1870.

At the Live Stock Markets, Beeves continue in very moderate demand at from 8@13 cts; Veal Calves, at 4@10½ cts; Sheep at 4@6¾ cts; Lambs at 8@10½ cts; Swine, 5¼@5⅜ cts per lb., all live weight. The week's receipts were 7,953 Beeves, 3,311 Veal Calves, 26,822 Sheep and Lambs; and 26,184 Swine.

Foreign goods have been in limited request as a rule, at about former prices. The week's imports of foreign goods reached $6,696,248, including $1,485,468 of dry goods.

Ocean freights continue generally quiet with less firmness in rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 86; South Carolina 6s, new Jan. and July, 59; North Carolina 6s, special tax, 20½; N. Y. State 7s, B. L., reg., 108⅛; Ohio 6s, 1881, 102⅛; Connecticut 6s, 100⅝; California 7s, 111; Albany and Susquehanna R. R., 94¾; do., 2d mort., 95; South Side R. R., 73½; New York and New Haven R. R., 155; Hartford and New Haven R. R., 170¼; Atlantic and Pacific pref., 35; Quincy and Toledo 1st mort., 85¾; North Missouri 1st mort., 86; New York and Harlem 2d mort., 93½; Galena and Chicago 1st mort., 102½; do. 2d mort., 98; Chicago and Northwestern Int. bonds, 92½; do., consol. bonds, 93½; Toledo, Peoria and Warsaw 1st mort., W. D., 89½; do. E. D., 89; Cedar Falls and Minn. 1st mort., 85; Central of New Jersey new bonds, 104; Buffalo, New York and Erie 1st mort., 93; Toledo, Wabash and Western consol. bonds, 89; St. Louis and Iron Mt. 1st mort., 94¾; St. Louis, Jacksonville and Chicago 1st mort., 94; Maryland Coal, 30¼; Spring Mt. Coal, 74; Consol. Coal of Md., 42; Cumberland Coal and Iron, 42; Quicksilver pref., 20½; Brooklyn 6s, W. L., 93; Adams Exp., 81; Am. Mer. Union Exp., 53; Wells-Fargo Exp., 50; Western Union Telegraph, 58½; Black Hawk gold, 0.80; Grass Valley gold, 0.10; La Crosse gold, 0.20.

Philadelphia.—Huntingdon and Broad Top Mt. R. R., 10; do., pref., 12½; do., 1st mort., 100½; do., consol. bonds, 47; Penn. and New York Canal 7s, 96½; Nesquehoning R. R., 55; Wilmington and Reading 7s, 97; Perkiomen R. R. bonds, 81; Delaware Division Canal, 47; West Jersey 6s, 91½; New Jersey State 6s, free, 104; Fulton Coal, 5½; Western Md. Coal, 65. The latest quotations are: City 6s, 99¾@100; do. free of tax, 100⅝@100¾; State 5s, coupon, 100@101; do. 6s, W. L., 100@101; do. 1st series, 100@101; do. 2d series, 103@104; do. 3d series, 105½@106; Reading, 55⅝@55⅝; do. 7s, 1893, 104@105; do. mort. 6s, 1880, 93¼@95; Camden and Amboy, 129¼@129½; do. mort. 6s, 1889, 95¾@96; do. 1883, 92@93; do. 1889, 88¾@89½; Pennsylvania R. R., 61⅛@61¼; do. 1st mort., 100¾@101; do. 2d mort., 99@99½; do. General mort. coupon, 93½@94; do. reg., 95½@96; Little Schuylkill R. R., 45⅜@46; Morris Canal, 51@53; do. pref., 124@125; do. 6s, 91@91½; Susquehanna Canal, 9@11; do. 6s, 57½@—; Schuylkill Nav., 8¾@—; do. pref., 17¾@18; do. 6s, 1882, 80@80½; Elmira and Williamsport pref., 43½@45; do. 7s, 1873, 92½@—; do. 5s, 62@—; Lehigh Coal and Navigation, 38@38¼; do. 6s, 1884, 87@88; do. R. R. Loan, 92¼@92½; do. Gold Loan, 90@90¼; North Pennsylvania, 49½@49½; do. 6s, 98½@100; do., 7s, 98@100; do. Chattle 10s, 112@112; Philadelphia and Erie, 28@28¼; do. 6s, 92½@93; Minehill, 52½@—; Catawissa, 21@21¾; do. pref., 47½@48; Lehigh Valley, 60¼@60⅝; do. 6s, 97@97; Fifth and Sixth streets, (horse,) 42@45; Second and Third, 62@62½; Thirteenth and Fifteenth, 22¾@23; Spruce and Pine, 30@31; Green and Coates, 43@—; Chestnut and Walnut, 51@52; Hestonville, 20@21; Union, 60@—; Germantown, 32½@35.

Boston.—Androscoggin and Kennebec 6s, 1891, 86; Salem and Lowell 6s, 1878, 93; Dixon, Peoria and Hannibal 8s, 1889, 97¾; Leavenworth, Lawrence and Galveston 1st mort. 10s, 99; Cincinnati, Sandusky and Cleveland R. R., 22½; do. 1st mort. 6s, 1900, 77⅜; do. 7s, 1890, 88⅜; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 95⅛; Vermont Central 1st mort., 87¼; do. 2d mort., 43½; Cheshire 6s, 1877, 94⅞; Iowa Central 7s, 91; Jackson, Lansing and Saginaw 8s, 1885, 99¼; Grand River Valley 2d mort. 8s, 1879, 103¼; Vermont Central and Vermont and Canada 8s, 1879, 102¼; Stanstead, Shefford and Chambly 7s, 84; Central Pacific 7s, 1888, 99½; Essex R. R. 6s, 1876, guar., 95¼; Burlington, Cedar Rapids and Minnesota 7s, 88¾; Burlington and Missouri River R. R. 8s, in Nebraska, 97¼; New Orleans, Mobile and Texas R. R. 8s, 90; Indianapolis and Cincinnati R. R., 5¾; Portsmouth, Gt. Falls and Conway R. R., 112; Rutland pref., 88; do. 7s, new, 85½; Norwich and Worcester R. R., 115; Conn. and Pass. Rivers pref., 94; Boston and Lowell R. R., old, 134¼; Vermont Central, old, 87⅛c.; Atchison, Topeka and Santa Fe R. R., 85; Boston Water Power Co., 39¼; Cary Imp., 16¾; Chicago Union Stock Yards, 125¼; New Hampshire 6s, 100; Maine 6s, 1889, 101¼; Boston 6s, 1877, currency, 101¼; do. 5s, 1882, gold, 98; Cambridge 5s, 1877, 93; do. 1882, 90½; do. 6s, 1881, 101; Charlestown 6, 1876, 100; Newcastle, Me., 6s, 1898, 89½; St. Louis County 6s, 1873, 99¾; do. 1889, 100½; Roxbury 5s, 1880, 91½; do. 1877, 98¼; Chicago 7s, 100¾; Hartford, Ct., 6s, 1875, 98¾; do. 1893, 99; Allouez Mining Co., 4¾; Hancock, 2¼.

Baltimore.—Maryland Defense bonds, 104⅝; Virginia 6s, old, reg., 55½; do. coupon, 66; do. 6s, 1867, coupon, 69⅛; Baltimore City 5s, 82; N. W. Va. 2d mort. 6s, 98; Northern Central bonds, 1900, gold, 90½; Orange and Alexandria 4th mort. 8s, 80; Pittsburg and Connellsville bonds, 94; Richmond and Danville bonds, 78½; Marietta and Cincinnati 3d mort. 8s, 79; Orange, Alex. and Manassas bonds, 79; Western Maryland 2d mort. pref., 60; Wilmington and Weldon bonds, 90.

The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94@94¼; Baltimore and Ohio, 145@148; do. 6s, 1875, 95½@96; do. 1880, 95@—; do. 1885, 96@96¼; Northern Central, 40½@40¾; do. 6s, 1885, 91¾@93; do. 1900, 89@90; do. 6s, 1900, gold, 90⅜@90½; N. W. Va. 1st mort., 98@99; do. 2d mort., 98@98½; do. 3d mort., 1885, —@98; Marietta and Cincinnati 7s, 1892, 98@99; do. 2d mort., 84⅞@85; do. 3d mort., 78⅞@79; Central Ohio, 29½@32; do. 1st mort., 86½@88; Western Md. 1st mort. 6s, 1890, 80@80; do. guar. by Baltimore City, 99@—; do. 2d mort. guar., 90@92; do. 2d mort. pref., 60@—; do. 6s, guar. by Washington Co., 83@87; Richmond and Danville bonds, 78⅜@79; Orange and Alexandria 1st mort. 6s, 87½@91; do. 2d mort. 6s, 79@80; do. 3d mort. 8s, 84½@86; do. 4th mort. 8s, 80@82; Orange, Alex. and Manassas 7s, 79¼@79½; Virginia and Tennessee 8s, 84@86; do. 6s, 1st mort., 87@90; do. 6s, 2d mort., 77@80; Baltimore 6s, 1875, 99¾@100; do. 1884, 98⅛@98¾; do. 1886, 99@—; do. 1890, 98½@98¾; do. 1893, 98⅝@99; do. 1900, 98¼@98¾; do. 5s, 1838-'70, 81@82; Memphis City 6s, 55½@56; Maryland Defense Loan, 1883, 104¼@104¾; City Passenger R. R., 22⅝@24; George's Creek Coal, 70@77; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1@2.25.

Louisville.—Jefferson, Madison and Indianapolis R.R., 45@47; do., 1st mort., 7s, 84¼@82¼; do., 2d mort., 7s, 78@75; Louisville, Cincinnati and Lexington R. R., 45@46½; do., pref., 88@89; do., 1st mort., 7s, 84½@85½; do., 2d mort., 8s, —@85; Louisville and Nashville R. R., 77½@78; do., 7s, old, 94@100; do., 7s, new, 90@92½; Elizabethtown and Paducah R. R. 1st mort., 8s, 85@87½; Louisville City 6s, for improvements, 78@80; do., for Bounty, 78@79; do., for Schools, 80@82; do., for Wharf, old, 81@83; do., for Wharf, new, 78@80; do., for Water Works, old, 82½@83½; do., for Water Works, new, 77@79; do., for L. & N. R. R., M. S., 81@82; do., L. E., 78@80; do., for E. & P. R. R. 7s, 89@90; do., for old liabilities, 10 years 7s, 89@90; do., 5 years 7s, 94@95; do., for Schools, 7s, 94½@94¼; Water Works 6s, 82@83; Canal 6s, second issue, 89@90; do., third issue, 80@81; do., fourth issue, 78½@79½; Kentucky State 6s, old, 99@100; do., new, 90@92; Grayson Co., 7s, 79@81; Muhlenburg Co., 7s, 78@80; Lyon Co., 7s, 75@77; Caldwell Co., 7s, 77@78; McCracken Co., 7s, 75@76; Shelby Co., 8s, 90@90½; Carroll Co., 8s, —@90; New Albany City 7s, —@85.

Railway Enterprise in Costa Rica.

The Government of Costa Rica has made a contract with Henry Meiggs, the railway king of South America, for the construction of a railway from San Jose, the capital, to the port of Limon, on the Atlantic. The price to be paid is seven millions of dollars. The projected road, says a Panama letter, is very popular with the people, and will be the means of rapidly advancing the country by opening up its immense area of rich lands on the Atlantic slope, which to the present have remained in almost their virgin state, and induce immigration, which above all other wants is most required in Costa Rica, her present population, 120,000, not being sufficient to gather the rich coffee crop of the republic. The Government has just obtained a loan of £500,000 sterling, in Europe, on the most favorable terms, with which to commence the road. It is to be completed in three years.

Narrow Gauge and York.

Many of our readers who first glance at the unique heading of this article, will wonder what it all means. All who are at all conversant with the great questions of the day, must see that not the least among them is that of the Narrow Gauge railroad interest in this country, as a matter of economy, as well as utility, under circumstances most deleterious to roads of a broad gauge.

These roads have been in successful operation for a number of years in England, Scotland and Wales; but their introduction to America was reserved for the present year, when through the superior sagacity, and general business qualifications of Gen. W. Q. Palmer, formerly of the Pennsylvania railroad, and then of the Kansas Pacific, the Denver and Rio Grande railroad (3 ft. gauge) was projected and is rapidly approaching completion. When finished, this road will reach its iron arm from Denver in Colorado, over mountain into valley, through the canyon, and down where the shining ores woo the toil and sweat of man, till its touch shall bid the land of Montezuma lay down the sword for the plow, and the spear for the pruning hook, and through this channel aid us in dispensing peace and plenty through the land. It is often asked, why not build at once a road that will carry more, last longer, and in every respect be like those now in general use? Perhaps the most comprehensive answer to this query will be manifest to our readers in the quaint remark of a friend, who, in speaking of the advantages of the narrow over the broad gauge roads, suggested that if he couldn't afford to wear broad cloth breeches he'd wear linsey woolsey, for breeches he would have. This remark of our friend may not in itself be a knock down argument for narrow gauge roads, but when we remember that strength and cheapness are combined with utility, we can see its force as a figure of speech. The cars for these roads are correspondingly reduced in size, which cannot be objectionable, since the carrying strength is proportionately greater in the small cars, as is demonstrated on narrow gauge roads now in actual operation, where the proportion is three tons of load, to one of car weight; while on the broad gauge roads it is but about one ton of freight to one ton of car weight. Here is an advantage which has given anxiety to very many fertile brains, without a satisfactory remedy for the trouble; and still we must look on a broad gauge car as a cumbersome thing, that can comfortably carry only its own weight; while these pigmies will carry three times theirs without creaking.

Railroad men throughout the land are working up to their interests in this matter, and already a score of narrow gauge roads are earnestly talked of and that too by men who mean work. Among those whose practical minds have grasped the idea as feasible, and destined to work a revolution in railroading in this country, so far as cheapness of transportation and economical construction are concerned, is our wide awake firm of Billmeyer & Smalls, who are even now showing their faith by their works, and erecting what will make, when finished as it soon will be, the largest Car Establishment in this part of the country.—This new structure, independent of their already more than extensive works, will be brick, 60 feet front by 170 feet in depth; and when finished will be supplied with all the machinery and fixtures of a first class shop, and be ornamental as well as useful. This building is designed exclusively for the manufacture of narrow gauge cars, and will be capable of turning out from ten to thirty new cars each working day. The energetic chief of this firm, Mr. D. E. Small, has the honor to be, with General Palmer and others, a pioneer of the the Narrow Gauge Railroad interest in America, and through him his firm have secured the building of the first one hundred narrow gauge cars ever used in this country, most of which are already far on their way to the Rocky Mountains. They are for the Denver and Rio Grande Railroad, which we have before referred to.—*York Daily.*

Wilmington and Western Railroad.

A new railroad traversing the northern part of Delaware and bringing the City of Wilmington into communication with the towns in Delaware and Chester counties, Pennsylvania, is now under contract. The ceremony of "breaking ground" was performed on Saturday last at Brandywine Springs. The prospects of the road were fully set forth in a speech made by the President of the company, J. T. Heald, Esq., an extract from which we publish:

It has some peculiarities which have given it a peculiar interest. There are three points: It is a most admirably located road. Leaving Wilmington for three miles in a very straight line, it extends up Red Clay creek through fine agricultural fields and among manufactories of many hundred thousand dollars' productions a year—manufacturing interests that can be developed through co-operation of the railroad. Then through Hockessin Valley, with its fine agricultural farms, and full of mineral resources. Then to White Clay creek and to Landenberg.

It runs through a country about as much in need of a railroad as any other unsupplied I know of. It is an important connection of the Pennsylvania and Delaware Railroad from Pomeroy to Delaware City. It makes a junction at Landenburg with that road. It is in connection with an extended railroad system from Wilmington, which we claim to be most valuable, running through Hanover Junction, passing Peach Bottom, Gettysburg, to Pittsburg and the West, that is fifty miles shorter than any other road connecting with the Delaware river.

☞ The shipments of coal from Cumberland, Md., for the six months ending July 1, 1871, were 1,107,075.12 tons, of which 399,397.12 tons were by Chesapeake and Ohio Canal, and 707,678 tons by Baltimore and Ohio Railroad.

☞ Chancellor Zabrisbie has denied the motion of R. S. Guild to vacate the order heretofore made for the sale of the Paterson and Newark Railroad. The road will consequently be sold August 1, 1871.

☞ It is announced that the Quincy Mining Company will pay a dividend of $4 per share in August, which, together with a similar dividend in February last, amounts to $8 per share for the year.

☞ B. M. Smith, of Alexandria, Va., Heikel & Harris, of Harrisburg; and Small & Co., of York, Pa., have been awarded the contracts for furnishing the timber for the Long Bridge, about two millions of feet.

☞ The Maine Central Railroad Company pays a semi-annual dividend of 3 per cent. on the stock of the Portland and Kennebec Railroad on the 25th inst.

☞ The Directors of the Belfast and Moosehead Lake Railroad Company have elected Charles B. Hazeltine President, Asa Faunce Treasurer, and John H. Quimby Clerk.

☞ The Baltimore, Catonsville and Ellicott's Mills Passenger Railway Company has declared a semi-annual dividend of 3 per cent., payable 12th instant, clear of United States tax.

Journal of Railroad Law.

RAILROAD COMPANIES NOT LIABLE—WHEN INJURED PERSON ONLY IN FAULT—DUTY TO PUBLIC AS TO STATIONARY CASES.

The facts in the recent case of The Chicago and Alton Railroad Company *vs* McLaughlin (47 Ills., 265), are fully and clearly stated in the following opinion by

LAWRENCE, J.—This was an action brought by James McLaughlin against the railway company, for injuries received by him from the alleged carelessness of one of the employees of the corporation. It appears that the track of the road is laid down through one of the public streets of the City of Springfield, and its freight depot fronts upon the street. The track is thus accessible to the public. The plaintiff was at play with other boys upon the track, or street, and climbed upon the step or stirrup of a freight car standing there. The yard-master came and mounted the same car, going to the top by the same stirrup, at the south end of the car. As he went up the stirrup the boy let go and stood by the side of the car. The yard-master passed, on the roof of the car, to the north end and loosened the brakes. The car then began to move, from what cause does not appear, as it was an isolated car, but we suppose it was standing on a descending grade. Before the car had moved over a space equal to its length, it passed over the foot of the boy, inflicting serious injury. This is the account given by the witnesses for the plaintiff. It does not appear how the boy's foot happened to be caught by the car wheel, but each count of the declaration avers that the plaintiff was on the car when it was set in motion, and was cast upon the ground. If that be so he must have again climbed upon the stirrup after the yard-master had mounted the car. That he had let go his hold when the latter went up, and was standing upon the ground, there can be no doubt. His witness so testifies, and he would undoubtedly let go the stirrup, on which the witness says he was swinging, to allow the yard-master to pass. The yard-master gave no signal that the car was about to move.

How the yard-master was guilty, in this transaction of culpable negligence, we are wholly unable to perceive. Waiving all question of what degree of negligence is attributable to parents who permit their children to play about railway depots and cars, we are of opinion that this evidence discloses no omission of duty, or any wrongful act on the part of the railway employee. It is to be inferred from the instructions, that the case was tried in the Court below, on the theory that it was the duty of the railway company to keep a guard over their cars left upon the track, in order to keep boys from getting under or upon them, and that, in this case, the yard-master should have given a signal before loosening the brakes. Neither proposition is maintainable. A railway car standing by itself upon the track, is, ordinarily, a very harmless object, and, unless there is something in or about it that renders it dangerous, we know no reason why the railroad company should be required to establish a guard over it. As to the neglect of the yard-master, in this case, to give a signal, the witness testifies that after mounting the car he could not see the boy upon the ground. As the boy had let go his hold upon the stirrup before the yard-master mounted, and as he had no right to climb up the car, the yard-master might well suppose, when he loosened the brakes, that the boy was still on the ground where he had left him. Not seeing him upon the car, and having no reason to suspect he was there, the omission to give him warning was certainly not negligence. He had no cause for suspecting the boy to be in danger. The motion of the car, starting by itself on the removal of the brakes, would, necessarily, be very slow, and not dangerous to the boy, even if the yard-master had known him to have again climbed upon the stirrup. But he could not have known it, or have had good reasons to suspect it, and it would be very unreasonable to hold that, under such circumstances it was negligent in him to remove the brakes without giving a signal. He could see no occasion for a signal.

The verdict is wholly unsustained by the evidence, and the first and fourth instructions given for the plaintiff will require modification so as to conform to the foregoing views. They assume it was the duty of the yard-master to give warning. We hold there was no such duty, unless he knew or had reason to believe that the boy was in a position where he would be placed in peril by the movement of the car.

Judgment reversed.

Funding the Virginia State Debt.

The funding of the Virginia State debt commenced at the Treasurer's office, Richmond, on the 5th inst., when $88,632 25 were funded, and on the 6th $151,726 69. The total amount funded up to the 10th of July was nearly one million. The State Treasurer has decided to permit foreign bondholders to fund for fractional parts of their bonds to facilitate exchange. The new bonds, as described by the Richmond *Enquirer*, are beauties in design and finish, and all differ in shade. Every modern precaution has been taken to guard against counterfeiting. The coupon and registered bonds are both of the denominations of $100, $500 and $1,000—the registered running up to $5,000 and $10,000. On the $100 coupon bond there is a likeness of Governor Walker, and the coat of arms of Virginia s ands out conspicuously. This bond, when folded, has the following superscription, "Consolidated Debt of Virginia, 1st of July, 1871. Six per cent Coupon Bond—$100. Interest payable January 1st and July 1st of each year." The registered bond, on the other hand, has a power of attorney on the back. The fractional bonds have likenesses of Auditors Taylor and Rogers on their faces. The one third certificates, representing West Virginia's portion of the debt, have upon their face the Washington Monument. The sterling interest certificates are also lithographed.

Worcester and Somerset Railroad.

The result of the visit of the President and Secretary of the Worcester and Somerset Railroad Company to Philadelphia and New York during the past week, aside from bringing the enterprise favorably before capitalists, was that of decided benefit in the way of subscriptions to the capital stock, as well as receiving a few very flattering propositions from railmill agencies to furnish the iron for the road. Philadelphians in particular deserve much credit for the very liberal manner in which they "came down" with the one thing needful in railroad building, as well as arguments why the road should be pushed forward to completion with as little delay as possible. They are, as a general thing, not the men to "despise the day of small things," for well they know that short as the line is, it passes through a rich and productive country, and that its power of attraction when completed will be equal, if not greater, than the business of the main line itself, and that it all must ultimately empty itself into Philadelphia market.—*Newton (Md.) Gaz.*

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool.....	$585,340	$736,746
" cotton...	647.653	766,237
" silk	1,225,481	1,220,577
" flax	468,555	658,761
Miscellaneous dry goods..	491,540	476,179
Total entered for consump.	$3,436,569	$3,858,500

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$294,201	$462,110
" cotton ...	178,490	196,096
" silk	139,535	182,663
" flax	260,843	244,016
Miscellaneous dry goods..	78,021	59,523
Total withdrawn from warehouse	$951,090	$1,144,408
Add entered for consump.	3,436,659	3,858,500
Tot. thrown on the market.	$4,387,659	$5,002,908

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$468,729	$660,978
" cotton ...	152,848	488,477
" silk.....	199,777	536,742
" flax	264 432	289,875
Miscellaneous dry goods..	36,191	117,200
Total entered for wareh'g..	$1,121,977	$2,093,272
Add entered for consump.	3,436,569	3,858,500
Total entered at the port.	$4,558,546	$5,951,772

The imports of foreign dry goods at New York for six months from January 1, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool ..	$8,261,740	$12,411,635
" cotton.	8,399,028	11,539,775
" silk ...	10,891,380	15,377.333
" flax ...	4,945,120	6,361,411
Miscellaneous dry goods	4,723,329	5,388,807
Total entered for cons'p.	$37,220,597	$51,078,961

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool ...	$5,261,344	$5,528,463
" cotton..	3,513,955	2,967,807
" silk	2,685,727	3.280,927
" flax	3,256,767	3,027,816
Miscellaneous dry goods.	872,853	859,523
Total withdrawn from warehouse	$15,590,646	$15,664,536
Add entered for consump.	37,220,597	51,078,961
Total thrown on the market....	$52,811,243	$66,743,497

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$4,952,863	$6,044,435
" cotton..	3,243,267	3,556,120
" silk	2,387,260	3,733,032
" flax	2 513,121	2,297,891
Miscellaneous dry goods..	854,583	1,085,939
Total entered warehouse.	$13,951,094	$16,717,417
Add entered for consump.	37,220,597	51,078,961
Total entered at the port..	$51,171,691	$67,796,378

The imports of foreign dry goods at New York for the fiscal year ending with June, were:

	1870.	1871.
Manufactures of wool....	$16,531,040	$24,968,024
" cotton..	13,035,365	18,970,168
" silk.....	19,900,006	28,294,801
" flax....	9 091,385	11,887,895
Miscellaneous dry goods.	8,204,255	9,862,859
Tot. entered for consump.	$66,762,051	$93,923,747

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	$11,927,870	$11,654,631
" cotton..	5,092,521	4 637,998
" silk	5 400,988	5 972,835
" flax	5,513,250	5,450,083
Miscellaneous dry goods.	1,384 247	1,357,283
Total withdrawn from warehouse.....	$29,318,876	$29,072,830
Add entered for consump.	66,762,051	93,923,747
Total thrown on market.	$96,080,927	$122,996,577

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$11,675,624	$12,628,703
" cotton..	5,392,179	5,460,494
" silk.....	5,528,684	7,541,331
" flax....	5,452,098	4,893,472
Miscellaneous dry goods.	1,603,640	1,675,463
Total entered for warehousing.....	$29,652,225	$32,199,463
Add entered for consump.	66,762,051	93,923,747
Total entered at port....	$96,414,276	$126,123,210

The imports of foreign dry goods at New York for the fiscal year ending June 30, were:

	1869.	1870.	1871.
July.....	$6,971,547	$7,936,470	$6,990,722
August.....	12 853,606	12,775,441	14,002,482
September..	8,457,768	8,956,602	11,076,597
October.....	5,702,189	6,059,108	9,365,558
November ..	5,514,392	5.746,185	8,957,238
December ..	3,516,508	3,768,779	7,934,235
January....	7,661,015	7,629,753	8,442,025
February...	9,201.193	10,796,404	14,548,882
March	13,321,059	12,988,106	18,129,012
April	7,938,674	7,982,484	11,062,459
May.....	6,993,707	7,221,398	9,662,228
June.....	4,368,184	4,558,546	5,951,772
	$92,499,842	$96,414,276	$126,123,210

The imports of dry goods at New York for the year ending with June, were:

	1870.	1871.
Manufactures of wool..	$28,206,664	$37,596.727
" cotton.	18,427,544	24,430,662
" silk....	25 428,690	35,836,132
" flax ...	14,543,483	16,781 367
Miscellaneous dry goods	9,807,895	11,478 322
Total imports.....	$96,414,276	$126,123,210

The imports of foreign dry goods at New York for each fiscal year since 1850 have been as follows:

1850–1.....	$64,618,747
1851–2.....	57,221,062
1862–3.....	79,192,513
1863–4.....	92,389,627
1864–5.....	62,918,443
1865–6.....	85,898,690
1856–7.....	92,669 088
1857–8.....	67,317,786
1858–9.....	93,549,083
1859–60.....	107,843,205
1860–1.....	83,310,345
1861–2.....	38,155,720
1862–3.....	61,963,037
1863–4.....	83,234,966
1864–5.....	49 853,939
1865–6.....	187,055,834
1866–7.....	103,407 278
1867–8.....	77,254,182
1868–9.....	92,499,842
1869–70.....	96,414,276
1870–1.....	126,123,210

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

DIRECTORS.

Alexander T. Stewart, A. Oakey Hall,
William M. Tweed, John Jacob Astor,
August Belmont, Peter B. Sweeny,
Charles A. Lamont, Levi P. Morton,
James F. D. Lanier, Hugh Smith,
Franklin Osgood, William T. Blodgett,
William Butler Duncan, Richard O'Gorman,
John J. Bradley, Jose F. Navarro,
Charles L. Tiffany, Henry Smith,
William R. Travers, Edward A. Wesley,
Joseph Seligman, Manton Marble,
Richard B, Connolly, John Taylor Johnston,
Henry Hilton.

HENRY HILTON,
President.
HUGH SMITH,
Vice-President.
W. BUTLER DUNCAN,
Treasurer.

EDWARD P. BARKER,
Secretary.

By authority of the Board of Directors of THE NEW YORK RAILWAY COMPANY, and in conformity with the terms of the Act of Incorporation in that respect, the undersigned Commissioners on Stock Subscriptions give public notice for and on behalf of the Directors, and of such Company, that Books of Subscription for the Capital Stock thereof will be opened on WEDNESDAY, the TWENTY EIGHTH DAY OF JUNE instant at the following places in this City, viz:

At the Banking House of
DUNCAN, SHERMAN & CO.,
No. 11 Nassau street.

At the Banking House of the
BANK OF THE METROPOLIS,
No. 31 Union square.

The Company is authorized to construct two Viaduct Railways or branches through the City of New York, on the east and West sides thereof, from a common starting point at or near Chambers-st., between Broadway and Chatham-st.; also across the Harlem River and through Westchester County; with power to build additional lines of railway or branches, from time to time, in any part of the City or Westchester County. *The property acquired by the Company is exempted from taxes and assessments during the period allowed for the final completion of the railway in the city.* The Mayor, Aldermen, and Commonalty of New York are authorized and directed, with the approval of the Commissioners of the Sinking Fund, to subscribe for **five millions of dollars** of the stock of the Company, whenever one million of dollars thereof has been subscribed for by private parties. *This conditional amount of stock has been wholly subscribed for and taken by the Directors of the Company.* On the completion of either of the lines of railway to the line of Westchester County, the Supervisors of that County are authorized to issue the bonds of the County to such amount as the Supervisors shall deem expedient, to aid in the construction and extension of the railway in and through that County. For the proper equalization of the interest of shareholders who may subscribe and pay in moneys at different times, the Directors are authorized to issue scrip for interest on such payments, payable out of the earnings.

THE TERMS OF SUBSCRIPTION will be as follows:

TEN PER CENT. of the amount of Stock subscribed for, to be paid in cash at the time of subscription. The residue to be paid as called for by the Board of Directors on a notice of thirty days, but no call at any one time to exceed ten per cent.

Scrip for interest at the rate of seven per cent. per annum will be issued by the Company payable out of the first earnings of the Railway on all installments paid on stock subscribed for within thirty days after the Subscription Books shall be opened.

The Company reserve the right to close the Subscription Books at any time after the twenty-ninth day of July, 1871.

By order of the Board of Directors,

Alexander T. Stewart,
John Jacob Astor,
Levi P. Morton,
} Commissioners on behalf of the Company

New York, June 16, 1871.

☞ We learn from Chicago that Judge Drummond of the United States Circuit Court has decided in the patent case of Thomas Sayles against the Chicago and Northwestern Railroad for an infringement of Tanner's double acting car brake, in favor of the Tanner patent upon all points of the controversy. The case has been in the courts nearly ten years. Nearly all the railroads in the United States, including the horse railroads, by this decision are infringing on Tanner's patent, and the result involves millions of dollars. Samuel D. Cozzens of New York was counsel for the pursuer, and B. R. Curtis of Boston for the defender.

☞ The Kanawha *Republican* says that the work of laying track on the Chesapeake and Ohio railroad is being rapidly pushed forward both ways from Coalsmouth. The locomotive and cars are now on the track, and in running order. The immense saw mill at St. Alcans, built at an expense of nearly $60,000, is working finely, and will soon be cutting railroad ties as fast as they can be laid. It is the intention of the company to have trains running over the entire western division by the end of September.

☞ John King, Jr. has been elected President, and Johns Hopkins, Thomas Whitridge and Hugh Sisson, of Baltimore, ; Joseph H. Sherrard of Winchester, and George A. Hupp, of Strasburg, directors of the Winchester and Strasburg Railroad Company.

Locomotive Performance.

We have received from Messrs. M. BAIRD & Co., Philadelphia, a circular containing a communication from A. J. CASSATT, Esq., General Superintendent Pennsylvania Railroad, giving the particulars of the performance of Passenger Locomotive, No. 422, on that road. Its continuous mileage, (158,280) without ever being off its wheels for repairs, is, so far as we are informed, unprecedented in extent, and is the more remarkable in view of the unusually severe service in which the engine has been engaged. The figures are given with the belief that they will be of interest to the railroad community.

THE PENNSYLVANIA RAILROAD CO.
Office of the General Superintendent,
Altoona, Pa., June 12th, 1871.

Messrs. M. BAIRD & Co.,
Baldwin Locomotive Works,
Philadelphia, Pa.

Gentlemen :—Engine 422 has been taken into the shop for repairs, and as her performance has been an extraordinary one, you will, I am sure, desire to know some of the particulars of her career thus far.

She was placed on the road on the 17th day of October, 1867, and ran until the 14th day of May, 1871. During the whole of this time she hauled fast and heavy passenger trains over the Middle Division, and made the wonderful run of 158,280 miles, losing only three trips, which was during November, 1869, to have six new flues put in and to clean the mud out of the waiste of the boiler. She also lost six round trips in May, 1870 getting a larger tank, to enable her to make the run from Altoona to Harrisburg (132 miles) without a stop.

This, however, was no fault of the engine and should not be counted against her.

As an offset against the nine trips lost, she made eleven and one-half extra trips between Altoona and Harrisburg.

The total cost for repairs up to the time she was laid off, amounted to $3,727.06, or 2 44 cents per mile. Our book account makes these amounts somewhat greater, but I have deducted all items not actually running repairs, such as the new tender, cost of applying air brakes, &c., which, although under our system of accounts are necessarily charged to repairs, actually do not belong there.

When Engine 422 was taken into the shop, she was reported as run down in the working parts, but uniformly so; all the bearing surfaces being smooth and good and her general condition being better than is usual with engines taken in for repairs. The cost of placing her in thorough repair is estimated at $1,262.73.

Yours truly, A. J. CASSATT,
General Superintendent.

The above express passenger locomotive was built by M. Baird & Co. for the Pennsylvania Railroad Company, and delivered September 9, 1867. Its general dimensions are: Cylinders, 17 inches diameter; 24 inches stroke. Drivers, 67 inches diameter. Weight, in working order, 71,000 pounds.

☞ The contracts for building and equipping the Ashtabula, Youngstown and Pittsburg railroad were let on the 30th of June. The road is to extend from the harbor of Ashtabula to Youngstown, thus furnishing a third line from Pittsburg to Lake Erie. It is the intention of the projectors to push the work as rapidly as possible, and it is probable the entire line will be completed and opened to traffic within one year from the present time.

Canals and Navigation Improvements of Pennsylvania.

A tabulation showing the Stock and Bond Account, the Length and character of the Works, the Cost, Earnings, Expenses and Dividends, &c., for the fiscal year 1870.

Compiled from the Reports of Companies returned to the Hon. J. F. HARTRANFT, Auditor General of the State.

Canals.	General Accounts.—Stocks.	General Accounts.—Bonds.	General Accounts.—Debt.	General Accounts.—Total.	Length of Canals.	Dimensions.—Top.	Dimensions.—Bottom.	Dimensions.—Depth.	Locks.	Lockage.—Length.	Lockage.—Width.	Lockage.—Rise, &c.	Cost of Works.	Gross Earnings.	Operating Expenses.	Net or Profits.	Dividends.—Am't.	Dividends.—Rate.
	$	$	$	$	M.	Ft.	Ft.	Ft.	No.	Ft.	Ft.	Ft.	$	$	$	$	$	p.c.
Delaware and Hudson	15,000,000	5,000,000	.....	20,000,000	108.00	48	30	6	106	100	15	1,086	7,066,899	107,947	609,727	Loss.	1,500,000	10
Delaware Division (leased)	1,633,350	800,000	.....	2,433,350	60.00	44	26	6	32	90	11	166	2,433,350	(Operated by Leh. Coal & Nav.)			180,668	8
Erie	64,000	.....	.....	1,653,205	161.00	54	30	4	134	80	15	977	689,446	67,251	78,810	Loss.	.....	.....
Junction	899,060	.....	1,589,205	899,060	18.00	45	26	4	11	90	17	50	899,060	(No account.)			.....	.....
Lehigh Coal and Navigation	8,789,800	15,662,979	.....	24,402,779	48.00	60	45	6	53	102	22	375	4,455,000	344,308	169,628	175,680	.....	.....
Monongahela Navigation	1,008,500	110,000	.....	1,113,500	83.00	.....	.....	.....	6	190	50	49	1,116,462	220,216	90,029	130,187	91,987	10s.
Muncy	2,625	.....	16	2,641	0.75	40	25	4	..	..	..	..	6,510	293	862	Loss.	.....	.....
Pennsylvania	4,837,950	2,232,000	.....	6,589,950	349.00	(various.)			..	(various.)		..	(unknown.)	609,552	440,664	142,888	.....	.....
Wyoming Valley													923					
Schuylkill Navigation	4,797,185	7,848,086	893,094	13,538,315	108.23	60	40	6	76	110	18	619	13,206,010	57,668	197,368	(Lea. Jul. 12, '70	Ph. & R'd'g	
Susquehanna	2,002,746	2,634,810	284,873	4,921,929	45.00	50	30	5	33	170	17	238	4,837,278	135,162	73,560	61,602	.....	.....
Union	2,907,850	3,000,000	.....	5,907,850	87.24	43	28	4½	88	90	17	501	5,907,850	59,952	55,750	4,202	.....	.....
West Branch and Susquehanna	1,100,000	748,300	63,000	1,911,300	122.00	40	28	4	33	90	17	223	1,911,300	(Operated by Penn. Canal Co.)			.....	.....
Wisconsin	58,925	.....	24,600	83,525	12.00	45	28	4	7	90	17	24	512,000	8,326	8,564	Loss.	.....	.....

Narrow Gauge.

A letter addressed to Mr. Samuel Wilkeson, Secretary of the Northen Pacific Railroad, touching upon the subject of narrow gauge railways refers to the Denver and Rio Grande Railway enterprise and presents some statistics which will at least interest those of our citizens who are pushing the narrow gauge project between Pittsburg and Economy. After noting the construction of the rolling stock a comparison is made of the actual power of engines and actual weights of rolling stock on the three feet and four feet eight and a half inch gauges respectively. The Pennsylvania Railroad is taken for the purposes of this illustration. The standard passenger engine in use on that road has a weight on drivers of 40,000 pounds, or just double the capacity of the engine on the Denver and Rio Grande, but has a total weight, including tender, of 105,000 pounds, or fifty-two and a half tons. Their usual local passenger train consists of:

	Tons.
4 passenger cars, seating 53 passengers each, and weighing each 40,000 pounds, or 20 tons	80
1 baggage car	14
1 engine and tender	52½
Total	146½

This train will accommodate 212 passengers, if full.

To carry the same number of passengers on the three-feet gauge, are required,

	Tons.
6 passenger cars, seating each 35 passengers, and each weighing 8 tons	48
1 baggage car	4
1 engine and tender	20
Total weight	72

or less than one-half the total weight of the train on the standard gauge. Then, since the smaller engine has one-half the power of the larger, it follows that it can readily take its load wherever the larger engine can go; and on the authority of competent judges, can take it at a speed of thirty-six miles per hour as readily as the other can run forty miles per hour.

But follow this out in freight traffic, which is the paying traffic of any road, and see the result.

The capacity of the freight engine on

	Tons
Three feet gauge is, on average low grades	405
Deduct weight of engine and tender	22½
Leaving for load	382½
Cars weigh two tons to carry five tons of this load then 2 7 would be cars, or say	108
Leaving for paying freights	273½
On standard gauges freight engines having double the weight on drivers will have double the capacity, or	810
Deduct engine and tender	60
Leaving for load	750
Cars weigh ten tons and carry ten tons, then of load one-half will be weight of cars	375
Leaving for paying freight	375

This shows an actual capacity for the narrow gauged freight engines of nearly three-fourths that of an engine of more than two and one-half times its weight.

But it is supposed, in this case, that cars on both gauges are always filled, which is far from being the case. Statistics show that on standard gauges more than four tons of dead or non-paying weight are annually carried over these roads, to each ton of paying freight. In other words the average amount of freight carried in each car is but one-fourth of its capacity. Allowing that this discrepancy may extend to the three-feet gauge also, which, from the smaller size of cars, can scarcely be expected, and this is the result:

THREE FEET GAUGE.

	Tons.
Cars weigh two tons, and have capacity of	5
Then in load as above of	382
There will be weight of cars	284
Leaving weight of paying freight	146

FOUR-EIGHT AND ONE HALF GAUGE.

In load as above of	750
Weight of cars	600
Weight of freight	150

or only four tons more than on the narrow gauge.
—*Pittsburg Chronicle.*

☞ The George's Creek Coal and Iron Company, Baltimore, has declared a semi-annual dividend of $3 per share, payable on and after 14th instant, clear of all taxes except United States tax.

☞ The Atlantic and George's Creek Coal Company, Baltimore, have declared a dividend of fifteen cents per share, payable on and after the 12th inst.

☞ The Vera Cruz Railroad has reached Cordova, and will be finished to the capital by the end of the year.

VENEERS
FOR
CAR BUILDERS.
A. PARKER & CO.,
166 & 168 Centre St., Cor. Canal St., N. Y.

Notice to Contractors.

COLONIAL SECRETARY'S OFFICE, May 23, 1871.

THE Government of Prince Edward Island will until 19th of July next, receive Tenders for the construction and equipment of a Railway of 3 feet 6 inches gauge, from Cascumpec to Georgetown, a distance of about 120 miles.

Payments will be made in Prince Edward Island Government Debentures, bearing six per cent. interest, payable half-yearly, redeemable in 30 years.

Specifications may be seen, and forms of tender, and other information obtained at the Government Engineer's Office, Charlottetown, after 20th June next.

No tender will be recognized unless made on the printed form.

The Government do not bind themselves to accept the lowest or any tender.

Tenders will be received for either the whole distance from Cascumpec to Georgetown in one contract or in three contracts as follows:

No. 1. From Charlottetown to Summerside, with Station Houses and Wharves at both places.

No. 2, From Charlottetown to Georgetown, with Stations and Wharf at Georgetown.

No. 3. From Summerside to Cascumpec, with Station Houses and Wharf at Cascumpec.

T. HEATH HAVILAND,
Colonial Secretary.

Great Western Railway of Canada.

The Directors are prepared to receive tenders for the fourth division of their Canada Air Line, extending from Canfield to Fort Erie, a distance of about forty-four miles. Plans and specifications will be on exhibition at the office of George Lowe Reid, Esq., Chief Engineer, Hamilton, on and after 10th July, and sealed tenders, marked "Tender for Fourth Division Air Line," addressed to the undersigned, will be received to the 24th July.

JOSEPH PRICE,
Treasurer, &c.

Chief Offices, Hamilton, Ontario, May 27, 1871.

YORK CAR WORKS.
ESTABLISHED IN 1852.
Billmeyer & Smalls,
YORK, PENN.

This old established firm continue to build all kinds o Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

RAILROAD IRON.
1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale by
DANAS & LITCHFIELD,
49tf 18 William street

NEW YORK State Railroad Bonds.
A First-Class Home Investment.

FIRST MORTGAGE GOLD BONDS
OF THE
RONDOUT AND OSWEGO RAILROAD.
Principal and Interest payable in Gold.
SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

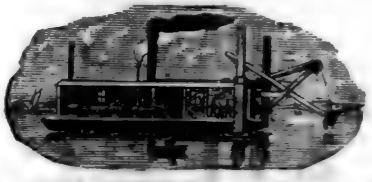
The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,
9 Wall Street, New York City,
Financial Agents of the R. & O. Company.

W. G. CHITTICK,
35 WALL ST, NEW YORK,
Buys & Sells, on Commission,
Commercial Paper,
Sterling Exchange,
Government Securities, &c.
AND TRANSACTS
A General Banking Business.
Loans Negotiated and Investments Made on Favorable Terms.
Orders for Stocks and Gold carefully executed at the Regular Boards.
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HEYERDAHL, SCHONBERG & CO.,
31 Pine Street,
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IMPORTERS OF
RAILROAD IRON,
AND DEALERS IN
RAILWAY MATERIALS.
SOLE AGENTS
IN THE UNITED STATES FOR
SAMUEL FOX & CO'S Bessemer Steel Rails.



TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

A DIVIDEND OF FIVE PER CENT. IN CURrency, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer

ROME, WATERTOWN AND OGDENSBURGH R. R.,
VICE PRESIDENT'S OFFICE,
136 Chamber St., New York, June 24, 1871.

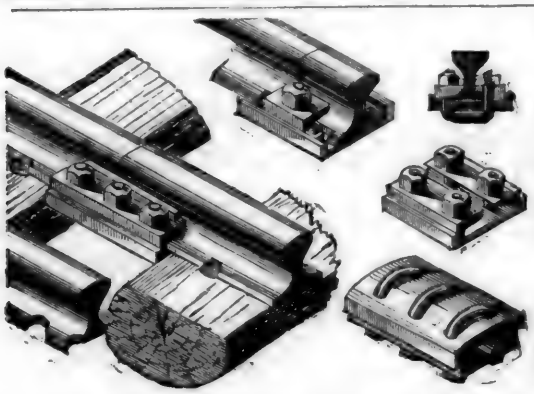
DIVIDEND NOTICE.—This Company will pay a Semi-Annual dividend of four per cent. free, on and after the 15th day of July next. Transfer books will remain closed from date to day of payment. Stock registered in New York will be paid at the Mercantile National Bank for sixty days.

MARCELLUS MASSEY,
Vice President.



Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



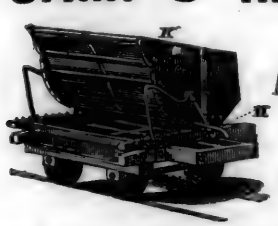
FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,
of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.



RIGHTS FOR SALE BY
A. W. RHOADS & CO.,
Wilkes-Barre, Pa.
A. W. RHOADS, N. H. CAMP.

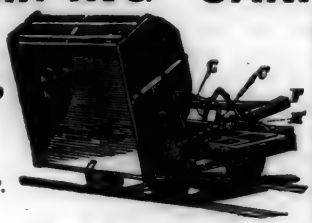


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

Address, A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.

PACIFIC MAIL
Steamship Company's
LINE TO
California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

July 15, steamer OCEAN QUEEN, Capt. A. G. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, and connecting at Panama with steamer SACRAMENTO, Capt. Lapidge, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of July 13.

Steamer AMERICA will leave San Francisco August 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

ENGLISH
AND
SCOTCH
FIRE BRICK
In Store and to Arrive
AT NEW YORK, BOSTON AND PHILADELPHIA.

S. L. MERCHANT & Co.,
76 South Street, New York,
27 Central Wharf, Boston,
205 1-2 Walnut St., Philadelphia,

AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

EDWARD W. SERRELL,
CIVIL ENGINEER,
78 & 80 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.

☞ Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

RAILROAD IRON.
THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern
PERKINS, LIVINGSTON & POST,
31 New St., cor. of Exchange Place, NEW YORK.

RAILROAD IRON.
THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.
M. K. JESUP & COMP'Y,
59 Liberty St., New York.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 29.] SATURDAY, JULY 22, 1871. [WHOLE No. 1839 VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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New York Saturday, July 22, 1871.

Copper Mines of Lake Superior.

We have received from H. MCKENZIE, Esq., Editor *Portage Lake Mining Gazette*, Houghton, Mich., a statement showing the Lake Superior Copper Business from the commencement of operations in 1845 to January 1, 1871, including detailed statements of operations for the year 1870, carefully collected and compiled by himself. From this we make the following extracts:

PRODUCT OF THE COPPER MINES IN 1870.

Portage Lake District:	Tons.	Pounds.
Calumet-Hecla	8,792	1,393
Quincy	1,522	1,676
South Pewabic	662	1,327
Huron Copper Company	190	1,245
Isle Royale	84	345
Franklin	690	215
Pewabic	332	1,059
Schoolcraft	333	1,423
Hancock	166	730
Grand Portage	6	56
Total	12,781	1,469
Total in 1869	11,730	1,550
Increase	1,000	1,919
Keweenaw District:		
Central	860	11
Copper Falls	515	653
Phœnix	759	251
Cliff	465	163
Amygdaloid	25	19
Total	2,624	1,097
Total in 1869	2,656	337
Decrease	31	1,240
Ontanagon District:		
National	183	519
Minnesota	256	60
Ridge	155	1,100
Rockland	64	289
Evergreen Bluff	72	693
Caledonia	43	1,408
Flint Steel River	15	887
Aztec	16	1,755
Victoria	2	878
Mass	2	521
Adventure	2	15
Sundry Tributers from sundry places	12	1,365
Total	826	1,473
Total in 1869	901	1,596
Decrease	75	123

RECAPITULATION.

Portage Lake district	12,731	1,469
Ontanagon district	826	1,473
Keweenaw district	2,624	1,097
Grand total	16,183	39
Grand total in 1869	15,288	1,483
Increase, in 1870	894	556

The product of the Lake Superior Copper Mines from 1845 to 1871, has been as follows:

	Tons.
1845 to 1854	7,642
1854 to 1858	11 312
1858	3,500
1859	4,200
1860	6,000
1861	7,400
1862	9,962
1863	8,548
1864	8,472
1865	10,791
1866	10,876
1867	11,735
1868	13 049
1869	15,288
1870	16,183
Total	144,458

The following is an approximate statement of ingot copper produced and its value:

	Tons.	Value.
1845 to 1858	13,955	$9 000,500
1858	4,100	1,886,000
1859	4 200	1,890,000
1860	6,000	2 610 000
1861	7,500	3,337 500
1862	6,800	3,402,000
1863	5 500	4,420,000
1864	6,500	6,110,000
1865	7,000	5,145,000
1866	7,000	4,760,000
1867	8,200	4,140,000
1868	9,985	4,592,000
1869	12,200	5,368,000
1870	72,946	5,696,240
Total	112,386	$62,357,240

The assessment to conduct the business of 1870 was as follows:

Phœnix, October, 1870. .... $60,000

The assessments levied, as nearly as can be ascertained, since the commencement of operations in 1845, have amounted to $16,706,500.

DIVIDENDS FROM THE EARNINGS OF 1870.

Hecla	$500,000
Calumet	300,000
Quincy	80,000
Central	50,000
Copper Falls	20,000
Total dividends	$950,000
Total assessments	60,000
Excess of dividends over assessments.	$890,000

TOTAL DIVIDENDS DECLARED.

Hecla	$600 000
Calumet	300,000
Quincy	1,000,000
Central	420,000
Copper Falls	80,000
Franklin	220,000
Minnesota	1,760,000
Pittsburg and Boston	2,280,000
National	280,000
Pewabic	380,000
Grand total	$7,320,000

TOTALS OF LAKE SUPERIOR COPPER BUSINESS.

Proceeds sales of copper	$62,367,240
Proceeds from assessments	16,706,500
Total proceeds	$79,063,740
Returned by dividends	7,320,000
Balance	$71,743,740

Percentage of divid'ds to total proceeds	10.20
Percentage of dividends to copper sales	11.74
Percentage of dividends to assessments	43.81

Boston, Concord and Montreal Railroad.

The earnings of this road for the years ending March 31, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$179,425 95	$194,572 88
" freight	309,845 22	361,084 62
" mails	10,168 49	10,198 48
" express	6,250 00	6,000 00
" miscellaneous	833 50	639 36
	$506,523 16	$572,495 29
Expenditures, viz:		
Maintenance of way	$173,426 61	$182,750 42
" motive power	108,429 16	108 845 09
Cost of working road	108,308 31	115,505 32
" management	11,984 16	12 059 24
Miscellaneous	23,683 06	27,335 22
	$425,831 30	$446,495 29
Net balance	$80,691 86	$126,000 00
Balance, March 31, 1870		197,020 97
Interest received during the year		8,611 70
In hands of superintendent less than last year		1,582 35
Total		$333,215 02
Appropriated as follows:		
Paid coupons, back coupons, interest on over-due bonds, etc		$68,357 11
Paid preferred stock dividends		48,369 00
Wood, oil and stock on hand more than last year		7,089 72
Engineer department more than last year		14,598 54
Paid trustees of sinking fund		12,500 00
Paid sundry expenses		6,667 80
Bonds and cash on hand		175,632 85
Total, as above		$333,215 02

Compared with the previous year, the gross earnings show an increase of $65 972 13; with an increase in expenses of $20,663 99—making an increase in the net earnings of $15,308 14. The report says:

The above shows an increase of business over previous years, owing, in part, to the extension of the road to Whitefield and Lancaster.

The road-way and superstructure are in good condition. We have laid 74,491 sleepers, and put in 1,600 tons of new 56-lb. iron, taken out 1,000 tons of 50-lb. iron, and disposed of the same to the extension, and have also made full and extensive repairs on all bridges and culverts of the road.

We have made additions to the equipment, of two first-class monitor-top passenger cars, two mail and baggage cars, two first-class passenger engines, and have made full and ample repairs on all engines and cars.

We have also made extensive repairs and improvements where the road was damaged by the freshet in October, 1869, and rebuilt fences.

The directors feel justified in saying that the road, with all its equipments, is in better condition and order for business, than at any previous time.

There has been no change in our business relations with the connecting roads, but they remain in the same unsettled state as at the date of our last report.

The two dividends for the year on the preferred stock have been declared and paid, and charged in the accounts.

The sinking fund, with its accumulations, and the annual payment of $12,500, which has been made, now amounts to $281,000.

The $350,000 of convertible mortgage bonds that became due the 1st of July last, have been arranged in this way. $233,700 of them have been extended for five years, by attaching coupons for that time, at same rate of interest.

The holders of the balance declined to do this, and the bonds have been, with the exception of $3,200, taken up, and held to be arranged as the road may wish.

The suits in equity, White Mountains Railroad (old corporation) and others *vs.* B., C. and M. Railroad and White Mountains, (N. H.) Railroad, have been amicably settled and discharged.

The extension of the White Mountains, (N. H.) R. R. was completed and opened to Lancaster in November last, for business, and we have been running passenger and freight trains there regularly since, with an increasing business and a prospect that it will continue to do so.

There has been expended by the corporation for this purpose to this time, about $433,000, which is not included in the accounts, but will be when the road is completed. This amount is to be repaid to us by stock and bonds of the extension, secured by mortgage on the road, from Littleton to its terminus, wherever i may be when the road is completed.

Of the above amount, $75,000 has been obtained by the three notes of the B., C. & M. R. R. Co. of $25,000 each, which are not included in our accounts.

The present charter allows us to build to the Grand Trunk Railway in Northumberland, which is about ten miles from Lancaster. This, it is thought, will be very desirable for this road to do, making connection with the Grand Trunk Railway for Western business.

It is also thought to be for the interest of this road, as soon as it is able to do so, to extend the road to Colebrook, and above, and for this purpose, we shall ask for a charter from the Legislature at its coming session.

At the June session of the Legislature, 1869, this road obtained a charter to build a branch road from the extension at the Wing Road, so called, in Bethlehem, to the foot of Mount Washington, and we have had surveys made.

The directors think it for the interest of the corporation to build this year to Pierce's Bridge, so called, in Bethlehem.

The total number of passengers carried during the year was 134,282; equal to 8,056,920 carried one mile. Total number of tons of freight, 75,020; equal to 4,501,200 tons carried one mile.

TRIAL BALANCE, March 31, 1871.

Construction		$2,850,000 00
Wood, oil, etc., on hand		27,343 97
Stock, etc., on hand for repairs		46,547 94
1870, bonds on hand		800 00
Trustees of sinking fund		176,500 00
Pemigewasset House		16,000 00
Joseph A. Dodge, Supt		23,254 82
Cash on hand for coupons unpaid		879 00
" " dividends unpaid		7,839 00
Sinking fund and mortgage bonds, and cash on hand		186,914 85
		$3,336,079 58
Stock (old div'd, etc.)	$459,600 00	
" preferred	890,000 00	
" new	540,400 00	
		$1,800,000 00
Bonds due in 1865	76,000 00	
" " 1870	350,000 00	
" " 1889	624,000 00	
		1,050,000 00
Coupons due and unpaid		879 00
Dividends " "		1,448 89
Dividends due and unpaid, since May 20, 1869		7,839 00
Profit and loss		475,912 69
		$3,336,079 58

President.—JOHN E. LYON.

Directors.—John E. Lyon, Alexander H. Tilton, J. P. Pitman, Peter Butler, John L. Rix, John A. Parks, Joseph W. Lang.

Treasurer.—EDWARD D. HARLOW.

Superintendent.—J. A. DODGE.

The Petroleum Trade.

The export of petroleum from the United States, in 1870, amounted to 141,208,155 gallons, against 99,281,000 gallons in 1868, showing an increase of 41,927,155 gallons, or 42.2 per cent. in two years. In 1860, the export amounted to 1,500,000 gallons. The first sale for export was noticed in May, 1861, when 10,000 gallons were sent out to foreign ports. During the same year Antwerp took 5671 gallons, and increased the amount to over 800,000 gallons in 1862. In 1861, Great Britain took 579,000 gallons, and, in 1862, there were 3,288,000 gallons sent to that country. In reference to the product of petroleum at the present time, it is stated that in December, 1867, the average daily yield of the oil districts of Pennsylvania was 10,400 gallons, which, in December, 1870, had increased to 15,214 gallons. The home consumption of petroleum is estimated as equal to one half the quantity exported, or 70,604,077 gallons a year, so that the total annual consumption of petroleum in 1870 amounted to 211,812,232 gallons. Estimating the price of petroleum at twenty cents a gallon, the value of the yield for 1870 amounted to the handsome sum of $42,362,446. This return is certainly wonderful, and particularly when it is recollected that petroleum was almost entirely unknown to commerce twelve years ago.

Railway Enterprise in Canada.

The spirit of railway enterprise is abroad to such an extent throughout Canada at the present time, that some think there is danger it may be overdone. We believe, however, that this will rarely be the case, and that nearly all the lines projected at present will, when completed, contribute greatly to the advancement and prosperity of the districts through which they will pass and, in a lesser degree, to the progress of the whole country.

The number of men at present employed and the amount of capital being expended on new railways throughout the Province of Ontario alone, must be very large. The branch from Harrisburg to Brantford, to connect the G. W. R. with that town, is being rapidly pushed forward, and is expected to be finished and running before the winter. The two narrow gauge lines from Toronto, and the Wellington, Grey and Bruce, are proceeding as fast as several thousand men, with the usual accompaniments of horses and carts can perform the work. Then there is the G. W. R. Loop line from Glencoe, and the Southern (Thompson) Airline—both of these enterprises, which run for so long a distance almost side by side, are in the hands of enterprising contractors, whose employees, if all were collected together, would make a small army. East of Toronto, the work on more than one line is progressing steadily, and it may therefore be truthfully said, that in every section of the Province large expenditures in capital and labor are being made on new railway lines.

That very important work, the International Bridge at Fort Erie, is, we are pleased to learn, making substantial progress. The immense advantage which this Bridge will be to the railways centering at that point, and through them to the public at large, will not be fully appreciated until it is opened for traffic. The tunnel from Windsor to Detroit will, it is expected, be completed in two years from the present time. The names of Mr. Joy, of the Michigan Central Railroad, and the other gentlemen who compose the tunnel company, are the best guarantee that, if no unforseen engineering difficulties occur, trains will be whirling under the Detroit River by the time stated. With the opening of the Bridge at Fort Erie, and the Tunnel at Detroit, the facilities for travel between the Eastern and Western States, across the Canadian peninsula, will be complete, and our route must quite take the precedence of those on the south shore of the lake.

Several of the newer railway enterprises, although not yet commenced, are in a fair way of being proceeded with. The city of London has

voted substantial aid ($100,000) to the projected line from that city northward into Huron and Bruce, and if the country municipalities are prepared to act with similar liberality, the road may yet become *une fait accompli*. Milton and Streetsville have voted $30,000 and $20,000 respectively to the proposed Credit Valley Railway. Should the projectors of this line succeed, they propose to extend the western terminus from Milton to the manufacturing town of Galt. The ratepayers of the latter place sanctioned the by-law granting $25,000 in aid of this extension on the 4th of July. At the present time the G. T. R. has a branch from Berlin to Doon. This is within five miles of Galt, and Mr. C. J. Brydges agreed that if the people of Galt will make the five miles of road-bed, with right of way, &c., the G. T. R. Co. will put down the rails and run the road. The Hamilton people are pushing the projected road from that city towards Lake Erie, to connect with the G. T. R. at Caledonia. If we are to judge by what took place at the recent annual meeting of the Company, the business men of that city, notwithstanding their close connection with the G. W. R., are determined to leave no stone unturned to secure a connection with its powerful rival.—*Toronto Monetary Times.*

(From Poor's Railroad Manual.)

Railroads of the United States.

PROGRESS OF RAILROADS IN THE UNITED STATES, AND THE PROBABLE EXTENT OF THEIR CONSTRUCTION IN THE FUTURE.

We have, in previous series of the Manual, given a detailed sketch of the rise and progress of internal improvements in the United States. In no other country have similar works been undertaken and executed on so grand a scale, for in no other has there been a similar necessity for their use. Our people, advancing inland over unoccupied wastes, had no markets but those they left behind. The value of their products depended wholly upon the cost of transportation. The earlier settlements, consequently, followed, as far as possible, the lines of navigable watercourses. As these were numerous along the whole coast, and of unrivaled excellence, they served for a long time as the means of social intercourse, as well as routes of commerce. It was not till after our people had crossed the Allegheny range of mountains, and descended upon the great plains beyond, that the necessity for improved highways began to be seriously felt. It was then seen that, without them, the trade and commerce of the vast region would float down its two great rivers, having their outlets—one under the climate of the tropics, the other under the cold, almost, of the polar circle—and both far distant from the great seats of population on the Atlantic coast. It was felt, too, that the political fortunes of the future inhabitants of that region—in time to become a majority of the nation—would be moulded and controlled by their material interests; and that, as our government was founded on compact—not on force—the only way in which such widely separated communities could be held together would be to supply adequate means of intercourse between them. It was with such objects and spirit that all our great works were at first undertaken. A sentiment of patriotism, as well as of interest—a wise political forecast, as well as considerations of material advantage—mingled themselves in, and gave additional strength to, all propositions for the construction of our great lines of public works.

The works first undertaken were canals. Four great lines, of the kind, were commenced by the States of New York, Pennsylvania, Maryland and Virginia, for the purpose of connecting their navigable tide-waters with the branches of the Mississippi, or with the great lakes. From the formidable obstacles encountered, only one—the Erie Canal—was completed. The others, after making considerable progress, were abandoned, so soon as the superior value of railways, as a means of transportation, was fully proved. The latter have now, with the exception of the Erie Canal, wholly superseded the former. They are everywhere practicable, and are everywhere, and speedily, to become the common highways of our people.

The railroad first constructed in the United States was the Baltimore and Ohio, of which 23 miles were opened for use in 1830. It was for two years thereafter worked by horse-power. The following statement will show the number of miles opened each year since the date.

Year.	Miles in operation.	Annual Inc. of mileage.	Year.	Miles in operation.	Annual Inc. of mileage.
1830..	23	....	1851...	10,982	1,961
1831..	95	72	1852...	12,908	1,926
1832..	229	134	1853...	15,360	2,452
1833..	380	151	1854...	16,720	1,360
1834..	633	253	1855...	18,374	1,654
1835..	1,098	265	1856...	22,017	3,643
1836..	1,273	175	1857...	24,508	2,491
1837..	1,497	224	1858...	26,968	2 460
1838..	1,913	416	1859...	28,789	1,821
1839..	2,302	389	1860...	30,635	1,846
1840..	2,818	515	1861...	31,256	621
1841..	3,525	717	1862...	32,120	864
1842..	4,026	491	1863...	33,170	1,050
1843..	4,185	159	1864...	33,908	738
1844..	4,377	192	1865...	35,185	1,277
1845..	4,633	256	1866...	37,017	1,832
1846..	4,939	297	1867...	39 244	2,227
1847..	5,599	669	1868...	42,277	3,033
1848..	5,996	397	1869...	47.254	4 999
1849..	7,365	1,369	1870...	53,399	6,145
1850..	9,021	1,656			

The number of miles constructed in the decade ending in 1840 was 3,513; in that ending with 1850, 5,508; in that ending with 1860, 21,614; and in that ending with 1870, 22,764. The greatest number of miles constructed in any one year was in that just passed, in which 6,145 miles were opened. The mileage constructed in 1869 and 1870 equaled 11,144 miles. The progress of railroads, as will be seen by reference to accompanying tables, was seriously interrupted by the war of secession. During the four years of its continuance, only 3,278 miles were opened—2,872 miles less than were opened during the past year. In that period only a very small extent of mileage was constructed in the Southern States. Within the past two years, great progress has been made in these works in that section of country.

Of the ultimate extent of railway mileage to be constructed in this country no safe estimate can be made. It is likely to increase very rapidly for many years to come. The progress made will depend largely upon the amount of increase of our population; but, as the same number of people double their traffic to these works every ten years, railroads will, for a long time, make rapid progress even in those States whose population is comparatively stationary. The State of Massachusetts has one mile of railroad to 5.27 square miles of territory. A similar ratio would give to the States of New York and Pennsylvania 9,000 miles of line respectively, or more than twice their present mileage. It would give to the State of Illinois nearly 11,000 miles, or two and a half times its present mileage. In each of these States, the construction of railroads will proceed rapidly till the ratio of Massachusetts is reached. The same may be said of other States having, in the aggregate, an area of 500,000 square miles. When a mileage of 100,000 miles is reached, the same necessity will be felt for the continued construction of these works that now exist.

LEGAL PROVISIONS FOR THE CONSTRUCTION OF RAILROADS.

The construction of railroads in the United States has proceeded without reference to any general system, and without anything like supervision or oversight by the different States, from which the authority to construct such works has been solely derived, except in the case of what are termed "Pacific Railroads," or of lines forming parts or branches of the same. At an early period, acts of incorporation were granted, as a matter of course. In 1850, the State of New York set the example of enacting a general law by which the construction of these works was thrown open to the public. By its provisions, any body of men, (of the requisite number,) upon filing with the proper State officers articles of association, are made corporations and invested with the full authority to construct railroads upon any route they might select. Nearly all the States have adopted similar laws, and the construction of railroads is as open to the public as any other commercial enterprise. There can be no doubt of the wisdom of such general provisions for the safety of investors, as well as the welfare of the public. Neither the Federal nor State governments are competent to exercise a wise superintendence over such works. When the right to construct a railroad is always open, it is not likely to be rashly entered upon. As the corrective of bad or oppressive management always exists, the fear of it is likely to secure the good management of existing works. At any rate, such is the theory which prevails in this country—a theory which is receiving constant strength from the operation of our general laws.

As already remarked, the construction of railroads in this country is thrown freely open to the public, the several States having, as a rule, passed general laws for their construction. For a similar reason, very little oversight or control is exercised over the manner in which they are conducted. At an earlier period in their history, the need of such oversight was not felt. The leading object in the roads first undertaken was to increase the trade of the cities in which they terminated. The Baltimore and Ohio Railroad was constructed mainly to promote that of Baltimore; the Pennsylvania, that of Philadelphia; the Erie, that of New York. Such considerations, for a time, exerted great influence in establishing rates for transportation of freight; and as for all important points in the interior, the lines were competitors, the rates established by one controlled those of the others. Our railroads have now passed almost wholly under control of powerful cliques, or parties, actuated by considerations of private rather than public interest. The relationship of feeling which originally existed is almost entirely lost. The principal object of the parties now controlling these works is to increase their traffic for the purpose of increasing their revenues. As means to such ends, consolidations have been entered into by various companies on such a colossal scale that the internal commerce of the country is largely controlled by ten or twelve great corporations. The question, therefore, arises whether public opinion, or the laws of trade, as in ordinary commercial affairs, will supply the adequate corrective to incompetent or oppressive management? This question is now everywhere attracting great attention? It is one of paramount importance, as the welfare and prosperity of the whole country depends upon the manner in which these works are conducted. In the meantime, however, it is certain that there has been a rapid reduction in the charges of transportation, due in great measure to a reduction in cost. A vigorous competition has existed the last year between our great lines, notwithstanding efforts made to prevent it. The future of this question will be watched with great interest.

PROGRESS AND AMOUNT OF THE EARNINGS OF THE RAILROADS OF THE UNITED STATES, AND OF THEIR TONNAGE TRAFFIC.

The rapidity of the increase of earnings of the railroads of the United States, and of the quantity and value of their tonnage traffic, is still more remarkable than the rapid progress of these works. Their tonnage, which last year exceeded 125,000,000 tons, has been almost wholly created by them since 1851, the year of the opening of the Erie Railroad, and the removal of canal tolls from the New York Central line. The earnings of all the roads in the United States that year were $39,466,858; the earnings from freight being $20,192,104, as shown in the following statement:

Statement showing the length, earnings from passengers, earnings from freight, and total earnings of all the railroads in the several States in actual operation in 1851.

States.	Miles of railroad in operation.	Earnings from pass'ng'rs. $	Earnings from freight. $	Total earnings. $
Maine	284	365,476	219,241	584,987
New Hamp.	415	537,901	686,103	1,224,004
Vermont ..	378	362,375	519,100	881,475
Mass 1,167		3,821,675	3,233,139	7,054,814
Rhode Isl'd	50	128,043	79,205	207,148
Connecticut	253	1,308,704	853,948	2,162,652
New York..1,705		4,800,431	2,841,849	7,642,280
New Jersey	269	1,731,662	901,157	2,632,719
Pennsyl...	898	1,836,682	4,161,297	5,997,979
Delaware..	16	135,129	2,157	137,286
Maryland .	324	665,857	1,403,517	2,069,414
Virginia...	441	466,033	489,594	955,627
North Car.	249	330,609	316,609	647,218
South Car.	241	333,576	667,141	1,000,717
Georgia ...	658	432,669	1,386,592	1,819,261
Alabama ..	88	91,292	82,312	173,604
Mississippi.	60	60,000	60,000	120,000
Louisiana..	50	70,000	70,000	140,000
Kentucky..	93	97,412	134,972	232,384
Ohio.....	638	960,610	740,382	1,930,992
Indiana ...	86	109,589	245,047	354,636
Illinois....	116	147,676	188,634	336,310
Michigan .	357	550,583	710,168	1,260,751
	8,876	19,274,254	20,192,104	39,466,358

The total earnings of the 50,000 miles of railroads in operation in the United States the past year, at $9,000 per mile of line, equaled $450,000,000. The increase in 20 years equaled $400,000,000, or $20,000,000 annually.

The total tonnage in 1851 of all the railroads of the State of New York, having a mileage of 1,703 miles, was 1,093,381 tons. The average tonnage per mile equaled 623 tons. The number of miles of railroads in the United States, and transporting freight that year, was 8,838 miles. A tonnage for all these, equal to that per mile of the railroads of New York, would give an aggregate of about 5,000,000 tons.

The gross tonnage traffic of the railroads of the United States is now ascertained with still more accuracy. In Massachusetts, Connecticut, New York, New Jersey, Pennsylvania, Ohio and other States, the railroad companies are required to make returns, among other things, of their tonnage traffic. The tonnage traffic of the railroads of Pennsylvania, with connecting lines, the past year, equaled 43,643,799 tons, or 8,000 tons per mile. That of the railroads of Massachusetts for the same year equaled 7,378,083 tons, or 5,438 tons to the mile. The tonnage of the New York roads for 1870 equaled 13,803,159 tons, or 4,000 tons to the mile. The aggregate tonnage of these three States, equaled 64,825,791 tons, or 6,338 tons to the mile of line. A similar tonnage per mile, for all the railroads of the United States, embracing say 50,000 miles of line, would give an aggregate of more than 300,000,000 tons. The tonnage of the railroads of the other States will not come up to the average of those named. The average tonnage for the whole cannot, however, be less than 2,500 tons to the mile. Such a rate, for all our roads, assuming the average mileage in operation for the year to be 50,000 miles, would give an aggregate of 125,000,000 tons. From this aggregate, however, must be deducted duplicated tonnage—or tonnage passing over more than one road, estimated at 30,000,000 tons. The net quantity would, therefore, equal 95,000,000 tons.

The value of this tonnage is estimated at $150 per ton, after deducting, say 22,500,000 tons for coals, ores, and other low-priced freights—that of the tonnage for the whole country being estimated at the ascertained value of that of the railroads of New York. The tonnage of the railroads of that State is classified, in the returns made to the Legislature, in the same manner as is that transported on the canals of the State. The value of the tonnage of the latter, classified under the following heads: "Products of the Forest," "Products of Animals," "Vegetable Food," "Other Agricultural Products," "Manufacturers," "Merchandise," and "Other Articles," is carefully ascertained. Applying a similar rate of valuation to the different classes of the tonnage of the New York roads, the value of the latter would equal, on the average, $150 per ton. It is assumed that the tonnage of the railroads of other States equals, in value, that of the New York roads. Such a rate would, for the merchandise tonnage of all our roads—to wit, 72,500,000 tons—give a gross value of $10,875,750,000.

The tonnage transported by the railroads in 1851 equaled 5,000,000. In 1870, the net tonnage equaled 72,500,000 tons; the increase of tonnage in a period of 20 years equaled 67,500,000, or at the rate of 3,375,000 yearly. The value of the railroad tonnage transported in 1851, at $150 per ton, equaled $810,725,200. In 1870, its value, at $150 per ton, equaled $10,875,750,000. The total increase of value in this period of twenty years equaled $10,065,354,800. The annual increase of value equaled $503,267,740.

This vast commerce has been wholly created by the reduction effected in the cost of transportation. The cost, for example, of transporting Indian corn and wheat over ordinary highways will equal 20 cents per ton per mile. At such a rate, as already shown, the former will bear transportation only 125 miles to market, where its value is equal to 75 cents per bushel; the latter only 250 miles, where its value is $1 50 per bushel. With such highways only, our most valuable cereals will have no commercial value outside of circles having *radii* of 125 and 250 miles respectively. Upon a railroad, the cost of transportation equals 1¼ cents per ton per mile. With such a work, consequently, the circle within which corn and wheat at the prices named, will have a marketable value, will be drawn upon *radii* of 1,600 and 3,200 miles, respectively. The area of a circle with a *radius* of 125 miles is 49,087 square miles; that of a circle drawn upon a *radius* of 1,600 miles is about 160 times greater, or 8,042,406 square miles. Such a difference, enormous as it is, only measures the value of the new agencies employed in transportation, and the results achieved, compared with the old.

The railroads of this country have an importance in the domestic economy of its people possessed by no other. They are, in fact, the markets to every portion of it. Wheat, that will bear transportation 2,500 miles over railroads, will not bear transportation for more than one-tenth that distance over ordinary highways. Wherever they are constructed, they give immediately, and everywhere, a high commercial value to the products of labor. The value and the influence they everywhere exert is well illustrated by the following statement, prepared by the Treasurer of Iowa, of the progress of the railroads of the State for the past nine years, and of their earnings per head of population during this period:

Years.	Miles of railroad.	Miles opened each year.	Population.	Miles of railroad pr head of popul'n.
1862.	626	...	778,000	1.243
1863.	653	27	830,000	1.271
1864.	727	74	882,000	1.212
1865.	847	120	934,000	1.103
1866.	1,060	213	986,000	.930
1867.	1,228	168	1,038 000	.838
1868.	1,448	220	1,040,000	.734
1869.	2,081	633	1,142,000	.550
1870.	2,683	602	1,194,000	.445

Years.	Gross earnings.	Earnings per mile.	Earnings per head of pop.
1862....	$1,109,346	$1,772	$1 42
1863 ...	1,570,546	2,405	1 89
1864....	2,553,699	3,512	2 89
1865....	3,871,783	4,572	4 14
1866....	4,118,006	3,884	4 12
1867....	5,867,501	4,778	5 65
1868....	8,024,931	5,541	7 86
1869....	10,409,950	5,002	9 12
1870....	11,982,352	4,447	10 00

The result for the whole country is almost equally striking. In 1840, there were 2,818 miles of railroad in the United States. At $3,000 per mile of line, (a large estimate,) their earnings were $8,454,000, or 49 cents per head. In 1850, there were 9,021 miles in operation, the earnings of which, at $4,000 per mile, were $36,084,000, or $1.55 per head. In 1860, there were 30,635 miles in operation, the earnings of which, at $4,000 per mile, equaled $153,175,000, or $4.90 per head. In 1870, there were say 50,000 miles in operation, the earnings of which, at $9,000 per mile, equaled $450,000,000, or $11.75 per head. Such an increase of earnings measures, accurately, that of the wealth and commerce of the country due to the construction of railroads, and explains fully the eagerness with which works, which can produce such marvelous results, are pushed.

It would be interesting to compare the progress of the internal commerce of the country, in amount and value, with that of its population. In 1850, the net merchandise tonnage of its railroads did not exceed 4,500,000 tons, or 400 pounds per head. In 1860, the total tonnage was 18,500,000, or 1,200 pounds per head. In 1870, the total net tonnage equaled 72,500,000 tons, or 3,816 pounds per head. The value of the tonnage per head in 1850 equaled $29; in 1860, $84; in 1870, $285 per head. Of course, this ratio of increase will not be maintained after railroad facilities shall have been supplied to every portion of the country. But in the older States, whose population shows the slowest increase, the tonnage of their railroads, without much increase of line, duplicates itself as often as once in ten years. The tonnage of the railroads of Massachusetts, in 1860, equaled 4,094,364 tons; in 1870, 8,044,498 tons. The increase of population of the State in this period did not exceed 12 per cent. The increase of tonnage of the railroads of New York for a similar period shows a ratio of increase twice greater. It is safe to estimate that the railroad tonnage of the country would duplicate itself as often as once in ten years, were there no increase of line or population, from the progress made in its industries and in the mechanic arts.

RELATION OF THE RAILROADS OF THE COUNTRY TO THE NATIONAL FINANCES.

The rapid increase of the wealth of the country, resulting from the progress of its railroads, is solving most satisfactorily the problem of the future of its public debt. Added to this increase of wealth is that of its number, in the increase of which this country has no example. In no other country but our own is the annual increase of population an element of first-rate magnitude in the calculation of its statesmen. In each year 1,000,000 is added to our numbers, assuming the rate of increase to be only 2½ per cent. annually. For the decade before the war, the rate was 3½ per cent. annually. Were there no relative increase of wealth, the rate of taxation could be reduced in ratio of increase of numbers, and its burdens sensibly lessened. But by the progress made in the mechanic arts, in the use of natural forces, and in the processes that abridge labor, it is certain that the productive capacity of our people increases four-fold to that of their numbers; that in each decade their products are doubled in quantity and value. Assuming the increase in value of the railroad tonnage to measure the increased wealth of the whole nation, the rate of the latter is much greater than the estimate given, as quantity and value of freight passing over our railroads increase at a rate exceeding 20 per cent. annually. With the same rate of taxation maintained, it is safe to estimate that the public revenues would increase at the rate of 10 per cent. annually. For the same reason, the rates can yearly be largely reduced, without decreasing the total amount collected. With an increase, which is demonstrative, of 10 per cent. in the productive capacity of our people, the utmost confidence may be felt as to the future, especially when it is remembered with how much ease the present debt was borne while the nation was torn by civil war, and more than all, now that firm

political unity is secured, by basing all our institutions upon the principal of abstract right.*

The payment of the public debts of other countries is a proposition not for a moment to be entertained. Where they exist, they are institutions a part, as it were, of government itself. On the other hand, the public debts of the United States are, and always have been, regarded in the light of commercial obligations, for the constant reduction and ultimate payment of which adequate provisions are always to be made and maintained The same parties that contracted the debt bear the burden of it. It is felt that there is no more reason in perpetuating the burden of public than of private debt. Both alike rest upon precisely the same principle. No sooner were public debts contracted, either by the nation or by the States, than provisions were immediately made for their redemption. The debts of the former, contracted in support of the War of Independence, as well as that of 1812, though more burdensome, considering the means of the people, than the present one, were in time fully paid. Since the close of the war, the debt incurred for its prosecution has been discharged at the rate of $100,000,000 annually. The debts of the States have, for similar reasons, been constantly reduced, and many of them wholly paid off. The traditional policy of the people, which springs mainly from our form of government, when united with ample means, which are increasing with marvelous rapidity, is a sure guarantee not only that the interest, but that the principal will, at an early day, be fully paid.

THE PACIFIC RAILROADS.

The comparative ease with which the Great Line, spanning the Continent, was accomplished, and the wonderful success which has followed its construction, has led to the commencement of two similar enterprises—one upon the northern route, commencing on Lake Superior and following the depression in the continent occupied by the Upper Missouri and the Columbia rivers, and terminating on Puget Sound. The other, commencing in Northeastern Texas and terminating on the Pacific coast at the port of San Diego. The length of these works will be about 2,000 miles respectively. Both have very extensive and valuable land grants, but have received no other aid from government. Both will open up immense areas of territory, possessing every variety of climate, soil and mineral—a territory that without such works is wholly beyond the reach of settlement or of commerce. In addition to the local advantages which they will secure, they will bring our people into still more intimate relations with the Pacific coast, and with the hundreds of millions of inhabitants in Eastern Asia, as commercial and, in many respects, as highly civilized as our own. No bounds can be set to the future commerce of the two continents. A problem not less interesting in the future is the result that is to follow such a close contact of two civilizations almost wholly diverse—one Asiatic, without change for centuries; the other daily adapting itself to the progress of ideas, and to the new conditions which science and art impose.

LAND GRANTS TO RAILROADS.

One of the most remarkable things connected with the progress of this country is the construction of railroads in advance even of the lines of settlement of our people. Such a result is largely due to the grants made by government of lands for the encouragement of these works. Never was a policy more wise or more beneficent. The government has been greatly the gainer in a direct pecuniary point of view, as it was enabled to sell the land reserved at twice the established rate. The public has reaped the advantage of the construction of some 10,000 miles of railroad that otherwise would not have been built. The construction of such an extent of line has led to an expenditure of some $400,000,000—a very considerable portion of which was drawn from the old world. The commerce which has been created thereby amounts to many hundred millions of dollars, annually, in value. They have undoubtedly been instrumental in adding more than 1,000,000 to our population within the last decade. It is, in fact, the poorer class of our population which has received the most benefit from these land grants. They go where employment is to be found, and nowhere are wages so remunerative as in the newly settled States in which numerous lines of railroad are being constructed. The pioneer, too, can better pay $10 an acre for land by the side of a railroad than to cultivate it as a gift beyond the reach of such a work. The population of a new State increases just in ratio as rail road facilities are supplied. Such facts, which are palpable to every one, should silence at once the clamor which has been raised against such grants. There are now in the new States of Iowa, Minnesota, Nebraska, Kansas, California and Nevada, and in the territories of Colorado, Utah and Wyoming, 9,000 miles of railroad. The number of inhabitants in these States and territories equals 2,847,000. The ratio of mileage of railroads to population, consequently, exceeds one of the latter to about every 300 of the former. This is certainly a most wonderful exhibit, and is one no other nation can display, and which, in our case, has only been secured by the wise, benevolent policy of our government, which, in this way, did more to give remunerative employment to the poorer classes than any other legislation it could adopt.

In the preparation of a work of this kind, great difficulty will always be experienced in obtaining adequate information. The more powerful companies, that have often but a small number of stockholders, treat their road as private property, and give as little information as possible. The companies that are embarrassed, of course, adopt the same rule. Several of the States, fortunately, require returns to be made, according to certain specifications, to their legislatures. But these are often unaccompanied by explanations that are often necessary to give correct ideas as to the real condition of a company or its affairs. In only two of the States—Massachusetts and Ohio—has the subject of railway management received any other attention than the mere publication of the returns that are made. In the former, a commission has been constituted which has taken the whole subject of railway economy vigorously and intelligibly in hand. Already has this commission, in its two annual reports, made very valuable contributions to this great subject; and, if allowed to prosecute their labors, will undoubtedly accomplish very valuable results. In Ohio, a similar work has been committed to Mr. George B. Wright, Commissioner of Railroads and Telegraphs for that State. He has published four annual reports and a thorough compilation of laws relating to its railroads. He has rendered a very valuable service to its railway interests, and to the public, by the painstaking and lucid manner in which he has discussed the whole subject of railways, and by the information he has supplied. Without the result of his labors, it would have been almost impossible to have given anything like a satisfactory statement of the railroads of his State. We trust other Western States will follow the example of Ohio. States that have now 3,000 or 4,000 miles of railroads, with an invested capital of $200,000,000, cannot be too careful in having these works under the supervision and, to a certain extent, under the control of a faithful and public-spirited officer, of their own appointment.

The purpose of this work is to present an accurate statement of the condition of each railroad in the United States, and, where it is possible, comparative statements of their financial conditions and operations for a series of years, to supply the best, and only means of forming a correct opinion as to the value of their securities. When no reports were published, application was, in all cases, made to the proper parties for the information desired. In some cases, information has been refused; in others, grudgingly and scantily given. When it is not fully supplied, the public may be assured that the fault is not our own. When it is not, it has the right to infer that full statements are not given because they would show something wrong or unfavorable in the affairs of the delinquent company. No opinions are given; only the means, as far as possible, of forming an opinion. It is always to be regretted that full and complete statements could not be supplied for every road. Considering, however, the immense number of railroad companies in the United States, and that but few of them have their domiciles in any one place, it is perhaps remarkable that so much information has been obtained.

Car Wheels and Axles.

In an action recently tried in England against a railroad company, scientific evidence was heard in reference to the construction, character and durability of the wheels and axles of railroad cars. It was testified that experience has shown that by tapping, defects can be detected in the wheels but not in the axles, but that the only way to find out whether an axle is sound or not, is to apply force and break it, a method which is so severe as to defeat its object. Practically, the plan adopted is to break several specimens taken at random from a lot of axles, in order to find whether the iron is good. If the test be satisfactory, the rest of the axles are taken on trust. It is, however, stated that the breaking of railway axles very seldom occurs. In the case before the court, which was an action for damages against the railroad company, arising from injuries caused by the breaking of an axle, it was proved that this particular axle had been in use for eighteen years, and that after it broke a fracture extending around it to the depth of half an inch was discovered.

☞ The first-narrow gauge passenger engine ever built in America, the Montezuma, was shipped from the locomotive works of M. Baird & Co., Philadelphia, to Pike's Peak on the 13th inst,

* When the incidental advantages resulting from railroads in this country are so demonstrable, and while such advantages are regarded as a basis upon which the construction of such works may be securely undertaken, on an almost unlimited scale, it is certainly surprising that European governments have not, upon a similar idea, done more to encourage their construction. Our people reason in this way: The construction of a railroad will add five times its cost to the value of the aggregate value of the property of the community constructing it. The commerce and wealth which it will create annually will exceed five times its cost. The country, consequently, is vastly better off for it, even should it produce not a dollar of direct revenue. Our government, in its land grants, has itself acted upon this idea. The progress of this country in wealth has been so rapid that the government has not felt itself called upon to take direct measures to increase its revenues. It would be supposed that in other countries, where the possession of the government is a vested right, and the whole nation in the nature of an estate, the most sedulous means would have been taken to increase the value of such an estate. If Russia, a country like our own in the vastness of its territory, in the sparseness of its population, and in the absence of its domestic markets, could imitate the example of this country in the construction of railroads, it would have been relieved of all concern as to its revenues. With 50,000 miles of railroad, they would, with no increase in the rate of taxation, have been quadrupled, and its military and political influence increased in like ratio, to say nothing of the beneficial influence such works would have exerted over the character and habits of its people. The same remarks apply with somewhat less force to other European countries, particularly to Austria and Spain. England alone, in her East Indian possessions, has adopted the policy that has added so vastly to the wealth and consequence of the United States.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355 000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...50	5,545,225	.....	.....
Atlantic & Gt. Western ...50	25,879,923	.....	.....
" " " pref..50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar. '71 2
Augusta and Savannah ...100	733,700	J. & J	Jan. '70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	1,680,000	A. & O	Apl. '71 5
Baltimore City Passenger...	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 5
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A.J&O	July '71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jan. '71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 3
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,600	.....	.....
Do., do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J.A.J.O.	July '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	May '71 3
Brooklyn City & Newt'n..100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May '71 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Boat'n)100	747,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	877,100	.....	.....
" " pref. 50	753,689	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	Jul '71 $2½
Cape May and Millvi le* . 50	447,000	J. & D.	June '71 3
Catawissa. 50	1,159,600	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July 71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May 71 3½
Central of Georgia.....100	4,666,300	J. & J	July'70 5
Central of New Jersey....100	15,000,000	J. & J.	July '71 4
Central Ohio.....100	2,426,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '71 5
" " pref...100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy - 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*... 50	2,066,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	May'71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	June'71 2
Concord..... 10	1,500,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passumpsic R. pref.'00	2,084,200	F. & A.	Aug.'71 3
Connecticut River..... 100	1,700,000	J. & J.	July'71 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk .. 5	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*100	5,000,000	J. & J.	July'71 2
Do do. pref.100	.....	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,600	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga....100	1,989,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J.&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jun.'71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,534,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg.....100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	Jan. '71 4
Germantown (Phila.)..... 50	112,248	J. & J.	July '71 3
Girard College (Phila.) ... 50	100,000	J. & J.	Jul. '71 3
Granite..... 100	.....	M. & S.	Mar.'71 4
Green and Coates St.(P .)	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	July '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. go pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820 000	.....	.....
" pref 100	1,180,000	J. & J	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	J'n. 68 3½
Illinois Central.....100	25 280,240	J. & J.	Aug. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	S ep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68
Jo let and Chicago*.....100	1,500,000	J.A.J&O	July'71 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	36,000,000	F. & A.	Aug. '71 4
" " guar.100	533,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,188,585	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y '67 5
Lehigh Valley 50	17,716,400	J.A.J&O	July'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	June'71 2
Little Schuylkill*..... 50	2,046,100	J. & J.	July'71 5
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	250 000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	F. & A.	Dec. '70 3
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225 848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '71 4
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July 71 3½
Mobile and Ohio 100	4,289,820	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,330	J. & J.	July 71 4
Nashua and Lowell.....100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	600,000	A. & O.	Apl. '71 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey.....100	7,297,200	F. & A.	Feb. '71 5
New London Northern.....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,250,450	J.A.J&O	July'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Jan. '71 4
Do. Do. preferred 50	1,551,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jan. '71 3
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July'70 2½
Pittsb., Ft.W. & Chi. gtd.*100	19,668,000	J.A.J&O	July'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July'71 3
Portland and Kennebec...100	616,700	J. & J.	Jluy'71 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway'100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'61 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred.....100	1,831,400	F. & A.	Feb 71 5½
St. L., Alt. and T. Haute..100	2,200 000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'71 5
Schuylkill Valley*..... 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec.'70 2
Shamokin V. and Potts v.* 50	869,480	F. & A.	Feb.'71 3
Shore Line..... 100	636,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. 68 3
South Western, Georgia.*100	3,9.9,900	F. & A.	Feb.'71 4
Staten Island..... 100	680,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Stockbridge & Pittsfield*10	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,150	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.)....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,666,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,000,000	J. & D.	June'71 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian...100	367,408	.....	.....
Virginia Central 100	2,353,678	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,547,650	.....	..... 3½
Worcester and Nashua ... 7s	1,400,555	J. & J.	July'71 5

CANALS.

Chesapeake and Delaware 50	1,983,553	J. & D.	June'71 3
Chesapeake and Ohio 25	5,228,595	.....	.....
Delaware Division..... 50	1,833,350	F. & A.	Feb. 71 4
Delaware and Hudson.....100	15 000,000	F. & A	Aug'71 5
Delaware and Raritan.....100	6,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 5
" (preferred).....100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania 100	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2878,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'71 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	Aug.'71 3

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,109	51,831	60,029	81,156	95,228	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,053
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,500	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	555,080	532,657	511,854	609,788	579,642	535,360	497,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,766
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,250	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,852	235,961	252,166	355,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,854	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	465,780	466,582	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,100	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,839	545,145	480,710	519,300	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,280	895,712	993,458	888,214	1,063,257	1,448,942	1,541,057	1,211,530	879,400	11,632,719
1868	724,890	807,478	850,192	1,094,597	1,211,160	1,180,933	1,076,674	1,251,940	1,507,479	1,570,667	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	868,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	233,696	218,347	271,425	287,451	293,296	282,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,307	341,783	320,025	293,615	271,555	242,621	3,096,955
1870	203,069	226,897	244,182	244,046	240,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	272,826	266,790	313,199	283,399	281,491	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	209,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	543,929	511,305	478,576	496,433	437,679	424,561	4,971,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,591	657,141	663,402	6,389,447
1865	571,636	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,756	641,589	643,887	518,068	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	544,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	641,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	678,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,754	8,678,958
1871	639,541	565,416	606,845	588,661	695,446	732,989	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,383	103,373	98,043	106,921	104,866	113,504	112,052	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,715
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	124,408	1,296,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	178,407	132,998	153,531	144 023	141,316	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,463	206,221	193,328	215,449	308,168	375,488	339,794	3[illegible],186	3,198,046
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,770	328,870	4,520,550
1866	282,459	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	498,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,962	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399 871	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,548	490,772	448,419	3[illegible] 542	4,744,104
1870	337,992	329,128	384.431	412,030	405,283	363,187	326,891	378,880	467,990	511,447	453,873	387 827	4,755,958
1871	418,755	442,665	441,685	470,703	480,147	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	399,556	365,412	350,565	751 738	1,101,771	775,616	458,323	5,683,608
1868	369,228	321,203	333,508	436,412	566,718	458,191	423,398	522,682	1,024,045	1,037,464	556 917	408 880	6,517,046
1869	454,590	330,400	420,951	460,288	630,544	678,923	586,531	525,547	794,732	1,040,102	801 130	[illegible]	7,250,069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	721,014	529 758	7,420,421
1871	396,700	327,431	400,150	483,884	662,567	658,018	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	140,184	139,000	150,416	160,149	155,586	231.662	235,513	246 838	203,595	2,024 860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,826	275,726	2,853,899
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1866	259,223	239,139	313,914	271,627	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 219	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,015	3 390 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,096	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,529	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,216	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	290,471	3,168,137
1871	245,982	258,554	384,599	243,650	222,283	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350.613	329,243	298,708	271,207	3,164,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353.677	341,373	321 659	256,108	3,438,930
1871	212,005	217,947	319,765	285,416	284,732	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	264,285	388,725	414,707	448,994	468,873	466,557	454,526	4,086,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526 009	6,324,683
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	586,979	967,194	1,121,205	1,351 579	1,419,232	1,196,955	792 685	10,032 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	855.742	887,793	874,974	496,960	10,037,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	556,779	9,266,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	526,490	755,433	904,834	999,463	650,680	1,232,903	1,454,026	1,294,621	1,285,366	1,476,405	8[illegible],447	11,516,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,142,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198 884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171.736	156,066	172,953	220,788	219,160	230,340	205,095	180,071	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	180,351	160,085	2,098,266
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	165,295	15[illegible],555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,072,226
1871	126,218	122,373	144,533	125,212	117,664	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382.906	406,766	351,758	333,480	3,809,353
1868	278,712	265,137	267,800	286,825	260,529	293,344	283,833	484,209	450.263	429,808	328,270	380,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	440,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	296,278	318,699	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,762
1871	365,174	328,791	393,456	444,210	453,009	438,814	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	705,002	623,560	617,585	758,467	999,665	837,388	716,829	5,[illegible] 183
1870	528,529	500,139	539 238	700,603	802,586	746,480	643,058	664.061	728,521	719,698	570,168	606,053	7,[illegible] 094
1871	479,573	373,925	493,599	584,540	724,466	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities July 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	105½
.. .. coupon	13,955,000	5	" "	1874	106½
Loan of February 8, 1861 ..... registered	13,548,000	6	Jan. & July.	1880	114⅝
.. .. coupon	4,847,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861.....registered	123,755,350	6	Jan. & July	1881	114⅝
.. .. coupon	66,562,750	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s).....registered	81,928,800	6	May & Nov.	1882	113⅝
.. .. .. (5-20s).....coupon	381,804,700	6	" "	1882	114½
Loan of March 3, 1863..... registered	53,190,950	6	Jan. & July.	1881	114⅝
.. .. coupon	21,809,050	6	" "	1881	115½
Loan of March 3, 1864 (5-20s).....registered	2,619,600	6	May & Nov.	1884	113⅝
Loan of June 30, 1864 (5-20s).....registered	42,606,000	6	May & Nov.	1884	113⅝
.. .. .. (5-20s).....coupon	43,359,400	6	" "	1884	113⅝
Loan of March 3, 1865 (5-20s).....registered	46,074,050	6	May & Nov.	1885	113
.. .. .. (5-20s).....coupon	121,576,750	6	" "	1885	113⅝
.. .. 2d series (5-20s).....registered	65,684,000	6	Jan. & July.	1885	112½
.. .. .. (5-20s).....coupon	176,899,150	6	" "	1885	113⅝
.. .. 3d series (5-20s).....registered	88,786,950	6	Jan. & July.	1887	113⅝
.. .. .. (5-20s).....coupon	239,460,050	6	" "	1887	112⅝
.. .. 4th series (5-20s).....registered	11,621,500	6	Jan. & July.	1888	113⅝
.. .. .. (5-20s).....coupon	27,797,450	6	" "	1888	112½
Loan of March 3, 1864, (10-40s).....registered	137,413,250	5	Mar. & Sept.	1904	112½
.. .. .. (10-40s).....coupon	57,154,050	5	" "	1904	113
Consols of July 14, '70 & Jan. 20, '71.registered	52,378,050	5	F. M. A. & N.	1881	....
.. .. coupon	7,191,100	5	" "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	31,885,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	6	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	113½
U. S. Notes and Fractional Currency.....	396,679,380	*mil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	70
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	888,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	99
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	55
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111
.. — .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "	1883	....
.. — .. of 1864, (10-20s)..	5,027,000	6	April & Oct.	1884	106½
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71 '74	90
.. — " " 1842 to 1848.....	273,000	7	Various.	'72-'74	95
.. —Atl. and Gulf R. R. 1855 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	86
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	96½
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	....
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	71
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	....
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	....
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	101½
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834..	1,403,146	6	" "	1870	....
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	97
.. —	429,000	6	" "	1890	....
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1890	97
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1850	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	98½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,021.000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds.....	473,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	99
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	96½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	97
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	104
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	108
.. — .. Bonds.....	21,089,000	7	" "	1877	108
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	106
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	107½
.. —	473,000	6	" "	1875	107
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	45
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new)..	2,626,000	6	Jan. & July.	'92-'98	27
.. — .. .. (new)..	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	27
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	20½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,399	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	101½
.. —	90,400	5	" "	1877	....
.. —	7,890,550	6	" "	1877	104
.. —	726,950	5	" "	1882	....
.. —	9,237,050	6	" "	1882	106½
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	102
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	730,000	6	Jan. & July.	1893	....
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)...	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	76
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	58½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	61½
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	72½
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,089,503	6	" "	"	72
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101½
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	55½
.. — .. Bonds.....coupon	11,108,000	6	" "	"	66½
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866.....registered	1,872,968	6	" "	"	72½
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	73
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1866	2,000,000	7	April & Oct.	" "	1885	96½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
1st Mortgage, Eastern Ex.	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	90–'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free gold	15,000pm	7*	Jan. & July.	New York.	1900	....
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870 gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76–'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81–'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	...	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	91¾
Loan of 1850	579,500	6	" "	"	1880	....
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Loan of 18 0 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	£250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage Camden and	492,500	6	March & Sept.	Princeton.	1885	....
3d Mortgage Amboy.	745,000	6	Feb. & Aug	"	1887	....
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869–'70	152,500	7	" "	"	'89–'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	624,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	14,000,000	7	Jan. & July.	"	1899	27½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River:						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	....
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	16½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4'84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	....
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	....
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	93
Consolidated Loan	4,979,200	6	June & Dec.	" "	1889	99
Sterling (United Co's) Loan	1,944,000	6	March & Sept.	London.	1894	95½
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1866	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota Ii. C.:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	84½
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91–'16	....
Central Branch Union Pacific:						
1st Mort. (Ateh. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1899	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,857,000	7	Feb. & Aug.	" "	1890	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	104½
Central Pacific of California:						
1st Mortgage gold	26,010,000	6*	Jan. & July.	New York.	'95–'99	....
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1895	98½
Convertible bonds	1,500,000	7*	" "	" "	1883	....
Income bonds	10,000,000	...	.....	" "	.....	99½
Charlotte and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	500,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	....
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75–'80	....
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,876,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	800,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar	600,000	8	May & Nov.	" "	1879	....
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	....
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	97½
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	....
Ott., Osw. & Fox Rv. V. RR. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	891,700	7	Jan. & July.	New York.	1880	....
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	....
Interest (f'ded coup.) b'ds(193m.)	755,000	7	May & Nov.	" "	1883	....
1st Mortgage General (193 m.)	3,592,500	7	Feb. & Aug.	" "	1885	99½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	138 000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	866,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,077,000	7	May & Nov.	" "	1915	83¼
Equipment Mortgage	825,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
3d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	" "	1870	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,129,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	354,000	7	" "	" "	1888	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage gold	25,000pm	7	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	101
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7	May & Nov	New York.	1889	....
Chillicothe & Brunswick (N.Mo.):						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800 000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. and Cin.).	983,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	83
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.).	366,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Buff. and Ind.R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	96
Cleveland and Pittsburg:						
2d Mortgage	700,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	....
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	....
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	....
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104 000	7	Jan. & July.	New York.	1885	....
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,000,000	7	April & Oct.	New York.	1908	87½
2d Mortgage Consol. skg fund.	5,000,000	7	Jan & July.	" "	1909	....
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Dne.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	475,000	6	June & Dec.	Boston.	1876	....
Notes payable, coupon tax free.	481,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July	New York.	1889	....
Coun. Bluffs & St. Jo.(K.C'y,St.J.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky. Cen.):						
1st Mortgage March 1852	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1867	100,000	7	Jan. & July.	New York	1550	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T. W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Stamf. to Delmer) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Easton Ext.)	1,111,000	7	April & Oct.	" "	1875	....
2d Mort. (General)	1,633,000	7	March & Sept	" "	1881	96
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,990,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	....
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770,000	8	May & Nov.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,916,659	6	" "	N.Y.&Detroit	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.)	150,867	6*	May & Nov.	N.Y.&London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July	New York.	1890	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	5	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	724,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1889	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	95
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	...
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,434,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	100
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,800	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	98½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	84½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,927	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	119
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101½
2d Mortgage	2,693,000	7	" "	" "	1877	97⅜
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	97
Mifflin and Centre County:						
1st Mortgage	173,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	89
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	108½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	100
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	1,417,500	7	Jan. & July	New York.	877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	396,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	100
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68)						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1887	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	New Haven	1899	....
Convertible bonds	400,000	6	April & Oct.	"	1890	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,936,626	6	May & Nov.	New York.	1883	93
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	91½
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	94
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	101
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'78–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	85
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	100
Chattel Mortgage	360,000	10	April & Oct.	"	1887	112
2d Mortgage	276,500	7	May & Nov.	"	18—	93½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	1re d.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	91½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	97½
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	99½
Northern New Hampshire:						
Company Bonds of 1864	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	95
3d Mortgage (B. & O. R. R. Co.)	140,000				1886	95

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100½
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	102
1st Mortgage, W. Div	850,000	7	" "	" "	1872	
2d Mortgage, W. Div	556,000	7	" "	" "	1874	86
Income, W. Div	221,500	7	April & Oct.	" "	1882	
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. sterling	83,420	...	" "	London.	1898	
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	85½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	104
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	80
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79½
Va. State Loan	249,962	6	" "	" "	1887	
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	
Oswego and Rome:						
1st Mort. guar. by R. W. & O	350,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	99½
St. Louis Loan	700,000	6	" "	" "	'71–'73	
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	
Peninsular (Michigan):						
1st Mortgage for $16,000 per m	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mort. } Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	100½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	94
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	101
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	96½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	
2d Mortgage	255,000	8	" "	" "	18—	
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	81
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	
2d Mortgage	4,000,000	6	" "	"	1901	93½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist'n						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	100
Bonds of 1861	100,000	6	Jan. & July.	"	1871	
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	
Bonds of 1857, convertible	143,500	6	" "	"	1886	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	98½
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	83½
Philadelphia and Trenton:						104
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	94½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	
1st Mortgage	525,000	10*	" "	"	1894	
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	
2d Mortgage	50,000	8	June & Dec.	"	1877	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	85½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds, convertible	296,000	7	" "	" "	1876	
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	
2d Mortgage	350,000	7	June & Dec.	"	1884	
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	
Consolidated, coupon	1,293,000	6	May & Nov.	" "	'75–'90	
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	79
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'80–'76	
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York	18—	
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	103½
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	
2d Mortgage (" ")	500,000	7	— & —	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	94½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	94
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1893	
St. Louis and St. Joseph:						
1st Mortgage	1,008,000	6*	May & Nov.	New York	1902	
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	
General Mort., dol. for $2,020,000		7	" "	New York.	18—	
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1906	
Salem and Lowell:						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	
Funded Coupons	860,000	7	" "	" "	1875	
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1859	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1875	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	98
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	78
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	"	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	90½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95–'99	88½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	...
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.& Boston	'87–'89	92½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	83½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 264 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1856	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	43½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,300	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	89
2d Mortgage	23,500	6	" "	" "	1868	77½
3d Mortgage (Enlarged)	900,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1905	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1909	89
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	91½
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	102
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	91
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	87
New Preferred mortgage	600,000	6	.....	.....	....	91½
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1880	82
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1885	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	90
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	"	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	den and	A	mboy R. R.)			
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1905	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	87½
3d Loan	2,000,000	6	" "	"	1897	92
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Convertible Loan	1,496,879	6	" "	"	1877	91½
Monongahela Navigation:						85½
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage	302,750	6	" "	"	1876	86
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	86
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	80½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	84
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	102½
Preferred Interest Bonds	325,000	6	" "	"	1904	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1852	11½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,579	*	.....	.....	4,183,000	915,000	1,205,943	.....	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	70.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*	.....	.....	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,020,859	697,846	237,353	—	100	93
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800.000	.....	.....	.....	.....	425,000	.....	.....	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	160,000	.....	.....	—	(Leased	to Cheshire.)	.....	.....	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319 717,106	5,098,367	737,188	—	100	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	70½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	.....	.....	—	(Leased & oper. by	Grand Trunk of Canada.)		.....	.....	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	.....	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	145
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	7½
Dec. 31 1869	28.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	.....	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders.		—No returns.)	.....	.....	—	100	....
Sept. 30, 1870	21.2	—	....	—					Berkshire.....Massachusetts.	600,000	.....	.....	.....	600.000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	80½
Sept. 30, 1869	15.6	—	0.4	—					Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	168	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3 546,638	751 902	19,154,800	1,764,520	2,488,621	2,380,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	150½
Sept. 30, 1870	42.9	....	7.0	—	18	17	10	226	Boston, Clinton and Fitchburg .....Mass.	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,942	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,760	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,003	5,936,798	470,732	110,948	—	100	2½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	135
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,026	4,471,274	.....	.....	1,000,970	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	147½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,507	10	100	148
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)			.....	.....	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,027	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron.....Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased & oper. by	Grand Trunk of Ca.)		96,338	.....	7	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and operated by Erie.)			.....	.....	—	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	.....	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No returns 175 miles recently completed.)			.....	.....	—	100	....
Apr 20, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1.632,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	116
Dec. 31, 1869	61.2	31.1	103.7	—	128	103	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	126
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124.583	—	100	15
Dec 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	3oo,000	.....	.....	—	(Leased & oper. by	Camd. & Amboy.)		42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	5	15	7	139	Cape Cod .....Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	92,010	5	100	67½
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville.....New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased and oper. by	West Jersey.)		.....	.....	6	100	88
Dec. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	586	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	46
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota .....Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased and oper.	by Illinois Central.)		.....	.....	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased and oper.	by Chic. and N.W.)		475,300	.....	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	....
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	106½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio.....Ohio.	5,505,935	.....	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,935,213	16,515'195	970,890	49,521	3½	100	29½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*.....California.	97,094,922	.....	.....	.....	40,097,290	58,965,777	.....	.....	74 20	2,869,237	.....	.....	5,070,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)	.....	.....	.....	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,588,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie & N.Centrl.)		30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No returns publish	ed.)		.....	.....	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire.....New Hampshire.	2,689,307	*	313,666	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley .....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased	to Phila. and Read.)		101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton .....Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	120½
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	152
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)	.....	.....	.....	—	100	....
May 31, 1870	81.3	1.1	16.7	—					Chicago, Iowa and Nebraska .....Iowa.	5,000,000	*	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. by Chic. and N.W.)		557,960	10	100	115½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	68½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644,797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	107
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick .....Ohio.	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	38	31	18	488	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana.....Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—					Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased and oper. by	Kentucky Central.)		.....	.....	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	.....	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	28
Jun. 30 1869	132.1	—	9.0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 231,280	5,444,455	346,181	¶ 46,046	—	100	....
Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,485	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	.....	.....	11,620,000	1,997,000	.....	.....	390.4	2,155,245	29,770,918	95,130,680	2,962,614	929'284	7	100	87½
																			(Leased	to Atl. & Gt. Weste	rn.)			8	100	....
														2,066,760	1,952,100							2,583,670	908,306	8	50	120

Dec. 31, 1869	849.5	49.9	61 7	—	83	47	22	1,485	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*				11,620,000	1,997,000			390.4	2,155,245	20,770,918	95,130,680	2,962,614	927'384	7	100	87½
Jan. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981				2,056,750	1,652,100			—	(Leased	to Atl. &	Gt. Weste	rn.)		8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283,265				6,300,475	3,883,500		610,497	225.0	1,665,141			2,383,670	908,306	8	50	120
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,589,369	*				13,000,000	18,814,000	1,725,389		588.0	3,655,909	35,605,620	41,064,199	3,529,411	262,452	—	100	19½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200					1,786,200	248,000			—	(Leased	& operate	d by Little	Miami.)		6¼	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*		158,029	92,610	1,500,000		75,000	155,639	119.5	544,126	9,598,097	14,984,458	806,150	153,165	10	50	156
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*				595,587	374,500	300,000		27.0	39,460	556,055	361,137	75,430	27,338	—	100	
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	1,106,859					350,000				—	(Leased	and operat	ed by Con	cord.)	25,000	7	100	121½
May 31, 1869	110.3	—	12.6	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*		11,573	153,938	2,087,883	795,000	208,879	68,929	110.8	190,409	3,747,271	4,799,290	529,347	192,184	6	100	92
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River	Massachusetts.	2,100,430	*		164,854	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,954,321	6,466,931	501,972	197,174	10	100	142½
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300			215,000		1,278,300	1,000,000			—	(Leased	to Phila.	& Trent.)				50	
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000					200,000	30,000			14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*				1,500,000	3,443,000			34.0	337,200			791,053	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*		110,000		1,316,900	352,300			74.0	226,576			523,993	143,479	8	50	110
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,788		11,200	26,391	400,000	300,000		6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	313,910	15,600		300,000		413,150	510,000			—	(N	ot yet in o	peration.)				100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*				3,000,000	2,000,000			—	(U	nder cons	truction.)				100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268			261,099	2,393,140	4,278,300	112,579		141.4				1,061,856	421,277	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*				76,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000					309,276	715,000			—	(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018					891,206	892,750			—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000				14,100,600	3,308,000	2,190,000		253.4	1,820,253			2,417,324	637,845	10	50	109
Dec. 31, 1869	235.0	—	16.0	12.0	26	16	10	515	Des Moines Valley	Iowa.	8,182,500	*				3,872,500	4,310,000			184.0				830,241	365,392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*		111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243			1,615,618	666,267	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000					480,000				—	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*		107,393	64,767	3,662,123	960,000	653,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,290,589		7	100	90½
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*				1,000,000	550,000			79.0				188,832		—	100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000					280,000				—	(In	progres	s.)				100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000					700,000	1,000,000			—	(Leased	to Boston,	Hart. & Fis	hkill.)			100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800			2,500		89,800	175,000	2,000		—	(Leased	to Pennsy	lvania.)				50	
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶	Massachusetts.	6,783,262	*		900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	121½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000					280,000	570,000			—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604					392,550				—	(Leased	to Phila.	& Readin	g.)		6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599					1,309,200	495,900			—	(Leased	to Phila.	& Readin	g.)		7	50	80
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶	Tenn & Ga	9,164,694	*		125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	270.0				1,278,864	562,682	—	100	
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶	Tenn.						(Consolid	ated in t	he East	Tennessee,	Virginia and	Georgia.)							
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.									(Oper. by	Evan	sville, H	enderson	& Nashv.)					
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandalgua	N. Y.	500,000					500,000				—	(Leased	to Norther	n Central.)	25,000	25,000	5	100	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000				1,000,000	1,620,000			—	(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575				78,536,910	23,398,800			845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	56½
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893		545,000		999,600	2,577,580		57,809	101.2	484,550			824,611	383,028	—	50	28
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶	Maine.	2,094,883	148,559					3,000,000			—				129,726	56,196	—	100	
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*				(Owned	by Domi	nion of	Canada.)	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	23.5	—	....	5.45	—	—	—	—	Europ. & N. American W. Div.	N. Bruns.	1,743,037	*				803,750	1,853,907	18,001		—	(No	t in comp	lete opera	tion.)				100	
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970		46,366	51,600	1,144,053	1,185,000	36,564	622,377	132.0	306,838			516,804	166,699	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.										64.0							100	
Sept. 30, 1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*		21,174	491	150,000		269,450	—	5.8	10,846	350,016		26,815	3,800	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000					90,000			60	—	(Leased	to Pittsbu	rg and Ce	nnellsvill	e.)	7½	50	
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg	Massachusetts.	3,640,000	*		300,579	200,661	3,640,000			501,231	93.7	538,088	20,328,234	13,563,559	1,085,937	252,285	8	100	137
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000					150,000	100,000	100,000		—	(Oper. b	y Belvide	re Delaw	are.)			100	
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,209,094	*		173,876	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113			466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5,300,000	*				3,000,000	2,300,000			154.0						—	100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*				800,000	1,500,000			—	(Not l	n complet	e operatio	n.)			100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061		99,266		230,845		99,266		23.0	12,800			69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.							575,000			52.0	[Operat	ed by Rec	eiver.]				100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*		1,283,389	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823			1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.										40.0	(In prog	ress and n	o part in c	ompl'te o	pera'n.)		100	
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000					1,000,000	1,000,000			—	(Owned	and oper.	y Mich. Ce	n.since A	pl.1870.)		100	
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶	Canada.	90,720,865	*								1,380.0	7,071,893			7,153,924	1,607,631		100	
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶	Canada.	25,027,287	*		1,968,348	877,019	18,202,126	8,656,415	733,218	280,595	334.5	2,676,393			3,934,114	1,780,516	4	100	
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶	S. Carolina.	3,081,213	*		80,495		1,510,374	1,902,157			164.2	125,000			365,528	146,211	—	100	
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,073	*				8,000,000	8,938,000	1,009,073		275 0				2,941,997		—	100	79½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550					1,182,550	700,000		23,069	—	(Leased	to Pennsy	lvania.)			7	50	110
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut.	3,407,285	*				4,800,000	744,000			75.0	575,810			1,568,362	513,594	10	100	170½
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill	Cont. & R. I.	4,704,866	*				2,037,939	2,055,500			130.1	470,699	13,592,270	5,172,157	848,563	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	15	Hempfield	W. Va. & Penn.	1,616,459	41,340		104,900		1,809,565	500,000	100,000		32.0	20,800			60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	240	Housatonic	Connecticut.	2,105,558	*		151,843	310,624	2 000,000	291,000	123,768	153,257	119.8				743,808	166,231	—	100	
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶	Texas.	5,600,000	*				3,000,000	2,600,000			125.0				1,040,400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.										50.0	[Is being	continue	d to Whar	ton Color	do Riv.]	—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,537	*				16,020,000	4,309,220			150.0	1,978,880	106,998,816	114,943,123	6,484,967	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt	Penn.	2,202,174	*				706,580	1,927,614			58.8	191,777			291,564	5,882	—	50	20
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*		9,721,836	1,691,280	25,278,710	8,018,170	10,901,500		970.9	5,414,403	53,306,016	258,336,118	8,823,482	3,652,516	10	100	133½
Dec. 31, 1869	—	—	—	72.0	50	31	18	806	Indianapolis and St. Louis	Indiana.	(Road in	progress	is now o	perating		St. Louis,	Alton &	T. H. R.	R.)	194.0				1,774,867	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*				5,685,497	7,358,931	675,628		289.0	1,205,686			1,921,274	707,492	—	100	5½
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.										75.0						—	100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.										—	[Project	ed.]				—	100	
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*				132,411	35,000			13.0	24,000	234,368	664,541	73,307	11,855	—	100	
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000		249,500		400,000	130,000			11.0				32,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*			87,031	515,465	1,895,000	143,196	131,393	116.0				391,849	212,727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jamestown and Franklin	Penn.	1,765,248			35,000		603,077	1,000,000	688,228		—	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	
Dec. 31, 1869	108.0	52.0	17.9	—	37	26	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*		879,833	413,927	2,000,000	3,100,000	587,179	1,632,923	225.0				1,140,099	403,486	—	100	80
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000					1,500,000	500,000			—	(Leased	and oper. b	y Chicago	& Alton.)		7	100	92½
Dec 31, 1869	44.5	—	10.5	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000					300,000	800,000			—	(Leased	and oper. b	y Mich'gan	Central.)		8	100	
Oct. 31, 1869	4.0	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324					180,250	800,000			4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	
Dec. 31, 1869	487.0	84.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.						5,072,500				439.0	963,512			2,225,850	839,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.								1,209,000	(St k sw	amped.)	112.0		[Operated	by bondh	olders.)				100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.										16.0	[No	returns.]					100	
Dec. 31, 1869	31.0	—	1.8	84.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee.										31.0	[No	returns.]					100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Miles Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg .....Penn.	3,820,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,876	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	903.9	.....	.....	.....	12,945,598	5,034,071	8	100	107½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no returns.)		5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coal	and Na	vigation	Co.)		160.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,578,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,316	10	50	121
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	84.2	—	47.9	—					Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,486,000	.....	.....		(Operated by	L. M. and	Col. & Xenia.)			—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1 1	869 to Pb	g Cin'&S	t. Lat$4	80,000p.a.	] 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6¼		
Oct. 31, 1869	28.3	3.0	24.7	—					Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	92¼
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955.245	12.174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,706	*	3,555 951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	74¼
Sept. 30, 1870	12.4	—	2.8	—	2	3	1	26	Lowell and Lawrence... Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—					McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—					Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....		(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	145
Mar. 31, 1870	19.0	—	1.6	—					Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	103	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	28	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,396	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,846	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	58
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	.....	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	.....	130.6	457,576	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,226,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	120½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—					Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50.966	.....		(Oper.	by Erie.)	.....	44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—					Millstone and New Brunswick..N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	—	—	(Operated	by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	59½
Oct. 31, 1869	24.5	58.8	52.3	—				—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	106
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	easeesss.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	329,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,233	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	23.0	24,178	617.707	866,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....		(Leased	to Dela., L	acka. and	West'n.)		7	100	93½
Sept.30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	.....	.....	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	150
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,'55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	280	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	96	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	—	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....		100	....
Oct. 31, 1869	14.9	—	2.8	—					Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....		(Leased	& oper. by	P. Ft. W.&	Chicago.)		11½	100	....
Oct. 31, 1869	6.0	....	....						Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....		(Owned	& oper. by	P., W.& B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....		(In	cluded in	United Co	mpanies)		10	100	128
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	236,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65,493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,864	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morgan	n of New	York City.]	.....	.....	.....	—	100	46
Sept. 30, 1869	297.8	206.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,608,697	*	.....	.....	51,831,500	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474.419,753	15.586,616	6,531,131	8	100	
Sept. 30, 1869	441.8	206.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,962,876	22,071,583	9,244,621	8	100	96½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,962	.....		.....	.....	.....	.....	.....		100	
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	128½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247.430	6,736,230	2,160,561	837,115	10	100	155
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....		(In cour	se of con	truction)					
Aug 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,468	7	100	92
Sept. 30, 1869	98.5	—	3.7	—				—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—		(Leased	to New Y	ork Centr	al.)	60,000	6	100	
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,530	1,385,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....
									North Louisiana and Texas.....La.	.....	*	.....	.....	7,500,000	13000,000	.....	.....	72.0	.....	.....	.....	2,084,480	482,124	—	100	21
									.....Missouri	20,500,000	*	.....	.....	.....	.....	.....	.....	361.0	.....	.....	.....	1,132,731	463,114	6s	50	99
									.....Missouri	2,568,489	*	133,476	.....	.....	.....	.....	.....	67.7	460,143	.....	.....	.....	168,916	—	100	

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68 0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	66.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stock ...ge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	—	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	.....	624	267,300	—	—	634	—	.....	.....	.....	8,591	7,956	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	(In pro	gress to be	completed	June 187	0.)	—	50	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,900	*	.....	.....	1,470.130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	302,971	*	(Will form a part of the Rondout and Oswego Line.)	52,224	400 000	—	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	106
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	24,194	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	3,274,000	.....	654,000	2,620.000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	1,157,178	186,284	1,988.150	346,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	454.8	45.2	21.1	—	116	54	29	1,946	Toledo, Wabash and Western. O. I. & Ill.	23,390,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	58½
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	274,400	—	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	49½
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.	R. R.)	32,000	—	100	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,845,978	*	5,591,000	654,530	swamped	—	—	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	23,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	.....	8,407,553	4,203,926	—	100	268
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	[no	returns.]		.....	.....	—	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,582,650	—	.....	.....	—	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	—	.....	.....	—	54,450	2,244,178	734,753	166,494	76,892	6	100	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	(Leased	by Vermo	nt Centra l.)	.....	.....	8	100	101
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	var
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	—	100	75½
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	357,408	3,200,000	98,417	.....	140.0	.....	.....	.....	.....	.....	2	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.& W'tn.)	454,758	154,618	7	100	87½
Dec. 31, 1869	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	—	—	—	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	525,578	.....	526,700	612,300	6,024	.....	—	[In	progress.]		330,571	63,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	.....	(Built by State of Georgia.)	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	1,942,000	—	—	—	138.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	*	.....	.....	6,500,000	—	36,000	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[No	w forming a division of the Milwaukee and St. Paul	.....	.....	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Aug. 31, 1869	94.0	—	....	86.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,156	1,209,000	1,716,500	244,176	129,783	126.1	No retu	rns for ye	ar.]	.....	.....	—	50	81
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....	—	288,365	.....	.....	652,184	256,308	10	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	.....	.....	.....	.....	—	(Operat	ed during	construct	n by M. &	St. Pa'l.)	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	200,000	—	—	—	20.0	13,480	90,746	159,099	14,663	7,147	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased	to Boston,	Con.and M	ontreal.)	12,000	6	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR.sold	Jan.5, '70	$525,000.	1,200,000	2,000,000	400,000	.....	148.0	(no	returns.)		.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	5,000,000	—	—	.....	—	.....	.....	.....	199,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	734,812	789,300	.....	.....	19.3	[no	returns.]		.....	.....	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	1,463,775	1,484,665	272,624	.....	181.0	(Leased	to Northe	n Centra l.)	.....	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	213,000	—	—	.....	—	.....	.....	.....	550,935	80,873	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	1,160,782	.....	.....	—	(Recen't	y opened.)		1,254	14,000	7	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	140½
									CANALS, &c.										(Le	ased to N	orthern C	entral.)					
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	493,210	342,827	6	50	72
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	106,751	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	123
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	782,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	899,759	662,246	—	161.0	—	—	—	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	—	—	48.0	—	—	—	405,174	213,374	—	50	76½
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n preferre	d stock.)	431,246	184,848	—	100	53
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	—	—	354.0	—	—	—	735,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,155	7,165,256	588,689	.....	109.2	—	—	—	1,159,085	598,519	—	50	18
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	—	.....	2,002,749	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	20
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
" 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	900,000	600,000	.....	.....	—	—	—	—	124,805	(39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,783	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	695,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	100	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	105,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.00	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	.....	.....	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	.....	.....	9.0	100	100	103½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,778	76,780	36.3	50	19½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn)...N.Y.	647,363	500,000	214,000	30,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.65	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	206,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 256	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,600	12,700	—	13,503	1,139	—	100	100	....
Nov.31, '70	34.25	569	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	33½
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	45
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	300	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	5.0	50	15	48
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	550	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	20
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100¼	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.58	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'70	23.68	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	75½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	78
Dec. 31, '70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Nov.31, '70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.68	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	52
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	50	50	12
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	209,126	285,307	6,500	—	116,645	26,109	—	50	25	31½
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,364	11.4	50	35	....
Oct. 31, '70	6.00	166	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.58	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	60	11	Ridge Av. & Manayunk(Ph.)Pa.	132,540	120,500	63,300	10,000	36,970	—	2.0	50	25	15
Sept. 30,'70	10.00	72	20	Rochester and Brighton ....N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	....
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	50	62½
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	21
Sept. 30,'70	9.38	660	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	225
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	8.43	250	48	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	73
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ....N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.13	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36	50	50	63½
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	197½
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	22½
Dec. 31, '70	3.60	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	0.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	86,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	45
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham..N.Y.	311,289	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown...Mass.	26,845	14,750	—	19,049	7,887	Loss.	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	68
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	38,580	15,000	5,000	41,439	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	5,500	3,010	4	100	100	18
Oct. 31, '70	3.53	40	16	Worcester .....Mass.	46,206	40,000	20,000	8,030	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Amount Issue.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	360,000	7	J.& J.	1882	....
Bklyn City, Hun.P.& P.P.: 1st Mortgage.....	379,000	7	M.& N	1878	....
Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1888	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18-	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1877	....
2d mortgage.....	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	126,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	88
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	87
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	500,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	86
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M.& N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	25,000	7	A.&O	1874	....
Quincy: Plain bonds.....	68,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,500	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	55,000	6	J.& J.	18—	....
Second Avenue (N. Y.). 1st Mortgage.....1,	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.). 1st Mortgage.....	82,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	600,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	—
Troy and Lansingburg: 1st Mortgage.....	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage.....	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	130,000	7	J.& J.	1890	....
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	86
Worcester: 1st Mortgage.....	20,000	6	A.&O	1873	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	753,695	7	...	...
Catawissa,* pref. and guar....	2,200,000	7	7	96
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	29
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	86
Chicago and Alton, pref....	2,425,400	7	10	124
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	20,370,293	7	7	89½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	5½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	91
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	90
Erie, preferred	8,536,910	7	7	58
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref....	5,078,224	...	...	84½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	20½
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	348,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	20
" " 2d pref	4,051,744	6	...	9
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	70
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	129½
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref....	3,500,000	7	7	77½
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	.....	7	7	88
St. Louis, Alton and T. H., pref....	2,040,000	7	7	56
Sandusky and Cincinnati, pref....	445,566	6	6	56½
Schuylkill Valley,* guar....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	999,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,800,000	7	...	....
" " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,800	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	125
Schuylkill Navigation, pref....	2,888,997	6	6	35½
Union, preferred....	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	....
Mariposa Mining, pref....	5,774,400	7	7	6½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	31 —	@ 34 —
Pig, American, No. 1		35 —	@ 36 —
Pig, American, No. 2		32 —	@ 34 —
Pig, American, Forge		31 —	@ 32 —
Bar, Refined, English and American		73 —	@ 74 —
Bar, Swedes, assorted sizes	(gold).	85 —	@100 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		105 —	@115 —
Bar, Refined		75 —	@ — —
Bar, Common		70 —	@ 72 50
Scroll		95 —	@125 —
Ovals and Half-round		95 —	@120 —
Band		90 —	@ 95 —
Horse Shoe		95 —	@100 —
Rods, ⅜@3-16 inch		82 50	@120 —
Hoop		100 —	@140 —
Nail Rod	per lb.	— —	@ — 6½
Sheet, Russia, as to No.'s	(gold)	— 12½	@ — 12½
Sheet, Single D. and T. Common		— 4½	@ — 5½
Rails, English	(gold) per ton.	57 —	@ — —
Rails, American, at Works in Penna.	c'y.	70 —	@ 72 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 16
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½ @ — 14
English German (2d and 1st quality)		— 12 @ — 14
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool,	do.	— 15 @ — 16
American, Spring,	do.	— 9 @ — 11
American Machinery	do.	— 10 @ — 11
American German	do.	— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb	4 25 @ — —
Cut Spikes, all sizes		4 50 @ — —
Clinch		5 75 @ 6 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 31
Copper		— 36 @ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 40
Straits	(gold).	— 35½	@ — 35½
English	(gold).	— 34½	@ — 34½
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal....	per box.	8 62½ @ 9 —	10 25 @ 10 75
I. C. Coke		7 50 @ 8 50	9 — @ 10 —
Coke Terne		6 25 @ 7 50	7 25 @ 9 —
Charcoal Terne		8 — @ 8 50	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall.	— — @ — 14½
Crude, 40 @ 47 gravity (in shipping order)		— 15½ @ — 18½
Refined, Standard White (in ship'g order).		— 25½ @ — 25½
Refined, prime White (in shipping order).		— — @ — 27
Refined, S. W. (in jobbing lots)		— 29 @ — 29
Refined, S. W. (in tin)		— — @ — 31
Naptha, Refined, (65 @ 73 gravity)		— 9½ @ — 10½
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	3d. C.	4th. D.
	(Single Thick.)		(Old List.)	
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	16 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

	(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...	per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)		10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)		12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)		12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)		15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)		18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)		19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)		21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)		22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)		23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)		24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)		26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)		30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)		36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 19.

	Th. 13.	F. 14.	Sat. 15.	M. 17.	Tu. 18.	W. 19
Canton Co.	79½	79½	....	79	....	
Central Pacific 6s.	99½	99½	98½	98½	98½	98½
Central of N. Jersey	106½	....	106½	....	105½	106½
Chicago & Alton	....	....	121	121½	121½	120½
" pref.	....	....	....	....	124	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	154	....	153	152	
" 8s, 1883	110½	....	....	....	....	....
Chic. & Northwestern	71½	72	72½	....	71	68
" pref.	90½	90	90½	90½	90	88½
" 1st M.	....	....	....	....	100	....
" S. F.	....	101	....	....	....	....
" Consol.	93½	....	....	....	....	....
Chic., Rock Isl. & Pac.	107½	108	108½	108½	107½	107
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	....	....
Clev., Col., C. and Ind.	90½	....	....	....	....	87½
Clev. and Pittsburg	....	119	119½	120	120	
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	19½	....	19½	....	19½	19
" 1 M.	87½	87½	....	87½	....	
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	123½	123	....	....	....	....
Del. Lack. & Western	107½	108	108½	109	109	109½
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	98	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	27½	28½	28½	28½	28½	29
" pref.	....	....	58	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	94	....	....	....	....
" 4 M. 7s, 1880	89	....	89	....	....	89
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	86	86	....	86	....	....
Hannibal & St. Joseph	80	80½	....	....	81	....
" pref.	86	85	....	85	....	84½
" 8s, conv.	....	....	103½	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	136½	....	....	132½	133½	
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	108½	108½	108½	108½	108½	
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	121	120½	....	120½	....	
" S. F. 8s, 1882	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	101½	....	....	....	....	....
" 2 M.	97½	....	....	....	....	....
Mariposa Mining Co.	3½	....	....	....	4½	
" pref.	6½	6	6½	....	6½	
" Tr. 10s ctfs.	25	....	....	....	....	....
Milw. and St. Paul	59½	....	59½	59½	....	
" pref.	80	....	80½	80½	79	
" 1st mort.	92½	....	93	....	92	
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	100	....	....	....	....	....
Missouri 6s	97½	98½	98½	98½	98½	99½
" H. & St. J. 1ss.	96	....	97	....	96½	97
Morris and Essex	93	....	93	93	92½	93
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	....	....	92½	93	....	....
" 6s, S.F. 1887	....	....	....	....	....	92
N. Y. Cen. & Hud. Riv.	96½	96½	96½	....	....	
" certificates	91	....	91	....	91½	91½
N. York and Harlem	....	....	128½	128½	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	101½	....	....	....	....	....
N. Carolina 6s, old	....	....	46	....	45	45
" new	....	....	....	27	....	....
Ohio and Miss.	44½	44½	44½	44½	....	44½
" pref.	....	....	....	....	78	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	43½	....	44½	44	....	43½
Panama	50	....	....	....	....	50½
Phila. and Reading	111	....	112½	....	112	111½
Pitts., Ft. W. & Chi.	....	100	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	100	....	99	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	12½	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	78	....	....	....	....
Tennessee 6s, old	....	72	72	72½	72½	
" new	71½	....	71½	72	....	72
Tol., Wab. & Western	58½	58½	59½	59½	59½	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	....	....
Union Pacific	29½	....	29½	28	28	
" 1st mort.	88	88½	88½	88½	88½	88½
" L. Gt. 7s	84½	....	84	....	....	82½
" Inc. 10s	83½	....	....	....	....	83½
Virginia 6s, old	....	....	....	....	....	65½
" new	....	....	....	73	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	112½	....	....	113½	113½	113
U. S. 5s, 10-40s, reg	111½	111½	112	....	112⅝	112⅞
U. S. 6s, 1881, reg	114⅜	114⅜	....	....	....	....
U. S. 6s, 1881, coup	114½	114½	115	....	115½	115½
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	113¼	....	....	113⅜	113⅜	
U. S. 6s, 5-20s, c. 1862	....	114½	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	113⅜	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	113½	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	113½	113⅜	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	112½	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	112½	....	112½	....	113⅜	....
U. S. 6s, 5-20s, reg. '67	112½	....	....	....	112⅝	....
U. S. 6s, 5-20s, c. 1867	112½	112⅜	112⅜	112⅝	113	113½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	113½	112⅞	....
U. S. 6s, Pac.R.R.Issue	....	....	....	....	....	113⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Catawissa	....	....	....	....	....	....
" preferred	43	....	....	....	....	....
Camden and Amboy	129	130	130	129½	....	126
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	93	....	....	93	....
" 6s, 1889	....	89	....	....	....	....
" mort. 6s, '89	95¾	95¾	96	96	96	96
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	93½	....
Lehigh Navigation	....	....	38½	....	....	38
" 6s, 1884	....	....	....	87½	87½	....
" Gold L	90½	90½	....	90½	....	90⅝
" R. R. L	....	....	92	....	92	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	60½	60½	60½	60½	60½	60⅝
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	45½	46	46½	46½	....	46½
" 7s	....	....	....	....	....	....
Minehill	....	52¾	....	....	53	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	49½	....	....	....	....	....
" 6s, 1880	99	100	....	....	....	....
" 7s	....	....	....	....	....	98½
" 10s, 1887	....	....	....	....	....	....
Northern Central	40½	....	....	....	....	....
Oil Creek & Alleg. Riv.	49½	49½	49¾	....	49½	....
" 7s	....	....	....	....	85¾	....
Pennsylvania R. R	61½	61½	61½	61½	61½	61½
" 1st M	101	101	....	....	....	....
" 2d M	....	100	....	....	100½	....
" Gen. mort	....	....	....	....	....	....
" " reg	....	....	....	....	96	....
Penn. State, 6s, 1st series	....	101	....	....	....	101½
" 6s, 2d series	....	....	....	104	....	....
" 6s, 3d series	....	....	....	....	....	100½
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	....	100½	100½	100½	100½	100½
" new	100	100½	100½	100½	100½	100½
Philad., Germ. & Nor	....	85	85½	85½	85½	....
Phila. & Reading	55½	55½	55½	56	56	56
Philadelphia and Erie	28½	28½	....	....	....	....
" 6s	92½	93	....	....	93½	....
" 7s	88½	88	88½	....	....	88½
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	18	....	....	....
" 6s, 1882	80	80	80	....	80½	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	82	....	80	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	20	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	62½	....	....	....	....	....
Spruce and Pine	....	....	....	31	....	....
13th and 15th sts.	....	....	....	....	....	23½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Baltimore City 6s, 1875	....	....	....	99¼	....	....
" 1886	99	....	....	....	....	....
" 1890	....	98½	98½	98½	98½	98½
" 1884	....	....	98½	98½	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	145	....	....	....	....	....
" bonds, 1875	....	95½	....	....	....	95¾
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	....	98½	....	....	....
" 2d M	....	....	85	....	84½	....
" 3d M. 8s	79	....	78½	....	78½	78¾
Northern Central	....	....	....	....	40½	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	90	....	....	89½
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	93	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 19.

	Th.13.	F.14	Sat.15.	M.17.	Tu.18.	W.19
Boston and Albany	150	150½	150½	150½	150½	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	....	147½
Boston and Providence	....	....	148	148	....	....
Boston, Hartford & Erie	2	2	2½	....	2½	....
" 7s, new	28½	27	26½	25½	26½	27½
Cheshire, pref	....	....	85	....	....	86
Concord	....	....	....	....	....	78
Connecticut River	....	....	142	....	....	142½
Eastern	121	121	....	121½	....	121⅝
Fitchburg	137	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120½	120⅝	120⅞	120⅞	120⅝	120⅝
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	....	89	....	89	....	89
" pref	....	108	....	....	....	....
Old Colony & Newport	105½	105½	....	105	105	
Ph., Wil. & Baltimore	55	....	55	....	54½	54⅞
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	29⅛	....	....	27
" 6s	....	87½	88½	....	88½	88
" Land Grant 7s	....	....	....	81½	....	....
" Income 10s	....	79¾	79	79⅝	79½	....
Vermont & Canada	101	101	101	101	101	101
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	103	....	103	103½
Metropolitan	75	....	....	....	....	75½
Middlesex	....	....	....	....	....	....
Central Mining Co	20	....	....	....	....	....
Copper Falls	....	....	....	....	10½	10½
Franklin	....	....	4½	5	....	5
National	....	....	....	....	....	....
Pewabic	....	3	3½	....	4	4
Quincy	....	30½	....	....	30½	30½

London Stock Exchange.

	Closing Prices. June 30.	July 7.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	83 — 88	83 — 88
Do. do., 2d mort., 1881	73 — 78	73 — 78
Do. Penn., 1st mort., 1877	83 — 88	83 — 88
Do. do., 2d mort., 1882	73 — 78	73 — 78
Do. Consol. 7 per cent. mort. 1890	41 — 42	40 — 41
Detroit and Milwaukee 1st mort. 7s	69 — 71	69 — 71
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	23½ — 23¾	23½ — 24½
Do. sterig. 6 p. c. convertible bonds	64 — 66	65 — 67
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —100
Do. 100 dol. shares, all paid	108½—109½	109½—110½
Panama General mort. 7s, 1897	78 — 82	80 — 85
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	99 —101
Do. General mort. 6 p. c. 1910	94½— 95	93 — 94
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, July 23, 1870.

Stock Exchange and Money Market.

The money market has been working all through the week in favor of the borrowing interests, influenced by the steady accumulation of capital at this centre, and the comparatively slow call from all sources for accommodation, in the absence of anything like active movements in Gold, Stock, Produce or Merchandise. Lenders have been very liberal of aid, and rates have ruled low, at from 2@5 mainly 3@4 per cent., on call and at 4@7, chiefly 4½@6 per cent. per annum on very choice to good business credits. The city banks, last week, reported a gain of $312,506 of specie, $598,051 of legal tender notes, and $6,224,741 of deposits. They increased their loan and discount averages $2,263,656 and reduced their circulation $30,911. The city bank exchanges, last week, averaged $80,281,256; and thus far, this week, 85 millions daily. The banks now hold $18,554,592 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a gain of $2,018,061 of specie and of $1,077,118 of currency, as the result of the week's business. The receipts of the office were $6,976,717 in coin, and $4,626,956 in currency; payments, $4,958,656 in coin, and $3,549,837 in currency. The office received $2,247,000 in coin or its equivalent, from customs; and disbursed $2,961,968 of coin interest.

The specie reserve of the city banks according to the latest return is $19,758,280, against $41,135,688 same time last year. The city bank deposits are now $257,532,294 against $234,332,355 week ending July 16, 1870. The legal tender reserve amounts to $70,574,876 against $58,461,341 same time last year. The circulation now stands at $30,380,961, against $32,027,786 same time last year. The loans are now $301,842,283, against $285,377,318 at this date last year.

The U. S. Sub-Treasurer retired, last week, $2,374,283 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $4,962,787 in currency, and $59,512,868 in coin, against a balance a week previous of $4,916,108 currency, and $56,527,335 coin.

Government revenues were up to a moderate average, last week. The excises yielded last week about 3½ millions. The customs at the port of New York, last week were $2,523,283; and at the outports, equal to about $850,000 more, all in coin, or coin certificates.

Gold has been quoted somewhat stronger as to price, but has not been very confidently dealt in at the advance, and the speculation evinces but little spirit. There has been a freer inquiry for coin, for custom house purposes. The export movement has been moderate. The range of the price during the week, has been from 112@112⅝, and the closing quotation on Wednesday was 112½ against 112½ the preceding Wednesday. The outflow, last week, was $1,962,814; and on Tuesday of this week, $281,500; and on Wednesday, $465,000. The Gold Exchange Bank clearances have been as follows: July 13, $31,465,000; July 14, $69,636,000; July 15, $47,967,000; July 17, $34,747,000; July 18, $33,892,000; July 19, $17,541,000.

The customs at this port on Wednesday were $561,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to July 17, 1871, $56,513,369, against $56,895,151 same time in 1870.

The export drain was $1,962,814 last week, against $2,740,267, same week preceding year. The shipments since January 1, 1871, have been $48,403,898, against $20,925,133 same time in 1870.

The customs demand for Gold last week, averaged $441,167 a day; thus far, this week, it has averaged $584,000 a day, or equal to a weekly aggregate of $3,504,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $13,570 and since Jan. 1, 1871, have been $3,293,500 against $7,281,647 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $81,745,053 against $74,506,390 same time in 1870.

Foreign Exchange has been steady, though not in urgent request. The offerings of prime bills have been moderate. Bankers' sixty day bills on London closed on Wednesday at 110⅛@110⅜; sight bills on London, 110⅝@110¾.

The produce exports from this port, week ending with July 17, were to the currency value of $4,440,652.

Government securities have been in more general demand, and firmer in price. The late issues of the six per cent. gold bonds, and the Ten Forty Five per cents have been sought after to a fair extent for shipment to Europe.

Under the official programme of the Treasury Department for July, Government will sell Gold during the month, as follows: Thursday, July 27, one million. And buy in, Five Twenty Bonds as follows: Wednesday, July 26, one million.

On Wednesday, Government bought in only $385,600, of Five-Twenties at 112 35@112 37, exinterest. The amount of bonds offered was $1,278,900.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115¼@115⅜; U. S. Five-Twenties of 1862, 114¼@114½; U. S. Five-Twenties of 1864 at 113⅝@113¾; U. S. Five-Twenties of 1865, 113⅞@114; U. S. Five-Twenties of 1865 consolidated, 112⅝@112⅞; U. S. Five-Twenties of 1867, 113@113⅛; U. S. Five-Twenties of 1868, 113@113¼; U. S. Ten-forties at 113@113⅛; U. S. Six per cent. currency bonds, 113¾@114.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 5.	July 12.	July 19.
Consols	92	93¾	93¾
U. S. 5-20's of 1862..	91⅞	92⅜	92½
U. S. 5-20s, 1865....	91½	91¾	92¼
" 1867	90⅜	90¾	91⅜
" 10-40s	89¾	90½	91⅛
Erie.	23½	——	24¼

State bonds have been in moderate demand at less buoyant prices.

Railway bonds have been in request and quoted generally firm. Central Pacific Sixes closed on Wednesday at 98¾@99. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in fair investment demand at 92 per cent. and accrued interest. Union Pacific Sixes closed on Wednesday at 88@88½.

Business in Railway and miscellaneous share property has been generally less active, and without very marked fluctuation in values, as a rule, closing rather heavily.

General business has been comparatively tame since our last, though prices, in most instances, have been in favor of purchasers. Middling upland cotton closed on Wednesday at 20⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,922,626 bales, against 2,811,587 bales same time last year; exports 3,088,581 bales, against 2,143,386 bales same time last year; stock at the ports at latest dates, 182,454 bales, against 138,603 bales same date 1870.

At the Live Stock Markets, Beeves have been in slack request at from 8@12½ cts; Veal Calves, at 3½@10 cts; Sheep at 4@6¼ cts; Lambs at 7@10¾ cts; Swine, 5¼@5½ cts per lb., all live weight. The week's receipts were 7,899 Beeves, 3,490 Veal Calves, 29,431 Sheep and Lambs; and 21,713 Swine.

Foreign goods continue in limited request as a rule, at less buoyant prices. The week's imports of foreign goods reached $6,726,295, including $1,929,185 of dry goods.

Ocean freights have been more active with more firmness in rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Alabama 8s, 99; Georgia 7s, 95; do. 7s, gold, 96¼; Carolina 6s, new Jan. and July, 58⅞; do. Apl. and Oct., 61; New York State 7s, Bounty Loan reg., 108; Ohio 6s, 1881, 103; Arkansas 6s, Fund Act, 55; Brooklyn 6s, W. L., 93½; St. Louis and Iron Mt. R. R., 60; do. 1st mort., 94¾; Mil. and St. Paul 1st mort., Iowa Div., 90; Ohio and Miss. consol. bonds, 92; Clev., Painesv. and Ash. new bonds, 95; Galena and Chicago 1st mort., 103; Cedar Falls and Minn. 1st mort., 84½; North Missouri 1st mort., 87; New York and Harlem consol. bonds, 94; Pacific 7s, guar. by Mo., 99½; Great Western 1st mort., 1888, 95; Central of New Jersey new bonds, 104¼; Albany and Susquehanna R. R., 93; do. 2d mort., 95⅛; South Side R. R., 74¼; Western Union Tel., 57¾; Quicksilver pref., 20; Spring Mt. Coal, 73; Consol. Coal of Md., 42; Maryland Coal, 34; American Coal, 51; Adams Exp., 80¾; Wells Fargo Exp., 50; Am. Mer. Union Exp., 53; American Flag gold, 0.15; Black Hawk gold, 0.40; Central gold, 0.07.

Philadelphia.—Penn. and New York Canal 7s, 96¾; Schuylkill Nav. 6s, 1895, 80; Wilmington and Reading 7s, 96¾; West Jersey 6s, 92; Warren and Franklin 1st mort., 92¼; Connecting R. R. bonds, 88; East Pennsylvania R. R., 40; Germantown Passenger R. R., 33½; Huntingdon and Broad Top Mt., 10; do. pref., 13¼; do. consol. bonds, 47; Ridge Avenue R. R., 15; Allegheny County, 5s, 76½; New Jersey State 6s, free, 104. The latest quotations are: City 6s, 100⅝@100¾; do. free of tax, 100⅞@101; State 6s, coupon, 100@100; do. 6s, W. L., 100@101; do. 1st series, 100¾@101; do. 2d series, 104@104; do. 3d series, 106½@——; Reading, 55⅞@56; do. 7s, 1893, 103@105; do. mort. 6s, 1880, 94@95; Camden and Amboy, 127½@128; do. mort. 6s, 1889, 95¾@96; do. 1883, 93@93¾; do. 1889, 89@90; Pennsylvania R. R., 61@61; do. 1st mort., 100@101; do. 2d mort., 100@100½; do. General mort. coupon, 94@94; do. reg., 95⅛@95⅞; Little Schuylkill R. R., 46⅛@46¼; Morris Canal, 51@52; do. pref., 124@125; do. 6s, 91@91½; Susquehanna Canal, 9¼@11; do. 6s, 58½@—; Schuylkill Nav., 8½@9⅛; do. pref., 17⅛@18; do. 6s, 1882, 80½@80⅝; Elmira and Williamsport pref., 40@—; do. 7s, 1873, 93½@—; do. 5s, 61@—; Lehigh Coal and Navigation, 38@38¼; do. 6s, 1884, 87½@88; do. R. R. Loan, 92@92¼; do. Gold Loan, 91@91½; North Pennsylvania, 50@51; do. 6s, 101¼@——; do., 7s, 98@99; do. Chattle 10s, 112½@——; Philadelphia and Erie, 28⅛@28⅜; do. 6s, 93@94; Minehill, 52⅞@53; Catawissa, 21@21; do. pref., 47½@48; Lehigh Valley, 60⅜@60½; do. 6s, 97@97; Fifth and Sixth streets, (horse,) 44@45; Second and Third, 63@65; Thirteenth and Fifteenth, 23@24; Spruce and Pine, 31@31⅛; Green and Coates, 43@—; Chestnut and Walnut, 51@52; Hestonville, 19½@20½; Union, 60@—; Germantown, 33@35.

Boston.—Vermont Central and Vermont and Canada 8s, 101; Burlington and Missouri River R. R. 8s, in Nebraska, 96¾; Leavenworth, Lawrence and Galveston 1st mort. 10s, 99; Eastern R. R., 6s, 1874, 99; Kalamazoo and South Haven R. R. 8s, 1889, 105; Vermont Central 1st mort., 87¼; Stanstead, Shefford and Chambly 7s, 84; New Orleans, Mobile and Chattanooga 1st mort. 8s, 85; Iowa Central R. R. 7s, 91; Chicago, Iowa and Nebraska R. R., 115½; Norwich and Worcester R. R., 115¼; Nashua and Lowell R. R., 150; Portsmouth, Gt. Falls and Conway R. R., 112½; Indianapolis and Cincinnati R. R., 55⅝; Rutland R. R., 37; do. pref., 89; do. 7s, 1880, 85½; do. 8s, 1880, 100; Cincinnati, Sandusky and Cleveland R. R., 23; do. 7s, 1887, 83½; Worcester and Nashua R. R., 140¾; Eastern (N. H.) R. R., 116¾; Boston Water Power Co., 44; Cary Imp., 16; Waverly Land, 3½; Maine 6s, 1889, 101¼; Massachusetts 6s, 5-20s, currency, 101; Haverhill 5s, 1878, 90½; St. Louis County 7s, 1889, 100½; Boston 6s, 1877, currency, 102; Chicago 7s, 1892, 101; Allouez Mining Co., 4; Astor, 55c.; Canada, 36c.; Calumet and Hecla, 125; Dana, 75c.; Hanover, 2½; Highland, 75c.

Baltimore.—Virginia 6s, old, reg., 55¼; do. coupon, 66½; do. 6s, 1867, 69; do. consol. 6s, 71; do. defered certificates, 25; Pittsburg and Connellsville 7s, 94⅜; Northern Central 6s, 1900, gold, 90½; Richmond and Danville bonds, 79; Orange, Alex. and Manassas 7s, 79½; Orange and Alexandria 3d mort. 8s, 86; Western Maryland 1st mort., 80; do. 1st mort. guar., 91; do. 3d mort. guar., 91¼; do. guar. by Washington Co., 87; Central Ohio R.R., 28½; Memphis City 6s, 56. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@94⅞; Baltimore and Ohio, 135@146; do. 6s, 1875, 95¾@96; do. 1880, 95½@—; do. 1885, 96@96½; Northern Central, 40⅝@41; do. 6s, 1885, 91½@93; do. 1900, 89@90; do. 6s, 1900, gold, 90⅜@90½; N. W. Va. 1st mort., 98@99; do. 2d mort., 98@99; do. 3d mort., 1885, —@95⅞; Marietta and Cincinnati 7s, 1892, 98¼@99; do. 2d mort., 84⅝@84¾; do. 3d mort., 78¼@79; Central Ohio, 29@29½; do. 1st mort., 86¾@87½; Western Md. 1st mort. 6s, 1890, 80@82½; do. guar. by Baltimore City, 90½@91; do. 2d mort. guar., 90@92; do. 2d mort. pref., 60½@—; do.6s, guar. by Washington Co., 82@88; Richmond and Danville bonds, 79½@80; Orange and Alexandria 1st mort. 6s, 89½@90½; do. 2d mort. 6s, 77@80; do. 3d mort. 8s, 85@86; do. 4th mort. 8s, 80@82; Orange, Alex. and Manassas 7s, 79½@80; Virginia and Tennessee 8s, 85½@88; do. 6s, 1st mort., 87@90; do. 6s, 2d mort., 77@78; Baltimore 6s, 1875, 99½@100; do. 1884, 98¼@98⅜; do. 1886, 98¼@98¾; do. 1890, 98⅝@98¾; do. 1893, 98⅝@99; do. 1900, 98¼@98½; do. 5s, 1838-'70, 80@82; Memphis City 6s, 56@56⅛; Maryland Defense Loan, 1888, 105@—; City Passenger R. R., 22¾@23¾; George's Creek Coal, 70@75; Baltimore Copper, 0.50@1.25; Santa Clara 1@1.00; Atlantic Coal, 1@2.25.

Louisville.—Jefferson, Madison and Indianapolis R.R., 74@80; do., 1st mort., 7s, 84¼@85¼; do., 2d mort., 7s, 78@75; Louisville, Cincinnati and Lexington R. R., 45@46½; do., pref., 88@89; do., 1st mort., 7s, 84½@85½; do., 2d mort., 8s, —@85; Louisville and Nashville R. R., 73½@74½; do., 7s, old, 94@100; do., 7s, new, 90@92½; Elizabethtown and Paducah R. R. 1st mort., 8s, 85@87½; Louisville City 6s, for improvements, 78@80; do., for Bounty, 78@79; do., for Schools, 80@82; do., for Wharf, old, 81@83; do., for Wharf, new, 78@80; do., for Water Works, old, 82½@83½; do., for Water Works, new, 77@79; do., for L. & N. R. R., M. S., 81@82; do., L. E., 78@80; do., for E. & P. R. R. 7s, 89@90; do., for old liabilities, 10 years 7s, 89@90; do., 5 years 7s, 94@95;

do., for Schools, 7s, 94½@95¼; Water Works 6s, 82@83; Canal 6s, second issue, 89@90; do., third issue, 80@81; do., fourth issue, 78½@79½; Kentucky State 6s, old, 99@100; do., new, 90@92; Grayson Co., 7s, 79@81; Muhlenburg Co., 7s, 78@80; Lyon Co., 7s, 75@77; Caldwell Co., 7s, 77@78; McCracken Co., 7s, 75@76; Shelby Co., 8s, 90@90½; Carroll Co., 8s, —@90; New Albany City 7s, —@85.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
Bankers and Dealers in Government Securities,
No. 5 Nassau street,
NEW YORK, July 19, 1871.

THE FIRST MORTGAGE GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY offer peculiar inducements to judicious investors.

1. The Road is under experienced, conservative and honorable management. The company is one of the strongest and most reliable and trustworthy corporations in the country, with a well established credit and possessing property and franchises of great value.

2. There is ample security for the entire mortgage, already existing in completed Road, Equipments and work done.

3. The regular and prompt payment of interest and the security of the principal are beyond question.

4. It is an old successful Road, with 227 miles now in profitable operation, and 100 miles additional nearly completed, extending itself in response to the demands of commerce, AS A GREAT EAST AND WEST TRUNK LINE FROM THE ATLANTIC TO THE OHIO, and for the accommodation of the immense mineral resources along its line.

5. The traffic necessary to render its extension profitable does not depend upon a slow future development, *but an enormous and profitable trade is already waiting for and inviting it.*

6. The Loan is sufficient in amount to become widely known, popular and marketable, while it will be but a slight tax upon the great earning capabilities of the Road.

The exchange of Five-twenties for these Bonds may be made with entire safety, and will now yield a profit of over 20 per cent.

Price of the bonds, until further notice, 92, and accrued interest from May 1. The Bonds are in denominations of $1,000, $500, and $100. Interest payable May 1 and November 1.

FISK & HATCH.

☞ THE contract for grading forty additional miles of the Grand Rapids and Indiana road has been awarded to E. B. TALCOTT & CO. The section of twenty miles, north from Paris, just finished by them, is now being rapidly ironed. The completion of the contract made for the above forty miles will bring the road to within twenty miles of the Grand Traverse bay, the northern terminus of the road.

☞ On the 26th of July the sheriff of Summit county, Ohio, will offer for sale the Atlantic and Great Western Railroad, subject to certain mortgages, to be knocked down at not less than two-thirds of its appraised value, which is, $6,653,283.

☞ The Elizabethtown & Paducah Railroad, Ky., is under contract to be finished by April, 1872. The entire road is 195 miles long.

Portland amd Rochester Railroad.

The formal opening of the Portland and Rochester railroad to Rochester, N. H., took place on the 11th inst.

The York and Cumberland road was first designed and built to meet the Boston and Maine at Great Falls, but the enterprise of the citizens of Rochester led to the selection of the latter place as the best terminus, especially in contemplation of further connections up and across New Hampshire.

The old York and Cumberland road, some years since, passed into the hands of the bondholders, and from this possession came the Portland and Rochester road—a new corporation, beginning under favorable auspices and managed by influential and enterprising men.

The new portion of the road from Saco river to Rochester, 34 miles, is one of the finest in New England, being built in a most substantial manner. The old portion from Portland to Saco river, 18 miles, is being rapidly put in superior order. So that the whole line from Portland to Rochester, 52 miles, will be unsurpassed by any other railroad. The rails are mostly from the Portland Rolling Mills, and are proving to be first class in all respects.

Grand Rapids & Indiana Railroad.

Jesse L. Williams, receiver of the Grand Rapids & Indiana Railroad Company, has made his final report and accountas such, and has been discharged from the duties thereof by an order of the Circuit Court of the United States for the Western District of Michigan. J. K. Edgerton, in his official announcement of the same, says the contract now in force between the Grand Rapids & Indiana Railroad Company and the Continental Improvement Company obligates the latter to complete and equip, at its own cost, the Grand Rapids & Indiana Railroad, with all its structures, material, furniture and appurtenances, including station grounds and right of way, suitable for a first-class railroad, from its terminus in Fort Wayne to Little Traverse Bay, Mich., 330 miles, by June 3, 1874, in consideration of which the Continental Improvement Company has the right, during the period of construction, to operate the road, receiving its earnings, etc, but will pay all expenses for running the same. The road north of Paris, its present northern terminus, 200 miles from Fort Wayne, is being pushed forward rapidly.

☞ Horatio Allen has handed in to the Poughkeepsie Bridge Company a plan for a suspension bridge 130 feet above the surface of the water and 3,400 feet in length, with two spans of 1,100 feet in length, and half spans of 650 feet each, the towers to be of masonry and the foundations to be constructed seventy feet below the surface of the water. The cables are to be of steel or iron, and the carrying capacity of the bridge to be half a ton to the lineal foot. The whole structure is to cost $2,600,000.

☞ The entire stock in the Massachusetts Central Railroad ($3,000,000), has been taken, and the towns along the line will soon be called upon for 20 per cent. of their subscriptions. In several, however, new meetings must be held ratifying formal votes, owing to re-locations, or other conditions upon which the money was voted. But there is no likelihood of a change in any of them, and the road may at last be considered an accomplished fact.

INVESTMENT SECURITIES.

JAY COOKE & Co. are now selling, and recommend as a profitable and safe investment for all classes, the First Mortgage 7-30 Gold Bonds of the Northern Pacific Railroad Company. They have 30 years to run, bear Seven and Three-Tenths per cent. gold interest (more than 8 per cent. currency), and are secured by first and only mortgage on the ENTIRE ROAD AND ITS EQUIPMENTS, and also, as fast as the Road is completed, on 23,000 Acres of Land to every mile of track, or 500 acres for each $1,000 Bond. They are exempt from United States tax; principal and interest are payable in gold. Denominations; Coupons, $100 to $1,000; Registered, $100 to $10,000.

Northern Pacific 7-30s are at all times receivable, at TEN PER CENT. ABOVE PAR, in exchange for the Company's lands, at their lowest cash price.

The proceeds of all sales of lands are required to be devoted to the repurchase and cancellation of the First Mortgage Bonds of the Company. The Land Grant of the Road exceeds Fifty Million Acres in the most fertile portion of the Northwest, and the demand for the Company's lands for settlement already exceeds the ability of the Government to complete the surveys. This immense Sinking Fund will undoubtedly cancel the principal of the Company's bonded debt before it falls due.

Holders of U. S. Five-Twenties, who wish to convert them into a first-class railroad security, can do so at a present profit of about 12 per cent., while increasing their interest income nearly one-fourth, by exchanging them for Northern Pacific 7-30s.

All marketable stocks and bonds will be received in exchange at their highest current price. Full information, maps, pamphlets, etc., will be furnished on application to any agent for the loan, or to JAY COOKE & Co., New York, Philadelphia or Washington.

☞ A meeting of gentlemen interested in the building of the Portland, Rutland, Oswego and Chicago Railroad will be held at Portland on Wednesday, July 26, at which time Senator Hamlin will make an exposition of his great railroad bill to secure cheap transportation of breadstuffs and provisions from the West to the seaboard at uniform rates throughout the year. Measures of business character are to be carried out to secure the formation of the proposed line.

☞ Messrs Jay Cooke & Co. write that since the first of July the daily sales of the Northern Pacific Seven-thirties have nearly doubled, and the investment demand for them is steadily increasing in all parts of the country. Work on the road is progressing satisfactorily, nearly 10,000 men being employed.

☞ The Connecticut Valley Railroad from Hartford to Saybrook, 44 miles, will be formally opened on Saturday the 22d inst.

Horse or Street Railroads of the State of New York.

A tabular statement of their length and Cost, Stocks, Bonds and Debts, and Earnings, Expenses and Dividends for the year ending September 30, 1870.

(Compiled from the Annual Reports of Companies made to the State Engineer and Surveyor.

Railroads.	General Accounts. Stocks.	Bonds.	Debt.	Total.	L'gth of Track. Line.	Sidings, &c.	Cost of road & equipm't.	Road oper.	Gross Earnings. Passenger.	Other.	Total.	Operating Expenses.	Net Earnings.	Divid'ds. Am'nt	Rate.
	$	$	$	$	M.	M.	$	M.	$	$	$	$	$	$	p.c.
Albany Railway	110,300	40,000	.....	150,300	5.75	1.50	156,100	5.75	58,610	28,451	87,061	64,468	22,593	5,662	5
Bleecker Street and Fulton Ferry	900,000	694,000	29,500	1,623,500	9.00	13.00	1,975,049	9.00	312,273	3,986	316,259	261,431	54,828	.....	....
Broadway (Brookyn)	200,000	100,000	8,782	308,782	5.38	5.38	515,320	5.38	141,452	9,424	150,876	124,551	26,325	24,000	12
Broadway & Seventh Avenue	2,100,000	1,500,000	100,000	3,700,000	8.00	8.00	583,894	8.00	695,638	12,345	707,983	465,735	242,248	126,000	6
Brooklyn, Bath and Coney Island	.....	80,000	91	.....	7.00	.....	180,855	7.00	34,675	1,167	35,842	27,328	8,514	.....	....
Brooklyn City	1,500,000	300,000	156,350	1,956,350	36.00	36.00	2,032,878	36.00	1,285,624	49,360	1,334,984	1,115,653	219,331	180,000	12
Brooklyn City, Hunter's Point and Prospect Park	300,000	379,000	30,448	709,448	16.22	8.11	685,864	16.22	153,004	13,951	166,955	142,897	24,058	.....	....
Brooklyn City and Newtown	600,000	.....	24,048	624,048	5.50	5.50	600,000	5.50	149,704	1,268	150,922	127,269	23,653	.....	....
Brooklyn, Flatbush and Coney Island	180,000	100,000	.....	280,000	6.00	.....	106,000	6.00	(Put in operation Oct. 1, 1870.)					.....	....
Brooklyn and Jamaica	488,100	800,000	.....	1,288,100	14.50	9.50	1,288,100	14.50	(No return of operation.)			16,115	18,242	.....	....
Brooklyn and Rockaway Beach	145,500	84,500	3,000	233 000	3.50	1.00	240,793	3.50	24,962	9,395	34,357	.....	.....	.....	....
Brooklyn, Winfield & Newtown	3,500	.....	.....	3,500	.....	.....	.....	.....	(Not yet in operation.)					.....	....
Buffalo Street	73,000	341,464	14,927	429,391	8.81	6.40	415,121	8.81	152,448	12,174	164,622	145,156	19,466	.....	....
Bushwick	302,000	52,000	1,938	355,938	3.50	4.00	319,171	3.50	72,292	51,081	124,372	88,462	35,910	20,678	7
Central City (Syracuse)	21,130	6,000	.....	27,130	1.63	1.63	29,334	1.63	18,339	399	18,738	13,703	5,035	5,000	10
Central Park, North and East Rivers	1,068,400	626,000	60,199	1,754,599	24.00	12.00	1,629,175	24.00	608,354	9,782	618,136	561,651	56,485	.....	....
Coney Island and Brooklyn	500,000	214,000	39,238	753,238	10.20	4.63	647,363	10.20	146,151	1,518	147,669	130,255	17,414	.....	....
Dry Dock, East Broadway and Battery	1,200,000	700,000	30,000	1,930,000	10.63	12.16	909,871	10.63	705,014	4,260	709,274	584,974	124,300	72,000	8
Dunkirk and Fredonia	34,825	.....	.....	34,825	3.50	.....	42,851	3.50	8,144	400	8,544	4,438	4,106	2,443	7
East New York and Jamaica	171,700	82,700	1,619	256,019	9.50	2.25	257,608	9.50	24,150	3,551	27,701	23,460	4,241	.....	....
Eighth Avenue (New York)	1,000,000	203,000	30,000	1,233,000	9.00	9.00	1,540,173	9.00	790,843	21,509	812,442	629,919	182,523	120,000	12
Fifth Ward (Syracuse)	29,335	10,000	.....	39,335	2.60	0.10	44,763	2.60	12,008	319	12,327	10,142	2,185	... ...	....
Forty-Second street and Grand street Ferry	748,000	215,000	.....	963,000	5.13	4.50	1,052,479	5.13	376,569	8,231	384,800	291,524	93,276	74,964	10
Genesee and Water street (Syracuse)	42,500	12,700	.....	55,200	3.00	0.25	59,354	3.00	13,371	132	13,503	12,364	1,139	.....	....
Grand street and Newtown	170,000	90,000	.....	260,000	6.00	3.00	270,000	6.00	86,650	2,977	88,627	81,431	8,196	3,400	2
Harlem Bridge, Morrisania and Fordham	114,010	134,000	4,000	252,010	5.00	5.00	260,682	5.00	72,661	2,284	74,945	67,051	7,894	.....	....
Kingston and Rondout	75,000	.....	.....	75,000	3.35	0.21	79,835	3.35	18,567	3,553	22,120	18,868	3,252	.....	....
Mohawk and Ilion	14,000	.....	.....	14,000	1.75	.....	14,000	1.75	(Put in operation September 1870.)					.....	....
New Brighton and Onondaga Valley	8,000	.....	.....	8,000	1.88	:....	8,000	1.88	(Put in operation late in 1870.)					.....	....
Ninth Avenue (New York)	797,320	167,000	.....	964,320	6.10	6.10	476,598	6.10	113,628	11,105	124,733	112,314	12,419	.....	....
Rochester City and Brighton	60,000	20,000	.....	80,000	9.00	1.00	91,626	9.00	51,347	113	51,460	43,445	8,015	.....	....
Second Avenue (New York)	888,100	1,100,000	.....	1,988,100	8.00	8.00	1,959,777	8.00	567,764	2,819	570,583	476,592	93,991	18,661	2
Sixth Avenue (New York)	750,000	250,000	85,000	1,085,000	4.00	4.38	1,616,511	4.00	692,244	33,450	725,694	604,668	121,026	75,000	10
South Brooklyn and Park	150,000	50,000	13,500	213,500	3.25	4.00	204,000	3.25	10,795	.....	10,795	10,525	270	.....	....
Syracuse and Geddes	25,000	25,000	.....	50,000	2.00	0.07	25,978	2.00	14,223	1,506	15,729	9,439	6,290	1,750	3½
Syracuse and Onondaga	37,000	.....	.....	37,000	2.60	3.26	38,600	2.60	11,593	144	11,737	9,733	2,004	1,250	2½
Third Avenue (New York)	1,170,000	1,680,000	75,000	2,925,000	8.00	10.00	2,925,109	8.00	1,414,695	18,043	1,432,738	1,255,488	177,250	187,200	16
Troy and Albia	44,700	34,960	1,673	81,333	3.17	3.33	73,721	3.17	13,761	283	14,044	11,990	2,054	.....	....
Troy and Cohoes	50,000	.....	.....	50,000	3.50	1.25	50,000	.....	(Leased to Troy and Lansingburg Company.)					.....	....
Troy and Lansingburg	250,000	85,000	72,101	407,101	9.36	3.08	305,410	12.86	152,550	1,945	154,495	143,961	10,534	.....	....
Utica, Clinton and Binghamton	121,400	200,000	1,800	323,200	13.00	2.50	301,239	13.00	78,164	23,689	101,853	88,266	13,587	.....	....
Van Brunt street and Erie Basin	75,000	18,000	.....	93,000	1.25	1.25	87,000	1.25	19,162	88	19,250	16,792	2,458	.....	....
Watervliet	240,000	130,000	.....	370,000	7.25	8.25	317,279	7.25	102,755	5,134	197,889	87,898	19,991	17,505	6

Narrow Gauge Rolling Stock.

We have already referred to the fact that this city and Philadelphia have thus far made the only contracts for furnishing the rolling stock for the new narrow-gauge railroads projected in various directions, M. Baird & Co., Philadelphia, furnishing the locomotives, and Jackson & Sharp Company, of this city, the cars.

The last named company has just completed the cars for stocking the new narrow-gauge Denver and Rio Grande railroad, in Colorado and will send them away to-morrow. This Denver and Rio Grande road is projected to extend from Denver to El Paso, in New Mexico, a distance of 850 miles. It is expected that it will be tapped by numerous local roads, affording a net-work of communication throughout Colorado and New Mexico.

The train now built includes two first-class passenger cars, two smoking cars, and two baggage and mail cars. The passenger cars are in their outward appearance, in everything except size, precisely like other first-class cars. In their internal arrangements, however, they are necessarily quite different. The width of the car allows but three seats across the car, a double seat on one side of the aisle and a single seat on the other. To balance the cars, the double seats from the middle to one end of the car are arranged on the right srde of the car, and from the middle to the other end on the left side. These cars are divided by a partition into two apartments, but this, of course, would not be necessary if the company felt able to run an entire car devoted to the exclusive use of ladies. The windows of the cars also let down with a strap like coach windows, instead of sliding up as they do in ordinary cars, and we do not see but what the lowering plan is the best after all. The cars are elegantly finished inside, in walnut, Hungarian ash, &c., and are painted, inside, of a rich, dark green, relieved by gilt, precisely like the Pullman Palace cars, built by the Jackson and Sharp Company.

The smoking cars are quite differently arranged, and have walnut and ash seats, (such as we now see in many of our city street cars) running lengthwise, back to back, the whole length of the car, so that passengers face the windows. The baggage and mail cars differ in nothing except size from the similar cars of the ordinary gauge.

The baggage and smoking cars have each but four wheels, but the passenger cars have eight wheels, as is used with the larger cars. The wheels for all of them are manufcfured by the Lobdell Car Wheel Company of this city, from models made expressly for the new gauge.

These cars are but the forerunners of many more, for the Jackson & Sharp Company has already received orders for about twenty cars for narrow-gauge railroads, and has several of the number now under way.

The roads ordering them are that already mentioned in Colorado, two roads in Georgia, one in Arkansas, and one in New York State, and if the new gauge is as successful as we believe it will be, the demand for this class of work will greatly increase. Wilmington has aleady got the lead, and will doubtless keep it; the cars we have just described being the first of the kind ever built in the world, and the first passenger cars of any kind for a narrow-gauge railway ever built in America.—*Wilmington, Del., Commercial, July* 14.

☞ The track laying is progressing rapidly on the European and North American Railway, both westward and Vanceborough and east from Mattawamkeag. Fully thirty miles of the fifty eight between Winn and Vanceborough are already laid, and the chief engineer reports that all can be laid by the 20th of August.

☞ J. W. Phelps of Springfield, and Mr. Hendricks of Easthampton, have about 100 men constructing the Mount Tom and Easthampton Railroad, and good progress is made even in the heaviest work.

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

DIRECTORS.

Alexander T. Stewart,	A. Oakey Hall,
William M. Tweed,	John Jacob Astor,
August Belmont,	Peter B. Sweeny,
Charles A. Lamont,	Levi P. Morton,
James F. D. Lanier,	Hugh Smith,
Franklin Osgood,	William T. Blodgett,
William Butler Duncan,	Richard O'Gorman,
John J. Bradley,	Jose F. Navarro,
Charles L. Tiffany,	Henry Smith,
William R. Travers,	Edward A. Wesley,
Joseph Seligman,	Manton Marble,
Richard B. Connolly,	John Taylor Johnston,

Henry Hilton.

HENRY HILTON,
President.
HUGH SMITH,
Vice-President.
W. BUTLER DUNCAN,
Treasurer.

EDWARD P. BARKER,
Secretary.

By authority of the Board of Directors of THE NEW YORK RAILWAY COMPANY, and in conformity with the terms of the Act of Incorporation in that respect, the undersigned Commissioners on Stock Subscriptions give public notice for and on behalf of the Directors, and of such Company, that Books of Subscription for the Capital Stock thereof will be opened on WEDNESDAY, the TWENTY EIGHTH DAY OF JUNE instant at the following places in this City, viz:

At the Banking House of
DUNCAN, SHERMAN & CO.,
No. 11 Nassau street.

At the Banking House of the
BANK OF THE METROPOLIS,
No. 31 Union square.

The Company is authorized to construct two Viaduct Railways or branches through the City of New York, on the east and West sides thereof, from a common starting point at or near Chambers-st., between Broadway and Chatham-st.; also across the Harlem River and through Westchester County; with power to build additional lines of railway or branches, from time to time, in any part of the City or Westchester County. *The property acquired by the Company is exempted from taxes and assessments during the period allowed for the final completion of the railway in the city.* The Mayor, Aldermen, and Commonalty of New York are authorized and directed, with the approval of the Commissioners of the Sinking Fund, to subscribe for **five millions of dollars** of the stock of the Company, whenever one million of dollars thereof has been subscribed for by private parties. *This conditional amount of stock has been wholly subscribed for and taken by the Directors of the Company.* On the completion of either of the lines of railway to the line of Westchester County, the Supervisors of that County are authorized to issue the bonds of the County to such amount as the Supervisors shall deem expedient, to aid in the construction and extension of the railway in and through that County. For the proper equalization of the interest of shareholders who may subscribe and pay in moneys at different times, the Directors are authorized to issue scrip for interest on such payments, payable out of the earnings.

THE TERMS OF SUBSCRIPTION will be as follows:

TEN PER CENT. of the amount of Stock subscribed for, to be paid in cash at the time of subscription. The residue to be paid as called for by the Board of Directors on a notice of thirty days, but no call at any one time to exceed ten per cent.

Scrip for interest at the rate of seven per cent. per annum will be issued by the Company payable out of the first earnings of the Railway on all installments paid on stock subscribed for within thirty days after the Subscription Books shall be opened.

The Company reserve the right to close the Subscription Books at any time after the twenty-ninth day of July, 1871.

By order of the Board of Directors,

Alexander T. Stewart,
John Jacob Astor,
Levi P. Morton,
} Commissioners on behalf of the Company.

New York, June 16, 1871.

A National System for Time on Railroads.

The confusion experienced by the travelling public in respect to time is so great that anything like a practical system in this direction must be received with favor. Mr. C. F. Dowd, of Saratoga, New York, has devised such a system, which he calls "A National System of Time for Railroads." It is based upon national longitude. It adopts Washington time for the eastern portion of the country as standard time; one hour slower than Washington time for the Mississippi Valley; two hours slower for the Rocky Mountain section, and three hours slower for the Pacific States. These standards are designated by the small figures 0 1, 2, 3, respectively placed in a little elevated position before the names of the stations. Then, to designate the minute difference between the local time of any station and railroad time or standard time, small figures are placed in a little elevated position after the names of the stations. These figures, when they indicate that railroad time is too fast, have the sign † before them, and the sign — when they indicate railroad time too slow. The whole system is very simple, and if adopted would very soon be understood by the travelling public. If adopted, the traveller could keep his own time wherever he might go, and take the cars by his own watch as well in one part of the country as in another.

The work was an immense labor, involving about 8,000 computations for longitude. The scientific part receives the endorsement of Professors Loomis and Newton, of Yale College, Prof. Hough, of the Albany Observatory, and the Professor of Astronomy at the Military Academy at West Point. The practicability and feasibility o

it is already endorsed by the superintendents of many of our most important roads, such as the Boston and Albany, Connecticut River, Hartford and New Haven, Hartford, Providence and Fishkill, New York Central, Erie, Harlem, Lake Shore and Chicago, and others.

Journal of Railroad Law.

HORSE RAILROADS—FAST DRIVING AT CROSSING—RULE AS TO NEGLIGENCE.

The facts in the late case of Barrett *vs.* The Third Avenue Railroad Company (8 Abbott R. S. 205) are fully and clearly stated in the following opinion by

McCunn, J.—This action is brought for injuries sustained by the plaintiff, while riding as a passenger in defendants' car, a car which came in collision on the crossings just below the Cooper Institute, with a Harlem Freight car, going up on the 4th Avenue track.

The trial was had before Mr. Justice Monell and a jury, and resulted in a verdict of two thousand dollars.

A motion was afterwards made for a new trial, upon the case, before Mr. Justice Jones, who granted the motion, and now we are sent the record from Special Term to be inspected, and after such inspection we are to say which of the judges below has committed error.

After as close and fair an examination as some of us are capable of bestowing upon any subject, we have arrived at the conclusion that the Judge at Special Term was clearly wrong in setting aside the verdict of the jury; and that on the contrary, the case at Circuit was correctly tried and all questions of law properly disposed of.

It will be seen, after disposing of all minor points, and after a careful examination of the facts, that the real question in the case (and I must say I see but one question) is whether there was negligence on the part of the Third Avenue Road, and whether the question of such negligence was fairly submitted to be passed upon by the jury.

There is no dispute but that, at the time of the collision, the Third Avenue car was going at an unusual rate of speed.

Indeed, this was expressly admitted by the defendants' counsel on the trial, and there is just as little doubt, but the Harlem car was going slowly, not trotting or walking, but a slouching gait between the two.

It is also undisputed that by the uniform custom and practice of the drivers and conductors of both railroads, the Harlem Company had the right of way.

Now the evidence on the part of the plaintiff goes to show that the Harlem freight car was much nearer the crossings where the accident occurred, when they saw each other than the Third Avenue car.

This being so, it was gross negligence on the part of the Third Avenue car not to stop until the Harlem car had passed.

Indeed, I fully agree with the plaintiff's counsel that the accident was the result of a reckless and wicked horse racing experiment on the part of the Third Avenue driver.

Dooley says, and he is a fair witness, that when he first discovered the Fourth Avenue car he should judge he was 150 or 200 feet from it. He says that some distance above the crossings the conductor came out and hurried up the driver, who accordingly whipped his horses; and on this point he is not contradicted.

On the contrary he was corroborated in his statement by Morrill, by Remer, and by Pruden; and he says that in his judgment the forward part of the small car was struck.

Indeed, the learned Justice who tried the case at Circuit left every point as to which there was any possible doubt or dispute, or which could have any bearing on the question of negligence, to the jury, and no rule is better settled than that which requires to have the issue of negligence submitted to the jury, when it depends upon conflicting evidence, or on inferences to be deduced from a variety of circumstances, in regard to which there is room for fair difference of opinion among intelligent men (Wolfkiel *vs.* Sixth Avenue R. R. Co., 38 N. Y. 49). It will not be seriously urged that the negligence of the Harlem Company contributed to bring about the collision, and that such negligence is a bar to this action. In discussing this branch of the case I cannot do better than quote the language of Judge Grover, in the case of Clark *vs.* Eight Avenue R. R. Co., 36 N. Y. 138, where he says, "If the negligence of the defendant contributed to the injury, it is no defense that the negligent act of another contributed thereto, if the injury would have occurred, but for the negligence of the defendant. The defendant, it is manifest, is only made responsible for the result of his own wrong. That wrong produced the injury; and although it would not have occurred, but for the wrongful act of another, that circumstance furnishes no excuse for the defendant, so far as an innocent party is concerned."

There is no virtue in the point, urged by the defendants' to the effect that a new trial on the ground of surprise ought to be granted upon the affidavits attached to the case.

The evidence of Pruden was offered in rebuttal; and the defendants had no right to open the question again, if they had had a thousand witnesses present to contradict Pruden when he left the stand.

The new evidence therefore, for the introduction of which a new trial is sought, is purely cumulative; consequently there is no law for granting a new trial on the grounds presented (People *vs.* Superior Court 10 Wend. 285). Though a witness proves a fact to the surprise of the other party and though by mistake he was not cross examined nor was evidence given to contradict him, nor any observation made on his evidence, the court will not grant a new trial. Such was the rule held by Lord Ellenborough in Bell *vs.* Thompson 2 Chitty 194.

Indeed, the verdict is never set aside to give the party an opportunity of impeaching the credit of witnesses sworn at a former trial (Bunn *vs.* Hoyt 3 Johns. 255). And to set aside a verdict when the testimony is conflicting, and the question doubtful, would be, not an exercise of discretion, but a gross usurpation of power. (Cothrane *vs.* Collins 29 How. Pr. 255.) I fully concur with the learned Justice who tried the cause, when he says, that, "The Law in respect to the carriers of passengers holds them to the highest responsibility."

They are required to exercise the utmost care, and to adopt all known and tested improvements calculated to secure the safety of passengers. Story says, "passenger carriers bind themselves to carry safely those whom they take into their coaches, so far as human care and foresight will go, that is, for the utmost care and diligence of very cautious persons."

There is no virtue in the point raised by the defendants, to the effect that the plaintiff having been paid by the Harlem Company something, such payment has satisfied the claim against the defendants. The answer to such a proposition is, that no evidence was given of any release or receipt of money in satisfaction of damages, or of any written or verbal agreement or understanding to that effect. The court after fully stating the law, charged the jury that what had been proven did not amount to a discharge of the Harlem Company, and was not, therefore, a defense to his action.

And in this we fully concur. The rule is well settled that a release of one of several covenantors will not discharge his co-covenantors, unless it be a technical release under seal. A parol agreement to release will not have that effect (De Zeng *vs.* Bailey, 9 Wend. 886).

The order at Special Term granting a new trial should be reversed, and the judgment entered below ordered to stand.

☞ The Central Pacific Railroad Company have commenced the construction of an air line railroad from San Francisco to Red Bluff, on the west side of the Sacramento river, and will complete that portion between Sacramento and Red Bluff by the 1st of January next, the rails being already in California.

☞ The Pennsylvania Railroad Company has leased the Jeffersonville and Indianapolis Railroad, including the Madison branch, paying six per cent. interest on the capital stock. This road is about two hundred miles long, and also owns a large portion of the stock of the Louisville Bridge Company.

☞ It is reported that the Omaha and Southwestern Railroad has made arrangements with the Chicago, Rock Island and Pacific Company, whereby a bridge across the Platte river will be built at once and the road completed to Nebraska City to meet the road from the south and west, giving that company connection with Lincoln and Southwestern Nebraska.

☞ The trade of the Chesapeake and Ohio Canal for the month of June amounted to $60,023 58. The current expenses for the month were $16,069 32, and the number of tons of coal transported were 107,211.

☞ The contract for grading the first three miles of the Pittsburgh, Virginia & Charleston Railroad, on the South Side, has been undertaken by Mr. John F. Gordon.

☞ The Maine Central extension is rapidly approaching completion. It is probable that trains will run over it regularly by the middle or last of August.

☞ The opening of the Athol and Enfield railroad was celebrated at North Dana on the 11th inst.

☞ The grading of the Bridgeton and Port Norris road, about eighteen miles long, is nearly completed from Bridgeton, the present southern terminus of the West Jersey Railroad, to Fairton, and track-laying is commenced. It will connect the West Jersey with Delaware Bay near the mouth of Maurice river.

☞ Arrangements have been consummated by the Lake Superior and Mississippi Railroad Company to build a railroad bridge at Stillwater, to connect with the West Wisconsin Railroad, an injunction having been granted against bridging the St. Croix River at Hudson, Minnesota.

☞ Mr. Jeremiah Prescott, for the past sixteen years superintendent of the Eastern (Mass.) Railroad, has resigned his position and accepted the superintendency of the Northern Pacific road, with head-quarters at St. Paul, Minnesota.

NOTICE TO CONTRACTORS AND BRIDGE BUILDERS.

DEPARTMENT OF SURVEYS,
224 South Fifth Street, Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until three o'clock P. M. of September 6, 1871, for the construction of a Bridge over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, with approaches to Twenty-fifth and Spring Garden streets, in the Fifteenth ward, and to a point about 144 feet westward of Thirtieth street, in the Twenty-fourth ward, as follows:

First. For the Bridge superstructure over the river, including all materials, workmanship, and erecting ready for use. It will be of wrought iron, 348 feet from centre to centre of end posts, and 34 8-10 feet from centre of lower to centre of top chord, and also two trusses for Thirtieth street, to be 84 feet from centre to centre of end posts, and 10 5-10 feet from centre of lower to centre of top chord, also of wrought iron. Detailed plans with complete strain sheets for these bridges, conforming to specifications, to accompany proposals, which on main Bridge shall give prices for both a two and three truss bridge.

Second. For all the iron work on *approaches* to be erected complete, as per plans and specifications.

Third. For the gradation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of the contract. The City reserves the privilege of rejecting any and all bids that may not be satisfactory, and each proposal as herein divided will be considered separately and will be so allotted.

Payments will be made monthly in bonds of the City of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond for the sum of five hundred ($500) dollars has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock.

Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained, on and after the 22nd day of July, inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

RAILROAD IRON.

1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.

50 LBS. ERIE PATTERN. Now in yard and for sale by

DANAS & LITCHFIELD,
49tf 18 William street

NEW YORK State Railroad Bonds.

A First-Class Home Investment.

FIRST MORTGAGE GOLD BONDS

OF THE

RONDOUT AND OSWEGO RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,

9 Wall Street, New York City,
Financial Agents of the R. & O. Company.

VENEERS

FOR

CAR BUILDERS.

A. PARKER & CO.,
166 & 168 Centre St., Cor. Canal St., N. Y.

Great Western Railway of Canada.

The Directors are prepared to receive tenders for the fourth division of their Canada Air Line, extending from Canfield to Fort Erie, a distance of about forty-four miles. Plans and specifications will be on exhibition at the office of George Lowe Reid, Esq., Chief Engineer, Hamilton, on and after 10th July, and sealed tenders, marked "Tender for Fourth Division Air Line," addressed to the undersigned, will be received to the 24th July.

JOSEPH PRICE,
Treasurer, &c.

Chief Offices, Hamilton, Ontario, May 27, 1871.

HEYERDAHL, SCHÖNBERG & CO.,

31 Pine Street,

NEW YORK.

IMPORTERS OF

RAILROAD IRON,

AND DEALERS IN

RAILWAY MATERIALS.

SOLE AGENTS

IN THE UNITED STATES FOR

SAMUEL FOX & CO'S Bessemer Steel Rails.



TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

A DIVIDEND OF FIVE PER CENT. IN CURrency, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer

ROME, WATERTOWN AND OGDENSBURGH R. R.,
VICE PRESIDENT'S OFFICE,
136 Chamber St., New York, June 24, 1871.

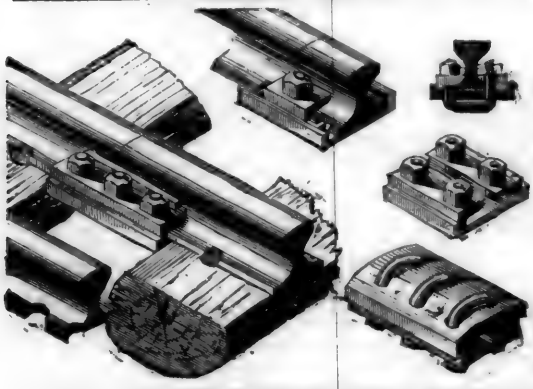
DIVIDEND NOTICE.—This Company will pay a Semi-Annual dividend of four per cent. free, on and after the 15th day of July next. Transfer books will remain closed from date to day of payment. Stock registered in New York will be paid at the Mercantile National Bank for sixty days.

MARCELLUS MASSEY,
Vice President.



Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,
of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

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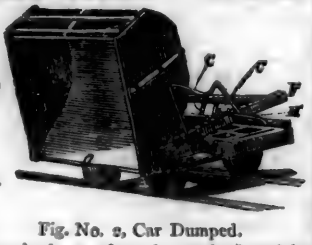


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York Saturday, July 29, 1871.

New York (Viaduct) Railway.

At a meeting of the Executive Committee of the New York Railway Company, held on Monday, July 24, 1871, the President presented the following report, which was accepted and adopted by the committee:

To the Executive Committee of the New York (Viaduct) Railway Company:

Having now progressed sufficiently with the investigation of the proposed route, and consequently the proposed cost of the road, it seems appropriate at this time to lay before you the following views entertained on consultation with our engineers respecting the ultimate results which will attend upon our positively assuring "*Rapid Transit*" to the citizens of New York. The views presented are purposely made moderate, and it is believed they cannot be disputed. However, they are submitted to you as the result of our convictions, after carefully investigating the entire subject.

The cost of real estate to be acquired, the cost of construction and running expenses, contrasted with the receipts for rents and passengers and freight traffic, are the elements which must determine the probable profits on capital invested. For the purpose of arriving at a fair conclusion, it is proposed to review these items separately, and make such seasonable allowances as may be suggested upon any of them.

The estimate of the cost of the Eastern Viaduct, from Chambers-st. to the Harlem River at One-hundred and thirtieth-st., is considered equally applicable to that of the Western Viaduct to Manhattanville.

The cost of necessary real estate for viaducts and depots is estimated at $1,000,000 per mile, or say for 80 lots, with buildings, at an average cost of $12,500 each. The construction of the viaduct, including rails and permanent road-bed and running stock, will cost $2,000,000 per mile. The distance from the City Hall to the Harlem River at One-hundred and Thirtieth-st., or to Manhattanville, being 7¼ miles, would make the cost of each branch of the road $22,500,000, and with an allowance of $2,500,000 for unforeseen contingencies, would make the entire cost of each branch of the road $25,000,000.

It is proposed that each branch road shall have four tracks—two for fast travel, making stoppages at about two miles apart, and two for way travel, making stops at about each half mile. Twenty trains per hour can be safely run upon each track, each train to average 300 fares of passengers, which would make the number of passengers that could be carried in 14 hours of the day, upon the four tracks, 336,000. But it must be remembered that during three hours of each morning and evening, the travel on the road will be greater than during the remainder of the day, and that as soon as the road is found not competent to accommodate the travel offered during the morning and evening hours, other roads must be built to accommodate the surplus. Hence it is that the projected roads will not at any time have the opportunity to carry as many passengers as their full capacity will admit during ten hours of daily work.

Trains of about two-thirds of full capacity will probably be required in the middle of the day, and consequently the ultimate transit on each road ought to be estimated at not more than 248,000 passenger fares per day, and this is calculated to include the night travel beyond 14 hours assumed as a day's work. In addition to this each road will be capable of carrying a very large amount of freight during the night, and of doing a large express and light freight business at all hours of the day.

At present we have official information that there are being carried on the horse railroads of this city over 136,000,000 passengers per annum, 70,000,000 of whom are carried upon the lines east of Broadway and Fifth-ave., running north and south. In addition to this, very many millions are carried in omnibuses and upon the Harlem, New-Haven, and Hudson River Railroads, by steam power, and by the five Harlem steamboats which run continually throughout the day. The transportation business of the horse railroads and Harlem steamboats is all the growth of a very few years, and is increasing rapidly year by year, the increase during the past year being over 20 per cent. The largest increase is on the lines which run with the greatest speed, showing conclusively the desire of the people for "*rapid transit.*"

The continual increase of population and the constant absorption of residences in the lower portions of the city for business purposes, are compelling the inhabitants to find homes in the upper portions of the island, or across the ferries, and now a considerable portion of the business community in the lower portions of the city have their residences across the ferries, because they can reach them in less time than they could if located on the upper portions of the island.

The most densely populated districts in the upper part of the city owe their growth entirely to the present facilities of transportation, and although these facilities are greater than they have been at any previous time, they are still inadequate to the wants of the people. To go from Sixty-fifth-st. to the City Hall by the Madison and Fourth-ave. horse railroad line takes about one hour, and by the Third-ave. line about 45 minutes; and to go from Harlem to the City Hall by the Third-ave. horse railroad line takes an hour and 20 minutes, and by the steamboats about 45 minutes. The New York Railway Company will convey passengers between the City Hall and Harlem in

20 minutes, and to intermediate points in a proportionately short time.

At Harlem we may expect to receive a large amount of through travel and traffic from the interior of the country. Several new lines of railroad are now being built, which will terminate on the banks of the Harlem River, and will be completed by the time that the New York Railway Company can reach that point. One or more of these roads will connect with the whole interior system of railroads in New England, Northern New York, and the West. We may therefore count, not merely on the local travel of the island, but also on a large business from the interior of the country, consisting not only of passengers, but also of freight.

The receipts for freight on the four great trunk lines of railroads are more than three times that for passengers, and the receipts on the New York and Harlem Railroad are greater for freight than they are for passengers, including their passenger receipts from their horse railroad. It is, therefore, fair to assume that the receipts for freight by the New York Railway Company will be very large. The receipts for freight on the New York and New Haven Railroad are about one-third of those for passengers, being less, in comparison with their receipts for passengers, than on any first-class railroad in the country.

But to put our estimate at an amount so reasonable as to be beyond question, let us assume that 300,000 persons now ride daily up and down into and through the City of New York on railroads, steamboats, street horse-cars, and stages; in other words, that 600,000 fares are now daily paid for riding in public conveyances into and through the city—is it not fair to assume that 250,000 of that number of fares, or 125,000 passengers, would at once patronize the Viaduct railways, if both branches were built, and this without necessarily reducing the profits of street cars or stages. Fewer cars for awhile might be run, but those would be entirely filled with passengers going but short distances.

Hence, if New York City was not to increase in population from the time the Viaduct roads are finished, it is but reasonable to assert that such roads, if *both branches were now in operation*, would receive 250,000 fares daily, and the railroads, steamboats, horse-cars, and stages would still retain 350,000 fares per day, and such 350,000 fares and their natural increase would yield them as large if not a larger profit than that derived from 600,000 now employing that mode of conveyance. The reason of this may be found in the fact that very many persons who will use the Viaduct road will also use the horse-cars and stages to carry them short distances, to the Viaduct Railway depots and elsewhere, and also in the fact that short travel increases with increased facilities.

There can be no doubt, however, that simultaneously with the construction of either branch of the Viaduct, many houses will be erected in the upper part of the city, and by the time the *easterly branch of the Viaduct is completed to One-hundred and twenty-fifth-st.*, 5,000 additional houses, tenements and factories will furnish 10,000 persons, or 20,000 fares, who will use the road, up and down, once a day, and will make the total daily fares on this branch at least 140,000. From many sources the number will increase during the first ten years of the operation of either branch of the road, until is reached its full capacity.

Each Viaduct will occupy over 600 lots, between Chambers-st. and One-hundred and twenty-fifth-st.; 500 of which may be let for stores and manufacturing purposes, and each of these will comprise a store of 25 feet by over 90 feet, and of from 12 to 16 feet high in the clear; also a basement of the same size. It is safe to assume that each of such stores will rent for $1,000 per year; but if an allowance of 20 per cent. is made for contingencies, an annual rent of $400,000 will be derived from them, provided it shall not be found that their use may be more beneficial to the Company than any income that might be derived from their rental.

Assuming, then, that the travel on the *Eastern* branch of the New York Railway will be 140,000 per day, or 50,000,000 passenger fares per annum (and this is a very moderate estimate, as one line of horse-cars alone is now carrying annually over 30,000,000 passengers), the receipts will be as follows:

Passengers—say 50,000,000 per annum, or 140,000 fares per day at an average of 13 cents	$6,500,000
Freight, mail, and express matter, 40 per cent. of above	2,600,000
Rents, as above	400,000
Making gross annual income	$9,500,000
The expenses for maintenance, transportation, repairs, etc., of first class roads doing a heavy passenger business are usually about 55 per cent. of gross receipts. This road will be much less because it must necessarily be built more compactly and will therefore be less needing the usual and expensive repairs incidental to a rail-track laid on the ground, subject to frosts, thaws, storms and earth-washings. But allowing for maintenance, etc., 45 per cent.	4,250,000
We have a net annual income from each line of viaduct of	$5,250,000
Equal to interest at 7 per cent. on $17,000,000 of bonds, or	$1,190,000
And say 50 per cent. on $8,000,000 of stock	4,060,000
Total	$5,250,000
Or equal to interest at 7 per cent. on $12,500,000 raised on bonds	$875,000
And say 35 per cent. dividend on $12,500,000 capital stock	4,375,000
Total	$5,250,000

The attention of the engineers has also been given to the subject of connecting the lower part of the city with the trunk line of viaduct near the City Hall, by one or more branch lines, as authorized by section 12 of the charter of the Company, and also to the subject of encircling the business part of the city with an elevated or viaduct railway, along the projected line of new bulkheads, as soon as they may be completed, and connecting them with the track of main line of viaduct at the principal stations, as by such means all persons arriving in the city by ferries or steamboats could immediately, and without crossing South-st., be transferred to the main lines.

The engineers, after full consideration of the subject, did not consider it expedient or proper to extend the main trunk line below the City Hall, because the number of passengers to be transported below that point must certainly be so much less than above it, that it would not be remunerative to run all trains to the lower end of the city, but they have considered the propriety of constructing a branch road from the depot near the City Hall in a direct line to the Battery, near the South Ferry, and have estimated that a two-track road, occupying not more than 25 feet width, with cars propelled by steam-power at the rate of about 20 miles per hour, and making stoppages in each direction in the vicinity of Pine-st., or Wall-st., could be built simultaneously with the trunk line, and be sufficient for the accommodation of the middle part of the city below the Park and New Post Office, because no part of such distance would then be more than one-fifth of a mile from a depot. The expense of constructing such a line would be great, as it would unavoidably have to pass through very valuable property, and we are doubtful if it would be remunerative in so high a degree as either the Easterly or Westerly Viaduct above the City Hall. The powers of the Company, under its charter, seems to be ample for the construction and operation of such a branch viaduct in connection with the trunk lines, and for the entire separation of the cost of it and its earnings and profits; and if citizens and property-owners in the district to be benefitted by such a branch, are desirous and willing to subscribe the necessary capital for its construction, there does not appear to be any valid reason against its being built at the same time with the Eastern branch of the road as contemplated.

HENRY HILTON, President.

New York, July 24, 1871.

From the Port Chester (N. Y.) Journal.

Narrow and Broad Gauge Railways.

There seems to be a variety of opinion with Engineers and Railway Managers, in reference to the most suitable gauge for Railways in the United States, some advocating the narrow gauge, others the medium (4 feet 8½ in.,) while many are decidedly in favor of the broad gauge (6 ft.) But the whole thing can be taken in at a glance by any practical man, let him be an engineer, or hewer of wood, or a delver of the earth, viz: different localities require different gauges. For instance, the Railway now building from here to Danbury should not be over a three foot gauge, for such a road would cost but little over one half as much to build, equip and run for the next ten years, as the 4 ft. 8½ in. road would cost, which in ten years would be a saving of at least two millions of dollars in investment, interest and economy in running, and would do all the business that possibly could be offered in the above named time. The ties, at the end of ten years, would be rotten and would have to be replaced; the iron or steel could be taken up and used in building branches to the various lateral villages which, in that time, would naturally spring up, and the narrow gauge could be replaced by a 4 ft. 8½ in.; while, in the meantime, the transportation of material could be done by the narrow gauge preparatory for laying the broad gauge, much cheaper than by horses and carts.

The great objection urged by the opponents of the narrow gauge, is the re-shipment of freight, which is a mere bagatelle compared to the immense saving which, probably, on a fair computation would not be over one-eighth or one tenth of the amount saved. In other words, if a 4 ft. 8½ in. would pay 7 per cent. per annum for the ten years, the narrow gauge would, for the same time, pay 40 or 50 per cent. Therefore, as well might you, Mr. Editor, have an elephant to draw

a horse's load, or a giant to do a boy's work, as to build broad gauge roads where narrow gauge will do as well. In the meantime, I will merely add, that there are some localities near our large cities, which will in a short time, for comfort and economy, require much broader gauges than ever yet has been introduced in this or any other country, the detailed plan of which I will give you in your next issue; a road that will be free from dust and cinders, a traveling Palace, which will be comparatively free from noise; in which lectures, concerts, or political speeches can be given to five or six hundred persons who are comfortably and pleasantly flying over the earth with entire safety, at the rate of 30 or 40 miles per hour; a road that will accommodate the multitude of people living in the city of New of York at less than half the rates now charged, yet will be highly remunerative to the stockholders, and be the great breathing artery for our noble metropolis. ***

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

The earnings of this road for the years ending December 31, 1869 and 1870, compare as follows:

	1869.	1870.
From passengers	$840,773 54	$843,830 25
" freight	2,090,542 76	2,269,038 36
" express	85,562 61	72,993 67
" mail	61,993 00	61,993 00
" rents	49,304 57	56,218 75
" interest and dividends	14,019 15	19,481 63
" miscellaneous	694 28	4,725 39
	$3,142,889 91	$3,328,281 05
Expenses, viz:		
Transportation exp.	$707,070 80	$758,232 35
General expenses	68,147 93	64,598 07
Repairs of locomotiv's	179,861 87	189,224 54
Repairs of pass. cars	37,940 76	54,062 61
Repairs of freight cars	102,420 97	117,317 46
Repairs of track	469,654 20	514,281 23
Repairs of buildings	35,619 12	47,550 59
Repairs of fences	5,650 92	12 473 95
Repairs of bridges	28,256 38	24,110 26
Oil, tallow and waste	38,309 99	36,951 78
Fuel account	261,719 17	309,503 87
Damage to stock	4,827 05	5,630 20
Loss and damage to freight	8,495 47	18,978 34
Gratuities & personal damages	9,273 45	17,666 85
Telegraph expenses & repairs	23,153 04	34,420 53
Balance car service	34,454 01	80,736 33
	$2,014,855 13	$2,285,738 96
Net earnings	$1,128,034 78	$1,042,542 09
Interest and taxes	322,588 38	357,772 08
Balance	$805,446 40	$684,770 01
Add balance from previous year		152,347 40
Total		$837,117 41
Deduct two dividends of 3½ pr ct. each		742,528 50
Surplus December 31, 1870		$94,588 91

Compared with the previous year the gross earnings of 1870 show an increase of $185,391 14; with an increase in working expenses of $270,883 83—making a decrease in net earnings of $85,492 69. Deducting interest and taxes, the net income shows a decrease of $120,676 39. The total tonnage moved in 1870 was 935,840; and in 1869, 825,464—increase, 110,376, or 13.37 per cent. The increase of earnings from freight transportation during the same period was $178,495 60. The report says:

It will be observed that large expenses have been necessary to operate and maintain the equipment of the company, owing, mainly, to a large increase in freight tonnage.

The competition between rival trunk lines continued through the year to such a degree as to show a less percentage of increased earnings than increased tonnage, mileage and expenses.

The principal traffic of your railway being freight, the necessity for an increased equipment is apparent by the balance paid in mileage on the cars of other railroad companies.

The coal from the Hocking Valley mines having proved superior for locomotive use, it has been determined to change the freight locomotives to coal burners, as rapidly as repairs are needed on them. The price at which this coal can be obtained at Columbus, warranting the conclusion that the change will reduce the expenditures for fuel.

The expenditures in the engineer's department have been large. The increase over the previous year arises to some extent from the increased traffic and consequent wear, but mainly in the fact of a large amount of renewals being required on the Indianapolis Division. A marked improvement has been made in the track on that Division, but the renewals of iron for the coming year should be equal in miles to the past.

The Indianapolis and St. Louis Railroad Company, (of which this company owns one-half the capital stock,) opened its railroad for business July 11, 1870, and its earnings for the remainder of the year were very satisfactory, being at the rate of over $8,000 per mile per annum, with the local traffic almost entirely undeveloped. Extensive preparations are being made, by owners of coal lands, for mining the superior "Block Coal," found in large quantities along its line of road. The traffic to and from that mineral region will increase largely.

The necessity having arisen for this company to have an independent connection with the City of Cincinnati under its own control, to enable it, at all times, to furnish its eastern railroad connections a through route satisfactory to them, your Board of Directors concluded a contract which will secure that result at an early day, and submitted the same to a special meeting of the stockholders, on the 25th day of January, 1871, at which meeting it received their unanimous approval.

The business relations of your railroad with connecting roads are harmonious.

The company have 90 locomotives, 43 first class passenger, 2 palace sleeping, 15 baggage and express, 5 mail, 926 box, 224 stock, 390 flat, 54 coal, and 38 caboose cars. Four locomotives were added during the year—two freight and two passenger. The two freight engines were constructed for burning coal, and six others were changed to coal burners during the year. The company have now nine coal burning locomotives. The working of these engines has thus far proved successful and satisfactory.

The total number of passengers carried was 559,728, of whom 487,244 were way and 72,484 through. Number of passengers carried one mile, 28,561,844. Tons of freight carried, 935,840. Total tons carried one mile, 148,875,519. Average rate per ton per mile, 1.524 cents.

Number of miles run by passenger trains, 777,449; by freight trains, 1,675,329; gravelling and repairs, 48,670; fuel, 107,585—total, 2,609,333. Cost per mile run for repairs, 7.21 cents.

The condition of the road has been steadily improved during the year—18¼ miles having been relaid with Bessemer Steel Rail, and 37¾ miles with new and rerolled iron rail. Fifty miles have been ballasted, and 164,051 cross-ties put in the track.

The assets and liabilities of the company, as shown on its books, are as follows:

Assets.		
Cost of road, depots, shops and equipment		$12,624,416 97
Materials on hand:		
For repairs track and fences	$90,072 60	
For repairs cars and engines	150,675 46	
Fuel, oil and waste	130,906 93	
		371,654 99
Cash and cash assets:		
Cash in hands of Treas.	$454,036 61	
Due from agents	58,415 49	
Due from other Cos.	200,345 85	
Due from Post Office Department	13,068 05	
		725,866 00
Other assets:		
Indianapolis & St. Louis Railroad stock	$300,000 00	
Indianapolis & St. Louis Railroad bonds	335,000 00	
Indianapolis & St. Louis Railroad trustees	73,998 40	
Scioto & Hocking Valley Railroad bonds	2,000 00	
Real estate not used for road and depots	24,202 29	
Wood lands	44,114 06	
Pendleton Stone Quarry	4,915 46	
Bills receivable	12,592 73	
		796,822 94
		$14,518,760 90
Liabilities.		
Capital stock		$11,620,000 00
Less amount owned and held by this company		859,100 00
		$10,760,900 00
C., C. and C. R. R. mortgage bonds $25,000 falling due each year		365,000 00
B. and I. first mort. bonds (old)		2,000 00
" " " (new)		646,000 00
I. P. and C. first mort. bonds		6,000 00
" second mort. bonds		11,500 00
C., C. C. and I. Railway first mort. sinking fund bonds		2,004,000 00
Bills audited		246,580 99
Dividend No. 6, payable Feb. 1, '71		376,516 00
Previous dividends unpaid		5,675 00
Surplus		94,588 91
		$14,518,760 90

President.—Oscar Townsend.

Vice President.—H. B. Hurlbut.

Directors.—L. M. Hubby, Oscar Townsend, H. B. Hurlbut, A. Stone, Jr., Selah Chamberlain, Geo. Worthington, S. Williamson, T. P. Handy, Wm. Collins, Cleveland, O.; Horace F. Clark, Augustus Schell, New York; Jno. Miller, Columbus, O.; Jno. W. Burson, Muncie, Ind.

Secretary and Treasurer.—Geo. H. Russell.

Superintendent.—E. S. Flint.

Chief Engineer.—Frank Ford.

☞ The Queen Anne's and Kent Railroad has been completed to Centreville, Md., and the cars will soon be placed upon the road. This road connects with a branch of the Delaware Railroad from Townsend to Massey's, at which point the Kent road unites. The ultimate terminus of the road in Queen Anne's county, is to be at Queenstown, near the Chester river, a few miles beyond Centreville.

☞ The St. Louis *Times* says that twenty miles of grading has been completed on the Arkansas branch of the Iron Mountain road south of Annapolis. It is expected the road will be at Schaeferville by the 29th inst.

Richmond and Petersburg Railroad.

The receipts from operations of this road for the fiscal years ending September 30, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$82,128 57	$81,159 77
" extra baggage and express freight	4,533 58	5,864 22
" U. S. mail	4,936 25	3,675 00
" freight	65,656 34	70,518 87
" miscellaneous	3,691 12	9,475 57
	$160,945 86	$170,693 43
Expenses, viz:		
Repairs of road	$23,954 53	$14,024 74
" bridges	140 50	56 05
" depots, &c.	2 129 92	2,130 73
" engines	6,790 00	7,711 09
" cars	13,699 08	6,872 48
" tools, etc.	83 08	708 74
Oil, tallow and waste	1,470 66	1,794 10
Wood	10,417 45	6,543 07
Train expenses	12,928 24	13,386 01
Depot	6,999 99	7,350 45
Officers' salaries	7,800 00	6,900 00
Stationery, etc	1,874 81	1,650 91
Insurance on buildings	1,431 55	2,477 55
Taxes	2,490 05	2,855 43
Loss and damage	222 00	392 20
Clover Hill trans. exp.	6,683 81	5,689 00
All other expenses	24,986 17	39,773 23
	$123,601 84	$120,315 78
Net earnings	$37,344 02	$50,377 65

Included in the above expenses for 1870, are the following pertaining to extraordinary expenses:

New buildings	$3,118 53
Reconstruction	13,586 17
New freight cars	1,104 32
New coal cars	6,452 87
James River Bridge	7,454 90
Total	$31,717 39

—deducting these, will leave the total ordinary expenses $88,598 39; and the net balance $82,095 04, or about 48.10 per cent. of receipts. The President in his report says:

The receipts of the road exceed those of the preceding year $9,747 57, and exhibit the largest earnings of any year during its existence, omitting the exceptional period of the war. They would, it is believed, have been still greater but for the general stagnation in business during the past summer, causing a decline in coal and local freights. The operating expenses have decreased $3,286 06, and thus an improvement in net income is shown of $13,033 63.

In accordance with the resolution passed by the stockholders at their last annual meeting, application was made to the legislature to create a new loan for $175,000, to renew that for a like amount which became due the first of September last. A copy of the act is herewith submitted, which, under the resolution of the stockholders, was accepted by the Board. The new loan was directed by the Board to consist of one hundred and seventy-five bonds of one thousand dollars each, to be dated the first day of April, 1870, bearing interest at the rate of eight per cent. per annum, principal and interest payable at the office of the company in this city, and the principal to become due in instalments of $25,000 each year, commencing with the first of April, 1880, until the whole shall have been paid. These bonds were readily negotiated on more favorable terms than the previous loan of 1865. The proceeds were used to meet the payment of the bonds which matured the first of September last, all of which have been paid and cancelled except six, the ownership of which is the subject of litigation. The whole funded debt of the company remains now the same in amount as at your last annual meeting, namely, $319,000.

The negotiations which were pending when you last met for the lease of our James river bridge and tracks, to make a connection between the Richmond, Fredericksburg and Potomac Railroad and the Richmond and Danville Railroad, for the conveyance of passengers, mails and express freights between those two roads, were satisfactorily concluded shortly after your adjournment. This connection has been in operation since the first of Septmeber last, but it is yet too soon to form an accurate estimate what income it will produce to this company. For the month of September there was reported 1,686 passengers and 159,242 lbs. of express freight, producing, at the rates agreed on, $672 06. For the month of October, 1,113 passengers were reported, producing $417 37. The express freight for that month, and the mail pay for both months, have yet to be ascertained.

It will be noticed from the accompanying tables that the receipts from through travel again show an increase over those of the past fiscal year, and we have reason to expect a continuance of a profitable income from this branch of our business. The completion of an all rail route between Richmond and Washington by the Fredericksburg and Alexandria Railroad, now in process of construction, will expedite travel between those two cities so greatly as to place it beyond competition, and our road must of necessity share in the increased number of passengers thereby induced to pass north and south through Richmond.

In addition, when the Chesapeake and Ohio Railroad shall have been extended to the Ohio River, both Richmond and Petersburg must be largely benefited by so direct a communication with the productive and populous States of the west and northwest, while, with the growth of these two cities in business and population will follow a very great and permanent enhancement in the revenue and the traffic of this road.

The tonnage of through freights this year has exceeded that of the past fiscal year more than fifty per cent. The quantity of coal transported during the twelve months was very slightly in excess of that of the preceding year, while the amount received for this service was rather less, owing to a reduction made in the charge for the transportation of fine coal. I am advised by the President of the Clover Hill Railroad Company, as well as by Mr. Franklin Stearns, President of the Winterpock Coal Company, that they are prepared, and, in conjunction with the pits of Messrs. James H. Cox & Co., intend to raise a greater quantity of coal for transportation this year than has ever yet been sent to market from that region. It is reasonable, therefore, to expect the present year a considerable addition to the tonnage, and consequently to the revenue derived from the movement of coal.

The material condition of the property of the company is much better than at any period since the close of the war, and consequently its business can be more economically managed. Each year, as the roadway, rolling stock and machinery are put in better order, the cost of maintenance must diminish. It is the well considered opinion of railroad experts that no road can be made profitable to its owners unless it is put in good order and kept so. The officers of this company have labored diligently to accomplish that result with this road. In pursuance of this policy two hundred tons of extra quality iron rails were contracted to have been delivered on the first of October last, but have, from several causes, been delayed. They are now daily expected, and when laid down will enable our efficient and skilful roadmaster to put the whole track in excellent condition to pass through the winter weather. An addition to the number of our freight and coal cars is needed to provide for those growing classes of our business. Some other expenditures have been authorized by the Board, involving, however, only a moderate outlay. When they shall have been made, and our present small floating debt paid off, the net earnings of the road may again be regularly divided among the stockholders, as was the case for so many years prior to the close of the war.

The company have 7 locomotives, 3 first class and 7 second class passenger cars, 3 baggage and express, 27 box, 15 platform, 93 coal, and 10 gravel cars; besides this company's proportion of 10 first class, and 5 second class passenger, 5 baggage and 5 express and mail cars, in the through trains running between Acquia Creek and Weldon. Number of miles run, 91,869, at a cost for repairs of about 7.74 cents per mile run. Number of passengers carried, 60,515, of whom 29,520 were through, 29,038 local, and 1,957 Clover Hill passengers. Number of passengers carried one mile, 1,349,010. In addition to the above, 5,014 were carried free, and 14,946 on excursion trains. Tons of freight transported (including 38,893 tons of coal), 67,564. Tons carried one mile, 1,721,810.

The financial condition of the company September 30, 1869 and 1870, were as follows:

	1869.	1870.
Cash	$797 60	$3,773 60
Debts due to the Co.	51,798 67	21,432 47
Cost of Petersburg connection road		37,993 45
Cost of road and property	668,504 09	922,822 39
Cost of branch road and property	45,539 09	45,539 09
Reconstruct'n of road	219,852 50	219,852 50
Land purchase	44,316 51	44,316 51
Profit and loss	176,919 29	
	$1,207,727 75	$1,295,730 01
Capital stock	$847,100 00	$847,100 00
Convertible dividend bonds, 1867	1,296 28	1,296 28
Coupon bonds due July 1st, 1875	13,500 00	13,500 00
Coupon bonds due June 1st, 1875	94,500 00	94,500 00
Registered bonds due June 1st, 1875	36,000 00	36,000 00
Coupon bonds due Sept. 1st, 1870	175,000 00	6,000 00
Mort. bonds of April, 1870		175,000 00
Bills payable	21,696 71	9,218 61
Open accounts	18,634 81	14,821 28
Loss by fire, April, 1865 (bal. due)		65,595 29
Profit and loss		32,698 65
	$1,207,727 75	$1,295,730 01

Pres't and Sup't.—THOMAS H. WYNNE.

Directors, on the part of the stockholders, R. B. Haxall, B. W. Haxall and Charles Ellis, Richmond, Va.; and on the part of the State, John L. Bacon, Richmond, and F. R. Scott, Petersburg.

Treasurer.—M. W. YARRINGTON.

☞ Hon. John Cessna, President of the Bedford and Bridgeport railroad company, advertises in the Cumberland *News* for proposals, to be received until August 1st, for the graduation, masonry and bridging of the extension of that road to the State Line, about eight miles. "This is the road," says the *News*, "that is to be built to connect our coal fields with New York and elsewhere north and east by a route through Pennsylvania. These eight miles, with about three from the Cumberland and Pennsylvania railroad to the Maryland State line, will complete the connection."

☞ The construction of the Vineyard Sound, Mass., railroad is to be commenced in September, and completed by the 1st of June next.

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities July 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	105½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,568,000	6	Jan. & July.	1880	115½
.. .. coupon	4,547,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861.... registered	123,755,350	6	Jan. & July	1881	115½
.. .. coupon	65,562,750	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s)..... registered	81,928,800	6	May & Nov.	1882	113½
(5-20s)..... coupon	381,804,700	6	" "	1882	114½
Loan of March 3, 1863..... registered	53,190,950	6	Jan. & July.	1881	115½
.. .. coupon	21,809,050	6	" "	1881	116½
Loan of March 3, 1864 (5-20s)..... registered	2,619,600	6	May & Nov.	1884	113½
Loan of June 30, 1864 (5-20s)..... registered	42,606,000	6	May & Nov.	1884	113½
(5-20s)..... coupon	43,359,400	6	" "	1884	113½
Loan of March 3, 1865 (5-20s)..... registered	46,074,050	6	May & Nov.	1885	113
(5-20s)..... coupon	121,576,750	6	" "	1885	112½
.. .. 2d series (5-20s)..... registered	65,684,000	6	Jan. & July.	1885	112½
.. .. .. (5-20s)..... coupon	176,899,150	6	" "	1885	112½
.. .. 3d series (5-20s)..... registered	88,786,950	6	Jan. & July.	1887	112½
.. .. .. (5-20s)..... coupon	239,460,000	6	" "	1887	112½
.. .. 4th series (5-20s)..... registered	11,621,500	6	Jan. & July.	1888	113½
.. .. .. (5-20s)..... coupon	27,797,450	6	" "	1888	113
Loan of March 3, 1864, (10-40s)..... registered	137,413,250	5	Mar. & Sept.	1904	112½
.. .. .. (10-40s)..... coupon	57,154,050	5	" "	1904	112½
Consols of July 14, '70 & Jan. 20, '71. registered	52,478,050	5	F. M. A. & N.	1881	....
.. .. coupon	7,191,100	5	" "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	31,885 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,618,832	6	Jan. & July.	'95-'96	114
U. S. Notes and Fractional Currency.....	396,679,380	mtl.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	70
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	90
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54
.. .. (Aid R. R's).....	3,000,000	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111
.. — .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s).. of 1863, (20s)..	5,927,000	6	Jan. & July.	'81-'82	....
.. — .. of 1864, (10-20s)..		6	" "	1883	....
.. — .. of 1865, (20s) free..		6	April & Oct.	1884	106½
.. — .. (various) registered	867,500	6	" "	1885	....
Florida—State Bonds 1868.....	300,000	6	Various.	Var.	....
.. — .. 1869.....	200,000	6	Jan. & July.	1898	....
.. —Railroad Loans $16,000 per mile.....	.....	6	" "	1889	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	.....	.....	....
.. — " " 1842 to 1848.....	273,000	6	Various.	'71-'74	84½
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	7	Various.	'72-'74	90
.. —Bonds (Act March 12, 1865).....	3,700,000	6	Feb. & Aug.	'78-'86	84½
Illinois—Interest Bonds of 1847.....	980,696	7	Jan. & July.	1886	93
.. — " Stock of 1857.....	134,311	6	" "	1877	100
.. —Refunded Stock Bonds.....	348,000	6	" "	1877	....
.. —Normal University Bonds.....	45,000	6	" "	Var.	....
.. —Thornton Loan Bonds.....	103,000	6	" "	1879	....
.. —War Loan Bonds	416,800	6	Mar. & Sept.	1879	....
Indiana—State Bonds.....	.....	6	Jan. & July.	1879	....
.. —War Loan Bonds.....	204,000	5	" "	1866	....
Iowa—War and Defense Bonds of 1861.....	300,000	6	May & Nov.	1888	....
Kansas—State Bonds	100,675	7	Jan. & July.	1881	....
.. —	1,059,500	6	" "	'83-'84	....
.. — .. military	176,000	7	" "	'76-'89	....
Kentucky—State Bonds of 1841-'42.....	913,000	7	" "	1889	....
.. — .. .. of 1843	160,000	6	April & Oct.	'71-'72	....
.. — .. .. military.....	309,300	5	" "	1873	....
Louisiana—Charity Hospital.....	86,000	6	Various.	1895	....
.. —State Bonds, general	750,000	5	Mar. & Sept.	1872	....
.. —Railroad Bonds.....	561,000	6	Jan. & July.	1893	71
.. —	2,052,000	5	Various.	'70-'79	....
.. —Levee Bonds 1865.....	1,000,000	6	Various.	'93-'06	69
.. — .. .. 1867.....	4,000,000	8	Various.	1886	....
.. — .. .. 1870.....	3,000,000	6	May & Nov.	1907	71
.. —Funded coupons 1866	997,300	8	Mar. & Sept.	1875	85
.. —Funded Floating Debt.....	3,000,000	6	Jan. & July.	'88-'89	....
.. —Ship Canal Bonds of 1869.....	474,000	6	May & Nov.	1910	62
.. —Penitentiary Bonds of 1869.....	500,000	7.3	Mar. & Sept.	1899	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	7	" "	1909	....
Maine—State Bonds	301,000	8	April & Oct.	1909	....
.. —War Loan of April 25, 1861	800,000	6	Various.	'75-'78	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Various.	1871	....
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	Feb. & Aug.	1883	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	June & Dec.	1889	....
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	6	April & Oct.	1889	101½
.. — .. converted	448,500	5	J. A. J. & O.	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1880	....
.. — converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1890	....
.. —Balt. & Susq. R. R. Loans.....	269,000	6	" "	1870	97
.. —	429,000	6	" "	1890	....
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1890	99
.. —Susq. and Tide-Water Canal Stg..	773,000	6	" "	1889	....
.. — .. .. .. converted	215,622	6	" "	1566	....
				1885	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1885	104½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "		....
.. —Bounty Loan of 1863.....	200,000	5	" "		....
.. — .. of 1864.....	4,379,500	5	May & Nov.		98
.. — .. .. (stg.).....	4,000,744	5	" "		....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.		101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.		....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. —	966,500	5	" "	91-'96	98½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	99
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	96½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	96½
Nebraska—(No Debt).....	.....				....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'76	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	104
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	108½
.. — .. Bonds.....	21,089,000	7	" "	1877	108
.. —General Fund Stocks.....	1,910,682	6	J. A. J. & O	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	.06
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	107½
.. —	2,099,000	6	" "	1874	107
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	43
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'90	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	27
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	2½
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	19½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,399	6	" "	1881	05
.. — .. (").....	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	102
.. —	90,400	5	" "	1877	....
.. —	7,890,550	6	" "	1877	104
.. —	726,950	5	" "	1882	....
.. —	9,237,050	6	" "	1882	106½
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	102
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	....
.. — .. of 1868.....	239,000	5	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)...	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	76
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	56½
.. —Funding & Special Bonds '66	1,692,150	6	" "	1888	61½
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	259,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	Long	72½
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,563	6	" "	"	72½
Texas—No legal debt.....	.....				....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101½
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	54½
.. — .. Bonds .....coupon	11,108,000	6	" "	"	56
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	72½
.. — .. .. (sterling).....	466,250	5	" "	"	73
West Virginia—Probably a third of the Debt of Virginia.					....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	'77-'82	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*100	$3,355,000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,252,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,660,000	A. & O	Apl. '71 5
Baltimore City Passenger...	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	965,800	.....	.....
Berkshire*.....100	600,000	J.A.J&O	July'71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont.100	459,600	.....	.....
Do., do. pref.100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J.A.J.O.	July'71 2½
Brondw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N.	May '71 3
Brooklyn City & Newt'n.100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	May '71 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,600	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	915,577	J. & J.	Jul'71 $2.5
Cape May and Millvi le* .	447,000	J. & D.	June '71 3
Catawissa..... 50	1,159,500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna.* 50	889,110	J. & J.	July'71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,300	J. & J.	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	July '71 4
Central Ohio.....100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '71 5
" pref..100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,675,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger..	.....	J'n & J'ly	Jan.'68 2
" Street	.....	J. & J.	Jan.'69 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. & J.	July '71 7
Clev., Col., Cin. & Ind.....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	May'71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	June'71 2
Concord.....	1,500,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn.100	600,000	.....	.....
Conn. & Passump. R. pref. 60	2,084,200	F. & A.	Aug.'71 3
Connecticut River..... 100	1,700,000	J. & J.	July '71 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	July'71 2
Do do. pref.100	.....	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.)..... 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.)..... 100	492,500	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga....100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref..... 100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,148,448	.....	.....
Fitchburg 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	2,000,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. & J.	July '71 3
Georgia 100	4,156,000	J. & J.	Jan. '71 4
Germantown (Phila.)..... 50	112,245	J. & J.	July '71 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '71 3
Granite..... 100	.....	M. & S.	Mar.'71 4
Great and Coates St.(P	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	July '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn. '68 3½
Illinois Central..... 100	25,280,240	J. & J.	Aug.'71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J.A.J&O	July'71 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar. 100	533,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N	M'y. '67 5
Lehigh Valley 50	17,716,400	J.A.J&O	July'71 2½
Lehigh Luzerne..... 50	344,550	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	June'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex..... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '71 3
Lowell Horse	55,830	J. & J.	Jan. '70 3
Macon and Western..... 100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	F. & A.	Dec. '70 2
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225,848	J. & J.	July '71 5
Middleboro' and Taunton.100	149,029	J. & D.	Dec '70 2
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '71 2
Millville and Glassboro' ...	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul..... 100	11,422,664	.....	Dec. '70 7s
" " pref..... 100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July '71 3½
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell..... 100	720,000	M. & N	May '71 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck..... 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton.100	500,000	A. & O.	Apl. '71 4
New Haven & N. London..100	788,538	.....	.....
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey..... 100	7,297,200	F. & A.	Aug. '71 3
New London Northern....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 5
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,.100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July'71 3½
" pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	July'71 2½
Old Colony & Newport 100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri..... 100	3,711,196	.....	.....
Panama..... 100	7,000,000	J.A.J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	38,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... 100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jun. '71 3
Phila. and Trenton*..... 100	1,099,120	F. & A.	Aug. '71 3
Phila. Wil. & Balt..... 50	9,520,850	J. & J.	July '71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby.... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July'70 2½
Pittsb., Ft.W. & Chi. gtd.*100	19,666,000	J.A.J&O	July'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 3
Portland and Kennebec...100	816,700	J. & J.	July '71 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,460	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Ruttland preferred. 100	1,331,400	F. & A.	A'g 71 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	888,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb. '71 3
Shore Line..... 100	636,200	J. & J.	Jul. '71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 –
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia.*100	3,939,900	F. & A.	Feb.'71 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 –
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*..... 100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*..... 100	2,500,000	J. & D.	June'71 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,683	.....	.....
West Jersey 50	1,269,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon..... 100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,547,650	.....	.....
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 3½

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio 25	3,228,595	.....	.....
Delaware Division..... 50	1,623,350	F. & A.	Feb. '71 4
Delaware and Hudson.....100	15 000,000	F. & A	Aug '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Aug.'71 2
" (preferred)..... 100	1 175,000	F. & A.	Aug.'71 5
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2888,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh. p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,600,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May '71 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	16,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	.....	Aug.'71 4

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	282,770	294,422	286,562	342,743	2,360,767
1869	212,604	218,982	301,308	485,048	668,270	556 080	562,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394.176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101.385	104.372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206.090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355.270	335,985	409,251	401,250	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	289,249	329,851	371.544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335.510	342.358	354.244	415,982	408,999	426.752	389,102	330.169	3,892,861
1868	276,117	275,140	267.094	279,121	303,342	384,594	404,012	558,101	486,196	503,745	499,569	361 701	4 508,643
1869	343,182	315,009	388,727	328,390	345,833	402.854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281.109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	465,780	466,582	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281.384	290,169	473.186	551.122	435.945	407 688	2,811,544
1864	273,876	317,839	390.355	421.363	466,830	565,145	480,710	519.306	609.600	729 759	716,378	563.400	6.114.566
1865	541,005	482.164	499.295	468,358	585.623	747,942	702.691	767,508	946,707	932.693	754.671	547,842	7.976.480
1866	523.566	399,917	523,845	537.519	858,943	925.983	808.524	797,475	1,000,086	1.200.216	1.010.892	712.359	9,299,430
1867	696,147	574,094	765,398	774.280	895,712	893,658	888.214	1,063.237	1,448,942	1.541.057	1.211.530	879 900	11,632,759
1868	724,890	807,478	850,192	1,094.597	1,211,150	1,180.933	1,076,674	1.251.940	1,507.479	1.570,067	1.107.084	1.091,987	13,384,471
1869	892.093	830,287	1,142.166	1,112.190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1.140.145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,893	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236.160	242.509	236,435	193,959	203,696	218,347	271.425	287.451	293,296	262.798	230,061	2,918 342
1869	204,112	180,840	239,522	247,661	241,456	259.408	253.367	341,783	320.025	283.615	271,555	242.621	3,095.966
1870	203.069	226.897	244,182	248,046	280,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	266,843	315,149	295,460	281,491	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261.079	352,786	414.543	410.336	372.593	359 463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	443 929	511.305	478.576	496,433	437.679	424,531	4.571.023
1864	327,900	416.588	459.702	423,797	406.373	510.100	423.573	640.179	799.236	661.391	657,141	603,402	6.329.447
1865	571,536	526,972	616.065	516.608	460,573	617,582	578.403	747.469	739,736	641,559	643.857	518,088	7.181.208
1866	603,053	505.266	505.465	411,605	569.250	567.679	480.626	578,253	571.348	661.971	588.219	804.066	6.546.741
1867	647,120	524,871	417.071	440.271	477.027	516.493	525.242	709,927	738.530	823,901	727,810	613,329	7.100.942
1868	587.443	530.165	444,443	518,800	572,551	626,249	549.714	794.325	889.967	931,530	685.401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696.228	841.363	979,401	914.406	814,413	696,677	8,823,483
1870	623,383	661.789	601,326	555,087	684,539	712.647	627,216	899,052	901.235	903,225	811,708	697,751	8,978,958
1871	639,541	565,416	606,845	588,661	695,446	739.989	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103.373	98,043	106.921	104.866	113.504	112,952	123.802	1.201.239
1867	94,136	78,976	92,910	92,768	90,526	96.535	106,594	114.716	121.217	142,823	132,387	125,583	1,278.713
1868	92,433	81,599	98,482	108.461	95,416	95.924	108,413	126,556	121.519	125.065	119 169	121,408	1.284,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140.473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111.117	111,127	118,407	132,998	155,531	144 0.3	141,376	1,418,869
1871	130,583	126,224	140,740	119,173	119,650	115,115	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151.902	175,696	186.039	174,902	172.189	216.624	295.956	322.369	307.474	258 634	2 650,702
1863	242,073	245,858	230,432	238,495	236.453	206.221	193,328	215.449	308.168	375,488	389,794	30 ,186	3.168.065
1864	252,435	278,848	348,802	338,276	271,563	285.780	263.244	346,781	408.445	410,802	405 510	376.470	3.970,946
1865	306,324	279,137	344.228	337,241	401.456	366,663	329,105	413,501	476.661	490,694	447,470	328.870	4.520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	305,669	4,200,115
1867	304,095	283,661	375.210	362,783	333,952	284,977	313.021	398,993	464.778	506,296	412,934	380,373	4.371 0 3
1868	343,316	304.315	326.880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390 571	4,500,251
1869	384,120	320.636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	418,419	377 042	4.744.164
1870	337,992	329,128	384,481	412,030	406,283	363,187	326,891	378,880	487,990	511,447	433,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,947	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261.143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	498,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423.398	522,682	1,024,045	1,057,464	556.917	468,880	6,517,646
1869	454.590	330,400	420,951	460,288	630,844	678,923	586.531	525,547	724,732	1,040,102	801 195	.9 ,.6.	7.250 089
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529 758	7,420,421
1871	396,700	327,431	400,150	483,884	662,367	658,018	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,283	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,838	203,595	2,024,869
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264.690	235,240	266,836	255,726	2,833,599
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223.242	268,177	302.596	332,400	278,006	346.243	275.950	3.311,077
1865	259,223	239,139	313,914	271,527	290,916	304.463	349,285	344,700	350,348	372,618	412.553	284 219	3 793,005
1866	267,541	246,109	326.236	277,424	283,130	253.925	247,262	305 454	278.701	310,762	302,426	281.615	3 280 583
1867	242,793	219,065	270.647	284,729	282,939	240.135	234,633	322,521	365.371	379.367	306,066	272,053	3,450,519
1868	211,973	231,351	265,905	252,149	204,620	217,082	194.155	287.557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	263,065	270,934	248,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1860	194,112	207,302	294.302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,106	3,435,930
1871	212,005	217,947	319,765	285,416	284,732	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414.707	448.994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574.486	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	630,188	711,457	1,170,241	1,125,635	764,551	1,032,149	812,178	9,555,710
1865	653,053	608,305	116,215	923,283	416,341	566,979	957.194	1,121.205	1,351 579	1,419,232	1,196,965	792 085	10 033 026
1866	738,061	725,967	779,198	861.604	1,109.267	1,140,301	996,841	1,252,386	800.742	887,793	874,974	456 700	10.637,124
1867	500,488	534,561	703,618	836.603	965,358	903.974	864.637	693.104	873.153	956,658	837.351	586,779	9,256,284
1868	427,437	518,174	651.019	817,750	761 220	744.188	314.472	651.141	1,006,631	1,159,726	1,113,306	649,954	8,735,023
1869	479,236	525,490	755,433	904.834	499,463	630,680	1,232.903	1,454.026	1,294.621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,139,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162.532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171.736	154,066	172.933	220,788	219,160	230,340	205,085	180.971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143.987	204.597	196.910	210,473	174,500	165,666	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,005,245
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,758	322,480	3,800,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,898	323,270	309,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	454,284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,208	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	444,210	453,009	438,814	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,288	716,822	5,700,1[illegible]
1870	528,529	500,139	539 258	706,603	802,556	746,450	643,058	664,061	728,521	719,698	570,168	600,053	7,654,094
1871	479,573	373,925	499,500	584,540	724,466	728,176	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	95½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1896	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	85
1st Mortgage, Eastern Ex.	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1863	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1896	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	85
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,000	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	...	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres), gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific), gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	95½
Loan of 1850	579,500	6	" "	"	1880	....
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Loan of 1870, sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co. gold	150,000	6	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C.C.C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy)	499,500	6	March & Sept.	Princeton.	1885	....
3d Mortgage (guaranteed by Camden and Amboy)	745,000	6	Feb. & Aug.	"	1887	85
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'80-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	624,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	14,000,000	7	Jan. & July.	"	1900	27½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,030,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	....
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $6,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	96½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	93
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	95½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota Ill. C.:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	....
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st Mortgage, gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	93½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1886	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101½
Income bonds	10,000,000	...	.....	" "	.....	....
Charlotte and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	500,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	...
1st Mort. (Va. Con. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	98
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	808,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	....
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,876,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1900	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1900	....
American Cen. R.R. (57 m) guar.	800,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	....
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1859	97½
Illinois Gr. Trunk RR (44 m) guar	880,000	8	April & Oct.	" "	1890	....
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	....
Ott., Osw. & Fox Rv. Vl. R.R. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. R.R. (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	....
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	....
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	....
1st Mortgage General (193 m.)	3,592,500	7	Feb. & Aug.	" "	1885	100
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101.000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	138,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	855,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (300 m.)	2,077,000	7	May & Nov.	" "	1915	93
Equipment Mortgage	825,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	" "	1870	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,129,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	384,000	7	" "	" "	1888	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	25,000pm	7	Jan. & July.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	101½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free..gold	5,000,000	7	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage....gold	20,000pm	7	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	82½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Buff. and Ind.R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	95
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	90½
4th Mortgage	1,104,844	6	Jan. & July	" "	1892	....
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	....
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	....
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,000,000	7	April & Oct.	New York.	1905	84½
2d Mortgage Consol. skg fund.	5,000,000	7	Jan & July.	" "	1909	71
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1551	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498.000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	475,000	6	June & Dec.	Boston.	1876	....
Notes payable, coupon tax free.	481,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St. Jo.(K.C'y,St.J.						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgnge March 1852	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237.000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	108,000	8	" "	" "	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgnge of 1869	100 000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200.000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776.000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept	" "	1879	....
3d Mortgage	709,000	7	April & Oct	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St. Louis(T. W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July	Philadelphia	1875	....
Delaware State Loan	170.000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Stamf. to Delmer) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	561,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	....
2d Mort. (General)	1,633,000	7	March & Sept	" "	1881	....
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310.000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690.000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	New York.	1890	....
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2.500,000	7	May & Nov	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377.115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,916 6 9	6	" "	N Y.& Detroit	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.)	150,867	6*	May & Nov	N Y& London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	450,000	7	April & Oct.	" "	1905	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1893	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July	Philadelphia.	1885	....
2d Mortgage	85,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	99
Loan of 1865	160,000	6	April & Oct.	"	1875	....
Loan of 1868	1,060,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	....
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	....
Eastern Shore (Md.):						
1st Mortgage	400,000	...	Jan. & July	Baltimore.	1880	....
2d Mortgage	180,000	...	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7				
Income Mortgage	570,000	5	Jan. & July.	Philadelphia.	1880	....
Real Estate (Elmira) bond	50,000	7	May & Nov.	"	1872	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	....
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	....
3d Mortgage	6,000,000	7	" "	" "	1883	95
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	89½
5th Mortgage convertible	926,00	7	June & Dec.	" "	1888	....
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor D'n,1st on 65 m.& 2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,' 00 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin.(F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	615,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.P.W.&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1893	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264.	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510.	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210.	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu'e £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,908	6	—— & ——	"	1873	....
Mortgage Bonds	618,066	6	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½	—— & ——	"	1878	....
Mortgage Bonds	4 866	5	—— & ——	"	1881	....
Gt. Western of Illinois(T.W.& W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	1,813,000	7	Feb. & Aug.	" "	1888	....
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley(Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1886	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,765	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	6',000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1. 1868	675,000	7	May & Nov.	New York.	1898	....
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	5, 000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan. 1851	1,500,000	6	Jan. & July.	New York.	1871	97½
Mo. State Loan. 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,.09,500	8	" "	" "	1885	....
1st Mort. (Q. and Palmyra R.R.	600,000	8	Feb. & Aug.	" "	1892	102
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	....
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	500,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.:						
1st Mortgag's	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,594,000	7	June & Dec.	" "	1885	....
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	....
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	....
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47½
Illinois-Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	106
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South.Iowa (T.W.& W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1900	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage (J. C. & I.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	7	Jan. & July.	New York.	1885	....
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolida'ed Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	257,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	95½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	95
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	90
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	90
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,528	7	Feb. & Aug.	Baltimore.	1891	98½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	84½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	119
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101
2d Mortgage	2,693,000	7	" "	" "	1877	98
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	97
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	89
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	109
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	99
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	96
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	$417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	300,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1891	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	100
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	New Haven	1899	....
Convertible bonds	400,000	6	April & Oct.	"	1899	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,936,626	6	May & Nov.	New York.	1883	93
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	105
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	91½
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	94
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	100
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	90
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	65
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1890	101
Chattel Mortgage	360,000	10	April & Oct.	"	1887	112
2d Mortgage	276,500	7	May & Nov.	"	18—	98½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6*	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	91½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	90½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	98
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100½
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	102
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	86
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	92
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	85
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	104
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	80
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	80½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	99½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d *Mortgage*, Sterling	740,969	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1883	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	101
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	15,784,600	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	94
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'80–'71	....
Pennsylvania and New York:						101
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	81
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	93½
2d Mortgage	4,000,000	6	" "	"	1901	82½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						....
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	100
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	....
Bonds of 1857, convertible	143,500	6	" "	"	1886	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	98½
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	85½
Philadelphia and Trenton:						104
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1903	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1896	94
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1900	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'90–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	55½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	295,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,000	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	79
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	103½
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'60–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	100
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	94
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,000,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S. F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	225,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1888	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,286	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	8	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	98
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	78
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	87½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	92
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	81
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	41
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1880	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	89
2d Mortgage	23,500	6	" "	" "	1868	77½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	89
Warren.						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama.						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	91½
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	103½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	91
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	87
New Preferred mortgage	600,000	6	.....	.....	.....	91½
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	.....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	82
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	"	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	95
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	87½
3d Loan	2,000,000	6	" "	"	1897	92½
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	91½
Convertible Loan	1,496,879	6	" "	"	1877	85½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage	302,750	6	" "	"	1876	86
Boat Loan	232,087	6	" "	"	1885	85
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	80½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	84
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	96½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	11½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*	—	—	4,183,000	915,000	1,208,943	—	25.0	21,132	259,735	154,297	35,511	1,582	—	100	....
Jun. 30, 1869	70.0	—	—	25.0	—	—	—	—	Alabama and Chattanooga..... Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ... New York.	7,185,162	*	—	—	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	257,353	—	100	93
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley..... Pennsylvania.	7,918,552	*	—	—	2,169,550	7,550,564	351,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	*	—	—	—	425,000	—	—	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased to Cheshire.)			—	7,560	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,295	*	47,943	89,915	1,232,260	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.5	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	—	—	505.7	3,844,135	42,662,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	257.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,087	*	—	—	2,494,900	3,483,992	—	—	—	(Leased & oper. by Grand Trunk of Canada.)			4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris .. N. Y.	217,345	—	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,335	44,215	30,122	4,801	4	100	....
Sept. 30, 1869	379.6	8.0	329.6	—	315	149	136	5,153	Baltimore and Ohio ¶ .... Md. & W. Va.	24,186,268	5,026,461	16,190,94[illegible]	711,871	16,267,862	8,751,750	734,[illegible]	20,3[illegible],676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	145
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	—	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,035	L155,572	—	100	7½
Dec. 31 1869	26.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*..... Michigan.	1,791,776	*	289,595	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	25	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders. —No returns.)			—	—	—	100	....
Sept. 30, 187[illegible]	21.2	—	—	—	—	—	—	—	Berkshire..... Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	80½
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	165	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3 546,638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,401	5,758,987	1,830 314	10	100	151
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg ..... Mass	1,601,018	*	100,000	68,750	872,600	800,500	.....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	20.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396 556	11,603,065	5,946,796	470,732	110,948	—	100	2
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell..... Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,696,212	11,555,111	934 754	172,693	8	100	136
Sept. 30, 1870	74.3	8.5	64.3	—	46	30	24	1,185	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	285.631	16,625	4,471,274	—	—	1,000,977	144.0	849,092	44,032,919	13,389,512	1,563,658	511,551	10	100	146½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,700,000	—	504,422	.....	3,700,000	—	—	504,422	63.0	454,853	22,606,449	12,499,876	1,949,125	278,807	10	100	146½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	*	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)			—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	32	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,208	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased & oper. by Grand Trunk of Ca.)			—	96,398	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and operated by Erie.)			—	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ... Penn. & N. Y.	526,127	—	.....	.....	428,472	.....	.....	.....	1.60	28,600	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No returns 175 miles recently completed.)			—	—	—	100	....
Apr 30, 1869	279.0	—	27.9	42.0	35	18	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	.....	.....	1.633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	116
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	127
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	*	.....	.....	1,120,805	990,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	712,362	—	.....	.....	332,925	350,000	.....	.....	—	(Leased & oper. by Camd & Amboy.)			—	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod ..... Mass.	1,464,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	92,010	5	100	67½
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased and oper. by West Jersey.)			—	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	46
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			—	54,000	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased and oper. by Illinois Central.)			—	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	15,000,000	—	—	—	8,000,000	7,620,000	—	—	—	(Leased and oper. by Chic. and N.W.)			475,300	—	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	—	—	4,666,800	786,000	—	—	284.0	974,915	.....	.....	2,247,920	818,660	10	100	....
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	105½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,955,213	16,515,195	970,890	49,521	3½	100	28½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	58,995,777	.....	.....	742.0	2,869,227	.....	.....	5,670,822	2,677,290	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)		—	—	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie & N.Centrl.)			30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—	(No returns published.)			—	—	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire..... New Hampshire.	2,689,307	*	313,666	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	437,500	—	—	(Leased to Phila. and Read.)			101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,670,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	120½
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy.. Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649,780	739,862	2,044,524	603.2	3,671,295	52,555,532	147,494,207	6,621,773	2,604,594	10	100	152
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)		—	—	—	100	....
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	—	.....	.....	3,916,000	810,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			557,950	10	100	115½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	564,747,240	12,535,428	3 478,419	9	100	6
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2 068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	107
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	.....	.....	.....	—	—	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton... Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	*	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	253,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	.....	.....	1,000,000	—	—	—	—	(Leased and oper. by Kentucky Central.)			—	—	—	100	....
Jan. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction.. O. & Ind.	5,805,062	—	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,288	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.)			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30 1869	155.0	16.0	19.7	—	25	24	12	281	Cincinnati, Sandusky & Cleveland.. Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	23
Jun. 30 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,666,561	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c.
Oct. 31, 1869	90.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,758	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,591	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	168½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn.	(In progress and no returns.)				5,000,000	4,500,000	.....	.....		.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	5	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Lehigh Coal and Navigation Co.)						150.3	1,286,387	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,638	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	120½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....	—	(Operated by L. M. and Col. & Xenia.)					—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased Dec. 1 1869 to Pitts Cin. & St. L. at 80,000 p.a.]						196.5	954,319	22,208,215	35,730,005	1,709,708	562,298	6	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill.....Pennsylvania.	1,146,283	*	915,658	.....	2,646,100	795,500	.....	.....	9.0	(Leased to Phila. and Read.			301,290	242,940	8	50	92½
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	.....	.....	.....	.....	71 601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136,203	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.0	38.5	74.0	76	45	29	1,177	Louisville and Nashville..Ky. and Tenn.	13,950,705	*	2,585 951	1,176,690	8,680,912	8,478,000	805,465	748 977	381.6	1,500,947	27,320,015	57,885,740	2,954,659	1,142,113	7	100	74½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence... Massachusetts.	363,158	*	.....	15,133	200.000	67,700	11.529	3.603	—	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600.000	—	—	10,000	—	(Leased to Summit Branch.)			63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Completed in Dec. 1869.no accounts yet published. Bonds $10,000 p. m indorsed by Georgia.)								102.5	294,404	.....	.....	582,679	220,907	12	100	135
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	(Owned & oper. by Concord.			1,591,346	147,681	—	50	....
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.¶..Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	(Oper. by State receiver.)			.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,076	.....	2,035,015	250,000	217,907	.....	—	(Leased to Phila. & Reading.			128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central¶.....Maine.	4,121,694	*	212,352	49,500	1,639,800	2,377,480	72,354	292,892	123.8	224,243	.....	.....	585,628	160,639	—	100	80
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72.124	22.999	1.000,000	—	5.699	90,514	26.0	81,204	1,621,977	942,864	132,510	102,110	10	100	30
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	—	.....	—	200,000	—	.....	.....	—	(Owned & oper. by Concord.			.....	.....	—	100	150½
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,879	—	276.8	1,408,000	.....	.....	.....	.....	—	103	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware¶....Md. and Del.	.....	*	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	1,591,346	147,681	—	50	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,116,937	565,544	139,864	291.0	954,510	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	82.0	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv.¶..Tenn.	3,000,000	(Oper.	by L. & Nashv.)			1.582,000	99,842	—	82.6	299 091	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio¶.....Tennessee.	3,500,000	(Oper.	by L. & Nashv.)		1,074,289	2,528,000	590,810	—	130.6	457,576	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under construction.		.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	120½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	215,800	50 966	.....	—	(Oper. by Erie.)			44.068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	—	17,654	.....	—	(Operated by New Jersey.)			14,581	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14	100	....
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	.....	.....	—	(Leased to Phila. & Reading.)			305,282	305,282	8	50	58½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	103
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn.¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern R.R. Association Lessees.)		.....	.....	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	9
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept. 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1.000 000	—	—	—	23.0	24,1 8	617.707	856.855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No report received.)			.....	.....	—	100	....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	[Leased to Dela., Lacka. and West'n.]			.....	.....	7	100	32
Sept. 30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	—	—	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	93
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga¶..Tennessee.	3,383,414	*	1.900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	149
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,216,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶..Tenn. & Ky.	4,000, 55	*	.....	.....	1,157,736	3,464.050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	95	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	—	124.078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada¶..N. Bruns.	2,500,000	[In hands of bondholders.]				972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424.468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased & oper. by P. Ft. W & Chicago.)			.....	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	—	—	—	—	(Owned & oper. by P., W & B.)			77,887	44,044	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4.792.732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	—	(Included in United Companies)			.....	.....	10	100	128
Dec. 31, 1869	78.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	296,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65 493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶..L. & M.	6,483.906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	54
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western*¶..La.	2,050,000	.....	.....	.....	[Owned and operated by Charles Morgan of New York City.]													
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central.....New York.	37,603.097	*	.....	.....	51,831.000	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474.419.753	15 586,616	6,531.181	8	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362 876	22,071,583	9,244,621	8	100	95½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27.953,142	17.178.695	2,776,890	959,745	8	100	128½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000.000	1,061,500	300,246	883,528	76 8	838,173	69,247.430	6,736.220	2,160,561	837,115	10	100	155
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	260	New York and Oswego Midland....N.Y.	3,710,584	300.279	.....	.....	3 401.324	591.000	.....	.....	—	(In course of construction.)			.....	.....	—	100	
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,468	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	.....	.....	—	(Leased to New York Central.)			.....	60.000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg¶.....Virginia.	2,479.355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,430	1,335,359	6.842.337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina¶.....North Carolina.	4,949,844	*	300,260	110,522	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern¶.....South Carolina.	2,148,131	*	26,176	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.						7,500,000	13000,000			72.0								100		
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*				7,500,000	13000,000			381.0				2,084,488	432,124	—	—	21	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,160,000	3,588,439	133,476			67.7	460,143			1 132,731	463,114	5a	50	99	
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,495,410	*	86,788	415,407		5,676,377	289,010		3,218	97.6	404,631	5,262,948		671,076	168,918	—	100		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582			332.4	1,469,366			2,928 463	977,748	6	50	81¼	
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600				82.5	409,036	5,035,262	19,110,436	689,626	256,271	8	100	114	
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000				35.3	46,773			325,369	66,764	8	100		
opt. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,311	2,364,400	776,000		227,017		66.0	349,958	5,909,914	9,312,721	614,199	191,642	10	100	116	
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia	6,435,167	*		(Owned	by Provincial Government.)					145.0				281,138						
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922		122.0	532,120		31,199,413	1,045,222	356,839	6	100	89	
Dec. 31, 1869	340.0	53.0	....	—	86	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	23,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321			340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720	—	100	44½	
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000				98.5	406,010			2,014,427	978,925	10	50	97	
Sept. 30, 1870	130.5	12.2	32.4	—	38	73	18	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604	4,959,020	2,879,000		418,269		142.7	770,769	35,486,808	7,461,065	1,276,848	474,713	6	100	105	
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,010,395	47,357		270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72	
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000				9.0				169,088	29,747	—	100	....	
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*			300,000	610,000				—	(Leased to R. W. & Ogdensb.)			125,564	62,782	—	100	....	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000				36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....	
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742				336.0	1,764,156			3,213,058	894,346	—	100	....	
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	*			7,000,000	3,754,136				47.6		nine months.		1,105,219	340,861	—	100	51	
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—			630,000	—				—	(Leased to Erie.)				53,400	8	100	....	
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*			500,000	500,000				—	(Leased to Erie)					—	100	....	
Dec. 31, 1869	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*			284,500	85,000				—	(Leased to Erie.)				26,500	6	100	....	
Dec. 31, 1869	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*			342,150	160,000	36,542			—	(Leased to Camden and Amboy.)					—	100	....	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452			643.0	9,574,632			17,250,812	4,757,785	10	50	122	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000			47.0						—	10	223	
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N. Y. & Penn.	2,449,079	—			1,061,700	3,000,000				—		(Completed Sept. 13, 1869.)					100	....	
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—			1,200,000	600,000				—	(Leased to Chic. R. I. and Pac		ific.)	125,000	8	100	....	
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000				83.0		(Completed July 1,		1869.)			100	....	
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000	—				12.0		(In progress.)					100	....	
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894				82.3	164,357			245,634	97,975	3	100	....	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	291,686			46.0	124,224			196,672	2,272	—	50	....	
Oct. 31, 1869	287.6	2 0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974			289.6	2,273,856			3,262,705	loss.	—	50	50½	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900				24.3	376,303			697,620	287,492	10	50	170	
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592				480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	111	
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	—	339,675		1,259,100	—		80,555		26.5				1,077,559	274,081	10	100	128	
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,529,850	2,367,000	534,547	434,787		99.7	962,579			2,565,302	876,094	8	50	108½	
Oct. 31, 1869	193.6	8.0	24.0	—	77	31	16	1,239	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184			201.0	1,849,510			2,434,101	531,833	—	50	29	
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917			72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50	....	
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093			480.6	5,253,584			8,131,531	2,891,199	9½	100	98½	
Sept. 30, 1870	18.6	—	1.6	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,677	—			450,000	—				—					21,450	6	100	85½	
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988				109.5	354,754			632,763	217,872	6	100	....	
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000	—				51.3	303,266			575,036	175,586	6	100	132½	
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—			350,000	—				—	(Leased to Concord.)				24,500	7	100	....	
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496		26.0				80,083	22,015	—	100	112½	
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500			15.0	37,960			112,572	21,542	—	100	....	
Sept. 30, 1870	43.4	1.0	14.5	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423	2,000,000	46,000	135,000	117,698		47.3	349,465	10,416,520	10,383,430	661,717	189,154	10	100	138½	
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000				97.0				208,000	141,000	3	100	....	
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859			54.0	155,070			207,799	55,879	—	50	....	
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647		181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92	
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158		190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100	....	
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac ¶	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887		75.5				332,025	132,491	—	100	....	
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	935,595	*	43,089	225,743	847,100	320,296	40,331			46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100	....	
Sept. 30, 1869	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	1,250,000	*			650,000	600,000				—		(Not in operation.)				—	100	....	
Sept. 30, 1869	22.0	—	—	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402	—				22.0		(No returns.)				—	100	....	
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970		218.2	585,168	14,604,381	18 054,197	1,274,134	501,998	10	100	116	
Sept. 30, 1866	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487	—	4,581,400	—	331,828	—		188.0	679,669	8,347,127	16,836,225	874,855	187,329	—	100	33½	
Dec. 31, 1869	132.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589,500				132.0				753,000	376,000	—	100	72½	
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000				—		(Oper. by Ind. & St.		Louis.)	611,800	—	100	....	
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000				—			about 90 000				—	100	59½	
Dec. 31, 1869	150.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				—	(Leased to Chi. &	Alton.)			240,000	—	100	....	
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.		(Unfinished)			2,000,000	1,000,000				—		(No returns.)				—	100	....	
May 31, 1870	158.0	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000				—	(Leased to Terre Haute and Indianapolis.)					—	100	....	
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000				—	257.004	2,776,680	3,570,874	373,448	139,411	—	100	....	
Dec. 31, 1869	100.0	—	5 0	260 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514		189.152				338,693	179,041	—	100	....	
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*			180,550	100,000				—	(Leased to West Jersey.)				16,833	6	50	....	
Sept. 30, 1870	69	—	0.5	—	—	—	—	—	Salem and Lowell	Massachusetts.	471,492	*		2,524	245,505	226,000	1,287			—				17,000	15,518	1½	100	....	
Jun. 30, 1869	116 3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*			904,372	2,307,742				116.3	271,076			429,212	101,024	—	100	....	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120			54.0	155,070			172,494	27,393	—	50	....	
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania	576,841	—			576,050	—				—	(Leased to Phila. and Reading.)					5	50	....	
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.		*				210,000				80.0							100	....	
Dec. 31, 1869	81.3	—	6.3	—	18	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,607	999,050	796,830	891,180	25,521		119.3				282,215		—	100	....	
Dec. 31, 1869	235 0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	6,079,100				200.0				460,000			100	....	
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—			589,450	700,000				—	(Leased by Northern Central.)					6	50	....	
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*			1,227,000	800,000				45.5				61,504	22,091	—	100	....	
Dec. 31, 1869	20 0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,665	—			100,000	37,800				20.0	(Oper. by Jeff. Mad. and Ind.)			32,448	7,408	—	100	....	
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732,900	*			67,900	55,000				50.0				310,182	47,424	6	100	....	
Dec. 31, 1869	101 8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,266,320				—				294,476	90,000	—	100	....	
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000	—			230,000	500,000				—	(Leased and operated by Portland & Ken.)				30,000	—	100	....	
Dec. 31, 1869	16.5	—	....	—	—	—	—	—	South Branch	New Jersey.	439,684	—			438,500	—				—	(Leased & oper. by Cen. of N. Jersey.)				26,298	6	100	....	
Dec. 31, 1869	137.0	106.0	10.0	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,001	*	1,157,797	163,729	5,819,275	4,057,351	355,501			—	801,171			1,384,167	595,507	—	100	....	
Dec. 31, 1869	50.0	—	—	133.0	3	—	—	—	South and North Alabama	Ala.					1,500,000	1,000,000				—		(In progress.)				—	100	....	
Nov. 30, 1869	71.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	492,167	39,426		9,566	259,683	150,000	7,944	21,000		11.5	49,204	1,222,256	60,911	67,982	9,513	—	100	....	
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	6	75	South Side (L. I.)	New York.	1,97 .568	*			497,750	850,000				63.0	150,500	5,597,64	2,094,921	221 815	66,552	10	100	74½	
Sept. 30, 1869	123 0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,140,658	*	192,420	430,158	1,369,990	2,133,800	973,116	299,727		133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100	....	
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	[cost to	completion.]		3,000,000	1,500,000				—						—	100	....	
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.										100.0				348,218	203,473	—	100	....	
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.						25,000p m				—						—	100	....	
July 31 1869	143 0	114.5	22.9	26.5	30	14	18	396	Southwestern	Georgia.	4,587,313	*		131,053	3,9 9,000	699,500	37,135	41,811		257.5	384,922			910,116	360,386	8	100	104	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stocks.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶..South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180.000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700.000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,504	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	5.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	.....	.....	267,300	.....	.....	.....	—	.....	.....	.....	8,591	7,956	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	634	1,000,000	1,000,000	.....	634	—	(In progress to be completed June 187 0.)			.....	.....	—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,990	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,504	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)		.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,234	400 000	.....	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	106
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503.198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	15	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	58½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			.....	.....	7	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt & Mass. R. R.)			.....	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106.245,978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,926	—	100	26½
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch)..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]			.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582.650	—	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased by Vermont Central.)			.....	.....	8	100	101
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10.500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543.331	—	var	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts..Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	75½
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221.886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)			.....	.....	2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	357.408	3,200,000	98 417	.....	140.0	.....	.....	.....	483,537	162,479	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	264	Virginia and Tennessee ¶.....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,616	17,634,855	929.186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547.650	511,400	.....	.....	18.3	(Leased by Del. La. & W'tn.)			454,758	154,618	7	100	87½
Sept 30, 1869	10.3	—	...	...	...	...	...	....	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	...	...	...	...	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Dec 31, 1869	23.0	—	....	...	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	—	—	—	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		.....	.....	.....	.....	—	[In progress.]			.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased to Pennsylvania.)			.....	.....	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	[No	w forming a division	of the	Milwaukee and	St. Paul	—	No returns for year.]			.....	.....	—	50	81
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716,500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Aug. 31, 1869	94.0	—	....	86.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operated during construction by M. & St. Pa'l.)			.....	.....	—	100	....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶....New York.	.....	.....	(No return.)	.....	.....	.....	.....	.....	20.0	13,480	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	(Leased to Boston, Con. and Montreal.)			12,000	6	100	....
Dec. 31, 1869	23.0	—	2.0	—	—	—	—	—	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no returns.)			.....	.....	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR. sold	Jan. 5, '70	$525,000.	5,000,000	.....	.....	.....	—	[no returns.]			139,261	82,375	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734.812	789,300	.....	.....	19.3	1,857	(Leased to Northern Central.)		.....	.....	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Recen'l y opened.)		1,254	.....	14,000	7	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	141
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)			.....	.....	—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,552	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	76
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	—	10	100	119½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Cam. & Amb.R.R.)			161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	899,759	662,246	—	161.0	—	—	—	—	—	—	—	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	—	—	48.0	—	—	—	104,961	3,849	—	50	....
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. on preferred stock.)			405,174	213,374	—	50	75½
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	—	—	354.0	—	—	—	431,246	184,848	100	53	
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	—	109.2	—	—	—	735,303	258,436	—	50	44
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	—	—	.....	2,002,746	2,632,310	195,232	—	45.0	—	—	—	1,159,085	598,519	—	50	18
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	167,435	81,714	—	50	20
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	—	—	(Leased to Pennsylvania.)			43,587	loss.	—	50	1½
31	1868	64 0	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	—	—	.....	.....	.....	124,895	139,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length, equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	——	87,061	22,592	5.	100	100	....
Sept 30,'70	0.96	——	——	Albany st. Freight (B'ton).Mass.	47,765	75,000	——	1,136	2,654	557	——	100	100	....
Oct. 31,'70	3.41	11	4	Allentown.....Pa.	30,118	30,500	——	——	12,733	1,886	——	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	22½
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	——	100	100	....
Sept. 30,'70	3.36	——	——	Boston and Chelsea.....Mass.	110,000	110,000	——	——	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	——	——	Boston & West Roxbury.Mass.	41,000	41,000	——	——	.....	.....	——	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	——	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	——	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,443	166,955	24,058	——	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	——	24,048	150,922	23,653	——	100	100	....
Sept. 30,'70	6.00	.....	.....	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1	1870.)	——	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	——	.....	.....	——	100	100	....
Sept. 30,'70	4.50	.....	.....	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	——	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	——	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	——	——	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	.....	.....	9.0	100	100	103½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	——	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	——	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	——	——	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.85	210	18	Coney Island (Brooklyn)...N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	——	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock, E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.½	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	——	——	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	.....	.....	East New York & Jamaica.N.Y.	257,698	171,760	82,700	1,019	27,701	4,241	——	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	——	——	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	.....	.....	Elizabeth & Newark.....N.J.	224,749	200,000	——	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20,296	——	16,143	——	——	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,765	29,335	10,000	——	12,327	2,185	——	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,062,479	748,000	215,000	——	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,364	42,500	12,700	——	13,503	1,139	——	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	——	356,759	102,350	19.5	50	15	33½
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	——	——	161,905	37,085	6.0	50	17	45
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	——	89,627	8,196	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	——	180,211	32,244	6.0	50	15	43
Sept. 30,'70	10.00	112	24	Harlem.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	——	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	——	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	20
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	——	——	22,120	3,252	——	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	——	100,785	9,201	——	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	——	——	26,181	2,431	——	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	——	100	100	20
Sept. 30,'70	3.41	——	——	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	——	16,740	Loss.	——	100	100	....
Sept. 30,'70	0.91	——	——	Marginal Freight (Boston).Mass.	191,834	191,500	——	46,454	1,144	——	——	100	100	30½
Sept. 30,'70	3.07	——	——	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	——	1,129	——	——	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	——	6,174	23,875	——	——	100	100	80
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	——	297,271	685,303	99,519	10.0	100	100	75½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	——	100	100	78
Dec. 31,'70	3.40	.....	.....	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	31,807	2,962	——	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	——	124,733	3,330	——	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	——	3,853	9,393	Loss.	——	100	100	....
Sept. 30,'70	2.16	——	——	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,19	1,920	1,920	——	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	——	——	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	——	100	100	....
Dec. 31,'68	3.81	.....	.....	Passenger (Cin.).....O	100,000	100,000	——	——	.....	.....	——	100	100	....
Nov.31,'70	9.66	30	15	Peoples' street (Scranton)...Pa.	134,917	125,500	——	——	42,206	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	52
Dec. 31,'70	5.65	——	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	——	12,000	8,000	4.0	20	20	12
Dec. 31,'70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	——	116,645	26,109	——	50	25	31
Oct. 31,'70	8.25	164	28	P'bg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	——	144,003	41,264	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	——	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	——	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	——	2.6	50	25	15
Sept. 30,'70	10.00	72	20	Rochester and Brighton ....N.Y.	91,620	60,000	20,000	7,208	34,015	Loss.	——	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	——	100	100	....
Dec. 31,'70	3.49	——	——	Schuylkill River (Phila.) ....Pa.	47,463	50,000	——	——	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,969,777	888,100	1,100,000	——	570,583	93,991	2.	100	100	....
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	——	504,136	109,959	10.0	50	30	65
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	——	——	111,446	17,883	12.5	50	16	21
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City).N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	125
Sept. 30,'70	3.61	——	——	Somerville (Boston).....Mass.	75,000	75,000	——	——	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston.....Mass.	418,891	400,000	——	13,283	200,996	35,061	9½	100	100	74½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	——	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	55,542	50,000	——	5,255	4,527	70	——	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	——	——	11,907	408	——	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	——	15,729	6,200	3½	100	100	....
Sept 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	——	——	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	——	——	240,293	81,318	36½	50	20	65
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	197½
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	24½
Dec. 31,'70	3.60	.....	.....	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	——	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,900	1,673	14,044	2,054	——	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	——	100	100	....
Sept. 30,'70	4.75	——	——	Troy and Cohoes.....N.Y.	70,000	50,000	——	less. t	oTroy&	Lansb.	——	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	——	497,452	115,013	6.0	50	20	43
Sept. 30,'70	——	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	130
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	——	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	——	19,250	2,456	——	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	——	19,049	7,687	Loss	——	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	——	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	——	——	West Hoboken .....N.J.	100,000	40,000	60,000	——	.....	.....	——	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	——	376,444	57,813	10.0	50	50	68
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	——	——	27,714	785	——	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	38,580	15,630	5,000	41,489	9,530	——	——	25	25	....
Oct 31,'70	2.25	——	——	Winnisimmet (Boston).....Mass.	62,152	52,900	——	——	3,600	3,010	4	100	100	18
Oct. 31,'70	3.53	40	16	Worcester.....Mass.	46,205	40,000	20,000	8,036	17,487	Loss.	——	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Rate per.	Payable.	Principal Payable.	Market Price.
	$				
Albany:					
1st Mortgage.....	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J. & J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J. & J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J. & J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J. & J.	1882	....
Bklyn City, Hun.Pt.& P.P.:					
1st Mortgage.....	379,000	7	M. & N.	1878	....
Brooklyn and Jamaica:					
1st Mortgage.....	800,000	7	J. & J.	1890	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J. & J.	1876	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	84,500	7	J. & J.	18—	....
Buffalo street:					
1st Mortgage.....	341,500	7	J. & D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J. & J.	1883	92½
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	50,000	7	J. & J.	1879	....
Coney Island and Brooklyn:					
1st Mortgage.....	214,000	7	J. & J.	1875	....
D. Dock, E.B.&W. & Battery:					
1st Mortgage.....	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J. & J.	18—	....
42d st.& G'd st. Ferry(N.Y.)					
1st Mortgage.....	160,000	7	J. & J.	1875	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	187,500	7	J. & J.	1877	....
Germantown:					
1st Mortgage.....	250,000	7	J. & J.	1877	....
2d mortgage.....	250,000	7	J. & J.	1884	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J. & J.	1878	85½
Grand st. and Newtown:					
1st Mortgage.....	90,000	7	J. & J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	136,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	25,900	7	J. & J.	1874	88
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J. & J	1885	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J. & J.	1886	74½
Malden and Melrose:					
1st Mortgage, guaranteed.	45,872	6	A. & O	1880	....
Middlesex (Boston					
1st Mortgage sinking fund	100,000	6	J. & D.	1884	87
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J. & J.	1876	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J. & J.	1880	....
1st Mort. O. & N. R. R....	100,000	6	J. & J.	1981	....
2d Mort. O. & N. R. R....	300,000	6	J. & J.	1885	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J. & J.	1881	85
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M. & N.	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	A. & O	1874	....
Quincy:					
Plain bonds.....	66,424	6	var.	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J. & J.	1880	....
1st Mortgage.....	15,000	6	J. & J.	1880	....
Salem:					
1st Mortgage.....	35,600	6	J. & J.	18—	....
Second Avenue (N. Y.)					
1st Mortgage.....	100,000	7	J. & J.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J. & J.	1876	....
2d Mortgage.....	15,000	7	A. & O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J. & D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....	1,000,000	7	J. & J.	1875	....
Real estate.....	300,000	7	J. & J.	——	....
Troy and Lansingburg:					
1s. Mortgage.....	85,000	7	A. & O	1879	....
Union (Boston):					
Real estate mortgages....	105,000	6	var.	var.	....
Union (Phila.):					
1st Mortgage.....	400,000	7	J. & J.	1885	....
Utica, Clinton & Bingham.					
1st Mortgage.....	200,000	7	J. & J.	1887	....
Watervliet.					
1st Mortgage.....	130,000	7	J. & J.	1882	....
West Hoboken.					
1st Mortgage.....	61,000	7	M. & N.	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J. & D.	1878	90½
Worcester.					
1st Mortgage.....	20,000	6	A. & O	1878	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	95
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	8	....
Cheshire, preferred	2,017,815	7	3	85½
Chicago and Alton, pref.	2,425,400	7	10	124
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	88⅞
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	90
Erie, preferred	8,536,910	7	7	58
Evansville and Crawfordsville pref.	160,000	...	...	..
Hannibal and St. Joseph, pref.	5,078,224	...	...	82
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26½
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	30
" " 2d pref.	4,051,744	6	...	9
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	80
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	129½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	78½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	98
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,586	6	6	36½
Schuylkill Valley,* guar.	576,680	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref.	2,888,997	6	6	35½
Union, preferred	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	8,774,400	7	7	8½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton 31 — @ 34 —
Pig, American, No. 1	35 — @ 36 —
Pig, American, No. 2	33 — @ 34 —
Pig, American, Forge	31 — @ 32 —
Bar, Refined, English and American	73 — @ 74 —
Bar, Swedes, assorted sizes	(gold) 85 — @100 —
	—Store Prices.—
Bar, Swedes, ordinary sizes	105 — @115 —
Bar, Refined	75 — @ — —
Bar, Common	70 — @ 72 50
Scroll	95 — @125 —
Ovals and Half-round	90 — @120 —
Band	90 — @ 95 —
Horse Shoe	95 — @100 —
Rods, ⅜@3-16 inch	82 50 @120 —
Hoop	100 — @140 —
Nail Rod	per lb. — — @ — 6½
Sheet, Russia, as to No.'s	(gold) — — @ — 12
Sheet, Single D. and T. Common	— 4½@ — 5
Rails, English	(gold) per ton. 57 — @ — —
Rails, American, at Works in Penna., c'y.	70 — @ 72 —
Anvils, (Eagle)	per lb currency. — 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality)	per lb. — 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 12 @ — 14
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 15 @ — 16
American, Spring, do.	— 9 @ — 11
American Machinery do.	— 10 @ — 11
American German do.	— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb 4 35 @ — —
Cut Spikes, all sizes	4 50 @ — —
Clinch	5 75 @ 6 25
Horse Shoe, Forged (No. 10 to 5)	per lb. — 19 @ — 31
Copper	— 36 @ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb. — 40 @ — 40½
Straits	(gold). — 35½@ — 36
English	(gold). — 34½@ — 35

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 75 @ 9 —	10 25 @ 10 75
I. C. Coke	7 50 @ 8 50	9 — @ 10 —
Coke Terne	6 25 @ 7 50	7 25 @ 9 —
Charcoal Terne	8 — @ 8 50	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— 14½@ — 14½
Crude, 40 @ 47 gravity (in shipping order)	— 15½@ — —
Refined, Standard White (in ship'g order)	— — @ — 25½
Refined, prime White (in shipping order)	— — @ — 27
Refined, S. W. (in jobbing lots)	— — @ — 27
Refined, S. W. (in tin)	— 29 @ — 31
Naptha, Refined, (65 @ 73 gravity)	— 9½@ — 10½
Residuum	per bbl. 4 — @ 4 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes. (Single Thick.)	1st. A.	2d. B.	3d. (Old List.) C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	22 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
28 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	25 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @23 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
Canton Co.	....	78	....	78	78	78
Central Pacific 6s.	98½	98½	98½	98½	....	98½
Central of N. Jersey.	106½	....	106½	106	106	105½
Chicago & Alton.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.	67	66½	66½	67	67½	....
" pref.	88½	88½	88½	88½	88½	89½
" 1st M.	99½	....	99½	....	99½	99⅞
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	93	....	93
Chic., Rock Isl. & Pac.	106½	106½	106⅝	107	107½	107
Chi., R. I. & Pa. 7s, 1896.	101	101½	....	....	....	....
Clev., Col., C. and Ind.	....	....	86½	86	....	86½
Clev. and Pittsburg.	119½	119½	119	119½	121½	121
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	96½	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	19½	18½	18½	19	19½	19
" 1 M.	87½	87½	87½	....	88	87
" 2 M.	....	....	....	....	70½	71
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	119	....	119½	....	....
Del. Lack. & Western.	109	108½	....	108½	109	....
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City.	....	....	....	....	....	....
Erie Railway.	28	28	28½	28½	....	28
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	95	95	....	....	....	....
" 4 M. 7s, 1880.	....	....	....	....	....	....
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph.	79½	79	70	70½	....	....
" pref.	83½	83½	81	82	....	....
" 8s, conv.	103½	....	103	102½	....	102
Hudson River.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	106	....
Lake Shore & Mich. S'th.	108	107½	....	107½	108	108½
Lake Shore Div. bonds.	....	....	....	95	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	120½	120½	120½	....	120½	....
" S.F. 8s, 1882.	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	98
Mariposa Mining Co.	....	4	4½	....	....	4½
" pref.	6½	....	6½	....	....	6½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul.	57½	58	....	58	58½	58½
" pref.	78½	....	79½	80½	80	80
" 1st mort.	92	....	92	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	109	....
" 7 3-10s con.	....	....	99	....	....	....
Missouri 6s.	99	99½	99½	99	....	....
" H. & St. J. iss.	....	97½	....	....	....	....
Morris and Essex.	93½	93	93	....	93	93
" 1st mort.	103	103	....	....	....	103
" 2d mort.	....	....	....	....	....	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876.	105	....	....	....	....	....
" 6s. S.F. 1883.	....	....	....	....	....	93
" 6s, S.F. 1887	92	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	95½	95½	95½	95½	95½	95½
" certificates.	91	91½	91	....	....	91½
N. York and Harlem.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	102½	....	....	....	....	....
N. Carolina 6s, old.	45	44½	....	....	43	....
" new	....	....	26½	....	....	....
Ohio and Miss.	44	....	43½	....	44½	44½
" pref.	....	77½	....	....	77½	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	43½	43½	43½	44½	....	45½
Panama	50½	....	51	....	....	....
Phila. and Reading.	111½	111½	110½	111	111	....
Pitts., Ft. W. & Chi. gtd.	100	99½	99½	99	100	98½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	100½	100½	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	12	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	99½	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old.	72½	....	....	....	....	72
" new	....	....	....	72½	72	72½
Tol., Wab. & Western.	58½	58½	57½	58½	58½	58½
" pref.	....	....	....	....	....	....
" 1 M.	98	....	....	....	....	....
" 2 M.	....	....	....	92	....	91
" Equipment.	....	....	....	....	....	....
" St. Lou. Div.	....	....	89½	....	....	....
Union Pacific.	26½	27½	....	27	27½	27
" 1st mort.	88	88½	87½	87½	87½	87½
" L. Gt. 7s.	....	....	....	81	....	82
" Inc. 10s.	82½	....	82	81	....	....
Virginia 6s, old.	66	....	....	....	....	....
" new	75	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	110	....	....	....	....
U. S. 5s, 10-40s, coup	113	113¼	112⅞	....	....	....
U. S. 5s, 10-40s, reg	....	....	112¼	....	....	....
U. S. 6s, 1881, reg	115¾	....	115½	....	....	....
U. S. 6s, 1881, coup	115½	....	116	....	116¼	116
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	113¾	....	113½	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	114½	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	113¾	....	....	113¾	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	113¾	....	112¾	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	112¾	....	....	112¾	112½	....
U. S. 6s, 5-20s, reg. '67	113¼	....	112¾	....	....	....
U. S. 6s, 5-20s, c. 1867	113	113	112⅞	113	112⅞	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	113	....	....	....
U. S. 6s, Pac.R.R.issue	113¼	...	113¾	113½	....	113¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Catawissa	....	....	....	....	....	....
" preferred	....	47½	....	....	....	....
Camden and Amboy	....	124½	125	....	127	
" 6s, 1875	95	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	89	....	90	....	....
" mort. 6s, '89	95⅞	96	96	96	....	96
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38½	....	38	37½	37⅞	37½
" 6s, 1884	....	....	....	87½	....	87⅜
" Gold L	91½	91½	....	91	91	....
" R. R. L	....	....	....	92½	....	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	60½	60½	60½	60⅜	60⅜	60½
" 6s new coup	95½	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	46½	....	46½	....	....	....
" 7s	....	....	....	....	....	....
Minehill	53	53	53	....	....	....
Morris Canal	....	....	....	....	....	....
" pref	125	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	101½	....	....	....	....
" 7s	....	....	....	98½	98½	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	49½	49	49	48⅝	48½	48½
" 7s	85	....	85	....	....	....
Pennsylvania R. R	61½	61	60⅞	60⅝	60⅜	61
" 1st M	100⅝	100⅜	....	....	....	....
" 2d M	....	....	101	....	....	....
" Gen. mort	94	94	....	....	....	....
" " reg	....	96	....	....	....	....
Penn. State, 6s.1st series	102	....	102	102	....	
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	....	....	....	....
" 6s, W L	...	....	....	....	....	....
Philadelphia City, 6s	100⅛	....	....	100⅜	100⅜	100⅜
" new	100⅛	101	101	101	101	101
Philad., Germ. & Nor	85	....	....	....	....	....
Phila. & Reading	56	55⅞	55½	55½	55½	55⅞
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	88½	88½	....	....	88½	88½
Schuylkill Navigation	....	....	....	....	....	....
" pref	17½	....	....	....	....	....
" 6s, 1882	80½	80½	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	20	....	....	20	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	65	....	....	....	....
Spruce and Pine	31	31	....	....	....	....
13th and 15th sts.	....	....	....	....	23½	23¾

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Baltimore City 6s, 1875	....	....	....	99½	....	....
" 1886	98	....	98½	....	98	....
" 1890	98⅛	98⅛	98⅛	....	98⅛	98⅛
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	95	....	....	....	96½	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	96	....	....
Marietta & Cin. 1st M	98⅜	....	....	98⅛	98⅛	
" 2d M	84⅜	84⅜	84⅜	84⅜	....	....
" 3d M. 8s	....	....	....	78⅞	78⅞	....
Northern Central	40⅜	....	....	....	....	....
" bonds, 1885	....	91⅜	....	....	....	....
" " 1900	....	89⅛	89⅜	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	22⅛	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 26.

	Th.20.	F.21	Sat.22.	M.24.	Tu.25.	W.26
Boston and Albany	151	....	....	....	....	151
Boston and Lowell	136	....	....	....	....	....
Boston and Maine	....	146¾	....	....	....	146¼
Boston and Providence	....	146¼	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	....	26½	....	....	26⅝	27⅛
Cheshire, pref	84½	85⅝	....	....	....	85½
Concord	....	....	....	....	....	....
Connecticut River	....	141¾	....	....	....	142
Eastern	121	120½	....	....	....	120½
Fitchburg	....	....	....	....	....	137½
Manchester & Lawr'ce	....	....	....	....	....	150
Michigan Central	120¾	120⅝	120¾	120½	120½	120½
Northern, N. H	....	....	114	....	....	....
Ogdens. & Lake Champ	88⅝	88⅝	....	87⅜	89	
" pref	....	108½	....	....	....	....
Old Colony & Newport	105	....	....	....	....	105
Ph., Wil. & Baltimore	54⅜	54½	....	54½	....	54⅜
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	26⅜	....	27⅜	27½	
" 6s	87⅞	....	....	86¼	....	
" Land Grant 7s	....	79½	....	....	....	....
" Income 10s	78½	....	78½	....	78½	78⅝
Vermont & Canada	101	....	100½	101	101	101
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	75	....	....	74½	
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	75½	
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	10⅜	10⅜	10⅜	....	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	2	....
Pewable	....	....	....	....	3½	....
Quincy	....	27	27	....	....	....

London Stock Exchange.

	Closing Prices.— July 14.	July 7.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	85 — 90	83 — 88
Do. do., 2d mort., 1881	73 — 78	73 — 78
Do. Penn., 1st mort., 1877	85 — 90	83 — 88
Do. do., 2d mort., 1882	73 — 78	73 — 78
Do. Consol. 7 per cent. mort. 1890	41 — 42	40 — 41
Detroit and Milwaukee 1st mort. 7s	69 — 71	69 — 71
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	23¾ — 24¼	23¼ — 24½
Do. sterig. 6 p. c. convertible bonds	66 — 68	65 — 67
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	99 —100
Do. 100 dol. shares, all paid	106¼—107⅛	109½—110⅛
Panama General mort. 7s, 1897	80 — 85	80 — 85
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	93½ — 94	93 — 94
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, July 29, 1871.

Stock Exchange and Money Market.

Money has been quite easy all through the week, the supply having been in excess of the requirements of borrowers, whose wants have been readily met within the range of from 2@5 mainly 3@4 per cent., on call and at 4½@7½, chiefly 4½@6 per cent. per annum on very choice to good business credits. While the city banks have been losing in their deposit and specie lines, they have been gaining in their average of legal tender notes, so that they show a substantial increase of strength in their last weekly exhibit, as the result of the week's business. The U. S. Sub-Treasury office also added to its specie and currency reserves, and closed the week with the prospect of a further augmentation of its resources in both forms. The comparative tameness of the speculative movements in Gold, Bonds, and Stocks has been decidedly adverse to an active employment of Money for street purposes, and consequently, to anything like buoyancy, in the loan and discount rates. The city banks, last week, reported a loss of $1,616,293 of specie, with a gain of $1,844,794 of legal tender notes, and a loss of $1,797,231 of deposits. They reduced their loan and discount averages $1,273,509 and reduced their circulation $9,775. The city bank exchanges, last week, averaged $76,158,481; and thus far, this week, 78 millions daily. The banks now hold $19,035,095 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a gain of $1,219,483 of specie and of $136,612 of currency, as the result of the week's business. The receipts of the office were $4,823,361 in coin, and $3,304,843 in currency; payments, $3,603,878 in coin, and $3,168,231 in currency. The office received $3,269,000 in coin or its equivalent, from customs; and disbursed $1,406,000 of coin interest.

The specie reserve of the city banks according to the latest return is $18,141,987, against $34,358,612 same time last year. The city bank deposits are now $255,735,063 against $233,965,513 week ending July 23, 1870. The legal tender reserve amounts to $72,419,670 against $53,978,711 same time last year. The circulation now stands at $30,371,186, against $32,999,337 same time last year. The loans are now $300,068,724, against $286,090,798 at this date last year.

The U. S. Sub-Treasurer retired, last week, $2,975,419 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $6,089,145 in currency, and $60,222,872 in coin against a balance a week previous of $4,962,787 currency, and $59,512,868 coin.

Government revenues have been rather more prolific, since our last, particularly in the form of customs, in which there has been an important increase both at this, and at the outports. The excises yielded last week about three millions, thus far since July 1, $10,649,309. The customs at the port of New York, last week were $3,145,419; and at the outports, equal to about $1,050,000 more, all in coin, or coin certificates.

Gold has been less firm, and the speculation has shown but little spirit. The supply of gold available for prompt delivery has been more liberal. While the customs call has been more active, the export drain has been on a reduced scale. The range of the price during the week, has been from 111¾@112⅝, and the closing quotation on Wednesday was 112⅜ against 112½ the preceding Wednesday. The outflow, last week, was $1,479,859; and on Tuesday of this week, $65,000; and on Wednesday, $300,000. The Gold Exchange Bank clearances have been as follows: July 20, $19,189,000 July 21, $21,230,000; July 22, $33,777,000; July 24, $38,358,000; July 25, $30,044,000; July 26, $30,423,000.

The Treasury Department on Wednesday controlled a coin reserve of $84,032,000, including $20,306,000 on private deposit, represented by outstanding coin certificates.

The customs at this port on Wednesday were $490,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to July 24, 1871, $57,919,369, against $59,599,740 same time in 1870.

The export drain was $1,479,859 last week, against $6,107,352, same week preceding year. The shipments since January 1, 1871, have been $49,883,757, against $27,027,185 same time in 1870.

The customs demand for Gold last week, averaged $544,834 a day; thus far, this week, it has averaged $500,000 a day, or equal to a

weekly aggregate of $3,000,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $112,656 and since Jan. 1, 1871, have been $3,346,156 against $7,317,101 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $85,015,650 against $74,084,498 same time in 1870.

Foreign Exchange has been in better supply, and quoted a fraction cheaper, yet has not been in anything like active request, and the tendency of rates at the close was in favor of purchasers. The offerings of produce bills were more liberal. Bankers' sixty day bills on London closed on Wednesday at 110@110¼; sight bills on London, 110½@110⅝.

The produce exports from this port, week ending with July 24, were to the currency value of $5,272,595.

Government securities show more firmness as to values, but the very limited offerings of all issues have been against an active business.

On Wednesday, Government bought in a million of Five-Twenties at 112 10@112 23, ex-interest. The amount of bonds offered was $2,608,800.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116⅛@116¼; U. S. Five-Twenties of 1862, 114@114¼; U. S. Five-Twenties of 1864 at 113½@113¾; U. S. Five-Twenties of 1865, 113¾@113⅞; U. S. Five-Twenties of 1865 consolidated, 112½@112⅝; U. S. Five-Twenties of 1867, 112⅞@113; U. S. Five-Twenties of 1868, 112⅞@113; U. S. Ten-forties at 113⅛@113¼; U. S. Six per cent. currency bonds, 113⅞@114.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 12.	July 19.	July 26.
Consols	93¾	93⅞	93⅝
U.S. 5-20's of 1862..	92⅜	92½	92⅝
U. S. 5-20s, 1865	91¾	92¼	92¼
" 1867	90¾	91⅜	91⅝
" 10-40s	90½	91½	91½
Erie.	——	24¼	——

State bonds have been in fair demand at steadier prices.

Railway bonds have been in quite moderate supply and fair request at well supported prices. Central Pacific Sixes closed on Wednesday at 98¾@99. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been selling to a fair extent at 92 per cent. and accrued interest. Union Pacific Sixes closed on Wednesday at 87½@88.

Business in Railway and miscellaneous share property has been very moderately dealt in, but values have been comparatively strong through the week. Towards the close, the dealings indicated less buoyancy.

The earnings of the Union Pacific R. R. Co., in June, were $728,174, against $746,450 same month last year; and from Jan. 1st to July 1, $3,410,285 against $3,797,916 same time in 1870.

General business has been up to a fair average degree of activity for the season. Breadstuffs and Provisions opened heavily but closed with more steadiness. Middling upland cotton closed on Wednesday at 20¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,923,276 bales, against 2,818,688 bales same time last year; exports 3,109,310 bales, against 2,160,916 bales same time last year; stock at the ports at latest dates, 170,490 bales, against 126,750 bales same date 1870.

At the Live Stock Markets, Beeves have been in rather more request at from 7@12½ cts; Veal at 4@9½ cts; Sheep at 4@6¾ cts; Lambs at 6@10¼ cts; Swine, 5¼@5½ cts per lb., all live weight. The week's receipts were 5,991 Beeves, 3,670 Veal Calves, 28,512 Sheep and Lambs; and 24,846 Swine.

Foreign goods have been in rather better demand as a rule, at uniform prices. The week's imports of foreign goods reached $6,094,317, including $1,941,029 of dry goods.

Ocean freights have been fairly active and rates have been generally quoted stronger.

At the auction sale of Scranton Coal on Wednesday, there were 130,000 tons disposed of at generally firmer prices, the range having been from 4.37½@5.55, against 4.37½@5.45 in June.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Alabama 5s, 70; do., 8s, 99; Georgia 6s, 84½; do., 7s, 93; do. 7s, gold, 98; South Carolina 6s, new Jan. and July, 56½; North Carolina 6s, special tax, 19½; New York State 7s, Bounty Loan reg., 108½; Arkansas 6s, Fund Act, 54; St. Louis and Iron Mt. R. R., 59½; do. 1st mort., 95; Cedar Falls and Minn. 1st mort., 84; Albany and Susquehanna R. R., 93; do. 2d mort., 95½; Illinois and Southern Iowa 1st mort., 83; Long Dock bonds, 90¼; New York and New Haven 6s, 100; Toledo, Wabash and Western consol. mort., 89; Galena and Chicago 2d mort., 98; Central of New Jersey new bonds, 104⅛; Toledo, Peoria and Warsaw 1st mort., E. D., 89; do. 2d mort., 78; Rome, Watertown and Ogdensburg R. R., 116; South Side R. R., 74½; Consol. Coal of Md., 36¾; Maryland Coal, 30; Cumberland Coal and Iron, 40; Spring Mt. Coal, 72; Western Union Tel., 57; Quicksilver pref., 12; Am. Mer. Union Exp., 53½; Adams Exp., 81⅝; Wells-Fargo Exp., 43⅜; U.S. Exp., 54¼; Central gold, 0.07; La Crosse, 0.20.

Philadelphia.—Belvidere Delaware R. R. 3d mort., 85; West Pennsylvania R. R. bonds, 82; Wilmington and Reading, 54⅞; do., 7s, 98½; Penn. and New York Canal 7s, 96¾; Harrisburg and Lancaster 6s, 92⅝: Allegheny Valley R. R. 7 3-10s, 95; Huntingdon and Broad Top Mt. consol. bonds, 47½; Warren and Franklin 1st mort., 92¼; Pennsylvania Canal 6s, 78½; Schuylkill Nav. 6s, 1895, 80; Catawissa 7s, 95; West Jersey R. R., 62¼; do. 7s, 103¼; East Pennsylvania R. R., 40; Chesapeake and Delaware Canal, 38; Fifth and Streets R. R., 45; Allegheny County, 5s, 76½. The latest quotations are: City 6s, 100½@100¾; do. free of tax, 100⅞@101; State 5s, conpon, 100@100; do. 6s, W. L., 102⅞@—; do. 1st series, 102@102; do. 2d series, 105@105¼; do. 3d series, 106½@108; Reading, 55⅝@55⅝; do. 7s, 1893, 105@105; do. mort. 6s, 1880, 95@97; Camden and Amboy, 126¾@127; do. mort. 6s, 1889, 95¾@96; do. 1883, 93@93½; do. 1889, 90@90; Pennsylvania R. R., 61@61½; do. 1st mort., 100@101; do. 2d mort., 100@100½; do. General mort. coupon, 93½@93⅞; do. reg., 96@96½; Little Schuylkill R. R., 46¼@46½; Morris Canal, 51@51; do. pref., 120@—; do. 6s, 91@91½; Susquehanna Canal, 9@11; do. 6s, 60@—; Schuylkill Nav., 8⅝@8⅞; do. pref., 17⅛@18; do. 6s, 1882, 80@80½; Elmira and Williamsport pref., 43@—; do. 7s, 1873, 93@—; do. 5s, 61@—; Lehigh Coal and Navigation, 37⅞@38; do. 6s, 1884, 87@87½; do. R. R. Loan, 92@92¼; do. Gold Loan, 91@91¼; North Pennsylvania, 50@51; do. 6s, 101@101; do., 7s, 98½@99; do. Chattle 10s, 112@—; Philadelphia and Erie, 28⅛@28⅛; do. 6s, 93@93⅛; Minehill, 52¾@53; Catawissa, 19@—; do. pref., 47@48; Lehigh Valley, 60⅛@60¼; do. 6s, 97@97; Fifth and Sixth streets, (horse,) 44@45; Second and Third, 63½@65; Thirteenth and Fifteenth, 24¼@—; Spruce and Pine, 30¼@31½; Green and Coates, 43@—; Chestnut and Walnut, 51@52; Hestonville, 20@21; Union, 60@—; Germantown, 38@35.

Boston.—Worcester and Nashua R. R., 141; Norwich and Worcester R. R., 116; Conn. and Pass. Rivers R. R., 91; Rutland R. R., 38¾; do. pref., 85¼; do. 8s, 1880, 100; do 7s, 1880, 86; Indianapolis and Cincinnati R. R., 6; Portsmouth, Gt. Falls and Conway R. R., 112½; Summit Branch, 48; Nashua and Lowell R. R., 149; Vermont Central 1st mort., 87¼; do. 2d mort., 41; Burlington and Missouri 8s, in Nebraska, 96¾; Jackson, Lansing and Saginaw 8s, 1888, 100; Cheshire 6s, 1877, 96; Fitchburg and Worcester 1st mort. 7s, 1889, 89¾; Leavenworth, Lawrence and Galveston 10s, 1st mort., 99¼; Vermont Central and Vermont and Canada 8s, 1889, 103¼; do. 1877, 101; Central Pacific 7, 1883, 101¼; Eastern R.R. 6s, 1874, 99; Michigan Central 8s, 1890, 110; Stanstead, Shefford and Chambly 7s, 84; Atchison, Topeka and Santa Fe 7s, 85; Kalamazoo, Allegan and Grand Rapids 8s, 95⅜; Missouri River, Fort Scott and Gulf 1st mort. 10s, 102; Cary Imp., 18; Boston Water Power, 43; Waverly Land, 4; Maine 6s, 101¼; Massachusetts 5s, 1893, gold, 98¼; do. 1891, 99¼; Boston 5s, 1866, gold, 98½; do. 1882, gold, 97⅞; do. 6s, currency, 105⅝; Lynn 5s, 1882, 89½; Cambridge 5s, 1882, 89½; Hartford 6s, 1876, 98⅜; do. 1879, 99; Chicago 7s, 1887, 100¾; do. 1877, 95⅛; St. Louis County 6s, 1887, 94⅝; do. 7s, 1881, 100½; St. Louis City 6s, 1889, 92½; do. 1880, 93¼; Bath 6s, 1891, 90; Allouez Mining Co., 3⅞; Calumet and Hecla, 135; Canada, 40c.; Hancock, 2¼; Hanover, 2.

Baltimore.—Northern Central 6s, gold, 1900, 90½; Orange, Alex. and Manassas bonds, 80⅝; Central Ohio 1st mort., 87; Wilmington and Weldon bonds, 89¾; Pittsburg and Connellsville bonds, 94⅜; Western Maryland 1st mort., 80; Orange and Alexandria 4th mort. 8s, 80; Winchester and Potomac R. R., 15; Maryland 6s, 1890, 99; Virginia 6s, old, reg., 55¾; do. consol. 6s, 69½; do. deferred certificates, 25; Memphis City 6s, 57; Baltimore 5s, 82; do. 6s, free, 101. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@94¾; Baltimore and Ohio, 140@146; do. 6s, 1875, 96@96¼; do. 1880, 95½@—; do. 1885, 96@96⅜; Northern Central, 40½@41; do. 6s, 1885, 91½@92½; do. 1900, 90@90½; do. 6s, 1900, gold, 90⅜@90½; N. W. Va. 1st mort., 98@100; do. 2d mort., 98½@99; do. 3d mort., 1885, —@95; Marietta and Cincinnati 7s, 1892, 98½@98¾; do. 2d mort., 84⅝@84¾; do. 3d mort., 78@78¾; Central Ohio, 29@30; do. 1st mort., 86¾@88; Western Md. 1st mort. 6s, 1890, 80@82½; do. guar. by Baltimore City, 91@91; do. 2d mort. guar., 91@92; do. 2d mort. pref., 60½@—; do. 6s, guar. by Washington Co., 85@87; Richmond and Danville bonds, 78½@79½; Orange and Alex-

andria 1st mort. 6s, 89½@90½; do. 2d mort. 6s, 75 @79½; do. 3d mort. 8s, 86@86; do. 4th mort. 8s, 84@84; Orange, Alex. and Manassas 7s, 80½@ 80¾; Virginia and Tennessee 8s, 85@86½; do. 6s, 1st mort., 87@90; do. 6s, 2d mort., 77@77½; Baltimore 6s, 1875, 99¼@99½; do. 1884, 98¼@ 99; do. 1886, 98@98¼; do. 1890, 98½@98¾; do. 1893, 98⅝@99; do. 1900, 98@99; do. 5s, 1838–'70, 80@82; Memphis City 6s, 57@60; Maryland Defense Loan, 1883, 105@—; City Passenger R. R., 22½@24; George's Creek Coal, 70 @75; Baltimore Copper, 0.50@1.25; Santa Clara 1@1.00; Atlantic Coal, 1.25@1.75.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
Bankers and Dealers in Government Securities,
No. 5 Nassau st., NEW YORK, July 24, 1871.

TO PERSONS DESIRING TO INVEST MONEY OR to FUND THEIR FIVE-TWENTIES, we offer and recommend with the fullest confidence, the FIRST MORTGAGE GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY as an ENTIRELY SAFE AND RELIABLE INVESTMENT.

The great value of the property now existing, in completed road in successful operation, RENDERS THE SECURITY AMPLE, AND INDEPENDENT OF FUTURE CONTINGENCIES.

THE TRAFFIC awaiting the extension of the Road to the Ohio River as a great East and West Trunk Line, now in progress and rapidly approaching completion, WILL BE IMMENSE AND PROFITABLE.

The experienced, prudent, and honorable management for which the Company is distinguished, and the well-known character of its officers and directors, are a sufficient guarantee of good faith, and insure for their securities a high credit and standing in the market, which must render them always popular and salable.

The exchange of Five-twenties for these Bonds may be made with a profit of about 20 per cent. and a continuance of 6 per cent. gold interest.

Price, 92 and accrued interest from May 1. The Bonds are in denominations of $1,000, $500, $100.

FISK & HATCH.

☞ The Pennsylvania portion of the Atlantic and Great Western Railway, extending from Salamanca in the State of New York to Dayton in the State of Ohio, together with the Franklin and Meadville Branch and the Oil City Branch, was sold at public auction in Philadelphia on the 22d inst., and purchased by Senator Thurman, of Ohio, for $620,000.

☞ The New York portion of the Atlantic and Great Western Railway was sold at Jamestown, N. Y., on the 19th inst., and purchased by Senator Thurman for $655,000.

☞ The Ohio portion of the Atlantic and Great Western Railway was sold at Akron, Ohio, on the 26th inst., to Senator Thurman, for $4,435,500.

☞ At a meeting recently held in Boston, at which the Central Branch of the Union Pacific, Chicago, Burlington and Quincy, Hannibal and St. Joseph, Chicago and Southwestern and Atchison, Topeka and Santa Fe Railroad Companies were represented, it was agreed to construct a bridge across the Missouri river at Atchison, the work to be commenced immediately.

Chesapeake and Ohio Railroad.

Reports continue to multiply concerning new connections building and to be built as feeders to the new trunk line between Eastern ports and the Mississippi Valley. The latest incorporation is the Kentucky and Great Eastern Company which proposes to build an Air Line from Covington opposite Cincinnati to Cattellsburg on the West Virginia boundary, thence by the Chesapeake and Ohio road, now nearly completed, to Charleston or Greenbrier, and thence by roads now building to Pittsburg or Chambersburg, Pa. It is claimed that this line will be 120 miles shorter between New York and Cincinnati than the present Pennsylvania Central route. The very heavy profit derived from East and West transportation, by the two great lines in operation, together with the certainty of an immense development of this carriage of Western produce, is stimulating new lines. Those having the best grade and cheapest fuel will naturally be enabled to have freight with the greatest profit, and in this respect very great advantages are claimed for the Chesapeake and Ohio route.

☞ The Minneapolis and Duluth Railroad is now completed from White Bear Lake to Minneapolis. This section of road will be operated by the Lake Superior and Mississippi Railroad Company, thus placing Minneapolis in direct communication with Lake Superior. The Minneapolis and St. Louis Railroad Company will immediately commence laying their track from the former city to Carver, where it forms a junction with the St. Paul and Sioux City Railroad.

☞ The Hempstead and Rockaway and the New York and Hempstead Plains Railroad Companies have been consolidated, thus affording a new route from Hempstead to Bay Ridge. The road is graded from Bay Ridge to Woodhaven, and in running order from Valley Stream to Hempstead. The remainder will take but a short time to be completed.

☞ The State of Arkansas has granted $15,000 per mile for the construction of the Kansas City and Fort Smith Railroad, which will cross the State line near Pineville, and be a connecting link between St. Louis and Chicago and the Great Southern Pacific.

☞ The Elmira *Advertiser* learns, on reliable authority, that the Erie Railway Company has purchased the Tioga Railroad and the Blossburg Coal Mines, paying therefor two millions of dollars.

☞ The Central Branch Union Pacific Railroad Company have made arrangements to extend their road up the Republican river to connect with the Union Pacific at the one hundredth meridian.

☞ Mr. William Lorenz, late Engineer of the Lebanon Valley Railroad, has been appointed Chief Engineer of the Philadelphia and Reading Railroad, in place of Charles E. Byers, deceased, and is now performing the duties of that office.

☞ The gauge of the Ohio and Mississippi Railroad was changed on the 23 inst., from 6 feet to 4 feet 9 inches along its whole length, a distance of 300 miles. The work of altering the gauge was completed between daylight and 11 o'clock, A. M.

THE NEW YORK
(VIADUCT)
RAILWAY COMPANY.

PUBLIC NOTICE.

The undersigned COMMISSIONERS of STOCK SUBSCRIPTIONS to the NEW YORK RAILWAY COMPANY, give notice that the **Books of Subscription** to the Capital Stock of such Company **WILL BE CLOSED** on the

31st day of August, 1871.

UNTIL THAT DAY the Books will remain open for Subscribers at the Banking House of

Duncan, Sherman & Co.,
No. 11 Nassau Street,

and also at the

Bank of the Metropolis,
No. 31 Union Square.

Until the Books of Subscription are closed, ALL SUBSCRIBERS for Stock will have the **Benefit of Interest** upon the several instalments paid, and as allowed to those subscribing within thirty days after the Books were opened.

Dated, NEW YORK, July 24th, 1871.

Alex'r T. Stewart,
John Jacob Astor,
Levi P. Morton,
} Commissioners on behalf of the Company.

Cape Cod Railroad.

At the annual meeting of the stockholders of this company in Sandwich, on the 19th inst., the old board of directors was re-elected. From the report which was presented we learn that the receipts for the year ending May 31, 1871, were $294,466 16, and the expenses $206 198 25, leaving as net income $88,267 91. Of this latter sum, $63,857 50 were paid in dividends; $13,528 75 for State and United States taxes; $13,066 98 for interest; and $13,309 73 was carried to reserve fund account. The dividends for the year, including taxes paid by the company, are equivalent to 9¾ per cent. of the capital stock. A statement of the net earnings of the road for the last ten years shows that these are equal to an average annual dividend of 11 per cent. on the present capital stock, which is $784,620.

☞ A company has been organized at Hannibal, Ky., for the purpose of building a railroad from that city to Mexico. The name given to the corporation is the Hannibal, Rails and Mexico Railroad. The length of the road will be about 50 miles.

☞ The Little Rock *Gazette* says there are about forty miles of iron now at Argenta for the Cairo and Fulton railroad. Track laying will be commenced in a few days.

☞ The bill consolidating the New York and New Haven and the Hartford and New Haven Railroads has passed both branches of the Connecticut Legislature.

☞ The track of the Wisconsin Central Railroad Company is expected to reach Weyauwega by the middle of August.

Commerce of New York.

The foreign imports at New York for the month of June, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.	$12,267,278	$14,778,185
Do. for warehousing	10,484,645	13,382,176
Free goods	1,475,026	2,086,100
Specie and bullion	188,150	1,352,006
Total entered at port...	$24,415,094	$31,598,417
Withdrawn fr. wareh'use	8,354,527	8,711,237

The foreign imports at New York for the six months from January 1, were:

	1870.	1871.
Entered for consumpt'n.	$79,876,027	$103,644,062
Do. for warehousing...	65,389,082	77,625,103
Free goods	6,441,746	15,822,807
Specie and bullion.....	7,162,959	4,742,052
Total entered at port...	$158,860,814	$201,834,024
Withdrawn fr. wareh'se	60,434,872	63,198,325

The foreign imports at New York for the fiscal year ending June 30, were:

	1870.	1871.
Entered for consumpt'n.	$151,655,454	$194,498,898
Do. for warehousing...	115,614,843	131,133,036
Free goods	13,358,510	23,097,561
Specie and bullion.....	12,940,161	9,443,737
Total entered at port..	$293,568,968	$358,173,232
Withdrawn fr. wareh'se	115,445,811	114,423,936

The following is a description of imports for the fiscal year ending June 30:

	1870.	1871.
Dry goods.....	$96,414,276	$126,123,210
Gen. merchandise	184,214,531	222,606,285
Specie and bullion....	12,940,161	9,443,787
Total imports.....	$293,568,968	$358,173,232

The revenue from customs at New York for the fiscal year ending June 30, were:

	1870.	1871.
In June.....	$9,740,549 89	$10,092,909 95
Add 5 mos.....	57,841,261 21	63,599,197 98
Six mos..... ...	$67,581,811 10	$73,692,107 93
Fiscal year.....	129,134,119 85	141,421,292 68

The exports from New York to foreign ports in the month of June, were:

	1870.	1871.
Domestic produce..... ..	$16,811,500	$17,482,767
Foreign free goods.....	38,395	71,712
Do. dutiable.....	851,088	890,659
Specie and bullion.....	4,257,362	8,604,738
Total exports	$21,958,345	$26,999,876
Do. exclusive of specie.	17,700,983	18,395,138

The exports from New York to foreign ports for six months from January 1, were:

	1870.	1871.
Domestic produce.....	$82,699,623	$110,265,583
Foreign free goods	273,806	533,100
Do. dutiable	5,317,385	4,263,264
Specie and bullion....	16,840,600	41,554,622
Total exports.....	$105,131,414	$156,616,569
Do. exclusive of specie.	88,290,814	115,061,947

The exports from New York to foreign ports for the fiscal year ending June 30, were:

	1870.	1871.
Domestic produce.	$188,720,230	$213,306,021
Foreign free goods	525,596	611,328
Do. dutiable.....	8,999,561	8,799,517
Specie and bullion....	33,497,155	82,905,497
Total exports.	$231,742,542	$305,622,363
Do. exclusive of specie.	198,245,387	222,716,866

☞ The cars now run regularly to Damariscotta, Me., over the Knox and Lincoln Railroad.

Journal of Railroad Law.

RAILROAD COMPANIES—RESPONSIBILITY AS COMMON CARRIERS—LIABILITY FOR MISTAKE OF AGENT.

The facts in the recent case of Meyer *vs.* The Chicago and Northwestern Railway Company, (24 Wis., 566.) are fully and fairly stated in the following opinion by

COLE, J.—It is perfectly certain that the goods were lost in consequence of the mistake of the agent at Jefferson station, who entered them on the way-bill sent to Chicago as consigned to "T. Weil & Company," instead of "J. Weil & Brothers," as they were marked. The goods were plainly and legibly marked, so that there could be no mistake about the consignees; and it was the obvious duty of the agent to see that they were properly entered on the way-bill. This he did not do, but through carelessness he entered the goods as though consigned to "T. Weil & Company." Consequently when the employees of "J. Weil & Brothers" called for the goods at the freight depot at Chicago, they were told that there were no goods there for them. And the mistake was not discovered until the goods were burned, with the freight depot, shortly after. Now, the question is, should not the company be held responsible for the mistake of its station agent at Jefferson in thus entering the goods on the way-bill sent to Chicago, so that it failed to point out the true consignors?

It seems to us a very plain ground of liability, to hold the company responsible for the negligence and mistake of the agent in failing to enter upon the way-bill the names of the proper consignees. The owner was not at fault, for he had delivered the goods to the station agent at Jefferson, marked in a plain and intelligible manner. And the employees of the consignees called for them at the proper freight depot at Chicago, and were told by the freight agent that they were not there. The goods were entered on the way-bill as consigned to other parties, and as a consequence they were not removed, but were destroyed by fire with the depot in which they were when called for by the assignees. If the freight agent at Chicago had examined the marks upon the goods, or if the station agent at Jefferson had not been guilty of great negligence in entering them upon the way-bill, the loss would not have happened. And it seems to us a very plain proposition, that the company is responsible for these mistakes of its agents. The Jeffersonville R. R. Co. *vs.* Cotton, 29 Ind., 498.

It is said by the counsel for the carrier, that the evidence clearly shows that the goods were safely transported to Chicago, the place of consignment, and placed in the depot of the company, and then its responsibility terminated, before any loss or damage occurred. The Court below, however, instructed the jury that the liability of the carrier continued until it had given notice to the consignee of the arrival of the goods. But whether this was a correct view of the law or not, we do not deem it material to inquire, since the evidence clearly shows that the loss occurred in consequence of the mistake of the Jefferson station agent in entering the names of the consignees upon the way-bill. Had it not been for this gross blunder and mistake, the employees of J. Weil & Brothers would have obtained the goods when they called for them before the fire occurred. It was then in consequence of the negligent acts of the agents of the company, whose duty it was to enter the goods properly in the way-bill, that they were destroyed; and the company upon every principle ought to make good the loss. This being so, the instructions of the Court become immaterial.

The judgment of the Circuit is affirmed.

New Railroads in Maine.

A vote of the people of Bath, 300 yeas to 61 nays, last week authorized a grant of the city's bonds to the additional amount of $243,000 in aid of the Knox and Lincoln railroad. With other resources already in hand, the company has now enough to complete the road, which is now in operation from Bath to Wiscasset, and the rails laid some distance further to Damariscotta. To Rockland, the eastern terminus, the road will be speedily completed, when the seaboard line of Maine will have been finished from the Piscataqua, the western boundary, to Penobscot Bay, a distance of some one hundred and forty miles. This is in addition to the seacoast and inland line of the Maine Central Company, of which the aggregate mileage operated is now some three hundred and thirty-five miles, representing a stock and bond capital, we judge, of some twelve million dollars.

The Knox and Lincoln road will have absorbed in its construction and equipment some $2,800,000, though the distance is only fifty-two miles and the building has been conducted by the company with all practicable economy and without the usual addition of contractor's profits. It is excellently built, equipped with the very best cars and engines, and is pronounced, by all railway men who have gone over it, the smoothest and easiest new road they have ever ridden upon. Indeed, the cars run as smoothly and easily as over the best pieces of old road to be found in the United States.

The president of the company is Oliver Moses, Esq., of Bath, one of the famous ship-builders of Maine, and among his associates in the direction are such substantial citizens as Henry Ingalls, of Wiscasset; Francis Cobb, of Rockland, and others of the leading men of that rich and long-settled portion of the state.

One considerable item of the cost of this road is the crossing or turning of great arms of the sea met on its route, estuaries which receive the rivers that drain an area equal to a third part of New England. The crossing at Bath, the chief harbor of the Kennebec, is effected by a powerful steamboat, on which the cars are ferried across, in like manner as formerly over the head of Chesapeake Bay at Havre de Grace.

At Wiscasset the road touches a harbor, which, considering its roadstead approach from the sea, (latitude 43° 46′ to 44°), is deemed the finest in the world. Never obstructed by ice, with the best anchorage ground, a wide channel, land-locked in every part, this harbor, with its roadstead, is the admiration of every mariner. It is said to be the only one in the world where the Great Eastern steamer can approach at all stages of the tide and at low water swing at her anchors. At the wharfs of Wiscasset there is forty feet of water at low tide, while the long, costly railroad bridge which crosses above the harbor is laid in sixty-one feet of water at high tide. The maximum rise and fall of the tide is twelve feet. The money and work expended on this road would have readily built two hundred miles of railroad in the prairie country of the western states.

In the western part of Maine, the Portland and Rochester road, just completed to the New Hampshire line, was formally opened on the 11th instant. By July next the completion of the Nashua and Rochester road will have supplied the completing link of the short-line railway connection from the waters of New York Bay and Long Island Sound to Casco Bay at Portland and the railway system of Maine.

The Portland and Ogdensburg Railroad is making rapid progress in Maine as well as in Vermont. The Maine end of the enterprise has at its head a man of great resolution, character and resources, General Samuel J. Anderson, who will not be found wanting in any scale of efficient qualities nor in any part fall below the Vermont standard. The Maine division is now opened to North Conway, and enjoying, besides a desirable local traffic, the profitable summer travel which flows to the White Mountains and their neighborhood.

In the eastern part of the state the European and North American road is approaching completion. Large construction parties are urging on the road from either end of the line of uncompleted work, the two parties being supplied with rails from tide-water at Bangor and St. John, N. B., respectively. The officers in charge make no doubt that the construction parties will meet with finished work in season to inaugurate the opening of the entire line of the road in September, as contemplated. This done, the line of railway will be continuous from Halifax to San Francisco. The building of the European and North American line in Maine is of great advantage, present and prospective, to Bangor especially, and is a notable demonstration of what was from the first the true railway policy of Maine, to wit—railroads to the interior in as direct a line as possible, generally northward, from her tide water towns to the interior. People of this generation will doubtless survive to behold in that state the positive and undeniable benefits of this policy, which, now that the East and West travel is fairly supplied with railway facilities, will soon be demonstrated in the construction of roads, probably at first on the cheaper narrow-gauge system, from the seaports of the Atlantic as directly north as may be to the interior of the state, where present resources of traffic, in mineral products and the yield of the forest, await the building, which will soon be followed by increased development of agriculture and manufactures.

For this prospective traffic in Piscataquis county, with its large area of timbered lands, two companies are already contending, to wit: the Maine Central, with its large hold upon the present railway system, and the Piscataquis company, which has its headquarters at Bangor. Surveying parties of the two companies are meeting each other in the Piscataquis towns, and one or both of these energetic corporations will soon have their rails laid to receive the traffic which is already developed at and around the southern shore of Moosehead Lake.—*Stockholder.*

Commerce of Philadelphia.

We compile from the tables of the Philadelphia *North American* the following statistics of the commerce of Philadelphia for the year ending June 30, 1871, compared with those of the previous year:

	Exports, 1870.	Exports. 1871.
In American vessels...	$4,921,796	$6,385,656
In foreign vessels.....	11,981,276	11,517,546
Total.....	$16,903,072	$17,903,202

Among the export values were $442,944 in crude petroleum, $12,266,195 in refined petroleum, $1,006,611 in cooperage, $2,207,876 in breadstuffs, $215,229 in molasses, $228,104 in tallow, $117,019 in lard, $116,403 in pork, $110,000 in gold coin, $17,000 in silver coin.

The imports during the same periods were as follows:

	1870.	1871.
In American vessels...	$9,132,127	$10,108,865
In foreign vessels.....	5,368,670	7,619,141
Total	$14,500,797	$17,728,006

The amount of duties collected was, for the year ending June 30, 1871, $7,196,786 97, against $8,345,794 01 for the previous year.

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

DIRECTORS.

Alexander T. Stewart, A. Oakey Hall.
William M. Tweed, John Jacob Astor,
August Belmont, Peter B. Sweeny,
Charles A. Lamont, Levi P. Morton,
James F. D. Lanier, Hugh Smith,
Franklin Osgood, William T. Blodgett,
William Butler Duncan, Richard O'Gorman,
John J. Bradley, Jose F. Navarro,
Charles L. Tiffany, Henry Smith,
William R. Travers, Edward A. Wesley,
Joseph Seligman, Manton Marble,
Richard B. Connolly, John Taylor Johnston,
Henry Hilton.

HENRY HILTON,
President.
HUGH SMITH,
Vice-President.
W. BUTLER DUNCAN,
Treasurer.

EDWARD P. BARKER,
Secretary.

By authority of the Board of Directors of THE NEW YORK RAILWAY COMPANY, and in conformity with the terms of the Act of Incorporation in that respect, the undersigned Commissioners on Stock Subscriptions give public notice for and on behalf of the Directors, and of such Company, that Books of Subscription for the Capital Stock thereof will be opened on WEDNESDAY, the TWENTY EIGHTH DAY OF JUNE instant at the following places in this City, viz:

At the Banking House of
DUNCAN, SHERMAN & CO.,
No. 11 Nassau street.

At the Banking House of the
BANK OF THE METROPOLIS,
No. 31 Union square.

The Company is authorized to construct two Viaduct Railways or branches through the City of New York, on the east and West sides thereof, from a common starting point at or near Chambers-st., between Broadway and Chatham st.; also across the Harlem River and through Westchester County; with power to build additional lines of railway or branches, from time to time, in any part of the City or Westchester County. *The property acquired by the Company is exempted from taxes and assessments during the period allowed for the final completion of the railway in the city.* The Mayor, Aldermen, and Commonalty of New York are authorized and directed, with the approval of the Commissioners of the Sinking Fund, to subscribe for **five millions of dollars** of the stock of the Company, whenever one million of dollars thereof has been subscribed for by private parties. *This conditional amount of stock has been wholly subscribed for and taken by the Directors of the Company.* On the completion of either of the lines of railway to the line of Westchester County, the Supervisors of that County are authorized to issue the bonds of the County to such amount as the Supervisors shall deem expedient, to aid in the construction and extension of the railway in and through that County. For the proper equalization of the interest of shareholders who may subscribe and pay in moneys at different times, the Directors are authorized to issue scrip for interest on such payments, payable out of the earnings.

THE TERMS OF SUBSCRIPTION will be as follows:

TEN PER CENT. of the amount of Stock subscribed for, to be paid in cash at the time of subscription. The residue to be paid as called for by the Board of Directors on a notice of thirty days, but no call at any one time to exceed ten per cent.

Scrip for interest at the rate of seven per cent. per annum will be issued by the Company payable out of the first earnings of the Railway on all installments paid on stock subscribed for within thirty days after the Subscription Books shall be opened.

The Company reserve the right to close the Subscription Books at any time after the twenty-ninth day of July, 1871.

By order of the Board of Directors,

Alexander T. Stewart,
John Jacob Astor,
Levi P. Morton,
} Commissioners on behalf of the Company.

New York, June 16, 1871.

Camp's Improved Dump Car.

Some time ago we gave from the *National Car Builder* a notice of the above patent. Messrs. A. W. Rhoads & Co., of this place who own the patent, have had built a car at the works of the Wyoming Valley Manufacturing Company in this place, which they have been testing for some days past upon the Lehigh Valley railroad at their excavation for the car shops of the company. Supt. Drumheller and Mr. Frank Montgomery of the L. V. road thoroughly tested the working of the car, and are fully satisfied that there is a great saving of labor in its use, and there is no doubt that the patentees will, so soon as its virtues are known, be unable to fill orders for the car. We gave heretofore a description of the working of the car, which needs but to be seen to be comprehended and appreciated by contractors and railroad men.—*Wilkes Barre Union.*

☞ The grading of the Milford, Hopkinton and Ashland Railroad has been awarded to Mr. John J. Powers of Providence, R. I., one of the roadmasters of the Providence and Worcester Railroad, which corporation will probably run the road in connection with the Milford and Woonsocket Railroad, when finished, which will be in about nine months. The distance is eleven miles.

☞ A company was organized at Spirit Lake, Iowa, on the 6th inst., for the purpose of constructing a road from Spirit Lake in a southeasterly direction through the counties of Buena Vista, Clay and Dickinson, in Iowa, to a junction with the Dubuque and Sioux City road at or near Buena Vista.

Taxes on Interest Coupons.

The following is a copy of the decision of the Solicitor of the Treasury on the liability of corporations to pay taxes withheld under the decision of the Commissioner of Internal Revenue:

DEPARTMENT OF JUSTICE,
OFFICE OF THE SOLICITOR OF THE TREASURY,
WASHINGTON, D. C., July 21, 1871.

SIR.—I have the honor to acknowledge the receipt of your letter of the 3d ult., transmitting one from the auditor of the joint railway companies of New Jersey, and one from the Commissioner of Internal Revenue, in relation to claims for taxes under the act of July 14, 1870, made on said companies by the Internal Revenue Office. It appears that on the 27th of February, 1871, the Commissioner of Internal Revenue decided, in respect to the liability of corporations to a tax on interest coupons under sections 120 and 122 of the act of July 30, 1864, as amended by the act of July 14, 1870, that no tax should be withheld from interest or coupons representing interest falling due and payable within the period of five months from August 1, 1870, to December 31, 1870, and that interest falling due on or subsequent to January 1, 1871, is taxable at the rate of two and a half per cent. If such interest accrued either prior to August 1, or subsequent to December 31, 1870, from so much of it as accrued within the last five months of 1870 no tax whatever is to be withheld. Acting in accordance with this decision, the joint companies of New Jersey, on the 1st of May, 1871, having a coupon interest falling due deducted from the holders of the coupons one and two thirds per cent. tax only, being the proportion of the two and a half per cent. accruing in 1871. On the 11th day of May, 1871, the Attorney General, to whom this question had been referred by the Secretary of the Treasury, having decided that the tax on interest or coupons imposed by the fifteenth section of the act of July 14, 1870, is applicable to interest paid subsequently to August 1, 1870, and prior to January 1, 1871, the Commissioner of Internal Revenue, on the 14th of May, 1871, in accordance with instructions from the Secretary of the Treasury, revoked his former decision and made one in conformity with the opinion of the Attorney General. When the companies who, by the fifteenth section, above referred to, are authorized to deduct the tax in question made a return of the amounts retained for the government to the Collector of the district they were informed of the revocation of the decision of February 27, and a demand was made for a return of the two and a half per cent. Upon application to the Commissioner on the 26th of May, ultimo, requesting that, as they complied with the instructions of the Department in making a return of one and a half per cent. they be permitted to make such return to the assessor, they were informed that he could not accede to the request unless authorized to do so by the Secretary of the Treasury. Upon this state of facts my opinion is asked whether the companies can be legally or equitably held to account for the deficiency that has occurred in consequence of the action of the proper officer of the government.

Such being a brief history of the question involved in this case, I have to say that the Commissioner of Internal Revenue is the recognized authority under the law and in practice, through whom decisions upon questions arising under the Internal Revenue laws are promulgated to the public. His decision of the 27th of February was one, therefore, upon which the applicants in this case had a right to act. The joint railway companies of New Jersey did act upon it, so far as to adjust the interest due upon their coupons and pay the same to the holders thereof. The companies can only be regarded, under the law, as the agent of the government in reserving the tax from their bondholders and paying the same into the Treasury. They acted in this case under the direction of the principal, in the first instance, and by reason of that proper action have become involved in the present controversy. It is, perhaps, fair to assume that, owing to the change of ownership, which is constantly occuring in this form of property, the companies would be unable to enforce the collection of the balance of the tax now held to be due from those to whom the interest was paid, and from whom, in fact, the tax is due, and it could not legally be enforced to the injury of any persons from whom the tax was not due.

I deem it unfortunate for the government that the question has assumed an attitude where the alternative seems to be to compel the Department to forego the collection of a proper tax in the simple manner pointed out by the statute, or expose it to the charge of working a greater or less degree of injustice upon the companies or their bondholders. Under all the circumstances I am of the opinion that legally and equitably the Department is under the necessity of yielding to the present request, and of desisting from enforcing the collection of the tax in question from the companies who prefer the application. Enclosures returned.

I am, very respectfully,

E. C. BANFIELD, Solicitor of the Treasury.

To Hon. GEORGE S. BOUTWELL, Secretary of the Treasury.

Chicago Extension of the Baltimore and Ohio Railroad.

It is known that the engineers of the Baltimore and Ohio Railroad are now engaged in surveying a direct route for the extension of their road from Pittsburg to Chicago, and that when the route is finally determined upon it will be built without delay. The survey is completed, we are informed, from Pittsburgh to Havana, a small station on the Lake Erie Division of the Baltimore and Ohio Railway, eight miles south of Monroeville, Ohio. From thence it is expected, according to the programme now being pursued, the line will run to Defiance on the Toledo, Wabash and Western Railway, crossing on its way the Dayton and Michigan Railway at a point now called Ellsworth. If we are rightly informed, the engineers are now at work on this part of the line. From Defiance it is expected that the engineers will work their way along the Bryan, and through Lagrange and Steuben countries to Laporte.

This route is being pursued under the impression that distance is saved sufficient to atone for a loss of advantages offered by one passing through Toledo. It can be shown, however, that for the line of the Baltimore and Ohio Railroad to come direct from Havana to Toledo, and to run on a line located about midway between the old and air-line route of the Lake Shore and Michigan Southern Railway to Chicago, will only increase the distance about fifteen or twenty miles over the line now in process of survey. And the superior advantages to the Baltimore and Ohio Road of locating this extension through Toledo are so manifest that few of them need only be presented to the President and Directors of that road to persuade them to change their plan accordingly. We wish earnestly to call the attention of the people of Toledo to this subject, that they may take prompt and energetic measures to secure this road before its location elsewhere is fully concluded upon.

We can say that by the route through Toledo the road would afford a paying business forthwith, which the route being surveyed further south would not do, a great part of it lying through a new country, which will not be developed for years to come. Along the line through Toledo the road would cross fewer junction points, and consequently suffer less reduction through competition. At Toledo, also, better connections can be made for through business with the canals and main lines of railway which concentrate here. The Miami and the Wabash and Erie Canals bring a large grain business to Toledo which this road cannot intercept at a point remote from the Lake. Grain freights as all business men know, seek the lake before embarking for the ocean. Here the Baltimore and Ohio Road would get at least a share of the ocean bound freights which it could not get elsewhere.—*Toledo Blade.*

Debt of Boston.

The following statement is from the Annual Report of Mr. Alfred T. Turner, Auditor of Accounts of the City of Boston:

	Total Debt.	Means on hand for paying.	Net Debt.
1865.	$11,497,699 32	$1,621,255 41	$9,876,443 91
1866.	12,180,250 70	3,039,590 32	9,140,660 38
1867.	13,021,463 15	4,440,278 82	8,581,184 83
1868.	14,146,900 65	5,199,369 72	8,947,530 93
1869.	17,304,435 80	6,869,989 11	10,434,446 69
1870.	21,818,411 93	9,215,881 25	12,602,580 68
1871.	26,666,436 78	11,632,959 91	15,033,476 82

The Auditor classifies this debt as follows:

City debt proper	$14,666,690 09
Water debt (net cost of the Water Works)	9,219,896 64
War debt	1,914,500 00
Roxbury debt	663,850 00
Dorchester debt	201,500 00
Total	$26,666,436 73

Kentucky and Gt. Eastern Railroad.

About three months since a railroad company was organized at Cincinnati as the Kentucky and Great Eastern Co., with S.W. Morton, of New York, as President; A. J. Hoddes, as Vice-President, and Generals Fremont and Banks, Judge Cutler, of Marietta, Ohio; J. M. Duke, of Maysville, Kentucky, and James T. Brady, of Pittsburg, Pa., as directors. The object was to construct a road from Cincinnati to Catlettsburg, Kentucky, under a charter granted by the Kentucky Legislature last year.

It now appears that the real plan is to build another railroad from Cincinnati to New York City, through Kentucky, across West Virginia to a point in Virginia; thence by roads now constructing through York and Reading, Pennsylvania to the eastern terminus. Those interested claim that the new route to New York will be one hundred and twenty miles shorter than the route by the Pennsylvania Railroad; and in equaling distances by reason of curves and grades, the new route will be the shortest by a little less than two hundred miles. It is announced that work will be commenced in Kentucky within three months, and that the whole line will be finished in less than three years.

Storing Coal.

The Lehigh Coal and Navigation Company are making surveys of their land a short distance above Mauch Chunk upon which it is proposed to store their coal, mined when the market is not in the condition to take it. The Delaware and Hudson Canal Co. have done this for a long time and find it very profitable. The location has not yet been decided upon. This is a new departure for the old company, and we hope it will be found to be successful in a pecuniary point of view. The coal mined at Summit Hill during the winter, when trade is dull, will be stored on this side of the river, and shipped by canal when prices are better, in the spring and fall. Coal from Newport mines will be stored on the other side of the Lehigh if the company deems it advisable. It is expected that there will be sometimes as high as two or three hundred thousand tons on hand at these yards.—*Mauch Chunk Gazette.*

☞ Operations will be begun next week on the railroad between West Amesbury and Newton, N. H., the road connecting with the Boston and Maine road at the latter place. The distance is five miles, and the cost will be about $115,000 William H. Haskill of Amesbury is President of the road.

Port Huron and Owasso Railroad.

Many of our citizens having purchased bonds of the new railroad running from Port Huron to intersect the several trunk lines north of that point, will be glad to know that it is being pushed with becoming vigor. The road is now completed to Lapeer and will reach Flint in two or three months. The line is established west of Flint (keeping on the old "Stuart" route, directly west to Owasso). At the latter point it will intersect the Detroit and Milwaukee road, and from thence it will be carried northwest to the Central. When completed this "cut off" will shorten the distance between all points west, and Suspension bridge to Buffalo, some fifty miles. It can hardly fail to become a profitable link in the great chain of through roads. *Albany Journal.*

Wellington Grey and Bruce Railway.

This company has issued bonds to the amount of $575,724 bearing 7 per cent interest per annum, and the whole amount has we learn been disposed of at very satisfactory figures. About $350,000 (£71,000 stg) has just been taken up in England at 90, the remaining portion of the issue having been subscribed in Canada. The lowest price realized was 87, but only a small amount was sold at this figure. These bonds are subject to acquisition—not absolutely guarantied as some suppose—by the Great Western Railway Company at par, by annual drawings in January and July of each year. This is the full amount of bonds that the Company are entitled to issue—$12,000 per mile—the 48 miles of road from Guelph on to Harriston, the last portion of which is soon to be opened. Altogether the financial management of this road has been conducted with great skill, and so far with complete success.—*Toronto Monetary Times.*

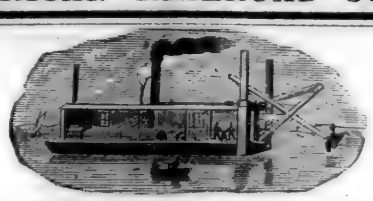
Planting Trees by Railroad Tracks.

The Lake Shore and Michigan Southern Railroad Company have commenced the work of planting trees alongside the tracks of their road—11,000 chestnuts and 10,000 European larches having been planted along its line between White Pigeon and Toledo, through the country where the forests have been mostly cleared away and the supply of timber is scantiest. The work was most thoroughly done, with intention that every tree might live, and the cost including the time of the laborers, who belong to the regular force of the road and did this work in connection with and in addition to their ordinary duties, was an average of eight cents per tree; excluding the labor of the company's ordinary employees the cost was only four cents per tree.

HEYERDAHL, SCHONBERG & CO.,
31 Pine Street,
NEW YORK.

IMPORTERS OF
RAILROAD IRON,
AND DEALERS IN
RAILWAY MATERIALS.

SOLE AGENTS
IN THE UNITED STATES FOR
SAMUEL FOX & CO'S
Bessemer Steel Rails.



TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

A DIVIDEND OF FIVE PER CENT. IN CURrency, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer

NOTICE TO CONTRACTORS AND BRIDGE BUILDERS.

DEPARTMENT OF SURVEYS,
224 South Fifth Street, Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until three o'clock P. M. of September 6, 1871, for the construction of a Bridge over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, with approaches to Twenty fifth and Spring Garden streets, in the Fifteenth ward, and to a point about 144 feet westward of Thirtieth street, in the Twenty-fourth ward, as follows:

First. For the Bridge superstructure over the river, including all materials, workmanship, and erecting ready for use. It will be of wrought iron, 348 feet from centre to centre of end posts, and 34 8-10 feet from centre of lower to centre of top chord, and also two trusses for Thirtieth street, to be 84 feet from centre to centre of end posts, and 10 5-10 feet from centre of lower to centre of top chord, also of wrought iron. Detailed plans with complete strain sheets for these bridges, conforming to specifications, to accompany proposals, which on main Bridge shall give prices for both a two and three truss bridge.

Second. For all the iron work on *approaches* to be erected complete, as per plans and specifications.

Third. For the gradation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of the contract. The City reserves the privilege of rejecting any and all bids that may not be satisfactory, and each proposal as herein divided will be considered separately and will be so allotted.

Payments will be made monthly in bonds of the City of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond for the sum of five hundred ($500) dollars has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock.

Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained, on and after the 22nd day of July, inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

YORK CAR WORKS.
ESTABLISHED IN 1852.
Billmeyer & Smalls,
YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—2 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

RAILROAD IRON.
1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale by
DANAS & LITCHFIELD,
49tf 18 William street

NEW YORK
State Railroad Bonds.

A First-Class Home Investment.

FIRST MORTGAGE
GOLD BONDS
OF THE
RONDOUT AND OSWEGO
RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

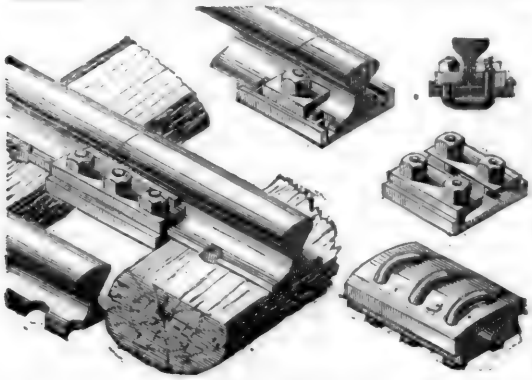
Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,
9 Wall Street, New York City,
Financial Agents of the R. & O. Company.



Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



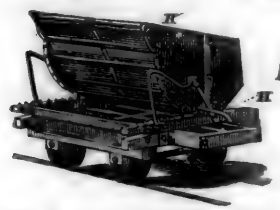
FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,
of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.



RIGHTS FOR SALE BY
A. W. RHOADS & CO.,
Wilkes-Barre, Pa.
A. W. RHOADS, N. H. CAMP.

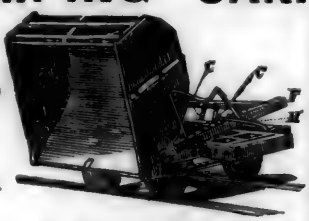


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

Address, A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.

PACIFIC MAIL
Steamship Company's
LINE TO
California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

July 29, steamer RISING STAR, Capt H. P. Conner, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer COLORADO Capt. Parker, touching at Punta Arenas, Acapulco, and San Jose Guatemala, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of July 27.

Steamer AMERICA will leave San Francisco August 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

ENGLISH AND SCOTCH
FIRE BRICK
In Store and to Arrive
AT NEW YORK, BOSTON AND PHILADELPHIA.

S. L. MERCHANT & Co.,
76 South Street, New York,
27 Central Wharf, Boston,
205 1-2 Walnut St., Philadelphia,

AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

EDWARD W. SERRELL,
CIVIL ENGINEER,
78 & 80 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.

☞ Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

RAILROAD IRON.
THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern
PERKINS, LIVINGSTON & POST,
31 New St., cor. of Exchange Place, NEW YORK.

RAILROAD IRON.
THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.
M. K. JESUP & COMP'Y,
59 Liberty St., New York.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 31.] SATURDAY, AUGUST 5, 1871. [WHOLE No. 1,841 VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, August 5, 1871.

☞ FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY, WESTERN DIVISION.

The St. Joseph and Denver City Railroad Company, having successfully built and equipped the Eastern Division of its road, extending from the City of St. Joseph, Mo., to the City of Marysville, Kansas, a distance of 112 miles, is now actively engaged in the construction of the Western Division of this line of railway, extending from Marysville, Kansas, to a junction with the Union Pacific Railroad at Fort Kearney Station, a distance, including side tracks, of 170 miles.

For the purpose of building and equipping this road the Company have executed and delivered to the Farmers' Loan and Trust Company, *in trust*, $5,500,000 of First Mortgage Sinking Fund Land Grant Railroad Bonds, in denominations of $1,000, $500 and $100 to be countersigned and issued only in conformity with the Mortgage Deed, which is:

First—For cash.

Second—A limited amount for iron and material. The cash is placed to the credit of the Company in trust, and can be drawn out only in payment for fully completed road, in sections of ten (10) miles each, at the rate of $16,000 or $22,000 per mile, respectively, until the entire completion of the road, when the balance of the loan will be paid over to the Treasurer of the Company for equipment purposes.

The iron (the equal of gold) and materials are brought under the subjection of the mortgage, made to secure the payment of the bonds.

To secure the payment of interest and principal of these bonds the Company have made a *first* (and only) mortgage on their Western Division Road, completed and to be completed, from Marysville to Kearney Station, at a junction with the Union Pacific Road, a distance of 160 miles, with 10 miles side tracks, making a total distance of 170 miles, including rolling-stock, motive power, depots, machine-shops, telegraphs, equipments of every description, rights of way, franchises, cash on deposit in any bank or trust company, and lands lying twenty miles on either side of the railroad, granted to the Company by the United States Government, amounting to 1,500,000 acres, and real and personal property of every description which the Company now own, or may hereafter possess, lying between Marysville and Kearney, and equipments appertaining to this Division of the Company's Road.

The entire property is mortgaged to the Farmers' Loan and Trust Company, of the City of New York, as trustees. The mortgage is dated May 14, 1870, and under it, and as their security, these bonds are issued.

The bonds are now ready for sale and delivery through the undersigned; holders and parties desiring to purchase will recognize that they can do so with perfect safety, as their value is always represented either by lands equal in value and a completed and equipped road—iron or cash in trust company. The mortgage expressly covers cash on deposit in bank or trust company.

The undersigned are authorized to announce the decision of the company to sell their lands on the line of the road.

Under the mortgage deed given to secure these bonds no land can be sold at a less price than $4 per acre.

The lands being mortgaged to secure the payment of these bonds, this lien on any portion of the land can only be removed by paying to the trustees, as mortgagees, the full amount of the purchase money of any land sales.

The fund is applied as follows:

First—To the payment of the interest on the bonds during the construction of the road, and, if necessary, for the space of four (4) years.

Second—To the payment of the principal of the bonds.

The payment of the principal before maturity is not compulsory to the holder of the bonds, but should holders desire to sell, the trustees are authorized to purchase, but not over a premium of fifteen per cent.

Every bond purchased under this authority is immediately canceled.

If the bonds can not be bought at one hundred and fifteen, the trustees are authorized to invest the proceeds of land sales in the bonds of the United States, States of New York, Massachusetts and Illinois, and hold the same as a sinking fund for the redemption of these bonds at maturity.

The following banking corporations of the City of New York are designated depositories of this loan:

Farmers' Loan and Trust Company.
United States Trust Company.
Union Trust Company.
Manhattan Company.

The bonds have thirty years to run from May 14, 1870, payable in gold, in the City of New York.

They bear interest at the rate of eight (8) per cent. per annum, payable in GOLD, free of tax, semi-annually, on the 15th days of February and August, in New York, London, or Frankfort, O. M., at the option of the holder, without notice, and in the currency of the country in which the coupon is presented.

The equivalent of currency is at a uniform rate of exchange, and is expressed in the coupon.

They are coupon bonds, but may be registered in the owner's name, with the coupons on, or they can be converted into a registered bond by the surrender of the coupons and the interest paid to the registered owner at any of the three points where the coupons are payable.

The consolidated mortgage is at the rate of

$15,000 per mile of road, and $2 per acre of land.

The bonds are offered for the present at 97½ and accrued interest, in currency, with the reserved right to advance the price without notice.

All kinds of marketable securities will be received at the current market value, without commission, in payment of this loan.

Expressage relating to the loan will be free.

Maps, pamphlets and documents furnished on application.

It is believed no loan can be offered which rests on a more solid foundation than this loan of the St. Joseph and Denver City Railroad Company.

The most careful and critical examination of the Company's lands by experienced parties, and the estimates of prejudiced persons, have placed their value at not less than $5 per acre, while others estimate them at a higher figure. The offers which the Company have received for them fully justify the assertion that the proceeds of their sale will pay off this loan, and leave the road free of bonded debt. These bonds are receivable at par and accrued interest, in payment of any lands sold under this mortgage.

The Company recognizing the principle that an element of strength in all loans is the provision made for its redemption, and in making their mortgage a consolidated one, covering both road and lands, have wisely made provision for the payment of this loan by the sale of their landed estate, which is not needed in operating the road, but which was granted to the Company by the United States Government for the express purpose of aiding them to construct and operate this road.

The St. Joseph and Denver City Railroad connects at St. Joseph with railways running direct to St. Louis, Hannibal and Toledo on the east, and connecting as it will with the Union Pacific Road on the west, is a very important link in the continental chain of railways. It also has through railway connection with Chicago. A very large part of the line is graded, and track-laying being now far advanced, will continue rapidly until the junction with the Union Pacific Road is made.

We have been at great expense in the examination of this property and the bonds, and are satisfied the investments in this loan will not only be safe, but profitable. We base our calculations on the fact that the First Mortgage Bonds of this Company, on the Eastern Division, lately successfully placed by our firm at 97½, have advanced to 102 and accrued interest, making them rule at 106, or nearly ten per cent. advance.

Under all circumstances, we unhesitatingly recommend them.

TANNER & CO., Bankers,
No. 11 Wall Street.

Vera Cruz and Mexican Railway.

The railroad from Vera Cruz to the City of Mexico, according to a recent report of the engineers, is completed for a distance of 186 miles, leaving 110 miles yet to be opened, the length of the entire line, including a branch to Puebla. The gross receipts during the 1870 on the part of the line from the City of Mexico to Puebla, a distance of 116 miles, amounted to $667,000, and the receipts on the line from Vera Cruz to Paso del Macho, a distance of 47 miles amounted to $197,170. During 1870 the passengers carried from Mexico to Puebla were 118,990 in number. The chief obstacle to the completion of this line has been the great Methlac ravine, a natural fissure of formidable dimensions, which is 900 feet long and 370 feet deep. At first it was proposed to cross this ravine by constructing a viaduct, but after a resurvey a plan was adopted by which the road is to run along the cliff of the ravine for some distance until it reaches a spot where the fissure can be bridged by a work of comparatively insignificant dimensions.

☞ Mr. J. C. Sharpless has been appointed to superintend the construction of a narrow gauge railroad connecting Painesville, Ohio, with Lake Erie.

☞ The gauge of the Louisville and Cincinnati Short Line Railroad is to be changed to the narrow gauge on August 13.

Georgia Railroad and Banking Co.

The earnings of this road for the years ending March 31, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$399,689 65	$395,153 65
" freight	931,302 89	1,082,119 71
" mail	21,037 01	22,825 21
	$1,352,029 55	$1,500,098 57
Expenses, viz:		
Conducting transp	$182,149 12	$228,905 41
Motive power	268,584 62	273,704 77
Maintenance of way	253,137 28	276,009 14
Maintenance of cars	44,240 83	53,939 95
	$748,111 85	$832,559 27
Earnings less expenses	$603,917 70	$667,539 30
Deduct extraordinary expenses, viz:		
New depots	$12,023 16	
New locomotive engines	48,857 67	
New cars	105,232 70	
Old locomotive engines rebuilt	28,567 42	
New tools and stationary engines	4,695 35	
Government tax on gross receipts	4,727 29	
New culverts	1,335 92	
		205,440 01
Net income		$462,099 29

Compared with the previous year the gross errnings of 1870–'71 show an increase of $148,069 02; with an increase in expenses and payments, both ordinary and extraordinary, of $108,800 34 —making an increase in the net profits of $39,-268 68. The President in his report says:

The profits of the company from all sources, may be stated thus:

Receipts from road operations		$1,500,098 57
Dividends on stock, interest and rent		45,338 36
Net receipts from bank earnings		9,216 88
		$1,554,653 76
Charged with expenses and all payments on road account	$1,037,999 28	
Inter'st, salaries, taxes, &c	48,703 46	
		1,086,702 74
Net from all sources		$467,951 02
From these profits two dividends have been declared, $4 each, free from all tax		340,886 30
Balance to reserved fund		$127,064 72

The gross earnings of the road have been very satisfactory, but it will be seen that the expenditures have been very heavy. Whilst outlays continue so heavy for purposes beyond ordinary expenses, the net profit must of course be correspondingly reduced. The extraordinary expenditures are all charged to profit and loss account, and the charges against income are distinguished as ordinary and extraordinary, that the stockholders may the better judge of the economy of management. It will be noticed, that the earnings of the banking department have been small, and somewhat less than the receipts for the previous year. This resulted from the fact that our cash capital (previously small) was mostly absorbed in some extra outlays and investments, by which interest and discount account were of course reduced. Beyond the purposes of a safe fixed agent for railroad purposes, we have not expected to make much profit by banking, until our banking capital can be increased. In truth, large profits by banking are not to be expected without the privilege of issue; especially whilst so many other institutions are paying interest on deposits. As an auxiliary to our other business, however, the means of advancing to merchants and business men, are very desirable, and as one means of supplying this want, the board proposed an increase of capital to an extent not exceeding of $5,000,000; and obtained permission of the Legislature for that purpose. Subscriptions were obtained to the amount of $44,800, and the subscription suspended until the sense of the stockholders could be had on this mode of increasing the resources of the company. The sense of the convention is respectfully asked on this subject. The very heavy outlays necessary for improvement of property, and to secure our Southwestern connections, as explained in our last Annual Report, added to the inducements to increase cash resources in some form. This could only be done by increased subscriptions to capital, by an increase of bonded debt, or by sale of securities. These resources have all been partially resorted to, and by reference to the state of the company now exhibited, and compared with that of last year, you will find

Capital stock increased	$44,800
Bond account increased	65,500
Stocks and bonds of other companies reduced	13,000
	$123,300

These have been very small aids to very heavy expenditures, but unless it be deemed expedient to increase cash capital for banking purposes, the existing resources with the accruing profits, it is hoped, will serve all the necessary wants of the company.

The increase of profits the past year was entirely in the freight department, the passenger receipts having fallen off, as anticipated in the last year's report. The increase in freights was partly from an increased receipt of 32,000 bales of cotton, but mainly from an improvement of our Western connections, and the large increase of our business in that quarter. This business has become very important to us, and constitutes our surest reliance for a summer business. This business was greatly threatened by the dilapidated condition and inefficient management of the State road—and without some change would soon have been lost or greatly reduced—hence the zeal with which all connecting roads offered every facility to consummate a lease to a private company, by which it is believed the danger to this important business will be averted. The stockholders are referred to the remarks of the Superintendent on this subject, whose position has enabled him to speak from close observation and trying experience.

Though the heaviest expenditures have been made for extra purposes, very heavy outlays are still to be made. In fact much heavier expenditures should be made than the resources of the company will warrant, if the policy be adhered to of keeping up the present rate of dividend, and it is believed that no change is at present contemplated.

Further advances to the Macon and Augusta

road will become a necessity, if that road is to be finished and run by this company—the branches should be improved by a better rail on some parts of them, and the whole main line, not already renewed, should be renewed with heavy rail and fish bar, in the style lately adopted on the renewed parts of the road. It is the worst economy to operate an imperfect road, when a company have the means to prevent it. Our road is now safe, and much of it first class; but still there are some rough places requiring ballast and new rail, which should be provided as soon as the means of the company will allow.

The prospects of business for the present year are not very promising. The low price of cotton has left the planters with little or no surplus, or in debt, and all business the past year has been done upon a declining market, and little surplus profit has been left for pleasure, travel, or consumption of luxuries. From present indications, we may anticipate a largely reduced crop of cotton for the present year, and an increase of the provision crop. This seems to be indicated by the reduced shipments of guano, and the increased area devoted to grain crops. This may be better for the country, but it is not favorable to the profits of railroads.

The board will not enlarge, however, on the future prospects of the road. Contingencies are continually presented that no human sagacity could anticipate. The results of the war, and the destruction of Southern capital, have had a tendency to change the channels of trade from Eastern and Western into North and South lines, and whilst Southern roads were dilapidated and impoverished by the war, the Northern and Western roads were strengthened and enriched by it—hence the base lines north of the Potomac, not satisfied with the immense business properly belonging to them, are, it is said, ambitiously crossing the Ohio and encroaching upon Southern soil, upon which Southern enterprise has mainly relied for legitimate profit. By capital from abroad, and by bribery and corrupt legislation at home, all calculations for the future are unreliable, and the future of railroads, and in fact many other interests, are left in doubt and uncertainty. The multiplied dangers of increased competition, by multiplication of competing roads, we have no power to oppose, and can only to some extent counteract their effects by prudence, close economy, and a judicious application of the means remaining to us.

The company have 52 locomotives, 28 passenger, 8 baggage, 2 mail, 413 box, 109 platform, 22 coal, 35 stock, 13 cab, 2 wood and 15 shanty cars. Miles run by engines, 910,753, an increase over the previous year of 111,630. Miles of road in use, 231. Bales of cotton transported, 170,267. Bushels of grain, 553,069. Barrels of flour, 58,027. Nine new locomotives have been added during the year—one passenger and eight freight—also 1 first class passenger, 112 box, 1 mail, 5 stock, 8 platform, 5 coal and 2 wood cars. The outfit of locomotives is now complete, and the stock of cars ample to do all the business that is likely to be influenced over the road. The Superintendent in his report says:

We have laid down during the year, about 23½ miles of new iron on Main Line, 4¾ on the Athens Branch, and not quite one mile on the Washington Branch, in all about 29 miles; this besides 1,728 bars and 394 flanges in our repair shops at Union Point; equal to 2¾ miles track. The track is in very good order, in fact, is in better condition than at any previous time since the close of the war, if not better than ever before. For the next year you will require new iron in quantity and at points as follows: 2 miles below mile post 15; 7 miles, to take the place of the balance of the old "U Rail" between mile post 40 and Camak; 5 miles between Camak and Buckhead, and between Buckhead and mile post 150, about 10 miles; making 24 miles on main line. Also, will need about 5 miles on the Athens Branch, and 2 miles on the Washington Branch, making in all about 31 miles, which is very little more than was laid down during the past year.

The earnings of the Macon and Augusta railroad were $67,382 46; and the expenses, $87,039 90—showing an excess of expenses over receipts of $19,657 44. In addition to which $32,975 36 have been paid on account of that company and the contractors for finishing the road.

In reference to the Lease of the Western and Atlantic Railroad, the Superintendent says:

The business connections of this road with ours and other roads has been greatly improved by the lease of it to a private company. The business of that road is now promptly and satisfactorily done, and the irregularities and delays so embarrassing to connecting roads, and so annoying to the public, have been greatly lessened or entirely removed. The efficient management of railroads, like all other business, requires experience, skill and that close and honest attention which is stimulated by interest, and acquired by experience. These qualifications are rarely expected in employees under political management, where no qualification but party adherence is often required, and where there is no reliance for a continuance in office but party ascendancy. This road was paying nothing to the State, but on the contrary, rapidly accumulating a debt. The disposition made of it was therefore, evidently a wise one for the State, as well as a great relief to connecting roads. Without some change, it would have been impossible to have continued much longer the through connections with the West, in which the merchants and consumers of western produce are so much interested. The writer speaks on this subject from experience. As President of a connecting road, he was obliged to carry for months, from one hundred to a hundred and fifty thousand dollars for the Western and Atlantic railroad, rather than require merchants and consumers in Georgia, at great loss and inconvenience, to send money to the different cities in the West to prepay their freight over this link in the line.

The policy of leasing having been wisely adopted by the State, the policy of the roads in offering their companies as security, to which there is no possible risk, I think equally wise. This gives them some claim to overlook the management of the road, in which they, as well as the citizens, are so much interested.

The following is a condensed statement of the condition of the Georgia Railroad and Banking Company on the 31st of March, 1871:

The road and its outfit		$4,156,000 00
Real estate		114,078 66
Banking house and lot		35,000 00
Road expenses and expenditures for the road	$1,214,568 62	
Incidental expenses & salaries	13,674 56	
Interest on bonds	40,653 49	
Interest account	6,304 45	
Tax to the State of Georgia	1,745 52	
U. S. tax on dividend No. 53	7,901 90	
		1,284,848 54
Materials on hand for road		100 211 17
Stock of other companies		1,253,580 01
Bonds of other companies		65,400 00
Discounted notes		1,139 88
Assessment on stock		207 50
Bills receivable		3,016 44
Note of Western R. R. Company of Alabama		87,813 78
Macon and Augusta R. R. Company		22,593 68
Survey Rabun Gap		1,781 10
Notes of old banks in Augusta		194,591 48
Gold		2,202 50
Cash		177,981 75
		$7,510,446 34

Capital stock		$4,195,600 00
Profit and loss		819,839 41
Income from railroad	$1,540,843 49	
Transp. of the mails	20,786 59	
Dividends on stocks	45,160 86	
Premium on stock sold	177 50	
Rent account	50 00	
		1,607,017 94
Bonds of this company		681,000 00
Bills payable		50,000 00
Dividends unpaid		46,710 62
Due to other corporations and ag'ts.		14,258 09
U. S. tax on coupons of this company retained		723 69
Deposits		3,689 26
Circulation		91,607 33
		$7,510,446 34

President.—JOHN P. KING.

Directors.—E. E. Jones, Edw. R. Ware, Samuel Barnett, Antoine Poullaine, James W. Davies, L. M. Hill, Richard Peters, George Hillyer, Stevens Thomas, James S. Hamilton, Geo. T. Jackson, M. P. Stovall, Thos. J. Burney, D. E. Butler, Josiah Sibley.

Gen'l Superintendent.—E. W. COLE.

Treasurer.—J. MILLIGAN.

Camp's Patent Dump Car.

An improved dump car has been on trial at the point along their road in this city where the L. V. R R. are excavating, which in the trial proved itself to be an excellent affair. The car is constructed to carry three cubic yards of earth in in such a manner that the preponderance of weight is always on the side it dumps toward. The box is mounted upon rockers, and secured from dumping by two hooks geared to a horizontal shaft, which in its turn is geared to a lever to be operated by the brakeman. The car being loaded, the brakeman raises this lever, thus releasing the box from the restraint of the hooks, when the weight of the load rolls the box over until it assumes a position at right angles with that it before occupied, discharging every particle of the load nearly a foot further from the track than by the ordinary gravel car. The brakeman then pulls the box past its centre of gravity, when it rolls back locking itself. An excellent feature of the car is that it will be dumped by the brakeman, allowing the laborers who may be near to continue their work without any stop to assist in dumping it. We understand that railroad men are in favor of its adoption, and that it is likely to soon come in use on the L. V. R R. Messrs. A. W. Rhoads & Co. of this city are the patentees.—*Scranton Rep., July* 24.

Foreign Commerce of Boston.

The exports of domestic produce for the six months ending June 30, 1871, amounted to $7,810,468, against, $5,600,902 for the corresponding period in 1870, showing a gain this year of $2,209,566. The re-exports of foreign merchandise in the same period of 1871 were $781,445, against $1,055,290 in 1870. The total value of foreign goods imported from Jan. 1 to June 30, 1871, was $31,442,721, while the imports during the corresponding period in 1870 were $25,698,257, showing an increase this year of $5,744,464. The amount of duties collected at the Custom House on imports during the first six months of 1871 was $10,523,467 69, against $9,639,062 61 for the corresponding period of 1870, showing a gain thus far this year of $884,405 08. The total number of vessels of all classes which have entered the port of Boston from foreign ports from Jan. 1 to June 30, 1871, was 1606, against 1484 in the same period last year, an increase of 122; and the foreign clearances during the corresponding months were 1436 this year, against 1396 last year, showing a gain of 40.

Railroads of New York.

The following is an abstract of the Report of the State Engineer and Surveyor upon the Railroads of the State of New York, as prepared by S. H. Sweet, Deputy State Engineer and Surveyor for the year ending September 30, 1870:

Number of companies from which annual reports are required, operated by steam	164
Same, operated by horse power	106
Number of companies organized during the year	42
Number of enactments relating to railroads passed during the year	51

STOCK AND DEBTS.

Roads operated with steam:	
Amount of capital stock by charter and acts of the Legislature	$335,370,210 00
Amount of capital stock subscribed for	213,232,606 40
Amount of capital stock paid in as by last report	135,523,388 11
Amount of capital stock now paid in	234,225,159 07
Amount of funded debt as by last report	57,112,855 48
Amount now of funded debt	107,238,276 93
Amount of floating debt as by last report	2,675,753 07
Amount now of floating debt	5,069,554 88
Total amount now of funded and floating debt	112,307,831 81
Roads operated with horse power, &c.:	
Amount of capital stock by charter and acts of the Legislature	$27,809,300 00
Amount of capital stock subscribed for	17,418,450 00
Amount of capital stock paid in as by last report	16,472,870 00
Amount of capital stock now paid in	16,763,480 00
Amount of funded debt as by last report	9,176,888 10
Amount now of funded debt	9,726,324 40
Amount of floating debt as by last report	734,948 40
Amount now of floating debt	938,215 71
Total amount now of funded and floating debt	10,664,540 11

COST OF CONSTRUCTION AND EQUIPMENT.

Roads operated with steam	$249,228,896 19
Roads operated with horse power, &c	23,481,268 74

CHARACTERISTICS OF ROADS.

Roads operated with steam:	
Length of road in miles	7,165.84
Length of road laid	4,773.60
Length of double track, including sidings	1,650.63
Length of branches laid	1,417.33
Length of double track on same	88.63
Length of equivalent single track	7,930.19
Number of engine houses & shops	293
Number of engines	1,675
Number of first class passenger cars	1,229
Number of second class cars	251
Number of baggage, mail and express cars	484
Number of freight cars	34,051
Roads operated with horse power, &c.:	
Length of roads in miles	884.74
Length of roads laid	309.81
Length of double track, including sidings	175.04
Number of dummy cars	25
Number of passenger cars	1,787
Number of freight cars	76
Number of horses and mules	10,315

BUSINESS OF THE YEAR—ROADS OPERATED WITH STEAM.

Passenger transportation:	
Miles run by passenger trains	13,916,438
Number of passengers, all classes, carried in cars	24,550,753
Number of miles travelled by passengers, or number of passengers carried one mile	912,626,984
Freight transportation:	
Miles run by freight trains	20,091,689
Number of tons carried in freight trains	20,972,212
Total movement of freight, or number of tons carried one mile	2,654,146,549
Classification of freight:	Tons.
Products of the forest	1,431,056
Products of animals	1,539,425
Vegetable food	3,557,363
Other agricultural products	709,303
Manufactures	1,650,597
Merchandise	2,070,448
Other articles	9,088,827
Not classified	525,193
Total	20,572,212
Roads operated with horse power, &c.:	
Number of passengers carried in city cars	154,591,871

EARNINGS AND PAYMENTS—EARNINGS.

Roads operated with steam:	
From passenger business	$20,694,357 82
Form freight business	45,162,057 27
From other sources	3,693,028 94
Total earnings	$69,549,444 03
Roads operated with horse power, &c.:	
From passenger business	$9,220,959 79
From freight business	52,659 36
From other sources	250,273 78
Total	$9,523,892 83

PAYMENTS OTHER THAN FOR CONSTRUCTION.

Roads operated with steam:	
For transportation expenses	$46,132,947 01
For interest	6,494,859 15
For dividends on stock	11,974,343 40
Amount carried to surplus fund	570 600 11
Not included above	4,205,705 53
Total payments	$69,378,455 20
Roads operated with horse power, &c.:	
For transportation expenses	$7,859,928 78
For interest	690,490 21
For dividends on stock	935,502 00
For all other payments	195,808 25
Total payments	$9,681,729 24

ACCIDENTS.

	Roads operated with steam.	Roads operated, horse-power.
Number of passengers killed	15	4
Number of passengers injured	48	54
Number of employees killed	107	2
Number of employees injured	107	—
Number of others killed	147	23
Number of others injured	149	49
Total number killed	269	29
Total number injured	264	103

REDUCTIONS FROM THE FOREGOING RESULT.

Roads operated with steam:	
Average number of miles travelled by each passenger	37.13
Average number of passengers in each train	65.58
Average number of miles each ton of freight was transported	129.02
Average number of tons in each freight train	126.98
Aggregate movement of passenger trains is equivalent to passing over the road	2,362 times
Aggregate movement of passenger trains is equivalent to passing over the entire single track	1,824 times
Aggregate movement of freight trains is equivalent to passing over the road	3,548 times
Aggregate movement of freight trains is equivalent to passing over the entire single track	2,739 times
Average number of trains passing daily over the road, about	16 2-10
Average number of trains passing daily over the entire single track	12½
Average cost per mile of road, for maintaining roadway	$2,672.32
Average cost per mile of road, for repairs of machinery	1,566.40
Average cost per mile of road, for operating road	8,718.61
Average cost per mile of single track, for maintaining roadway	2,063.30
Average cost per mile of single track, for repairs of machinery	1,209.42
Average cost per mile of single track, for operating road	2,871.14
Average sum received for carrying one passenger one mile	2.2675 cents.
Average sum received for transporting one ton of freight one mile	1.7016 cents.
Average number of miles travel for each passenger killed	660,841,798
Average number of miles travel for each passenger either killed or injured	14,486,142
Average number of passengers carried for each one killed	1,636,717
Average expense is 67.42 per cent. of all the earnings.	
Street railroads:	
Average sum received for carrying each passenger	5.9641 cents.
Average cost of carrying each passenger	4.0843 cents.
Average expense is 82.53 per cent. of the gross earnings.	
Average number of passengers carried for each one killed	38,467,968
Average number of passengers carried for each one either killed or injured	2,665,379

Deductions from the reports of several of the principal companies for nine years, showing, First. Average sum received per ton per mile for freight. Second. Average cost per ton per mile transporting freight. Third. Percentage of transportation expenses to gross earnings.

	1870. Av. per ton per mile. Rec'd for transporting.	Cost of transporting.	Per cent. of transport'n expenses on gross earn'gs.
Name of road.			
Erie Railway	1.38	0.98	74.62
Lake Shore and Mich. Southern	1.59	1.04	62.93
New York Central & Hudson Riv.	1.86	1.15	63.36
New York and Harlem	6.57	4.45	62.21
Ogdensburg and Lake Champl'n	2.57	1.62	62.08
Rensselaer and Saratoga	3.95	2.65	59.63
Rome, Watert'wn & Ogdensburg	3.75	2.92	64.12
Syracuse, Binghamton & New York	1.42	0.76	58.34

The following shows the number of miles of railroad opened for public travel in this State each year:

Yr.	Miles.	Yr.	Miles.	Yr.	Miles.	Yr.	Miles.
1831	17	1841	51	1851	227	1861	9
1832	23	1842	153	1852	237	1862	38
1833	1	1843	64	1853	371	1863	56
1834	31	1844	64	1854	109	1864	47½
1835	25	1845	62	1855	56	1865	118
1836	78	1846	[illegible]	1856	33½	1866	56½
1837	64	1847	25	1857	33	1867	94
1838	31	1848	244	1858	11	1868	169½
1839	55	1849	151	1859	23½	1869	370½
1840	None	1850	297	1860	72	1870	370½

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Aug. 1, 1871.					
Loan of June 14, 1858 ....registered	$6,045,000	5	Jan. & July.	1874	105½
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ....registered	13,707,000	6	Jan. & July.	1880	116¼
.. ..coupon	4,708,000	6	" "	1880	116
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861.....registered	124,547,900	6	Jan. & July	1881	116¼
.. ..coupon	64,773,200	6	" "	1881	116
Loan of Feb. 25, 1862 (5-20s).....registered	81,418,800	6	May & Nov.	1882	113⅞
.. .. .. (5-20s).....coupon	389,691,700	6	" "	1882	114⅛
Loan of March 3, 1863.....registered	53,294,950	6	Jan. & July.	1881	116⅛
.. ..coupon	21,705,050	6	" "	1881	116
Loan of March 3, 1864 (5-20s).....registered	2,519,600	6	May & Nov.	1884	113⅜
Loan of June 30, 1864 (5-20s).....registered	42,283,000	6	May & Nov.	1884	113⅜
.. .. .. (5-20s).....coupon	43,133,350	6	" "	1884	113⅛
Loan of March 3, 1865 (5-20s).....registered	45,544,450	6	May & Nov.	1885	113
.. .. .. (5-20s).....coupon	121,095,850	6	" "	1885	114⅛
.. .. 2d series (5-20s).....registered	65,419,250	6	Jan. & July.	1885	112⅝
.. .. .. (5-20s).....coupon	174,488,900	6	" "	1885	112⅝
.. .. 3d series (5-20s).....registered	89,921,200	6	Jan. & July.	1887	112⅝
.. .. .. (5-20s).....coupon	237,834,650	6	" "	1887	113
.. .. 4th series (5-20s).....registered	11,914,600	6	Jan. & July.	1888	113¼
.. .. .. (5-20s).....coupon	27,498,500	6	" "	1888	113
Loan of March 3, 1864, (10-40s)....registered	137,589,150	5	Mar. & Sept.	1904	112½
.. .. .. (10-40s).....coupon	56,980,150	5	" "	1904	113⅜
Consols of July 14, '70 & Jan. 20, '71.registered	53,400,000	5	F. M. A. & N.	1881	....
.. .. coupon	7,340,000	5	" "	1881	....
.. .. registered	.....	4½	F. M. A. & N.	1886	....
Consols .. .. coupon	.....	4½	" "	1886	....
.. .. registered	.....	4	F. M. A. & N.	1901	....
Consols .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	30,300 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency.....	395,177,113	mtd.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	70
.. .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. .. .. (sterling).....	688,000	6	June 1.	1870	....
.. .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. .. .. (" ")..	712,800	5	" "	1886	....
.. .. .. (new).....	1,316,700	8	" "	'86-'88	100
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	64
.. .. .. (Aid R. R's).....	3,000,'00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111
.. .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805 000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	....
.. .. .. of 1863, (20s)..		6	" "	1883	....
.. .. .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	106⅛
.. .. .. of 1865, (20s) free..		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. .. .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	83½
.. .. " " 1842 to 1848.....	273,000	7	Various.	'72-'74	95
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	98½
Illinois—Interest Bonds of 1847.....	980,693	6	" "	1877	100
.. .. " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. ..	1,059,500	7	" "	'76-'89	....
.. .. .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. .. of 1843	160,000	5	" "	1873	....
.. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds.....	561,000	6	Various.	70-'79	....
.. ..	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. .. .. 1867.....	4,000,000	6	May & Nov.	1907	71
.. .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	55
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1900	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	....
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. .. of Mar. 20, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. .. converted	1,687,345	6	" "	1890	....
.. .. of 1834..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. ..	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1880	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Mar. Bet Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. ..	275,000	5	April & Oct	'73-'74	....
.. ..	320,000	5	May & Nov.	'72-'80	97½
.. ..	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000.000	6	Jan. & July.	'71-'76	....
.. .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. .. .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)....	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. ..	966,500	5	" "	'91-'98	99
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	8	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'78	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	" "	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	95
.. —South Pacific, guar.....	1,589,000	7	" "	1876	99
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	94½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	101½
.. .. .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'88	100
.. .. .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'78	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. .. of 1863 (free).....	1,002,900	6	" "	'86-'90	104
.. .. of 1864.....	583,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	108½
.. .. Bonds.....	21,089,000	7	" "	1877	108½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. ..	800,000	6	" "	1878	....
.. ..	348,000	5	" "	pleas.	....
.. ..	900,000	5	" "	1875	106
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	....
.. ..	5,150,100	6	" "	1878	107½
.. ..	2,099,000	6	" "	1874	107
.. ..	473,000	6	" "	1875	....
.. ..	880,000	6	" "	1877	....
.. ..	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R.(old)..	4,738,800	6	Jan. & July.	71-'91	42½
.. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	92-'98	27
.. .. (new).	1,789,000	6	April & Oct.	92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	26½
.. ..	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	20
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. .. .. (")..	1,600,000	6	" "	1875	....
.. .. .. (")..	4,095,399	6	" "	1881	104
.. .. .. (")..	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus).....	396,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	6	Feb. & Aug.	1872	....
.. ..	4,731,300	6	" "	1872	102
.. ..	90,400	6	" "	1877	....
.. ..	7,890,550	6	" "	1877	105
.. ..	726,950	5	" "	1882	....
.. ..	9,237,050	6	" "	1882	107
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	100
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. .. .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. .. .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	101½
.. .. .. of 1863.....	736,000	6	Jan. & July.	1893	101½
.. .. .. of 1863.....	239,000	6	April & Oct.	1883	....
.. .. .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. .. .. bonds (stg.).....	484,445	5	" "	1888	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	76
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	58½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	61½
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	74
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	74½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101½
.. —Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock ....registered	21,617,578	6	Jan. & July.	long.	54½
.. .. Bonds ....coupon	11,108,000	6	" "	"	55
.. .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	72½
.. .. Bonds of 1866.....coupon	1,473,000	6	" "	"	73
.. .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'91	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna.*100	$3,355,000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,252,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	18,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,340,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J. A J&O	July'71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jan.'71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,600	.....	.....
Do. do. pref.100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J. A. J.O.	July'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City.....10	1,000,000	F.M.A.N	May '71 3
Brooklyn City & Newt'n..100	394,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May '71 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " prof. 50	753,600	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	Jul'71 $2½
Cape May and Millville* .. 50	447,000	J. & D.	June '71 3
Catawissa..... 50	1,159,600	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	July '71 4
Central Ohio.....100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '71 5
" " pref..100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebrsa*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger Street	.....	J'n &J'ly	Jan.'68½
		J. & J.	Jan.'68½
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	May'71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	June'71 2
Concord..... 50	1,500,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passum'c, R. pref.'60	2,084,200	F. & A.	Aug.'71 3
Connecticut River..... 100	1,700,000	J. & J.	July '71 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk .. 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*100	5,000,000	J. & J.	July'71 2
Do do. pref.100	.....	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,800	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga....100	1,969,524	.....	.....
Eighth Avenue (N. Y.) 100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jun.'71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'68 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,446	.....	.....
Fitchburg.....100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	Jan. '71 4
Germantown (Phila.)..... 50	112,248	J. & J.	July '71 3
Girard College (Phila.) ... 50	150,000	J. & J.	Jul. '71 3
Granite.....100	.....	M. & S.	Mar.'71 4
Green and Coates St.(P ...	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,706,925	J.A.J&O	July '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do. pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn. '68 3½
Illinois Central.....100	25,280,240	J. & J.	Aug. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	July'71 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " pref.100	153,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y. '67 6
Lehigh Valley 50	17,716,400	J.A J&O	July'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami*..... 50	3,572,400	M.J. S.D.	June'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug. '66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref.100	848,700	J. & J.	Jul. '70 4½
Louisville and Nashville...100	8,680,912	F. & A.	Feb. '71 4
Louisv., N. Alb. & Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	F. & A.	Dec. '70 2
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	670,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225,848	J. & J.	July '71 5
Middleboro' and Taunton. 100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July'71 4
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July 71 3½
Mobile and Ohio 100	4,289,820	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell.....100	720,000	M. & N.	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	A. & O.	Apl. '71 4
New Haven & N. London..100	738,538	.....	.....
N. Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey.....100	7,297,200	F. & A.	Aug. '71 3
New London Northern.....100	1,005,500	.....	Dec. '70 4
N.Y. Centrnl & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " prof. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	July '71 4
Ning. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Peterab'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	July'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	239,850	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,32s,200	J. & J.	Jan. '71 3
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan.'68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28,849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,651,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jun. '71 3
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug. '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July'70 2½
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A. J&O	July'71 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '71 3
Portland and Kennebec...100	616,700	J. & J.	Jiuy '71 3
Do. Yarmouth Stock...100	202,400	A. & O.	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	83,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred. 100	1,831,400	F. & A.	A'g '71 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,566	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.)... 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb. '71 3
Shore Line.....100	516,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 –
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	250,685	.....	Jul. '68 3
South Western, Georgia.*100	3,939,900	F. & A.	Feb.'71 4
Staten Island.....100	650,000	J. & J.	Jul. '67 4
Stony Brook 100	287,300	M. & N.	May'70 3
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.)....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11 4s
" " (W.D. pref.100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	June'71 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	2,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 100	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	349,100	J. & J.	July '71 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. 71 3
Warren.....100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 4s
CANALS.			
Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,833,350	F. & A.	Feb. 71 4
Delaware and Hudson.....100	15,000,000	F. & A	Aug'71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	725 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Aug.'71 2
" (preferred).....100	1 175,000	F. & A.	Aug.'71 5
Pennsylvania 100	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 838,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,007,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh.p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,800,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 50	2,000,000	J. & J.	July'69 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal..... —	200,000	J. & J.	Jan.'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'71 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	.....	Aug.'71 5

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,535	164,729	259,590	251,832	262,770	294,422	286,502	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	600,788	579,642	535,369	467.659	5,670,882
1870	413,104	394,176	488,333	633,758	768,710	729,274	783,099	807,815	777,183	828,447	746,800	612,806	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101.355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170.910	156,869	153.294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354.554	320,879	307.803	252.015	2.770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,250	357,956	307.919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	392,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,300	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,663
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475.608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	465,780	466,582	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435.945	407.688	2.811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669.605	729.759	716,378	[illegible]	6 114,566
1865	541,005	482,164	499,296	468,358	585,628	747.942	702,691	767,508	946,707	932.683	754.671	547,842	7,976,490
1866	528,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541.057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,004,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242.509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262.798	230.061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253.367	341,783	320,025	293,615	271,555	242.621	3,095,965
1870	203,069	226,897	244,182	248,046	280,169	274,021	249,355	319,012	317,887	339,239	319,573	284.156	3,273,719
1871	270,204	266,863	315,149	295,460	281,491	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191.643	206,246	260.282	261.079	352,786	414,543	410.336	372,593	359 463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,920	511,305	478,576	496.433	437.679	424.531	4.571,028
1864	327,900	416,588	459,702	423,797	406,373	510.100	423,578	640,179	799,236	661.391	657,141	603.402	6.329.447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641.589	643.887	518.088	7.181.208
1866	603,053	505,286	505,468	411,605	589,250	567.679	480,626	578,253	571.348	661,971	588.219	504.066	6.546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,580	823,901	727,810	613.899	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	93[illegible]630	685,401	681,041	7,817,629
1869	669,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696.677	8,825,48[illegible]
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	606,845	588,661	695,446	732,989	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103.373	98,043	106,921	104,866	113.504	112,952	123.802	1.201.239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	96,924	108,413	126,556	121,519	125.065	119,169	121.408	1.294,995
1869	98,517	91,666	103,558	109,526	111,033	118,048	114,496	129 388	140.473	132,669	131,019	109.629	1,380,822
1870	90,177	98,276	101,379	106,246	110.213	111,117	111,127	118,407	132,998	155,531	144 023	141.3[illegible]	1.418,869
1871	130,883	126,224	140,740	118,173	119,050	115,115	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295.956	322,569	307.474	255.634	2 650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308.168	375.488	330.704	30[illegible]186	3.168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263.244	346,781	408,445	410.802	405 510	376.470	3.970.946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490.694	447.570	328.570	4.520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4.260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330.373	4.371 078
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399 671	4.509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	[illegible]42	4.744,164
1870	337,992	329,128	384,431	412,030	408,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,[illegible]47	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,256	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5.983,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 580	6,517,646
1869	454.590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	[illegible]6	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	483,884	662,367	658,018	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,134	139,000	150,416	160,149	155,586	231,662	235,513	248.838	203,595	2,024,800
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	255,726	2,833,990
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278.006	346.243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,202	305 454	278,701	310,762	302.426	281,614	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,033	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,978	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274.637	233,861	2,964.041
1869	180,366	216,080	221,450	214,409	218,630	223,236	192,364	275,230	292,803	328,044	298.027	254.896	2.915.543
1870	196,787	218,234	253,065	270,934	246,286	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262.515	350,613	329,243	298,706	271,207	3,184,282
1870	202,447	260,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	319,765	285,416	284,732	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,906	254,285	388,725	414,707	448,904	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	745,955	520,006	6,324,082
1864	436,742	532,786	617,021	609,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,544,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957.194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996.841	1,252,386	850,742	887,793	874.974	466,900	10.637.124
1867	600,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,635	807,251	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,169,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,532	514,493	593,966	617,056	569,697	1,[illegible]9,489	1,241,903	1,199,094	1,143,300	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,896	192,138	170,485	168,699	162,582	166,015	222 653	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,155	188,162	171,736	156,066	172,933	220,788	219,180	250,340	235,095	180.971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,690	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,760	189,351	160,085	2,008,285
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,968	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	257,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,706	351,736	225,450	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,898	323,270	399,459	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,743
1870	312,133	293,645	295,278	318,690	340,992	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,763
1871	365,174	328,791	393,455	444,210	453,009	438,814	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,1[illegible]
1870	525,529	500,136	539 238	706,608	802,588	746,450	643,058	664,061	728,521	719,698	570,168	509,053	7,654,094
1871	479,573	373,925	499,599	584,540	724,466	728,174	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	95
1st Mortgage, Eastern Ex.	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	85
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	...	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	95½
Loan of 1850	579,500	6	" "	"	1880	....
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Loan of 1870, sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co. gold.	150,000	6	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C.C.C. & Ind.):						
1st Mortgage	637,000	7	Jan & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	499,500	6	March & Sept.	Princeton.	1885	....
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug	"	1887	85
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	624,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	14,000,000	7	Jan. & July.	"	1899	28
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1890	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g Fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	....
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	96
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, £288,600 @ 484	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	93
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	...
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota Ill. C.:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	88
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,857,000	7	Feb. & Aug.	" "	1890	100½
Central Ohio (B. & O.:						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	98½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	....
Charlotte and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S.Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Chenaw and Darlington.						
1st Mortgage	500,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1900	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	...
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,876,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	800,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	....
Dix., Peo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1889	97½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	....
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	....
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. R.R (31½m) guar	660,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	....
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	....
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	95
1st Mortgage General (193 m.)	3,592,500	7	Feb. & Aug.	" "	1885	90½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	700,000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	138,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	855,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,077,000	7	May & Nov.	" "	1915	92
Equipment Mortgage	825,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	" "	1870	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10,500	7	June & Dec.	" "	1878	....
1st Mort. (Chi.& Mil.R W.) 85m	1,129,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	354,000	7	" "	" "	1888	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage gold	25,000pm	7	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1905	101½
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.):						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	83½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Buff. and Ind.R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7	Jan. & July.	New York.	1900	....
Olev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	90
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	90½
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	....
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	....
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	....
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1909	8½
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	71
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1951	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1899	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	874,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	475,000	6	June & Dec.	Boston.	1876	....
Notes payable, coupon tax free.	481,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept.	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1899	....
Coun. Bluffs & St. Jo.(K.C'y,St.J.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1890	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1900	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Stamf. to Delmer) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	....
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	100
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1940	....
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,916,6?9	6	" "	NY.&Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.)	150,867	6*	May & Nov.	NY&London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1878	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1900	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1853	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	85,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	99½
Loan of 1865	160,000	6	April & Oct.	"	1885	98
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	....
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	....
Eastern Shore (Md.):						
1st Mortgage	400,000	...	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	...	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	....
Income Mortgage	570,000	6	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	....
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	....
3d Mortgage	6,000,000	7	" "	" "	1883	95
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	89
5th Mortgage convertible	928, 00	7	June & Dec.	" "	1888	....
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	183,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n, 1st on 65 m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B to Winn 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	325,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin.(F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	615,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	228,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P. F. W. & C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1893	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264.	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu'e £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6	—— & ——	"	1873	....
Mortgage Bonds	618,066	6	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½	—— & ——	"	1878	....
Mortgage Bonds	4 866	5	—— & ——	"	1881	....
Gt. Western of Illinois(T. W. & W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	1,813,000	7	Feb. & Aug.	" "	1888	....
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	" "	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley(Mich. C.):	•					
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	....
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	5, 000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	97½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,.09,500	8	" "	" "	1885	102½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	....
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	500,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	93
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 18.0 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	....
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	....
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	106
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1900	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 96 m	1,582,500	7	April & Oct.	New York.	1888	....
1st Mortgage (J. C. & I.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J. M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R. R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	7	Jan. & July.	New York.	1885	98½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolida'ed Mort. for $3,000,000	.....	8	May & Nov.	" "	1900	....
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.)						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	....
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1898	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul(C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W)						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95¼m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m	1,500,000	7	" "	" "	1899	....
S. Fund Bonds(LS& MSo1.013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	....
1st Mort. (June. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1386	....
	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(S.& Three Riv.R.R.)..	100,000	8	" "	" "	1857	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Al.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	98½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	96
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	....
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	160,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & W'trn.).....	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1885	....
General Mortgage of 1869.....	775,000	8	" "	" "	1889	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1890	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	71-'90	....
Louisv.Loan (" ")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct	" "	86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov	" "	1887	....
1st Mortgage (Memphis Br.).....	197,000	7	" "	" "	71-'72	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov	" "	80-'88	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct	" "	1895	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July	New York.	87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July	Boston.	1889	....
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	95½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	84½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	78
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,817,937	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mort. 111 miles, guaranteed.	1,900,000	8	May & Nov.	Boston.	1889	....
1st Mort. 11 miles, assumed.....	200,000	8	" "	"	1889	....
Michigan Central:						
1st Mortgage, sterling	467,489	6	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	567,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund.....	2,591,500	8	" "	" "	1882	....
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	" "	1886	....
2d Mort. (" " ")	500,000	8	April & Oct.	" "	1882	....
1st Mort. (Mich. Air Line R.R.)	200,000	8	May & Nov.	Boston.	1889	....
1st Mort. (Kal.& So.HavenRR.)	640,000	8	" "	New York.	1889	....
2d Mort. (" " ")	70,000	8	Feb. & Aug.	" "	1890	....
Michigan Southern & North. Ind.						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	102½
2d Mortgage.....	2,693,000	7	" "	" "	1877	98½
Middletown,Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	" "	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steambont mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100½
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	102
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	86
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	93
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	82
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	97½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	104
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	84
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	82
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	80
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	80½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	100
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	100½
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69–'71	101
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	96½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	81
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	93
2d Mortgage	4,000,000	6	" "	"	1901	82½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	87½
Philadelphia, Germant. & Norist'n:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	100
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	....
Bonds of 1857, convertible	143,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	98½
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	104
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1903	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	94
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,005,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	94½
Potsdam and Watert. (R. W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	87
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	70½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'74–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'76–'90	79
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	98
Rock Island and Peoria:						
1st Mortgage	1,334,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	103½
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1861	100
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1890	107½
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1890	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	94
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	19—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1906	....
Salem and Lowell:						
1st Mortgage	220,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1899	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,736	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	95
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	98
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	78
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	90
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	87½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	...
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	82½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	84
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	41
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	200,200	7	" "	New York.	1860	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	89
2d Mortgage	23,500	6	" "	" "	1868	77½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	86½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92
Loan of 1896 for $1,000,000	993,500	6	Jan. & July.	"	1896	91½
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	103½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,061,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	91
1st Mortgage unendorsed	400,000	6	" "	"	1890	86
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	87
New Preferred mortgage	600,000	6	.....	.....	....	91½
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1893	82
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1890	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1866	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1866	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1866	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1861	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1866	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1890	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1899	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	98
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "		1884	87½
3d Loan	2,000,000	6	" "	"	1897	92½
Gold Loan	2,0 0,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	91½
Convertible Loan	1,496,879	6	" "	"	1877	85½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1857	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage	302,750	6	" "	"	1876	86
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1878	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	80½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	84
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	65½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1885	11½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	8	Jan. & July.	Philadelphia.	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Railroad.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M							$		$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga..... Alabama.									70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*			2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	93
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley ..... Pennsylvania.	7,915,532	*			2,169,553	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	116	Androscoggin ..... Maine.	800 000					425.000			68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	*			246,018	150,000			—	(Leased to Cheshire.)				7,500	—	100	....
Jun. 30, 1869	86.7	—	8.2	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	80.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	29,999,000	.....	.....	505.7	3,844,135	42,652,418	319 717,106	5,098,367	737.188	—	50	....
Dec. 31, 1869	257.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	5,785,186	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	5	6	5	68	Atlantic and North Carolina ¶ .N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	196,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	4	17	7	541	Atlantic and St. Lawrence.Me., N.H.& Vt.	7,654,087	*			2,404,900	3,483,992			—	(Leased & oper. by Grand Trunk of Canada.)					4	100	....
Sept. 30, 1869	15.5	—	0.5	—	—	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345				194,250	20,000			15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ ....Md. & W. Va.	24,186,268	5,026,461	16,190,942	711,871	16,267,802	8,751,750	734,500	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,908,809	8	100	145
Sept. 30, 1869	30.0	—	—	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418.895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	—	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	691,644	.....	.....	536,033	L158,572	—	100	7½
Dec. 31 1869	26.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31 1869	67.0	—	8.0	—	35	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	.....	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	5	5	40	Bennington and Rutland .....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders. —No returns.)					—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire..... Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	80½
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)					7	100	....
Sept. 30, 1870	200.4	49.0	288.5	—	165	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3 546,638	751 902	19,154,800	1,764,520	2,468,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	152½
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg .....Mass.	1,601,018	*	100,000	68,780	872,600	800,500	.....	30,342	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	172.5	—	15.8	....	25	25	10	419	Bos., Hart. and Erie ¶ M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	172.5	396.556	11,603,003	5,936,796	470,732	110,948	—	100	2
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell..... Mass.	2,655,360	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693.212	11,555.111	934.754	172,693	8	100	136
Sept. 30, 1870	74.5	8.5	94.2	—	46	80	24	1,183	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	285,651	16,626	4 471,274	.....	.....	1,000,970	144.0	849,692	44,032,919	13,399.312	1,565,658	511,551	10	100	146½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	.....	.....	504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,807	10	100	146
Sept. 30, 1869	20.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)					—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,262	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	5,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased & oper. by Grand Trunk of Ca.)			96,338		—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*			950,000	2,389,000			—	(Leased and operated by Erie.)					7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*			428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No returns 175 miles recently completed.)					—	100	....
Apr 20, 1869	279.0	—	27 9	42.0	85	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	116
Dec. 31, 1869	61.2	31.1	103.7	—	125	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	126½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	*			1,120,805	990.000			60.2	.....	.....	.....	320,677	124.583	—	100	15
Dec 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	.....	.....	.....	332,925	300,000	.....	.....	—	(Leased & oper. by Camd & Amboy.)			42,447		3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	16	7	139	Cape Cod ..... Mass.	1,454.779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	52,010	5	100	67½
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380	.....	.....	.....	447,000	200,000	202,205	.....	—	(Leased and oper. by West Jersey.)					6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,900	.....	.....	.....	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	46
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela. L. and W.)			54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased and oper. by Illinois Central.)					—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	.....	.....	.....	8,000,000	7,620,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			475,300		—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*			4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	....
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,387,958	—	100	106
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515 195	970,890	49,521	3½	100	28½
Dec. 31, 1869	742.0	1.0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742.0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	4,200,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(No returns.)				—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	463,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie & N.Centrl.)			30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	3,288,692	.....	.....	.....	—	(No returns published.)					—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire..... New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	16 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	437,500	.....	—	(Leased to Phila. and Read.)			101,714	2,331	—	50	64
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587.040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	125
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	10,590 210	4,649.750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	145
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No returns.)		.....	.....	—	100	....
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			557,950	10	100	115½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3 478,419	9	100	72
Mar. 31, 1870	493.0	50.5	98 0	—	133	62	26	3,127	Chicago, Rock Island & Pacific.Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	108½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974.405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	.....	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased and oper. by Kentucky Central.)					—	100	....
Jun. 30, 1869	98.0	25.0	66.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	.....	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	.....	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30 1869	155.0	10.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,188,396	2,401,056	155,466	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	22
Jun. 30 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641.280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*				11,620,000	1,997,000				390.4	2,155,245	29,770,918	95,180,680	2,962,614	929 384	7	100	86¼
Jun. 30, 1869	67.8	12.4	56.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981				2,056,750	1,652,100					(Leased	to Atl. &	Gt. Western.)			8	100	...
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,515	2,283 265				6,300,475	3,883,500			610,497	225.0	1,665,141					8	50	120¾
Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,559,369	*				13,000,000	18,814,000	1,725,369			588.0	3,655,909	35,605,620	41,064,198	3,529.411	262,452	—	100	19½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200	—				1,786,200	248,000					(Leased & operated by Little Miami.)					64	100	...
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord	New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	—	75,000	155,639	119.5	544,126	9,898,097	14,984.458	806,150	153,165	10	50	156
Mar. 31, 1869	27.0	—	23	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*			595,587	374,500	300,000		27.0	39,460	556,055	361,137	75,480	27,338	—	100	...
Mar. 31, 1869	41.0	—	3 2	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—			350,000	—	—		—	(Leased and operated by Concord.)			25,000	7	100	117½
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	11,573	153,938	2,087,882	795,000	208,879	68,929	110.3	190,409	3 747,271	4,799,290	529,347	192,184	6	100	91
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	223	Connecticut River	Massachusetts.	2,100,430	*	164,854	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,964,321	6,466,931	591,972	197,174	10	100	142
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	215,000	—	1,278,300	1,000,000	—	—	—	(Leased to Phila. & Trent.)					—	50	...
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	(Oper. by Northern N. H.)			38,458	15,931	—	50	...
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—	1,500,000	3,443,000	—	—	34.0	337,200	—	—	791,053	75,118	—	50	...
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110.000	—	1,316,900	352,300	—	—	74.0	226,576	—	—	523,993	143,479	8	50	110
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,788	11.200	26,391	400,000	300,000	—	6,454	28.0	93,222	1,549,660	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	315,910	15,600	300,000	—	413,150	510,000	—	—	—	(Not yet in operation.)					—	100	...
Apr. 30, 1869	—	—	117.5	—	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	—	—	—	3,000,000	2,000,000	—	—	—	(Under construction.)					—	100	...
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857.058	667,268	—	261,099	2,395,140	4,278,300	112,579	—	141.4	—	—	—	1,061,856	421,277	—	100	...
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	...
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	—	—	—	369,276	715,000	—	—	—	(Leas. & oper. by L. & Miami.)			loss.	42,652	—	100	...
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018	—	—	—	891,206	892,750	—	—	—	(Leased and oper. by Phila., Wilm. and Balt.)					6	100	...
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	—	—	14,100,600	3,3 8,000	2,190,000	—	253.4	1,820,253	—	—	2,417,324	637,845	10	50	109
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	—	—	—	3,872,500	4,210,000	—	—	184.0	—	—	—	830,241	365.392	—	100	...
Dec. 31, 1869	189.0	—	19.0	—	34	36	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*	111.386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	—	—	1,615,618	666,267	—	100	...
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	—	—	—	480,000	—	—	—	—	(Leased and operated by Boston & Maine.)					6	100	...
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	—	(Leased & oper. by Ill. Centr.)			1,290,589		7	100	90¾
Dec. 31, 1869	55.5	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*	—	—	1,000,000	550,000	—	—	70.0	—	—	—	188,832	—	—	100	...
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	—	—	—	280,000	—	—	—	—	(In progress.)					—	100	...
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—	—	—	700,000	1,000,000	—	—	—	(Leased to Boston, Hart. & Fishkill.)					—	100	...
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	2,500	—	89,800	175,000	2,000	—	—	(Leased to Pennsylvania.)					—	50	...
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶	Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	121
Dec. 31, 1869	38.5	—	1 9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased and oper. by Phila., Wilm. and Balt.)					—	100	...
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased to Phila. & Reading.)			1,969,526	56,196	6	50	...
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—	—	—	1,309,200	495,900	—	—	—	(Leased to Phila. & Reading.)			1,278,864	562,682	7	50	80
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶	Tenn & Ga	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	270.0	—	—	—	—	—	—	100	...
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	(Consolidated in the East Tennessee, Virginia and Georgia.)													
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.	—	—	—	—	—	—	—	(Oper. by Evansville, Henderson & Nashv.)										
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased to Northern Central.)			25,000	25,000	5	100	...
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased to Northern Cent.)			562,933	loss.	5	50	56¼
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	—	—	78,536,910	23,398,800	—	—	845.7	1,761,579	128,455,188	817,829,190	16,721,500	2 179,395	—	100	29
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	—	999,600	2,577,590	—	57,809	101.2	484,530	—	—	824,611	383,028	—	50	...
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	96	European and North American ¶	Maine.	2,094,883	148,659	—	—	—	3,000,000	—	—	—	58,493	—	—	129,726	56,196	—	100	...
Jun. 30, 1869	108.0	32.0	15.2	—	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674,808	*	—	—	[Owned by Dominion of Canada.]				140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	...
Jun. 30, 1869	33.5	—	....	5.46	....	....	....	....	Europ. & N. American W. Div.	N. Bruns.	1,743,037	*	—	—	803,750	1,853,907	18,001	—	—	(Not in complete operation.)					—	100	...
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838	—	—	516,804	166,699	—	100	...
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	...
Sept. 30, 1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*	21,174	491	150,000	—	269,450	—	5.8	10,846	350,016	—	26,815	3,800	—	100	...
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	90,000	—	—	60	—	(Leased to Pittsburg and Connellsville.)					74	50	...
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg	Massachusetts.	3,640,000	*	300,579	200,661	3,640,000	—	—	501,231	93.7	538,088	20,328,234	13,563,559	1,085,937	252,285	8	100	139½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	100,000	—	—	(Oper. by Belvidere Delaware.)					—	100	...
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*	Michigan.	2,209,094	*	173,376	1.149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	—	—	466,737	232,707	—	100	...
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*	Florida.	5 300,000	*	—	—	3,000,000	2,300,000	—	—	154.0	—	—	—	—	—	—	100	...
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*	—	—	800,000	1,500,000	—	—	—	(Not in complete operation.)					—	100	...
Dec. 31, 1869	17.0	—	12.5	—	8	3	—	22	Freehold & Jamesburg Agricultural	N. J.	200,866	30,061	99,266	—	230,845	—	93,266	—	23.0	12,800	—	—	69,807	2,038	3	100	...
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	[Operated by Receiver.]					—	100	...
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823	—	—	1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	—	280.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	—	—	—	—	—	—	—	—	40.0	[In progress and no part in compl'te op'n.]					—	100	...
Dec. 31, 1869	94.0	—	6 5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Owned and oper. by Mich. Cen. since Apl. 1870.)					—	100	...
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶	Canada.	90,720,865	*	—	—	—	—	—	—	1,380.0	7,071 893	—	—	7,153,924	1,607,631	—	100	...
July 31, 1869	229.0	105.5	132 0	—	99	146	45	1,829	Great Western ¶	Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656.415	733,218	280,895	334.5	2,676,393	—	—	3,934,114	1,780,516	4	100	...
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	95	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,902,157	—	—	164.2	125,000	—	—	365,528	146,211	—	100	...
Dec. 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,073	*	—	—	8,000,000	8,938,000	1,009,075	—	275 0	—	—	—	2,941,957	—	—	100	72¼
Oct. 31, 1869	30.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	23,069	—	(Leased to Pennsylvania.)					7	50	110
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut	3,407,285	*	—	—	4,800,000	744,000	—	—	75.0	578,810	—	—	1,568,362	513,594	10	100	170½
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill	Cont. & R. I.	4,704,866	*	—	—	2,037.939	2,055,500	—	—	130.1	470.699	13,592,276	5,172,157	848,563	79.028	—	100	...
Oct. 31, 1869	52.0	—	1.3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900	—	1,809,565	500,000	100,000	—	32.0	20,800	—	—	60.495	3,008	—	100	...
Dec. 31, 1869	74.0	—	8.9	—	12	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291.000	123,768	153,257	119.8	—	—	—	743,808	166,231	—	100	...
Dec. 31, 1869	144.0	38 0	7.2	325.0	18	12	10	340	Houston and Texas Central ¶	Texas.	5,600,000	*	—	—	3,000,000	2,600,000	—	—	125 0	—	—	—	1,040.400	601,933	—	100	...
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	[Is being continued to Wharton Colorado Riv.]					—	100	...
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,537	*	—	—	16,020.000	4,309.220	—	—	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713.490	8	100	...
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.	Penn.	2,202,174	*	—	—	706,580	1,927,614	—	—	58.8	191,777	—	—	291,564	5,882	—	50	18
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*	Illinois	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10.901,508	—	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	133
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in progress is now operating St. Louis, Alton & T. H. R. R.)				5,685,497	7,358,931	675,628	—	194.0	—	—	—	1,774,567	Loss.	—	100	...
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*	—	—	—	—	—	—	289.0	1,205,686	—	—	1,921.274	707,492	—	100	68
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	100	...
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	[Projected.]					—	100	...
Jun. 30, 1869	13.0	—	1 2	23.0	3	3	—	14	Iron	Ohio.	327,795	*	—	—	132.411	35,000	—	—	13.0	24,000	234,368	664,541	73,307	11,855	—	100	...
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	—	400.000	130.000	—	—	11.0	—	—	—	82,361	22,727	—	50	...
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	—	87,081	515,465	1,895,000	143,1 6	131,393	116.0	—	—	—	391,849	212,727	—	100	...
Oct. 31, 1869	43.2	1.6	2.5	13.0	—	—	—	—	Jamestown and Franklin	Penn.	1,765,248	*	35,000	—	603,077	1,000,000	668,228	—	—	(Leased to Lake Shore and Mich. Southern.)					—	100	...
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,533	413,927	2,000.000	3,100,000	587,179	1,632,923	225.0	—	—	—	1,140,099	403,486	—	100	80
Dec. 21, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased and oper. by Chicago & Alton.)					7	100	124
Dec 31, 1869	44.5	—	10 8	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800.000	—	—	—	(Leased and oper. by Mich'gan Central.)					8	100	...
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	...
Dec. 31, 1869	487 0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.	—	—	—	—	5,072,500	—	—	—	439.0	963,612	—	—	2,225,850	839,870	—	100	...
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	—	—	—	—	—	1,209,000	[Stock swamped.]		112.0	—	—	—	—	—	—	100	...
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	[No returns.]					—	100	...
Dec 31, 1869	31.0	—	1.8	34.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	31.0	[No returns.]					—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313.000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	109½
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In progress and no returns.)				5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Oct. 31, 1869	165.0	30.3	61.6	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coal and Na	vigation	Co.)			150.3	1,286,887	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,316	10	50	121
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	.....	15.0	4	1	—	206	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	.....	.....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Operated by L. M. and Col. & Xenia.)					—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	(Leased De. 1	1869 to P	g Cin. & S	t. L. at $4	80,000 p.a.		196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6¼	.....	.....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill.....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....	9.0	(Leased to Phila. and Read.)			301,290	242,940	8	50	98
Dec. 31, 1869	9.0	—	.....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	.....	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	15,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville..Ky. and Tenn.	13,950,705	*	3,585 961	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,800,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	74½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	*	.....	15,136	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	.....	(Leased to Summit Branch.)			63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick.....Georgia.	(Completed in Dec. 1869, no accounts yet published. Bonds $ 10,000 p. m indorsed by Georgia.)																
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	122,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	582,679	220 907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.§.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)		—	100	....
Oct. 31, 1869	12.7	20.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	*	88,070	.....	2,035,015	250,000	217,907	.....	.....	(Leased to Phila. &	Reading.)		128.589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	29	11	287	Maine Central §.....Maine.	4,121,694	*	212,332	49.500	1,639.800	2,577,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72.124	22,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,641.977	942 664	132,510	102,110	10	100	150½
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600.000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned & oper. by	Concord.)		.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware §...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110.937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	121	Memphis, Clarksv. and Louisv. §..Tenn.	3,000,000	(Oper.	by L. & N	ashv.)	1.582.000	99,842	.....	.....	82.6	299 091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio §.....Tennessee.	3,500,000	(Oper.	by L. & N	ashv.)	1,074,289	2,528,000	590,810	.....	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	.....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind & Ill.	.....	*	.....	.....	.....	.....	.....	.....	.....	.....	(Under construction.)		.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	176,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	121
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	215,800	50.966	.....	.....	(Oper. by Erie.)			44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	.....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	.....	17,654	.....	.....	(Operated by New Jersey.)			14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	.....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	50	60½
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased to Phila. &	Reading.)		305,282	305,282	8	50	104½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. §..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,050,980	1,301,933	.....	236.0	.....	(Southern R.R. Association Lessees.)		.....	.....	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee §.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150.766	284,206	85,468	1,232,728	531,500	50.643	.....	83.5	.....	.....	.....	131.376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	.....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept. 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 0 0	.....	.....	.....	23.0	24,1 8	617.707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,800	289,427	.....	116.2	(No report received.)			.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex.....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased to Dela., Lacka. and	West'n.)		.....	.....	7	100	93½
Sept. 30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	149
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga §..Tennessee.	3,383,414	*	57,982	78,675	720,000	.....	.....	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	
Sept. 30, 1869	120.0	12.5	8.6	—	28	4	3	164	Nashville and Decatur §...Tenn. and Ala.	3,817,610	442,858	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	.....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern§.Tenn. & Ky.	4,000, 55	*	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	.....
Dec. 31, 1869	57.0	.....	4.5	—	10	11	5	230	Naugatuck.....Connecticut.	1,984,900	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operated by Louisville & Nashville.)			.....	.....	—	100	.....
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	90	New Bedford and Taunton.....Mass.	500,000	*	71,547	161,764	1,838,900	146,000	32,308	201,008	57.0	197,782	.....	.....	589.929	190,405	9	100	117½
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada §..N. Bruns.	2,500,000	[In hands of bondholders.]	199,154	.....	500,000	172,500	.....	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	.....	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	6.0	—	.....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased & oper. by	P. Ft. W. &	Chicago.)	.....	.....	11½	100	....
Sept. 30, 1870	83.9	15.2	.....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	150,000	.....	.....	.....	.....	(Owned & oper. by	P., W. & B.)		77,337	44,644	—	50	....
Dec. 31, 1869	33.9	.....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,571	120,289	—	100	....
Dec. 31, 1869	73.8	8.6	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	6,250,000	850,000	.....	.....	.....	(Included in	United Companies.)		.....	.....	10	100	128
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485,223	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North §.L. & M.	6,483,908	1,551,830	.....	.....	1,003,500	651,500	72,600	.....	100.0	287,024	5,207,667	5,642,919	375,766	65.493	4	100	....
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* §.La.	2,050,000	*	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	54
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central.....New York.	37,608,697	*	.....	.....	(Owned and operated by Charles Morgan of New York City.)												
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	67,523,234	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474.419,753	15 586,616	6,531,131	8	100	46
Sept. 30, 1869	5.0	—	.....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North. N.Y. & Conn.	248,304	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	588,362.876	22,071,583	9,244,621	8	100	97½
Sept. 30, 1869	130 8	2.1	45.5	—	41	51	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	8	100	128½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,7 2	114,677	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	155
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	6,000,000	1,061,500	300,246	583,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	3 401,324	591.000	.....	.....	.....	(In course of construction)			.....	.....	—	100	.....
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg §.....Virginia.	2,479.355	*	622,891	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			60 000	6	100	....
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina §.....North Carolina.	4,049,844	*	300,260	110,523	1,798,000	793.000	253,717	.....	81.0	138,330	1,335,359	6,842.337	304,627	121,170	—	100	80
Feb. 28, 1869	102.0	—	.....	—	12	12	5	110	North-Eastern §.....South Carolina.	2,148,131	*	26,176	23,701	4,000,000	575,230	102,629	682,706	223.0	.....	.....	.....	658,117	257,006	—	100	....
														1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.										72.0							—	100	
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,00 0			381.0					2,084,486	432,124	—	—	21	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476		67.7	460,143				1,132,731	463,114	5a	50	100	
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		6,675,377	289,010	3,218	97.8	404,631	5,252,948			671,076	168,918	8	100		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,332	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			7,005,500	592,582			332.4	1,469,366				2,928 463	977,748	6	50	81¼	
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600			82.5	409,036	5,435,262	19,110,436		589,626	256,271	8	100	114¼	
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			35.3	46,773				325,369	65,764	8	100		
ept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,311	2,364,400	776,000		227,017	66.0	349,958	5,909,914	9,312,721		614,199	191,642	10	100	116	
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	233	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)		145.0					281,138					
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922	122.0	532,120		31,199,413		1,045,222	356,839	6	100	89	
Dec. 31, 1869	340.0	53 0	....	—	66	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	25,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321		340.0	1,926,156	30,459,353	69,838,274		2,915,547	643,720	—	100	45¼	
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010				2,014,427	978,925	10	50	99¼	
Sept. 30, 1870	130.5	12.2	32.4	—	38	73	18	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604	4,959,020	2,879,000		418,269	142.7	770,769	35,486,808	7,461,065		1,276,848	474,713	6	100	104¼	
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357	270.2	497,198	9,196,620	9,069,150		919,122	407,336	—	100	72	
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			9.0					169,088	29,747	—	100	....	
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*			300,000	610,000				(Leased	to R. W &	Ogdensb.)		125,564	62,782	—	100	....	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451		280,555	60,907	8	100	....	
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			336.0	1,764,760				3,213,058	894,345	—	100	....	
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	*			7,000,000	3,784,136			47.0			nine m	onths.	1,105,219	340,861	—	100	53	
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	*			630,000					(Leased	to Erie.)				53,400	8	100	....	
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*			500,000	500,000				(Leased	to Erie)						100	....	
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*			284,500	85,000				(Leased	to Erie.)				26,500	6	100	....	
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*			342,150	160,000	36,542			(Leased	to Camden	and Amb	oy.)				100	....	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452		643.0	9,574,632				17,250,812	4,757,785	10	50	122	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0							10	50	223	
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079				1,061,700	3,000,000					(Complet	ed Sept. 1	3, 1869.)				100	....	
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R.	I. and Pac	ific.)		125,000	8	100	....	
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			83.0			(Complet	ed July 1,	1869.)				100	....	
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000				12.0			(In pr	ogress.)				100	....	
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894			82.3	164,357				245,634	97,975	3	100	....	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	291,686		46.0	124,224				196,672	2,272	—	50		
Oct. 31, 1869	287.6	2 0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856				3,262,705	loss.	—	50	56¼	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303				697,620	287,492	10	50	170	
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,853,367		11,275,241	5,002,408	10	50	114¼	
Oct. 31, 1869	35.8	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338		339,675		1,259,100			80,555	26.5					1,077,559	274,081	10	50	128	
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579				2,565,302	876,094	8	50	109¼	
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Phg, Cin. & St. Louis	Pa. & W. Va.	Ohio.	13,561,398	2,327,941	196,000		5,423,200	10,036,690	421,184		201.0	1,849,510				2,434,101	531,833	—	50		
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	425,341	4,912,563	16,286,331		608,919	207,354	—	50		
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			19,583,948	13.563,000	72,093		480.6	5,253,584				8,131,531	2,891,199	9	100	99	
Sept. 30, 1870	18.6	—	1.6	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,677				450,000										21,450	6	100	85¼	
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988			109.5	354,754				632,763	217,872	6	100	....	
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000				51.3	303,266				575,036	175,586	6	100	135	
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased	to Concor	d.)			24,500	7	100		
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496	26.0					80,083	22,015	—	100	112	
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500		15.0	37,960				112,572	21,542	—	100		
Sept. 30, 1870	43.4	1.0	14.5	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423	2,000,000	46,000	135,000	117,698	47.3	349,465	10,416,520	10,383,430		661,717	189,154	10	100	138¼	
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000			97.0					208,000	141,000	3	100		
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859		54.0	155,070				207,799	55,879	—	50		
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875		1,594,002	504,247	7	100	92	
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,625	6,271,192		609,403	212,070	—	100	....	
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887	75.5					332,025	132,491	—	100	....	
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331		46.4	90,998	1,258,994	1,422,279		160,946	37,344	—	100	....	
Sept. 30, 1869	38.3	—	....	—	—	—	—	....	Richmond and York River ¶	Virginia.	1,250,000				650,000	600,000					(Not in o	peration.)					100	....	
Sept. 30, 1869	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612				427,402				22.0			(No	returns.)				100	....	
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18 054,197		1,274,134	501,998	10	100	116	
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,381,400		331,828		188.0	679,669	8,347,127	16,536,225		874,855	187,329	—	100	39	
Dec. 31, 1869	132.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589,500			132.0					753,000	376,000	—	100	72¼	
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000					(Oper. by	Ind. & St.	Louis.)		611,800	—	100	29	
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000						abo	ut 900 000				100	59	
Dec. 31, 1869	150.0	—	....	—	—	—	—	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				(Leased	to Chi. &	Alton.)			240,000	—	100	....	
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.		(Unfi	nished)		2,000,000	1,000,000						(No	returns.)				100	....	
May 31, 1870	158.0	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000				(Leased	to Terre H	aute and I	ndianapo	lis.)			100	....	
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000				257,004	2,776,680	3,570,874		373,448	138,411	—	100	....	
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514		189,152				338,693	178,941	—	100	....	
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)			16,833	6	50	....	
Sept. 30, 1870	6.9	—	0.5	—	—	—	—	—	Salem and Lowell	Massachusetts.	471,492	*		2,624	243,305	226,900	1,287							17,000	15,518	1½	100	....	
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*			904,832	2,307,742			116.3	271,076				429,212	101,024	—	100	....	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120		54.0	155,070				172,494	27,393	—	50	....	
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841				576,050					(Leased	to Phila.	and Readi	ng.)			5	50	....	
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.						210,000			80.0							—	100	....	
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007	999,050	796,830	891,180	25,521	119.3					282,215		—	100	....	
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,082	6,079,100			200.0					460,000		—	100	....	
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				(Le	ased by N	orthern C	entral.)			6	50	....	
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,907,000	*			1,227,000	800,000			45.5					61,504	22,091	—	100	....	
Dec. 31, 1869	20 0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Oper. by	Jeff. Mad.	and Ind.)		32,448	7,408	—	100	....	
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732,900	*			677,900	55,000			50.0					310,182	47,424	6	100	....	
Dec. 31, 1869	101 8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,256,320								294,476	90,000	—	100	....	
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000				230,000	500,000				(Leased	and oper	ated by	Portland	& Ken.)	36,000	—	100	....	
Dec. 31, 1869	10.0	—	....	—	—	—	—	—	South Branch	New Jersey	439,694	*			438,300					(Leased	& oper. by	Cen. of N.	Jersey.)		26,298	6	100	....	
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,276	4,057,351	355,501			801,171				1,382,167	595,507	—	100	....	
Dec. 31, 1869	50.0	—	—	133.0	3	—	—	—	South and North Alabama	Alabama					1,600,000	1,000,000						(In	progress.)				100	....	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911		67,962	9,513	—	100	....	
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,97 ,558	*			497,750	850,000			63.0	150,660	5,597,64	2,094,921		221.815	66,552	10	100	74¼	
Sept. 30, 1869	123 0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	*	192,420	430,158	1,365,600	2,133,800	973,116	209,727	133.0	292,029	2,201,096	10,725,243		440,921	103,125	—	100	....	
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	(cost to	complet	ion.)	3,000,000	1,500,000											100	....	
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.																	100	....	
Dec. 31, 1869	148.3	—	....	152.2	19	12	4	424	*South Pacific* ¶	Missouri.						25,000p m			100.0							—	100	....	
July 31 1869	143.0	114.5	22.9	20.5	30	14	16	396	Southwestern	Georgia.	4,587,513	*		131,063	3,939,900	699,500	37,155	41,511	257.5	384,922				910,116	360,386	8	100	104	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$			$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union †.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180.000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,779	*	(Including Ferry.)	.....	700.000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800.000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stock'idge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	8,591	7,956	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	634	1,000,000	1,000,000	.....	634	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	12.0	—	0.8	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	(In progress to be completed June 187 0.)						
Sept. 30, 1869	81.0	—	10.8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)														
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,234	400 000	.....	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	106
Jun. 30, 1869	—	—	—	137.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	348,000	163,913	1,049,366	84.0	503.198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843.402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,279,043	671,445	12	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western. O. I. & Ill.	23,390,000	*	.....	.....	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	395,440	82,005	—	50	100
Sept. 30, 1869	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	1,078,807	329,941	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	1,072,995	.....	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	*	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)			4,252,343	1,200,938	—	100	62½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt & Mass. R. R.)			529,680	236,987	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	24,194	52,234	400 000	.....	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	7	100	49½
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106 245,978	*	5,591,000	664,530	swamped					(Leased to Pennsylvania.)					8	100	106
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	28,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,926	—	50	....
Sept. 30, 1869	59.0	—	3.1	.....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]					—	100	28½
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500.000	.....	.....	.....	1,582,650	.....	.....	.....	.....	54,450	2,244,178	734,753	166,494	76,892	6	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	.....	(Leased by Vermont Central.)					8	100	101
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	2.8	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949 430	543.331	—	var.	.....
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221.886	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	78½
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200.000	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased to Rutland.)					2	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee †.....Virginia.	8,012.873	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	483.537	162,479	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929.186	318,688	—	100	....
Sept. 30, 1869	10.3	—	.....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased by Del. La c.& W'tn.)			454,758	154,618	7	100	87½
Dec. 31, 1868	7.0	—	.....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	....
Dec. 31, 1868	23.0	—	.....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of receiver.)						7.0	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 29, 1867.)					—	100	....
Sept. 30, 1868	—	—	—	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,678	.....	526,700	612,300	6,024	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.8	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)						—	[In progress.]					—	100	....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	158.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	6,500,000	.....	36,000	.....	46.0	.....	.....	.....	188,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	.....	Leased to Pennsylvania.)					—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007.467	[Now forming a division of the Milwaukee and St. Paul							—	No returns for year.)					—	50	81
Aug. 31, 1869	94.0	—	.....	86.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,160	1,200,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	.....	.....	1,600,000	2,000,000	.....	.....	.....	(Operated during construction by M.& St.P'l.)					—	100	....
Dec. 31, 1869	20.8	—	.....	28.0	—	—	—	—	White Mountains.....New Hampshire.	.....	.....	(No return.)						20.0	13,480	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	200,000	.....	.....	.....	.....	(Leased to Boston, Con. and Montreal.)					—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford. N.C.	3,600,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no returns.)			139,261	82,375	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta. N. C. & S. C.	[W & M. RR. sold Jan. 5, '70 $525,000.				1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052.818	35,915	8,286	.....	5,000.000	.....	.....	.....	.....	[no returns.]					—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Welden †...N. Carolina.	3,076,968	*	11,662	184,126	734.812	789,300	.....	.....	19.3	1,857	(Leased to Northern Central.)					—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,935	80,875	—	100	....
Dec. 31, 1868	38.1	—	.....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	213,000	.....	.....	.....	.....	(Recen'ly opened.)	1,254	.....	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	137½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)					—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,369	—	—	—	8,229,594	—	—	—	184.5	—	—	—	493,210	342,827	6	50	76
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231.194	105,751	8	50	94
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,899,068	—	—	.....	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	110,610	.....	10	100	119
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,647,683	—	—	—	4,999,600	(See Cam. & Amb. R.R.)			161.0	—	—	—	1,035,360	732,352	10	100	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	899,750	662,246	.....	161.0	—	—	—	104.961	3,849	—	50	....
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	76½
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200.000	1,130,447	74,087	63,226	102.0	(5 p. c. on preferred stock.)			431,246	184,848	—	100	53
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	—	—	354.0	—	—	—	735,369	258,436	—	50	44
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	—	109.2	—	—	—	1,159,085	508,519	—	50	18
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,741,263	—	—	.....	2,002,746	2,632,310	195,232	—	45.0	—	—	—	167,435	81,714	—	50	20
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	5,000,000	20,000	—	87.6	—	—	—	43.687	loss.	—	50	1½
31 1868	64 0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,804,000	—	—	.....	1,100,000	708,000	86,000	—	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
									Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	600.000	600.000	.....	.....	—	—	—	—	124.895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,593	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	22½
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City,Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	25,653	—	100	100	....
Sept. 30,'70	6.00	....	....	B'klyn Flatbh & Coney Isl.N.Y.	105,000	180,000	100,000	(Open	ed Oct. 1,	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	....	Brooklyn & Rockaway Bh..N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.60	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	103½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	707,264	192,750	—	—	251,775	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.88	210	18	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,100	7.	100	100	....
Sept. 30,'70	11.75	....	....	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,340,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	....	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,735	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City. .....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,155	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	33½
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	45
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	—	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	43
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134.000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,336	164,400	1,000	262,890	49,315	6.5	50	7	20½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	75½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	78
Dec. 31,'70	3.40	....	....	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N.Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,883	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,196	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	[illegible]	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	52
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	12
Dec. 31,'70	12.88	129	22	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	31
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,264	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	56	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	15
Sept. 30,'70	10.00	72	20	Rochester and Brighton ....N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,484	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	....
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	65
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	21
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	72½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept 30,'70	5.86	10	4	Syracuse and Onondaga ....N.Y.	38,600	37,000	—	—	11,737	2,004	2	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	63½
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	197½
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	24½
Dec. 31,'70	3.60	....	....	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	lens. t	oTroy&	Lansb.	—	100	100	....
Dec. 31,'70	27.00	537	90	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	43
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newton..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	68
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	50	50	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	8,600	3,010	4	25	25	....
Oct. 31,'70	3.55	40	16	Worcester .....Mass.	46,206	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Rate.	Payable.	Principal Payable.
	$	pc		
Albany.				
1st Mortgage.....	40,000	7	J.& J.	18—
Bleecker St. & Fulton Ferry:				
1st Mortgage.....	694,000	7	J.& J.	1872
Broadway (Brooklyn):				
1st Mortgage.....	100,000	7	J.& J.	1881
Broadway and 7th Avenue:				
1st Mortgage.....1,	500,000	7	J.&D.	1884
Brooklyn, Bath & Coney I.:				
1st Mortgage.....	80,000	7	J.& J.	18—
Brooklyn City:				
1st Mortgage.....	300,000	7	J.& J.	1882
Bklyn City, Hun.Pt.& P.P.:				
1st Mortgage.....	379,000	7	M&N	1878
Brooklyn and Jamaica:				
1st Mortgage.....	800,000	7	J.& J.	1890
Brooklyn City & Newtown:				
1st Mortgage.....	200,000	7	J.& J.	1875
Brooklyn & Rockaway B'ch:				
1st Mortgage.....	84,500	7	J.& J.	18—
Buffalo street:				
1st Mortgage.....	341,500	7	J.&D.	1881
Cambridge (Boston):				
1st Mortgage sinking fund	150,000	6	J.& J.	1883
Central Park, N. & E.River:				
1st Mortgage.....	626,000	7	J.& J.	1874
Citizens' (Pittsburg):				
1st Mortgage.....	50,000	7	J.& J.	1879
Coney Island and Brooklyn:				
1st Mortgage.....	214,000	7	J.& J.	1878
D. Dock, E.Bdw. & Battery:				
1st Mortgage.....	700,000	7	J.& J.	18—
Eighth Avenue (N. Y.):				
1st Mortgage.....	203,000	7	J.& J.	18—
42d st.& G'd st. Ferry(N.Y.)				
1st Mortgage.....	160,000	7	J.& J.	1878
Real Estate.....	65,000	7	var.	var.
Frankford and Southwark:				
1st Mortgage.....	187,500	7	J.& J.	1877
Germantown:				
1st Mortgage.....	250,000	7	J.& J.	1877
2d mortgage	250,000	7	J.& J.	1884
Green and Coates (Phila.):				
1st Mortgage.....	100,000	7	J.& J.	1878
Grand st. and Newtown:				
1st Mortgage.....	90,000	7	J.& J.	18—
Harl. Br., Morris'a & Fordh.:				
1st Mortgage.....	136,000	7	J.& J.	1877
Hestonv., Mantua & Fairm.				
1st Mortgage.....	25,900	7	J.& J.	1874
Lombard and South st.(Ph.)				
1st Mortgage.....	62,500	7	J.& J.	1883
Lynn and Boston:				
1st Mortgage sinking fund	50,000	7	J.& J.	1886
Malden and Melrose:				
1st Mortgage, guaranteed.	45,972	6	A.&O	1880
Middlesex (Boston				
1st Mortgage sinking fund	100,000	6	J.&D.	1884
Ninth Avenue (N. Y.):				
1st Mortgage.....	167,000	7	J.& J.	1876
Orange and Newark:				
1st Mort. Broad street....	100,000	6	J.& J.	1880
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1885
Philadelphia City:				
1st Mortgage.....	200,000	6	J.& J.	1881
Philadelphia and Darby:				
1st Mortgage.....	57,000	7	M&N	1887
Pittsb., Allegh'y & Manch.:				
1st Mortgage.....	23,000	7	A.&O	1874
Quincy:				
Plain bonds.....	66,424	6	var	var.
Ridge Av. and Manayunk:				
1st Mortgage.....	48,300	7	J.& J.	1880
1st Mortgage.....	15,000	6	J.& J.	1880
Salem:				
1st Mortgage.....	35,600	6	J.& J.	18—
Second Avenue (N. Y.)				
1st Mortgage.....1,	100,000	7	J.& J.	1877
Second and Third st. (Ph.)				
1st Mortgage.....	83,700	7	J.& J.	1878
2d Mortgage.....	15,000	7	A.&O	1876
Sixth Avenue (N. Y.):				
1st Mortgage.....	250,000	7	J.&D.	1877
Syracuse and Geddes:				
1st Mortgage.....	25,000	7	J.& J.	18—
Third Avenue (N. Y.):				
1st Mortgage.....1,	500,000	7	J.& J.	1875
Rea. estate.....	500,000	7	J.& J.	—
Troy and Lansingburg:				
1st Mortgage.....	85,000	7	A.&O	1879
Union (Boston):				
Real estate mortgages....	105,000	6	var.	var.
Union (Phila.):				
1st Mortgage.....	300,000	7	J.& J.	1885
Utica, Clinton & Bingham.:				
1st Mortgage.....	200,000	7	J.& J.	1887
Watervliet.				
1st Mortgage.....	180,000	7	J.& J.	1882
West Hoboken.				
1st Mortgage.....	61,000	7	M&N	1878
West Philadelphia:				
1st Mortgage.....	100,000	7	J.&D	1878
Worcester:				
1st Mortgage.....	20,000	6	A.&O	1873

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	...
Catawissa,* pref. and guar.	2,200,000	7	7	95½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	85
Chicago and Alton, pref.	2,425,400	7	10	124
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	91½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	90
Erie, preferred	8,536,910	7	7	58
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	....	....	82½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,155	6	...	30
" " 2d pref.	4,051,744	6	...	9
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	128
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103½
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	94½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,500	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	...
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8½	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref.	2,888,997	6	6	35½
Union, preferred	.....	...	6	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	6

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	31 50	@ 36 —
Pig, American, No. 1		35 —	@ 36 —
Pig, American, No. 2		33 —	@ 34 —
Pig, American, Forge		31 —	@ 32 —
Bar, Refined, English and American		73 —	@ 74 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		(Store Prices.)	
Bar, Swedes, ordinary sizes		105 —	@115 —
Bar, Refined		75 —	@ — —
Bar, Common		70 —	@ 72 50
Scroll		95 —	@125 —
Ovals and Half-round		95 —	@120 —
Band		90 —	@ 95 —
Horse Shoe		95 —	@100 —
Rods, ⅜@3-16 inch		82 50	@120 —
Hoop		100 —	@140 —
Nail Rod	per lb.	— —	@ 6½
Sheet, Russia, as to No.'s	(gold)	— —	@ — 12
Sheet, Single D. and T. Common		— 4½	@ — 5½
Rails, English	(gold) per ton.	57 —	@ — —
Rails, American, at Works in Penns.	c'y.	59 —	@ 71 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cen's per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 12	@ — 14
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— 15	@ — 16
American, Spring, do.		— 9	@ — 11
American Machinery do.		— 10	@ — 11
American German do.		— 9	@ — 11

NAILS—Duty: Cut, 1¼; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb	4 35	@ — —
Cut Spikes, all sizes		4 50	@ — —
Clinch		5 75	@ 6 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19	@ — 31
Copper		— 36	@ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 40½	@ — 41
Straits	(gold).	— 36	@ — 36½
English	(gold).	— 35½	@ — 35½
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal	per box. 8 75 @ 9 —	10 25	@ 10 75
I. C. Coke	7 50 @ 8 50	9 —	@ 10 —
Coke Terne	6 25 @ 7 50	7 25	@ 9 —
Charcoal Terne	8 — @ 8 50	9 50	@ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 14	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 18½
Refined, Standard White (in ship'g order)		— 25	@ — 25½
Refined, prime White (in shipping order)		— —	@ — 27
Refined, S. W. (in jobbing lots)		— —	@ — 27
Refined, S. W. (in tin)		— 29	@ — 31
Naptha, Refined, (65 @ 73 gravity)		— 9½	@ — 10
Residuum	per bbl.	4 —	@ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

	(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)		10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)		12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)		12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)		15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)		18 50 @12 —
28 by 28 to 24 by 36....(4 qlts.)		19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)		21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)		22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)		23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)		24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)		26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)		30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)		36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

	Th. 27.	F. 28.	Sat. 29.	M. 31.	Tu. 1.	W. 2
Canton Co.	78	....	....	....	....	....
Central Pacific 6s.	....	....	....	98½	98½	98½
Central of N. Jersey	....	....	....	105½	....	106
Chicago & Alton	123	....	....	....	....	....
" pref.	....	....	....	125	125	124
" 1 M.	....	....	102½	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	95	....	....	....	101½
Chicago, Burl. & Q.	....	....	....	....	140	147
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	67½	67½	67½	68	68	68½
" pref.	88½	90½	90½	91½	92½	92½
" 1st M.	100	....	....	....	96½x	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	92½	92	....	....
Chic., Rock Isl. & Pac.	107½	107½	108½	107½	107½	....
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	....	101½
Clev., Col., C. and Ind.	....	....	....	86½	86½	86½
Clev. and Pittsburg	....	....	....	121	....	120½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	....	19½	19½	....	....	....
" 1 M.	88½	....	88½	88½	....	88½
" 2 M.	....	....	....	71	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	119	119	....	....	....	....
Del. Lack. & Western	....	108½	....	109	109	....
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	100	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	28	27½	28½	29	29½	29
" pref.	....	58	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	89½	....	....	89	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	67	70½	70	....	71½	....
" pref.	79	81	....	....	82½	....
" 8s, conv.	102	102½	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	132	132	....	133	....	....
" bonds	....	....	....	106	....	....
Lake Shore & Mich. S'th.	108½	108½	....	108½	109½	....
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	120½	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	102½	102½	....	....	....	102½
" 2 M.	....	....	....	98½	....	93½
Mariposa Mining Co.	....	....	....	....	....	....
" pref. 6%	6	....	....	....	....	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	....	59½	60	60½	....	....
" pref.	80½	....	80½	80½	81½	....
" 1st mort.	92½	....	....	....	....	....
" 2d mort.	89½	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	95½	96½	....	95½	....	....
" H. & St. J. 1s.	95½	....	....	....	94½	....
Morris and Essex	93	....	....	93	93	93½
" 1st mort.	....	....	....	....	....	103½
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	....	93	....	....	....	93½
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	95½	96½	96½	97	96½	97½
" certificates	91½	92½	92½	92½	93½	93½
N. York and Harlem	....	....	....	....	....	....
" pref.	....	....	....	....	....	128
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	42½	42½	42½	....	....	....
" new	....	27	....	....	....	....
Ohio and Miss.	44½	....	44½	44½	44½	....
" pref.	78½	....	78½	....	78½	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	45½	45½	46½	46½	46½	46½
Panama	....	50½	51½	....	53	53
Phila. and Reading	111½	112½	112½	112½	113½	113½
Pitts., Ft. W. & Chi.	....	....	....	....	....	99
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	12	....	....	12½	12	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	88½	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	72½	72½	....	72½	73½	74
" new	72½	72½	....	....	73	73½
Tol., Wab. & Western	58½	59½	59½	60½	61½	62½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	92	....	....	90	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	59½	59½	....	....	....
Union Pacific	26½	26½	27	27½	26½	27½
" 1st mort.	87½	87½	....	87½	87	87½
" L. Gt. 7s	82	82	....	82	81½	81½
" Inc. 10s	....	....	....	83	83	83½
Virginia 6s, old	....	....	65	65	....	....
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	110
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	....	....	112¼	113⅜	....	....
U. S. 5s, 10-40s, reg	112⅜	112⅜	112½	....	....	....
U. S. 6s, 1881, reg	116¼	....	115⅝	....	116¼	....
U. S. 6s, 1881, coup	116¼	116¼	....	116	....	116¼
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	113¾	....	113⅜	....
U. S. 6s, 5-20s, c. 1862	113⅜	114¼	114¼	114¼	114¼	114¼
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	113⅞	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	113⅜	....	113⅜	114⅛	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	112¾	....	....	....
U. S. 6s, 5-20s, c. n. '65	112⅜	112⅜	112¼	....	112⅜	112⅜
U. S. 6s, 5-20s, reg. '67	....	....	112⅜	112⅜	....	....
U. S. 6s, 5-20s, c. 1867	112⅜	112⅜	112¼	112⅝	113⅛	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	113⅛	....	....	113⅛
U. S. 6s, Pac.R.R.issue	114	113⅜	113⅝	114¼	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	....	....	47¼
Camden and Amboy	127	127	....	126	126	126⅛
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	90	....	....
" mort. 6s, '89	96	....	....	96	....	96
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	37⅜	....	38	38	....	....
" 6s, 1884	....	....	....	....	....	87⅜
" Gold L	91¼	91¼	....	....	....	91⅜
" R. R. L.	....	....	....	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R.R.	60½	60½	60⅜	60⅜	60⅜	60⅜
" 6s new coup	....	....	96	....	....	....
" 6s new reg.	....	....	98	....	....	....
Little Schuylkill R.R.	46¼	46¼	....	46⅛	....	46⅛
" 7s	....	....	....	....	....	....
Minehill	....	....	52½	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	101	....	....	102	....	....
" 7s	98½	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	40⅜	....
Oil Creek & Alleg. Riv.	48	48¼	48⅜	49½	49¼	50
" 7s	85	....	85½	85¼	....	86
Pennsylvania R. R.	61	60⅝	60⅜	61	61⅛	61⅛
" 1st M.	....	....	....	....	....	....
" 2d M.	....	....	....	99½	100⅛	....
" Gen. mort.	....	93⅛	94	94	....	....
" " reg.	96¼	....	....	....	....	....
Penn. State, 6s.1st series	102	....	....	....	....	....
" 6s, 2d series	....	....	....	....	105½	105
" 6s, 3d series	107	....	....	....	....	....
" 6s, W L	102⅝	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	100⅜
" new	101	101¼	101¼	101⅜	101¼	101¼
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	55⅛	55⅝	56	56	56⅛	56⅝
Philadelphia and Erie	....	....	....	....	....	....
" 6s	93⅛	....	....	....	....	93
" 7s	88⅛	88⅛	88	87⅞	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	17⅜	....
" 6s, 1882	80⅛	80⅛	80⅛	80⅛	80⅛	80⅜
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	21	....	21	....	21½	
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	24½	24½	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1
Baltimore City 6s, 1875	99½	99½	....	....	....	99½
" 1886	....	98½	....	....	....	98½
" 1890	....	....	98⅞	98⅞	....	98⅝
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	....	....	....	98½	ex95½
" 2d M	84⅝	84⅝	84⅝	....	....	84¼
" 3d M. 8s	....	78⅝	....	....	77⅞	78
Northern Central	....	....	....	41	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	90½	....	....	....	....	....
N. W. Va. 1st mort	98½	....	....	....	98½	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	90⅝
City Passenger R. R.	....	....	....	....	22⅛	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

	Th.27.	F.28	Sat.29.	M.31.	Tu.1.	W.2
Boston and Albany	152	151⅝	....	152½	....	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	146¼	146⅜	....	....	....	....
Boston and Providence	....	147	....	147	146	
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	28	28½	29	28⅝	28½	28
Cheshire, pref.	84½	....	84½	....	....	85
Concord	....	....	....	....	....	....
Connecticut River	....	141½	142	....	142	....
Eastern	120½	....	....	121	121	
Fitchburg	....	139½	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120⅛	120⅝	120⅛	120⅛	120⅛	121
Northern, N. H	114½	....	....	....	....	....
Ogdens. & Lake Champ	89	88⅞	....	....	....	89
" pref.	....	....	....	....	....	....
Old Colony & Newport	104½	104	....	....	104⅛	
Ph., Wil. & Baltimore	54½	54⅝	54⅝	....	54⅝	
Portl'd, Saco & Ports	....	....	....	....	135	
Union Pacific	....	27	....	....	....	....
" 6s	....	....	86⅜	....	87⅛	
" Land Grant 7s	80	80⅜	....	80	....	
" Income 10s	79	....	79⅛	79½	79⅝	
Vermont & Canada	101	....	101	....	....	101
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	75	....	....	72⅜	
Cambridge	....	....	....	....	103½	
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	....	....	....	5¼
National	....	....	....	....	....	....
Pewabic	....	3⅜	4	4⅜	....	4⅜
Quincy	....	....	....	....	....	27

London Stock Exchange.

	Closing Prices. July 14.	July 21.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	85 — 90	85 — 90
Do. do., 2d mort., 1881	73 — 78	75 — 80
Do. Penn., 1st mort., 1877	85 — 90	85 — 90
Do. do., 2d mort., 1882	73 — 78	75 — 80
Do. Consol. 7 per cent. mort. 1890	41 — 42	42½ — 43⅜
Detroit and Milwaukee 1st mort. 7s	69 — 71	69 — 71
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	23⅜ — 24¼	23½ — 24
Do. sterig. 6 p. c. convertible bonds	66 — 68	66 — 68
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	101 —103
Do. 100 dol. shares, all paid	106½—107⅛	107 —108
Panama General mort. 7s, 1897	80 — 85	78 — 92
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	93⅛ — 94	93⅜ — 94½
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal

Saturday, August 5, 1871.

Stock Exchange and Money Market.

The offerings of Money have been in excess of the more urgent requirements of street and mercantile interests, and rates have continued in favor of responsible borrowers, within the range of from 2@5 mainly 3 per cent., on call and at 4½@7, chiefly 4½@6 per cent. per annum on very choice to good business credits. Lenders have been eager to place balances, in a controllable form, at the going rates. The city banks, and the U. S. Sub Treasury have again enlarged their reserve of legal tender notes; and the Government office has also added nearly a million to its coin balances. The receipts of the Office in July were $71,987,704, against disbursements of $71,488,136, leaving the aggregate cash balance at the close of the month $67,059,180, against $66,559,613 at the close of June. The city banks, last week, reported a loss of $1,158,248 of specie, with a gain of $1,548,760 of legal tender notes, and of $1,282,941 of deposits. They reduced their loan and discount averages $16,439 and their circulation $11,061. The city bank exchanges, last week, averaged $70,659,029; and thus far, this week, 72½ millions daily. The banks now hold $19,102,637 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a gain of $913,862 of specie and of $503,983 of currency, as the result of the week's business. The receipts of the office were $4,224,060 in coin, and $3,824,555 in currency; payments, $3,310,198 in coin, and $3,020,572 in currency. The office received $3,128,000 in coin or its equivalent, from customs; and disbursed $1,058,140 of coin interest.

The specie reserve of the city banks according to the latest return is $16,983,739, against $30,263,890 same time last year. The city bank deposits are now $257,018,004 against $227,555,701 week ending July 30, 1870. The legal tender reserve amounts to $73,963,430 against $54,837,951 same time last year. The circulation now stands at $30,360,125, against $33,005,533 same time last year. The loans are now $300,052,285, against $281,939,843 at this date last year.

The U. S. Sub-Treasurer retired, last week, $2,889,373 of coin certificates received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $5,408,445 in currency, and $61,758,237 in coin, against a balance a week previous of $6,089,145 currency, and $60,222,872 coin.

Government revenues have given a fair yield to the National Treasury during the week. The excises yielded last week about 3¾ millions, thus far since July 1, $14,236,057. The customs at the port of New York, last week were $3,047,373.; and at the outports, equal to about a million more, all in coin, or coin certificates.

The amount of U. S. currency outstanding, August 1, was $396,197,386.

Gold has been rather steadier as to price, and offered with less urgency, yet has not been actively dealt in, on any account, particularly by speculative operators. The depression, early in the week, in the foreign exchanges, has been against a buoyant movement at the Gold Board. The specie outflow has been on a reduced scale. The customs call has been fair, exceeding a daily average of half a million dollars. The range of the price during the week, has been from 111⅞@112⅜, and the closing quotation on Wednesday was 112@112⅛ against 112⅜ the preceding Wednesday. The outflow, last week, was $1,053,584; on Tuesday of this week, $61,000; and on Wednesday, $108,679. The Gold Exchange Bank clearances have been as follows: July 27, $20 917.000; July 28, $32,134.000; July 29, $28,428,000; July 31, $25,385,000; August 1, $24,387,000; August 2, $17,884,000.

Government received at this port, from customs, in July, $12,459,997 in coin or coin certificates, against $11,139,760 same month in 1870.

The Treasury Department on Wednesday controlled a coin reserve of $88,742,710, including $19,468,700 on private deposit, represented by outstanding coin certificates.

The customs at this port on Wednesday were $596,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to July 31, 1871, $58,977,509, against $60,536,787 same time in 1870.

The export drain was $1,053,584 last week, against $6,935,847, same week preceding year. The shipments since January 1, 1871, have been $50,937,341, against $33,968,032 same time in 1870,

The customs demand for Gold last week, averaged $507,895 a day; thus far, this week, it has averaged $778,500 a day, or equal to a weekly aggregate of $4,671,000. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1871, have been $3,346,156 against $7,317,101 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $88,147,685 against $77,051,932 same time in 1870.

The foreign exchange market has been dull and rates have been quoted lower, on a more liberal offering of bills. At the close, a steadier range of prices was noted, without, however, anything like an active inquiry for drafts. The offerings of produce bills were up to a full average. Bankers' sixty day bills on London closed on Wednesday at 109¾@110; sight bills on London, 110¼@110⅛.

The produce exports from this port, week ending with July 31, were to the currency value of $4,277,661.

Government securities have been in fair demand but the light offerings of bonds of all issues have been against free operations. Prices closed buoyantly on the general list, influenced, to some extent, by the favorable debt exhibit of August 1st, which shows a further reduction of $8,701,977 in the aggregation of the national indebtedness, since July 1. The highest figures for the Public Funds of the United States in London, known since 1865, were quoted by cable on Tuesday.

Under the official programme for August, Government will sell, during the month, at least, seven millions of Gold, as follows: Thursday, August 3, $1,000,000; Thursday, August 10, $2,000,000; Thursday, August 17, $1,000,000; Thursday, August 24, $2,000,000; Thursday, August 31, $2,000,000. And buy in five millions of Five Twenties, as follows: Wednesday, August 2, $1,000,000; Wednesday, August 9, $1,000,000; Wednesday, August 16, $1,000,000; Wednesday, August 23, $1,000,000; Wednesday, August 30, $1,000,000.

On Wednesday, Government bought in only $162,750 of Five-Twenties at 112@112 12, ex-interest. The amount of bonds offered was $1,647,750@112@112 99.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116@116¼; U. S. Five-Twenties of 1862, 114½@114⅝; U. S. Five-Twenties of 1864 at 113⅝@113⅞; U. S. Five-Twenties of 1865, 114@114¼; U. S. Five-Twenties of 1865 consolidated, 112⅝@112¾; U. S. Five Twenties of 1867, 113@113⅛; U. S. Five-Twenties of 1868, 113⅛@113⅜; U. S. Ten-forties at 113⅜@113½; U. S. Six per cent. currency bonds, 114⅛@114¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 19.	July 26.	Aug. 2.
Consols	93¾	93⅝	93½
U. S. 5-20's of 1862	92½	92⅝	93
U. S. 5-20s, 1865	92¼	92¼	92¾
" 1867	91⅜	91⅝	91⅞
" 10-40s	91½	91½	92
Erie	24¼	——	24⅛

State bonds have been in moderate demand at fairly supported prices.

Railway bonds have been in comparatively fair demand at generally steady prices. Central Pacific Sixes closed on Wednesday at 98½@98¾. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in request at 92 per cent. and accrued interest. Union Pacific Sixes closed on Wednesday at 87¼@87½.

Business in Railway and miscellaneous share property has been held throughout the week with evident confidence in the easy workings of the money market, and of buoyancy in values in the immediate future. The speculation, however, has been devoid of spirit. At the close, there was rather more animation apparent.

General business has been less active, with produce values quoted, in most instances, depressed. Middling upland cotton closed more steadily on Wednesday at 19¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,943,994 bales, against 2 825,856 bales same time last year; exports 3,115,521 bales, against 2,175,157 bales same time last year; stock at the ports at latest dates, 163,273 bales, against 112,998 bales same date 1870.

At the Live Stock Markets, Beeves have been in better supply and less request at from 7@12 cts; Veals active at 4½@10½ cts; Sheep in demand at 4½@6¾ cts; Lambs at 6 @9½cts; Swine, 5¼@5⅝cts per lb., all live weight. The week's receipt were 8,669 Beeves, 2,498 Veal Calves, 32,098 Sheep and Lambs; and 23,367 Swine.

Foreign goods have been in moderate demand as a rule, at less buoyant prices. The week's imports of foreign goods reached $8,395,362, including $3,475,044 of dry goods.

Ocean freights have been moderately active and rates have been again generally quoted firmer.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 83½; do., 7s, 93; do. 7s, gold, 98¼; South Carolina 6s, new Jan. and July, 58½; New York State 7s, Bounty Loan, 108½; Kentucky 6s, 99⅞; North Carolina 6s, special tax, 20; Alabama 8s, R. R. bonds, 100; Brooklyn 6s, W. L., 94½; St. Louis and Iron Mt. R. R., 59; New York and New Haven R. R. scrip, 140; Albany and Susquehanna R. R., 93; do. 2d mort., 95; Quincy and Toledo 1st mort., 87; Chicago and Northwestern Interest bonds, 95; Cedar Falls and Minnesota 1st mort., 83¾; Central of New Jersey new bonds, 100½; Ohio and Miss. consol. bonds, 93; Toledo, Peoria and Warsaw 1st mort., W. D., 89½; Western Union Tel., 58¾; Quicksilver pref., 19¾; Adams Exp., 82½; Am. Mer. Union Exp., 54; U. S. Exp., 54; Consol. Coal of Md., 87¼; Spring Mt. Coal, 72½; Maryland Coal, 30; Pennsylvania coal, 2.25; Central gold, 0.06.

Philadelphia.—Huntingdon and Broad Top Mt., 9; do. pref., 13; Perkiomen R. R. bonds, 81; Philadelphia and Reading deben. bonds, 83; do. 6s, 1844-'80, 94¾; Wilmington and Reading, 7s, 99; Pennsylvania and New York Canal 7s, 96¾; Pennsylvania Canal 6s, 79; Lehigh Nav. consol. gold loan, 98½; Pennsylvania State 6s, War Loan, reg., 99¾. The latest quotations are: City 6s, 100¾@101; do. free of tax, 101⅛@101½; State 5s, coupon, 100@100; do. 6s, W. L., 102⅞@—; do. 1st series, 102¼@103; do. 2d series, 105@106; do. 3d series, 108@108; Reading, 57⅛@57¼; do. 7s, 1893, 105@105; do. mort. 6s, 1880, 95@95; Camden and Amboy, 126@127; do. mort. 6s, 1889, 95⅞@96; do. 1883, 89½@—; do. 1889, 90@91; Pennsylvania R.R., 61@61⅛; do. 1st mort., 100½@101; do. 2d mort., 100@100½; do. General mort. coupon, 93¾@94; do. reg., 95¾@96¼; Little Schuylkill R. R., 46@46½; Morris Canal, 51@51; do. pref., 120@—; do. 6s, 91@91½; Susquehanna Canal, 9@11; do. 6s, 60@—; Schuylkill Nav., 8¾@9; do. pref., 17½@18; do. 6s, 1882, 80⅜@80½; Elmira and Williamsport pref., 40@—; do. 7s, 1873, 93½@95; do. 5s, 61@—; Lehigh Coal and Navigation, 38¼@38½; do. 6s, 1884, 87½@87½; do. R. R. Loan, 90¼@91½; do. Gold Loan, 91⅛@91⅜; North Pennsylvania, 50@51; do. 6s, 101¾@102; do., 7s, 99¼@100; do. Chattle 10s, 114@—; Philadelphia and Erie, 28@28⅜; do. 6s, 93@93½; Minehill, 52⅛@52¾; Catawissa, 19@21; do. pref., 47½@47⅝; Lehigh Valley, 60¼@60½; do. 6s, 97@97; Fifth and Sixth streets, (horse,) 42@45; Second and Third, 64@65; Thirteenth and Fifteenth, 24⅝@25; Spruce and Pine, 31@31½; Green and Coates, 44@—; Chestnut and Walnut, 51@52; Hestonville, 20⅞@21½; Union, 60@—; Germantown, 33@35.

Boston.—Portsmouth, Gt. Falls and Conway R. R., 112½; Indianapolis and Cincinnati R. R., 6⅜; Rutland R. R., 39; do. pref., 84⅞; do. 8s, 1880, 100; Cincinnati, Sandusky and Cleveland R. R., 22; Connecticut and Passumpsic Rivers pref., 91; Worcester and Nashua R. R., 137¾; Concord and Portsmouth R. R., 117¾; Cape Cod, 67½; Cheshire R. R. 6s, 1880, 95; Vermont Central 1st mort., 87¼; Fitchburg and Worcester 1st mort., 1889, 88; Leavenworth, Lawrence and Galveston 1st mort. 10s, 98¾; Eastern R. R. 6s, 1874, 99½; do. 1885, 98; Cedar Rapids and Missouri 7s, 1916, 88; Burlington and Missouri River R. R., 116½; do. 8s, in Nebraska, 96; Central Pacific 7s, 1883, 100⅛; Jackson, Lansing and Saginaw 8s, 1885, 98¼; Old Colony and Newport 7s, 104; South Side R. R. 6s, 1880, 93; Cary Imp., 16½; Boston Water Power, 43¼; Waverly Land, 4; East Boston Land, 15½; Rhode Island 6s, 1882@1893, 101½; Maine 6s, 1889, 100½; New Hampshire 6s, 1874@1877, 101¼; Massachusetts 5s, 1891, gold, 99; Lynn 5s, 1882, 88½; Salem 5s, 1872, 99; Chicago 7s, 1887, 101; St. Louis 6s, 1889, 92⅛; Minneapolis 8s, 1890, 100¼; Weymouth 5s, 1879, 96⅜; St. Louis County 6s, 1881, 100½; do. 6s, 1873, 97¾; Chelsea 6s, 1879, 99½; Boston 6s, currency, 102; do. 5s, 1886, gold, 98½; Cincinnati 7-30s, 1888, 106⅛; Allouez Mining Co. 4; Canada, 40c.; Hanover, 2; Petherick, 1¾.

Baltimore.—Western Maryland 1st mort., 80; Orange, Alex. and Manassas 7s, 80½; Central Ohio 1st mort., 86¾; Virginia and Tennessee R. R. 8s, 86½; Pittsburg and Connellsville bonds, 94¼; Northern Central 6s, 1900, gold, 90½; Orange and Alexandria 2d mort., 78; Virginia 6s, old, conpon, 65; do. consol. 6s, 67; do. deferred certificates, 26½; Maryland 6s, 1890, 99. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94@94¾; Baltimore and Ohio, 140@146; do. 6s, 1875, 96⅛@96¼; do. 1880, 95⅛@—; do. 1885, 96⅛@96⅜; Northern Central, 40½@40¾; do. 6s, 1885, 90¼@—; do. 1900, 89¾@90½; do. 6s, 1900, gold, 90⅜@90½; N. W. Va. 1st mort., 98⅛@98½; do. 2d mort., 98½@99; do. 3d mort., 1885, 90¾@—; Marietta and Cincinnati 7s, 1892, 95@95¼; do. 2d mort., 84½@84⅝; do. 3d mort., 78@78½; Central Ohio, 29@29½; do. 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 80½@

82⅛; do. guar. by Baltimore City, 90@91; do. 2d mort. guar., 91@92; do. 2d mort. pref., 60½@—; do. 6s, guar. by Washington Co., 80@—; Richmond and Danville bonds, 79@79½; Orange and Alexandria 1st mort. 6s, 89@90½; do. 2d mort. 6s, 78@79⅛; do. 3d mort. 8s, 86@86¼; do. 4th mort. 8s, 82@82¼; Orange, Alex. and Manassas 7s, 80½@80⅝; Virginia and Tennessee 8s, 86@86½; do. 6s, 1st mort., 85@95; do. 6s, 2d mort., 76⅛@78; Baltimore 6s, 1875, 99½@99½; do. 1884, 98¼@99; do. 1886, 98¼@98½; do. 1890, 98⅝@99; do. 1893, 98⅝@99; do. 1900, 98½@99; do. 5s, 1838–'70, 81½@82; Memphis City 6s, 58@58; Maryland Defense Loan, 1883, 105@—; City Passenger R. R., 22¾@24; George's Creek Coal, 70@80; Baltimore Copper, 0.50@1.25; Santa Clara 1@1.00; Atlantic Coal, 1.40@1.87½.

Virginia State Bonds.

To the uninitiated the occasion of the wide variation in the daily quotations of the various issues of Virginia State 6s is altogether inexplicable, and at the request of the Baltimore *American* Messrs. Wilson, Colston & Co., bankers of that city, who make dealing in Virginia bonds a specialty of their business, have prepared a statement showing what the quotations represent and why the variations exist, which we commend to the attention of our readers:

Before the war the credit of no State was higher than that of Virginia: all of her engagements were met promptly, and the prices of her bonds always ruled high amongst first-class securities.

After the war her first attention to her debt was on January 1, 1866, when she funded the interest due and unpaid on her debt from July 1, 1861, being five years' 30 per cent, into new bonds, commonly called "1866 bonds," and this operation was repeated on January 1, 1867, for the interest due in the previous year, for which "1867 bonds" were given. These 1866 and 1867 bonds carry the interest on the face of them from the 1st of January of the respective years, 33 per cent. in the one case and 27 per cent. in the other. On July 1, 1867, the State resumed the payment by paying 2 per cent. of the 3 per cent. due semi-annually, and crediting the 1 per cent. to holders on the State books in the case of registered stock, and issuing coupons in the case of coupon bonds. This was maintained until January 1, 1869, since which time no interest has been paid.

The "funding act," passed at the last session of the Legislature, after reciting the fact that West Virginia, at its formation, contained one-third of the area and population of the old State, and that in the formation of that State it was provided that West Virginia should take upon herself a just proportion of the debt of the Commonwealth as it existed prior to July 1, 1861, provided for the funding of all the existing bonds and stocks, with all accrued interest, into a new debt, of which two-thirds is issued in new bonds on which the State of Virginia promises to pay interest punctually, and the remaining one third is issued in a certificate on which interest is deferred until a settlement can be had with West Virginia. These bonds are denominated respectively "Virginia consolidated bonds" and "Virginia deferred certificates."

The prices of the former issues are regulated by the amount of accrued interest carried with each class, as follows: Old coupon bonds, 15 per cent.; old registered, none; 1866 bonds, 33 per cent., and 1867 bonds 27 per cent. They are now all about equal in real price except the old coupon bonds, which are about 3 per cent. higher in proportion at this time, which is generally attributed to the European demand for that particular class.

No provision has been made for the payment of interest on the deferred certificates, but it is un-

INVESTMENT SECURITIES.

JAY COOKE & Co. are now selling, and recommend as a profitable and safe investment for all classes, the First Mortgage 7-30 Gold Bonds of the Northern Pacific Railroad Company. They have 30 years to run, bear Seven and Three-Tenths per cent. gold interest (more than 8 per cent. currency), and are secured by first and only mortgage on the ENTIRE ROAD AND ITS EQUIPMENTS, and also, as fast as the Road is completed, on 23,000 Acres of Land to every mile of track, or 500 acres for each $1,000 Bond. They are exempt from United States tax; principal and interest are payable in gold. Denominations; Coupons, $100 to $1,000; Registered, $100 to $10,000.

Northern Pacific 7-30s are at all times receivable, at TEN PER CENT. ABOVE PAR, in exchange for the Company's lands, at their lowest cash price.

The proceeds of all sales of lands are required to be devoted to the repurchase and cancellation of the First Mortgage Bonds of the Company. The Land Grant of the Road exceeds Fifty Million Acres in the most fertile portion of the Northwest, and the demand for the Company's lands for settlement already exceeds the ability of the Government to complete the surveys. This immense Sinking Fund will undoubtedly cancel the principal of the Company's bonded debt before it falls due.

Holders of U. S. Five-Twenties, who wish to convert them into a first-class railroad security, can do so at a present profit of about 12 per cent., while increasing their interest income nearly one-fourth, by exchanging them for Northern Pacific 7-30s.

All marketable stocks and bonds will be received in exchange at their highest current price. Full information, maps, pamphlets, etc., will be furnished on application to any agent for the loan, or to JAY COOKE & Co., New York, Philadelphia or Washington.

Catskill and Schoharie Valley Railroad.

The articles of association of this company have been filled, and it is probable the construction of the road will be entered upon without delay. It will extend from Catskill to Central Bridge in Schoharie county, passing through Albany county, and will be about forty-miles in length. The following are its directors: Charles L. Beach, Joseph Cornell, Hiram Van Steenburgh, J. A. Cooke, A. M. Osborn, Jacob H. Meech, Charles E. Franch, Lemuel L. Penfield, Oscar T. Humphrey, and Joshua Fiero, Jr., all of Catskill; Charles L. Cornish, of New York City; Liberty P. Moore and Wm. Paddock, of Durham, Greene county.

☞ The Chartiers Valley road has been completed. It extends from Mansfield, on the Panhandle line, 12 miles west of Pittsburg, southwest 26 miles to Washington, Pa., on the Hempfield railroad, 32 miles west of Wheeling.

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

PUBLIC NOTICE.

The undersigned COMMISSIONERS of STOCK SUBSCRIPTIONS to the NEW YORK RAILWAY COMPANY, give notice that the **Books of Subscription** to the Capital Stock of such Company **WILL BE CLOSED** on the

31st day of August, 1871.

UNTIL THAT DAY the Books will remain open for Subscribers at the Banking House of

Duncan, Sherman & Co.,
No. 11 Nassau Street,

and also at the

Bank of the Metropolis,
No. 31 Union Square.

Until the Books of Subscription are closed, ALL SUBSCRIBERS for Stock will have the **Benefit of Interest** upon the several instalments paid, and as allowed to those subscribing within thirty days after the Books were opened.

Dated, NEW YORK, July 24th, 1871.

Alex'r T. Stewart,
John Jacob Astor,
Levi P. Morton,
} Commissioners on behalf of the Company.

Jones' Falls Improvement.

The board of commissioners to examine plans for the Jones' Falls improvement have appointed as engineers Strickland Kneass, of Philadelphia, and Major W. P. Craighill, of the United States corps of engineers, now in charge of harbor works in Maryland, Virginia and North Carolina. Mr. Kneass is now and has been, for fifteen years, chief engineer and surveyor of the city of Philadelphia. He has had large experience in hydraulic engineering, and enjoys a high reputation in the department of science. Major Craighill has been recommended to the board by some of the most scientific men in the country. The board being satisfied of their fitness for the proposed work, tendered these gentlemen the appointment, which they have accepted. They will at once enter upon the examination of plans for the Jones' falls improvement, and as soon as practicable, give the results of their examination to the board.

☞ The contract for the graduation and masonry of the Buffalo Valley Branch Railroad has been awarded to Messrs. Yutzy & Scott, who have contracted to do the work for $17,000, and to finish it before the 1st day of November. This road is to extend from the town of Berlin (Somerset county, Pa.,) near Cumberland, to a point on the Pittsburg and Connellsville Railroad, west of Myers' mills, where it connects with the latter road.

☞ Grading and laying down the rails on the track of the Addison (Vt.) Railroad is progressing rapidly, and the cars are expected to run in October next.

☞ Work is progressing rapidly on the St. Paul and Winona Railroad between Minnesota City and Winona.

Journal of Railroad Law.

RAILROAD COMPANIES—WHEN LIABLE AS CARRIERS OF GOODS MARKED "C. O. D"—LIABILITY TERMINATED BY A DELIVERY MERELY.

The facts in the recent case of The Chicago and Northwestern Railway Company *vs.* Merrill (48 Ill., 425), are fully and clearly stated in the following opinion by

LAWRENCE, J.—This was an action of assumpsit brought against the railroad company to recover for the value of some castings sent over their road, from Geneva to Winnebago in this State. The goods were marked as follows: "John L. Page, Winnebago, goods by R. R. cars, care of American Express Company, C. O. D," and were shipped by the railroad with the directions thus marked on them. They were safely delivered to Page upon the freight. He proved insolvent, and Merrill the consignor having failed to recover the price of his goods from him, has brought this suit against the company, and recovered a verdict and judgment in the Circuit Court.

There is no possible ground upon which this judgment can be sustained upon the record before us. We held in the case of the American Express Company *vs.* Lesem, 39 Ill., 313, that in an action against an express company, the plaintiff might aver in his declaration, and prove upon the trial in what sense the characters C. O. D. were used in the business of express companies and what was the usage of those companies in regard to packages thus marked, and what responsibilities assumed by giving a receipt with those characters written upon it. But in the case at bar, although the goods were marked C. O. D. the receipt given by the company contained no such characters, nor any language indicating an undertaking on the part of the company to collect from the consignee the price of the goods. Not only that, but there is not a scintilla of evidence in the record, that this railway company ever undertakes the duties of a collecting agent or that it recognizes the characters C. O. D. when inscribed upon an article of transportation, as imposing upon itself any additional duties or obligations.

And not only was there an entire absence of evidence showing such usage, but the direct reverse was positively proven. Besides all this, it was also shown that no bill for the price of the goods was delivered by the consignor to the company, so that, if it had desired to collect their value from the consignee, upon delivery, it had not the means of doing so.

Under these circumstances, we are utterly unable to see upon what ground the liability of the railroad company can be made to rest. It simply undertook by its receipt to transport these goods to Winnebago, and there safely deliver them to John L. Page, who is named in the receipt as consignee. This it did, and there its liability ended. It is true on the box was written, besides the name of Page, as consignee, the words, "care of American Express Company." But in the receipt given to appellee by the company, Page was named as the consignee, and nothing is said about the express company, and we understand these words upon the box as merely indicating that, if Page, the consignee, could not be found to receive the goods, the appellant might deliver them into the care of the express company. But Page did appear, and claimed the goods, and the appellant delivered them to him as it was his duty to do. And if it could be held that the express company, and not Page, should be regarded as the consignee of the goods, it appears that the station agent of the railway company at Winnebago, who received the goods, was also the agent of the express company, so that, in either event, the appellant made a proper delivery. The judgment must be reversed.

Judgment reversed.

Port Huron and Lake Michigan Railroad.

The earnings of the Port Huron and Lake Michigan railroad (which was only completed to Lapeer in May) from the 1st January to the 1st July, 1871, were: From freight and passengers carried over the road, $61,318 48. The operating and maintenance expenses for the same time were $18,320 57—being about thirty per cent. of the gross earnings. The section of this road from Lapeer to Flint (twenty miles) will be completed before the first of October, and from Flint to Owasco (twenty-four miles) during the ensuing winter or spring.

☞ The track of the western division of the Connecticut Western Railroad was laid to the State line of New York, near Millerton, on the 24th ult., and connected with the Dutchess and Columbia Railroad.

The Canals of New York.

EXTRACTS FROM THE REPORT OF THE STATE ENGINEER AND SURVEYOR.

The State canals, for convenience in construction and the superintendence of repairs, are divided into three divisions, Eastern, Middle and Western; each under the charge and supervision of a Canal Commissioner, a Division and Resident Engineer.

EASTERN DIVISION.

Names of canals:	Miles.
Erie canal from Albany to east bank of Oneida Lake canal	133.58
Albany basin (called one mile for tolls, by chapter 200, Laws of 1849)	.77
Port Schuyler and West Troy side cut	.35
Pond above Troy dam	3.00
Champlain canal and Waterford side cut	66.00
Glen's Falls feeder and pond above	12.00
Black River canal	35.33
Black River feeder and pond above dam	12.09
Delta feeder	1.38
Black River improvement	42.50
Total miles	307.00

This division has been in charge of E. H. Crocker, division engineer, and Peter Hogan, resident engineer.

MIDDLE DIVISION.

Names of canals:	Miles.
Erie canal from east side of Oneida Lake canal to east line of Wayne county	68.58
Navigable feeders to Erie canal:	
Limestone	.80
Butternut	1.55
Camillus	1.00
	3.35
Oneida Lake canal	7.00
Oswego canal	38.00
Cayuga and Seneca canal	22.77
Crooked Lake canal	8.00
Chemung canal and feeder	39.00
Chenango canal	97.00
Oneida River improvement	20.00
Seneca River towing path	5.75
Baldwinsville canal and improvement to Jack's Reef	12.50
Cayuga inlet	2.00
Total miles	323.95

This division has been in charge of M. S. Kimball, division engineer, and Howard Soule, Jr., resident engineer. The Chenango canal extension has been in charge of Charles L. McAlpine, resident engineer.

WESTERN DIVISION.

Names of canals:	Miles.
Erie canal from east line of Wayne county to Buffalo	148.50
Genesee Valley canal from Rochester to Milgrove	113.50
Dansville branch of Genesee Valley canal	11.00
Genesee feeder at Rochester	2.25
Genesee feeder at Oramel	.75
Total miles	276.00

This division has been in charge of Daniel Richmond, division engineer, and J. Nelson Tubbs, resident engineer.

From the above statements, it will be seen that there are 906.95 miles of navigable canals and feeders, and there are also 5.68 miles of unnavigable feeders, making a total of 912.63 miles of canals and feeders under the supervision of this department, exclusive of the Chenango canal extension, in process of construction.

The total length of navigable canals and feeders, with rivers and lakes connected artificially therewith, in the State of New York:

	Miles.
Total length of artificial canals and feeders	906.95
Length Hudson river, New York to Waterford	155.00
Lake Champlain, Whitehall, to Rouse's Point	111.00
Oneida lake	22.00
Cayuga lake	39.00
Seneca lake	35.00
Crooked lake	19.00
Delaware and Hudson canal (in this State)	87.00
Junction canal	18.00
Total	1,392.95

Statement showing the cost of construction of the New York State canals, together with the cost of repairs, maintenance and collections; also the total amount of tolls received from each. (Each canal is credited with the amount of tolls upon the tonnage contributed to the Erie, and charged with its proportions of repairs and maintenance upon the same, up to and including 1866):

	Expenditures. Construction, &c.	Repairs, &c.	Receipts from tolls.
Erie & Champ.	$46,018,234	12,900,333	81,057,168
Oswego	3,490,949	4,639,219	9,283,230
Cayuga & Sen.	1,520,542	1,200,044	2,184,300
Chemung	1,273,261	1,794,649	2,012,575
Crooked Lake	333,287	459,374	520,416
Chenango	2,782,124	1,022,026	737,285
Black River	3,224,779	498,866	242,603
Genesee Valley	5,827,813	1,689,303	1,306,918
Oneida Lake	64,837	123,234	65,180
Baldwinsville	23,556	25,085	1,261
Oneida R. imp.	146,944	25,005	204,288
Seneca R. towp	1,488	20	5,251
Cayuga inlet	2,968	....	4,596
Totals	$64,710,832	24,377,108	97,625,066
Total cost of construction, as above			$64,710,832
Total interest on same			98,736,654
Total cost maintenance, repairs and collection			24,377,114
Total interest on same			27,268,895
Total from commencement to completion			$210,093,495
Aggregate receipts from tolls, with interest			202,619,510
Present cost to the State of the entire canal system			$7,473,985

The number and tonnage capacity of the boats built and registered in each year since 1857 has been as follows:

Year.	Boats.	Tons.	Av'ge boats.
1857	329	37,510	114
1858	255	47,880	109
1859	206	20,150	98
1860	403	48,355	120
1861	619	95,230	154
1862	850	142,470	168
1863	771	119,170	177
1864	399	56,235	141
1865	200	28,795	144
1866	485	74,630	154
1867	520	80,360	155
1868	387	64,470	167
1869	298	46,640	157
	5,722	841,845	

Comparative statement of the total tonnage movement over the New York State canals, New York Central Railroad and Erie Railway, from 1860 to 1869, inclusive:

Year.	N.Y. State canals. Tons moved one mile.	N.Y. Cent. R.R. Tons moved one mile.	Erie Rl'wy. Tons moved one mile.
1860.	809,524,596	199,331,392	214,084,395
1861.	863,623,507	237,392,974	251,350,127
1862.	1,123,548,430	296,963,492	351,092,285
1863.	1,034,130,023	312 195,796	403,670,861
1864.	871,335 150	314,081,410	422,013 644
1865.	343,915,779	264,993,626	388,557,213
1866.	1,012,448,034	331,075,547	478,485,772
1867.	958,362,953	362,180,606	549,888,422
1868.	1,033,751,268	366,199 786	595,699,225
1869.	919,153,611	474.419,726	817,829,190
	9,469,793,424	3,158,734,355	4,619,798,173

It appears from the foregoing, that since 1860 the canals have moved about twenty-four per cent. more freight than the New York Central and Erie railroads together; and that the average was nineteen per cent. greater than the business for that year, and that the average yearly business on the railroads for the same period was eighty-nine per cent. greater than the business for the year 1860. Thus, notwithstanding the active competition with which the canals have had to contend—the railroads continually extending their lines and connections—the average business for the ten years shows a fair increase over preceding years.

As between the two railroad lines, the above table is not a fair comparison, as the Erie operated 264 more miles of road in 1869 than in 1860, while the New York Central operated only thirty-seven miles more.

The following shows the cost of construction and equipment of the three lines:

	Cost.	Miles.
New York State canals	$80,710,832	900
New York Central Railroad.	37,603,687	593
Erie Railway	64,131,959	823
	$183,446,488	2,316

The total number of tons moved one mile on all the canals and railroads in the State, in the ten years from 1860 to 1869 inclusive, was 19,662,593,782; of this amount, the canals, with an average of less than seven and one-half months in each year, transported 48 2-10 per cent., or very nearly one-half; and all the railroads, in operation the whole time, transported 51 8-10 per cent. In several of these years the canals transported more freight in seven and one-half months than all the railroads in the State did in the whole twelve months.

In 1860 there were 3,146 miles of railroads in operation in this State; and in 1869, 4,430 miles; an increase of 1,284 miles.

The capacity of a canal (all things being equal) is determined by the number of lockages that can be made in a definite time; it is therefore important that the locks should receive such attention as will insure to the canals their full capacity.

An improvement known as the tumble gate has been introduced upon several locks within the past two or three years, and has been found to work so well and to be so much superior to the present form of gate that I am of the opinion they should be substituted, whenever the gates now in use at the head of the lock require renewing. This should be done on the Erie canal at least.

Another improvement has been presented, with which it is proposed to utilize the power now lost in the passage of the feed water between the locks, by applying it to machinery for opening and closing the gates without the aid of manual labor, and for aiding the boat to enter and leave the lock, thereby shortening the time of the lockage. Permission has been granted the inventor by the Canal Board, to make a trial at lock number thirty-seven on the Erie Canal. Should the experiment prove what is claimed for it, the invention would be of great importance.

I still retain the opinion, expressed in my last annual report, that the direct solution of the question of the practicability and economy of navigating the canals with steam power, can be more speedily and satisfactorily arrived at by immediately placing the matter in he thands of the Canal Board. It was then stated: "The question of the practicability of navigating the canals with steam as a motive power should be settled at the earliest practicable moment, and I would recommend that an appropriation be made of not less than $20,000, and authority given to the Canal Board to have such experiments and examinations made as would determine the best methods of applying steam to canal navigation, and that said board be empowered to employ a competent engineer to assist in such investigation."

Heretofore the experiments have been left entirely at the risk and expense of the inventors, most of whom, it seems, have not been fully acquainted with the principles involved in the navigation of contracted or artificial channels, which differ widely from the laws governing the navigation of open or unlimited water-ways, and which may account for the failure of these experiments in many instances. Upon this point, it was said in the report for 1868:

"Attempts have hitherto been made to substitute steam for horse-power upon the canal. These have all thus far failed, probably from the fact that the machinery used was not properly proportioned to the work which it was designed to perform, and that too high a rate of speed was sought to be obtained. The law connecting the resistance offered to bodies moving in water with the power required to overcome such resistances, may be stated as follows:

"The resistance varies as the square of the speed, and the power exerted varies as the cube of the speed: hence if two horses were sufficient to tow a boat at a speed of two miles an hour, the number required to tow the same at a speed of four miles per hour would be $[2 - 43 \div 23 = (2\times64) \div 8]$ 16 horses. It appears, therefore, in order to double the speed, the propelling power must be increased eight times. The obvious effect of the double speed would be to reduce the time of transit one-half; this, however, would be secured only at an expenditure for propulsion eight times as great as that due to a speed of two miles per hour.

"The foregoing determinations and comparisons are based upon the assumption that two horses will tow a loaded boat at a speed of two miles per hour upon the canal; as shown by Mr. D' Aubuisson's formula, forty-four per cent more power is required to maintain the same speed upon the canals than in an indefinite fluid. For example, as shown in a former calculation from D' Aubuisson's formula, the traction of resistance encountered upon the Erie Canal with the large class of boats, carrying 210 tons, at a speed of two miles an hour, is 428 lbs., requiring about three horses; then the resistance, at a speed of four miles an hour would be $[(43\times428) \div 23] = 3,424$ lbs., requiring over twenty three horses.

If steam power should be provided sufficient to obtain an average speed a little in excess of that realized from present horse power, then it might undoubtedly be successfully and economically employed upon our canals.

I would recommend that authority be given the Canal Board to employ a competent engineer to prepare designs and plans for the construction, on the most approved plan, of one boat, with machinery complete, to be placed on the canals for trial at the earliest practicable moment, and that a sufficient appropriation be made for defraying the expenses of the same.

In conclusion, I would respectfully call the attention of the Legislature to the reports of the Division Engineers, herewith submitted, in which will be found a full description of the condition of all the canals, reservoirs, and feeders. They give in detail the extent and character of work done and to be done on repairs under the supervision of this department, and the cost of said work.

Respectfully submitted.

VAN R. RICHMOND,
State Engineer and Surveyor.

Railroads in Minnesota.

We doubt if our own citizens fully realize the rapid progress of railroad enterprises in Minnesota. It is known that advances are being made in various directions but the summing up of results has usually been delayed until the close of the year, and therefore very few manifest great interest in tracing the lines of constant progression from week to week and month to month.

The work on the main line of the St. Paul and Pacific has been prosecuted with such energy that we are now promised an excursion to Breckinridge, on the Red River of the north, two hundred and sixteen miles distant from St. Paul, by the 15th of September next. The whole line is graded, and the cars running to Morris, one hundred and fifty-nine miles from St. Paul, and the iron is being laid at the rate of more than a mile each day.

Orders have been received to place under contract the line from Sauk Rapids to Brainerd, and to have the same completed before the first of January.

The road from Saint Cloud to Pembina by way of the Sauk Valley will also be prosecuted with great vigor during the season, and it is believed Sauk Centre will be reached before "the snow flies."

The Northern Pacific Railroad is completed to Oak Lake, nearly one hundred miles west of the Mississippi, and is taking long strides "toward the far West, where rolls the Oregon."

The Railroad from St. Paul to Hudson, connecting with the West Wisconsin at that place, is under contract and will be pushed to completion at the earliest practicable moment. The iron, rolling stock, &c., is now on the way from the East.

The St. Paul and Chicago Railroad (from St. Paul to Wisconsin) is completed to Lake City, and will probably reach Winona in November.

The Hastings and Dakota Railroad is nearly completed from Farmington to Shakopee, and will reach Corver, and probably beyond that point, the ensuing fall.

The line from Minneapolis to White Bear Lake is nearly completed, and that from Minneapolis to Carver, will be in operation in November.

The St. Paul and Sioux City Railroad moves on steadily towards its destination, and it is believed that in less than a year St. Paul will be connected by iron bands with the metropolis of Dakota.

The railroad from St. Peter to New Ulm is under contract, and will be in operation in less than a year.—*St. Paul Pioneer.*

☞ The work of laying the rails was commenced on the Rome and Clinton railroad at Rome, N. Y., on the 19th ult. Satisfactory progress is being made, and if there should be no interruption the work will be completed by the last of August.

☞ The work on the Honduras railroad, suspended during the war, has been resumed.

Centennial Anniversary of American Independence.

The following is a copy of the act passed by the National Legislature to provide for celebrating the one hundreth anniversary of American independence, by holding an international exhibition of arts, manufactures, and products of the soil and mine, in the city of Philadelphia, and State of Pennsylvania, in the year eighteen hundred and seventy-six;

Whereas the Declaration of Independence of the United States of America was prepared, signed and promulgated in the year seventeen hundred and seventy-six, in the city of Philadelphia; and whereas it behooves the people of the United States to celebrate, by appropriate ceremonies, the centennial anniversary of this memorable and decisive event, which constituted the fourth day of July, anno Domini seventeen hundred and seventy-six, the birthday of the nation; and whereas it is deemed fitting that the completion of the first century of our national existence shall be commemorated by an exhibition of the national resources of the country and their development, and of its progress in those arts which benefit mankind, in comparison with those of older nations; and whereas no place is so appropriate for such an exhibition as the city in which occurred the event it is designed to commemorate; and whereas, as the exhibition should be a national celebration, in which the people of the whole country should participate, it should have the sanction of the Congress of the United States: therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an exhibition of American and foreign arts, products and manufactures shall be held, under the auspices of the Government of the United States, in the city of Philadelphia, in the year eighteen hundred and seventy-six.

Section 2. That a Commission to consist of not more than one delegate from each State, and from each Territory of the United States, whose functions shall continue until the close of the exhibition, shall be constituted, whose duty it shall be to prepare and superintend the execution of a plan for holding the exhibition, and, after conference with the authorities of the city of Philadelphia, to fix upon a suitable site within the corporate limits of the said city where the exhibition shall be held.

Section 3. That said Commissioners shall be appointed within one year from the passage of this act by the President of the United States, on the nomination of the Governors of the States and Territories respectively.

Section 4. That in the same manner there shall be appointed one commissioner from each State and Territory of the United States, who shall assume the place and perform the duties of such commissioner or commissioners as may be unable to attend the meetings of the commission.

Section 5. That the commission shall hold its meetings in the city of Philadelphia, and that a majority of its members shall have full power to make all needful rules for its government.

Section 6. That the Commission shall report to Congress at the first session after its appointment a suitable date for opening and for closing the exhibition; a schedule of appropriate ceremonies for opening or dedicating the same; a plan or plans of the buildings; a complete plan for the reception and classification of articles intended for exhibition; the requisite custom house regulations for the introduction into this country of the articles from foreign countries intended for exhibition; and such other matters as in their judgment may be important.

Section 7. That no compensation for services shall be paid to the commissioners or other officers provided by this act from the treasury of the United States; and the United States shall not be liable for any expenses attending such exhibition, or by reason of the same.

Section 8. That whenever the President shall be informed by the Governor of the State of Pennsylvania that provision has been made for the erection of suitable buildings for the purpose, and for the exclusive control by the commission herein provided for of the proposed exhibition, the President shall, through the Department of State, make proclamation of the same, setting forth the time at which the exhibition will open and the place at which it will be held; and he shall communicate to the diplomatic representatives of all nations copies of the same, together with such regulations as may be adopted by the commissioners, for publication in their respective countries.

Approved March 3, 1871.

European and North American Railway—Western Extension.

The report of this company which was presented at the recent Annual Meeting in St. John, N. B., states the receipts on capital account to have been $117,204 07; and the expenditure, $81,157 60—leaving a balance of $36,046 47; to which should be added the balance from previous year, $9,953 36—making the amount to the credit of the company in the Bank of Montreal to 31st May, 1871, $46,029 83, which will shortly be used to pay for rolling stock. The report says:

With regard to the traffic operations of the line the Directors have to present the report and accounts to 31st December last, as rendered by Mr. E. R. Burpee, Managing Trustee. The revenue for thirteen previous months was for

Passengers	$45,528 55
Freight	29,125 40
Mails and Sundries	4,391 65
Total	$79,045 60
Whilst the working expenses for the same time were,	$65,647 95
And the net revenue	$10,397 95

The working expenses include a large amount for repairs of damages to the works caused by the serious storms of the winter of 1869-70. There was 55 255 passengers and 33,329 tons of freight carried during the same period.

A statement of the revenue and working expenses for the five months ending 31st May, as compared with a corresponding period of the previous year, is also submitted. This statement shows an increase for that time in the revenue of $14,065 13, and in the working expenses of $3,447 31, and in the net revenue of $10,617 82.

The passengers carried for the same period were 20,289 against 16,410.

Under the terms of the agreement entered into with the E. & N. A. Railway Company of Maine, dated 18th November, 1869, the Trustee is required to pay the net revenue to the Maine Company, who protect the interest coupons due from time to time on the bonds of this company.

The Directors regret that they were compelled to resort to the only alternative left to collect unpaid stock. Legal proceedings were therefore instuted against the greater number of delinquent subscribers. One of these suits was tried at the St. John Circuit Court, in February last, before his Honor Mr. Chief Justice Ritchie, when a verdict was given for the plaintiffs, and the decision of the Court of Frederickton upon the points of law reserved is shortly expected.

Now that the line is completed and in successful operation, the directors hope that all persons indebted for stock subscriptions will pay the amount without further contentions, and enable the Company to fulfill their engagements and provide a further supply of Rolling Stock which is already much needed and will soon be indispensable to meet the requirements of the traffic with the United States, in which this city is so largely and deeply interested.

In September last, a contract was entered into between the Carleton, City of St. John Branch Railway Company and Mr. E. R Burpee, Civil Engineer, by which Mr. Burpee agreed to build their line of Railway from Fairville to Carleton, a distance of about 3 1-2 miles. This contract Mr. Burpee has very nearly completed and this Company have leased the line.

The Western Extension Railway trains now leave and arrive at Carleton daily, and convenient terminal accommodations will soon be established near the ferry landing.

The Directors have also to report that they have issued the exclusive right of ferriage in the harbor of St. John for the period of twenty years, from 1st May last. They are convinced that the public accommodation would be greatly improved if the Railway Company possessed and controlled the ferries. The Directors, therefore, took the earliest opportunity of effecting an arrangement with the city authorities by which the ferries are now operated by this Company, and steps have been taken to procure a new ferry boat and to provide improved floats and facilities for doing the business on both sides of the harbor.

The Directors have further to report that they have purchased the property of the Hon. John Robertson, in Carleton, situated north of Rodney wharf and the Ferry landing, and extending from Union street to low water mark.

They were of opinion that no proper terminal accommodation for this important line of Railway could be provided at Saint John, unless this property was secured. They have, therefore, bought it on the most favorable terms; and tracks are now being laid upon a portion of it. The price to be paid is $37,000, as follows: five per cent on the completion of the title, and the balance with interest, one-third in five years, and the remaining two-thirds in one, two and three years after the expiration of the five years. This property is subject to an annual rental of $976 38.

The Directors have much pleasure in stating that that portion of the line of the European & North American Railway in Maine, between Mattawaumkeg and the St. Croix will, without doubt, be completed early in October next, when through trains will be run between St. John and Bangor, etc.

A resolution was then adopted authorizing the issue of $600 000 by the New Brunswick Company to the Maine Company on terms of an agreement dated 18th November, 1869.

The following gentlemen were elected Directors for the next year:—Alex. Jardine, Lewis Carvill, W. B. Robinson, Thomas R. Jones and Robert Robinson. The meeting then adjourned.

At a subsequent meeting of Directors Alex. Jardine, Esq., was re-elected President, and T. Barclay Robinson, Esq., Secretary-Treasurer.

☞ A large force of workmen are employed on the Western Maryland railroad near Smithsburg, Washington county, in making necessary repairs preparatory to laying the track. The work on the various sections of the road is progressing finely. A large force of workmen are now engaged on the eastern side of the mountain, and it is confidently expected that they will have the road completed and trains running to Savillasville by the 10th of August.

☞ The Committee appointed in June to examine the several routes proposed for the Reading and Lancaster Narrow Gauge Railroad, have reported that the road and equipment of the same will cost $647,932. The length of the road is forty-five miles.

☞ The new railroad from West Amesbury to Newton (Mass.) has been contracted for, and operations have already begun. The road connects with the Boston and Maine road at Newton, which has a lease of it for 99 years, at five per cent.

derstood that whatever interest shall have accumulated when a settlement with West Virginia is made will be included in such bonds as may then be issued.

☞ There is some prospect that the Boston, Hartford and Erie Railroad will be speedily completed to Willimantic. Laborers are engaged in the work of grading the track; the iron has been purchased in England for the rails, and these will be laid as soon as they arrive.

☞ The first rail on the Denver and Rio Grande railroad was laid on the 28th ult. Rolling stock and iron enough have been received to complete 100 miles of the road.

☞ Isaac Butts has been elected President and John Bell Vice President of the Cobourg, Peterboro' and Marmora Railway and Mining Co. W. P. Chambliss is managing director.

☞ Work on the Milwaukee and Manitowoc Railroad was commenced at Sheboygan on the 26th ult.

☞ Contractors for the Menominee extension of the Chicago and Northwestern Railway are actively at work at Peshtigo.

☞ The survey of the Brownsville and Glasgow Junction railroad has been commenced.

CIVIL AND MECHANICAL ENGINEERING, at the Rensselaer Polytechnic Institute, Troy, N. Y. A higher and more practical Course of Instruction will be given here than has ever been attempted elsewhere in this country. Re-opens Sept. 13th. For the Annual Register, containing improved Course of Study, and full particulars, apply to PROF. CHARLES DROWNE, Director.

FORTIEH DIVIDEND

WASHINGTON INSURANCE CO.,

No. 172 BROADWAY,

NEW YORK, July 28, 1871.

A DIVIDEND of FIVE PER CENT. has been declared, payable Aug. 1, free of tax.

WM. K. LOTHROP, Secretary.

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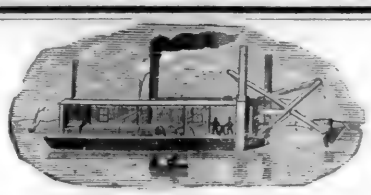
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OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

A DIVIDEND OF FIVE PER CENT. IN CURrency, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer

NOTICE TO CONTRACTORS AND BRIDGE BUILDERS.

DEPARTMENT OF SURVEYS,
224 South Fifth Street, Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until three o'clock P. M. of September 6, 1871, for the construction of a Bridge over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, with approaches to Twenty fifth and Spring Garden streets, in the Fifteenth ward, and to a point about 144 feet westward of Thirtieth street, in the Twenty-fourth ward, as follows:

First. For the Bridge superstructure over the river, including all materials, workmanship, and erecting ready for use. It will be of wrought iron, 348 feet from centre to centre of end posts, and 34 8-10 feet from centre of lower to centre of top chord, and also two trusses for Thirtieth street, to be 84 feet from centre to centre of end posts, and 10 5-10 feet from centre of lower to centre of top chord, also of wrought iron. Detailed plans with complete strain sheets for these bridges, conforming to specifications, to accompany proposals, which on main Bridge shall give prices for both a two and three truss bridge.

Second. For all the iron work on *approaches* to be erected complete, as per plans and specifications.

Third. For the gradation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of the contract. The City reserves the privilege of rejecting any and all bids that may not be satisfactory, and each proposal as herein divided will be considered separately and will be so allotted.

Payments will be made monthly in bonds of the City of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond for the sum of five hundred ($500) dollars has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock.

Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained, on and after the 22nd day of July, inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

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Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

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SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

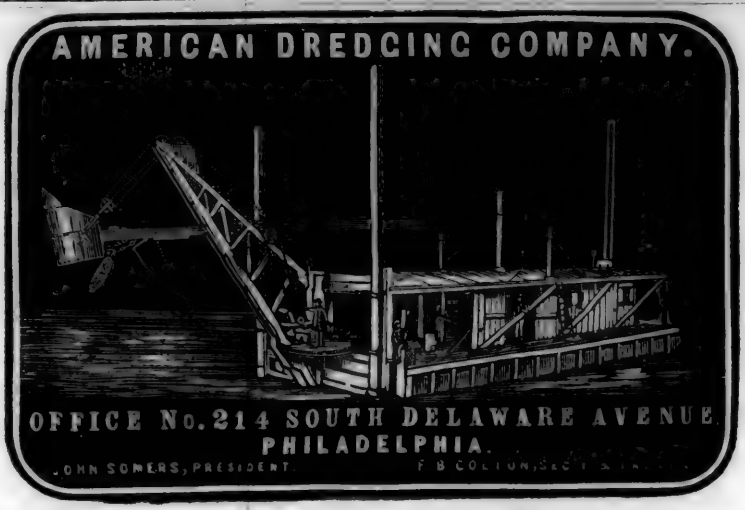
The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

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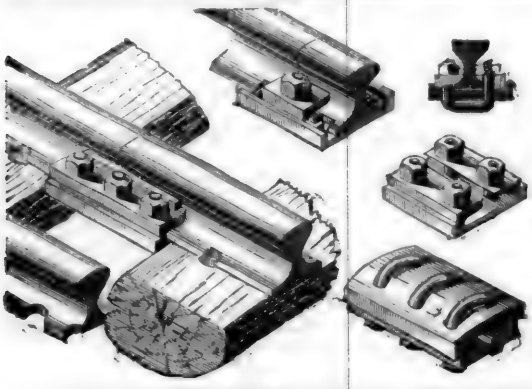
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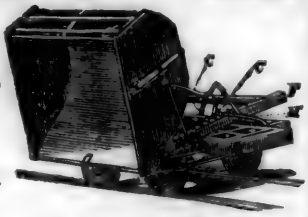


Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Aug. 15, steamer HENRY CHAUNCEY, Capt. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clo k noon for Aspinwall via Kingston, connecting at Panama with steamer CONSTITUTION, Capt. ——, touching at Acapulco, Manzanillo and Mazatlan, and also connecting or all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Aug. 12.

Steamer JAPAN will leave San Francisco, Sept. 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXVII., No. 32.] SATURDAY, AUGUST 12, 1871. [WHOLE No. 1,842, VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, August 12, 1871.

☞ FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY, WESTERN DIVISION.

These bonds can now be had from the undersigned, or through the principal banks and bankers of the United States.

They have thirty (30) years to run, bearing Eight per Cent. (8 per cent.) Interest, payable on 15th days of August and February in each year. The Principal and Interest are payable in *Gold*. The Principal in New York; the Interest in New York, London and Frankfort-on-Main, free of tax. They are Coupon Bonds, but can be registered or converted into Registered Bonds, and are receivable at par and accrued interest in payment for the Company's land sales. The payment of the principal and interest is secured by a first and only mortgage on the Company's Lands, granted by the United States in 1866, lying on the line of this road, amounting to 1,500,000 acres, the railway of the Western Division extending from Marysville, Kansas, to a junction with Union Pacific Road at Fort Kearney, a distance of 170 miles, together with the Equipments appertaining, Franchises, Rights of Way and Personal Property.

The mortgage is made to the Farmers' Loan and Trust Company of New York, as Trustees.

The Bondholders are amply protected by the terms of the Mortgage Deed, which prohibits a sale of the Company's lands at less than four ($4) dollars per acre, and a release of the lien of this Mortgage upon any portion sold until the purchase money is paid to the Trustees, who are authorized to apply the same to the payment of these Bonds, either by purchase or to the Sinking Fund, for their redemption at maturity. This will more than extinguish the debt and leave the railway and equipments free. The security for the payment of these Bonds is therefore beyond all contingency.

The location of the line of the St. Joseph and Denver City Railroad is a commanding one, from the fact that it is a practical extension westwardly of the Hannibal and St. Joseph, the next Land Grant road after the Illinois Central. The St. Joseph and Denver City Railroad is fed at its eastern terminus (St. Joseph) by railway lines coming direct from Hannibal, St. Louis, Chicago, and local roads converging at St. Joseph. Its business is therefore secured. Its connection with the Union Pacific road opens up the through middle route across the Continent, and is of national importance. This is reflected in the fact that the quantities of letters and telegrams which we have received during the few days the Bonds have been for sale, applying for these securities, indicate the quick response of the American people in support of internal improvements, while at the same time they make a good investment.

Price for the present, 97½ and accrued interest in currency.

Expressage relating to the Bonds free. Marketable Securities received in exchange.

We have been at great expense in the examination of this property and the bonds, and are satisfied the investments in this Loan will not only be safe but profitable. We base our calculations on the fact that the First Mortgage Bonds of this Company, on the Eastern Division, lately successfully placed by our firm at 97½, have advanced to 102 and accrued interest, making them rule at 106, or nearly ten per cent. advance.

Under all circumstances, we unhesitatingly recommend them.

TANNER & CO., Bankers,
No. 11 Wall Street.

The Continental Fast Freight Line.

The Continental Fast Freight Line, a joint organization of the Baltimore and Ohio, Marietta and Cincinnati, and Ohio and Mississippi Railroads, who own and manage it, promises to be one of the best equipped and best managed lines that have reduced freight transportation to a science. The management of the Baltimore and Ohio Road has always watched opportunities in the direct interests of the shareholders, and the present scheme of a grand continental line owned and managed by the Baltimore and Ohio and associate companies will undoubtedly recommend itself to the public favor as containing the all important essentials of quickness and cheapness. With these special characteristics the Continental line was inaugurated yesterday, with an equipment of one thousand new freight cars, and by means of the bridge over the Ohio River at Parkersburg, and the now uniform gauge of the Ohio and Mississippi Road with that of the Baltimore and Ohio and Marietta and Cincinnati lines, an unbroken communication is opened between Baltimore and St. Louis, giving a new Atlantic port to the great West and Southwest.

There are already nine lines of ocean steamers running to and from Baltimore in connection with the Baltimore and Ohio Road, and such is the enterprise of President Garrett that he has succeeded in negotiating with the Messrs. Allan, of steamship celebrity, for the running of an Allan line of steamships between Baltimore and Liverpool, commencing regular trips in August next, thus securing additional prompt and regular ocean passage for not only the Continental line traffic, but for the whole export and import business of the country, served by the Baltimore and Ohio Road and its connections. Such a combination of gigantic interests will undoubtedly insure success.

The new bridge over the Ohio River at Bellair has virtually lessened the time between the East and all places on the Central Ohio and Lake Erie divisions of the Baltimore and Ohio Road for freight purposes by one day, and shippers have become so alive to the importance of this, that we understand the business of the Company has increased to an extent demanding an immediate large addition to the rolling stock, which will be effected in time for the fall trade.—*Columbus Statesman.*

Steam on City Railroads.

Certain citizens of New Jersey having requested the opinion of Samuel McElroy, a Brooklyn engineer, as to a new railroad which proposes to use the tracks of certain horse railroads, especially whether steam could be used on the city streets, and locomotives run on the city roads, Mr. McElroy answered:

Passenger or platform cars provided with simple and powerful engines could be advantageously used on a line of this kind, capable of carrying extra cars and of moving over 200 passengers on each train. The present horse-railway tracks could be used for the auxiliary locomotives. These locomotives can be run without smoke or sparks, and with less danger to horses than full sized engines.

As between the slow and expensive operation of long passenger roads by horse power or steam, the difference is strongly in favor of the latter in cost of operating, and by the use of light auxiliary locomotives, the expenses for maintenance of track would be comparatively small. There is probably a difference of not less than 20 per cent. of gross receipts in favor of a plan of this kind in annual working out-lay. Between a horse car and steam movement of 5½ miles, the relative time would be as 45 minutes to 20 minutes from Montclair to the city depot.

This system is applicable to any horse railroad connecting with Newark, having a proper depth of rail. It is equally applicable to nearly all the horse railroads in New York city and Brooklyn, and the introduction of steam power will soon supercede and drive away the prejudices of our people. It is only a question of time.

Richmond and Danville Railroad.

Including the "Piedmont Railroad" owned by and operated in connection therewith.

The reports of this company for the years ending September 30, 1869 and 1870, show the operations and their results of said years as exhibited in the annexed figures.

Gross earnings—	1869.	1870.
From passengers	$208,489 95	$253,770 50
" freight	375 191 02	405,701 27
" express freight	11,891 98	18,992 30
" U. S. mail	13,612 48	13,614 48
" telegraph line	216 37	288 29
	$609,402 80	$692,366 93
Expenses ordinary and extraordinary—		
Transportation	$189,165 89	
Way maintenance	213,855 05	
Machinery, repairs, etc.	55,415 03	
General, viz: offices, salaries, &c	31,910 97	
	$490,346 94	
Less credits not properly chargeable against yr's operations	22,713 05	
		467,633 89
Leaving a balance of		$224,733 04

As compared with previous years earnings the above shows an increase of $82,964 13, viz: in passenger traffic $45,280 64, in freight traffic $30,570 25, in express traffic $7,100 32 and in telegraph $71 92. The increase in working expenses was $115,300 94, viz: in transportation $27,299 54, in maintenance of way $79,428 02, in maintenance of machinery $5,033 48 and in general expenses $3,449 90. From this showing the increased earnings have not kept pace with the increased expenses by $32,336 81, or by nearly 40 per centum. The chief increase of way expenses has been in the amount of new iron laid and large expenditures on bridges, trestles, culverts, depot improvements, &c. The machinery department has also received considerable accessions in cars, &c. The increase under head of general expenses is accounted for by increased amount of internal taxes paid on passengers, $1,528 95, and balance of salaries due to officers on previous year's account, $1,920 95. The following statement compares the cost per mile run by *all* trains in 1869–70, and the previous fiscal year, in cents:

	1870.	1869.
Maintenance of way	54.87	41.80
" machinery	14.80	16.39
Operating and other expenses	53.42	55.18
Total	123.09	112.87

—and the following shows the expenses per mile run, divided among revenue trains only:

	1870.	1869.
Maintenance of way	59.95	45.42
" machinery	15.16	18.02
Operating and other expenses	58.38	61.03
Total	134.49	124.47

Thus it will be seen, as above stated, that the increased expenditures (when compared with the increased traffic) are wholly on account of new iron, materials and supplies used in improving the roadway, and rendering it safer for travel and more economical for general business. So much indeed has been added to the productive value of the property.

The number of passengers and the mileage of travel in 1868–9 and 1869–70 compares as follows:

	Number of passengers.	Miles of travel.
1868–69	88,828	4,860,625
1869–70	103,629	6,698,740

The increase in passengers was 14,801 and in mileage, 1,838,115. Distance traveled in 1869–70, 65 miles to each passenger, the fares averaging 3.79 cents per mile. First class passengers, 81,196, and second class, 22,378. Through passengers, 16,560—east 7,783, and west 8,777. Way passengers 87,069, east 42,452 and west 44,617. Increase of through passengers in 1869–70 over previous year, 6,674, and of way passengers, 8,127.

The passenger traffic for the last five years has been as follows:

	Passengers.	Mileage.	Receipts.	Fares.
1865–66.	67,939	4,169,289	$204,983 27	5.61 cts.
1866–67.	79,906	4,106,364	204,983 27	4.90 "
1867–68.	85,662	4,086,398	182,650 93	4.49 "
1868–69.	88 828	4,860,625	208,928 91	4.29 "
1869–70.	103,629	6,698,740	258,770 59	3.79 "

This statement exhibits a gradual reduction in the average rate received per passenger per mile during the period embraced equal to 32½ per cent. In this series of years the average distance traveled was 51, 51, 47, 55 and 65 miles, showing an extraordinary movement in so brief a period.

The tonnage traffic of the two last years compares as follows:

	Tons.	Mileage.
1868–69	99,823,30	6,271,192
1869–70	120,958,84	7,545,929

The increase of tonnage moved is thus shown to have been 21,635.54 tons, and of mileage, 1,274,737 miles. Average rate per ton shows a decrease of 0.25 cent per mile, having been in '69–'70 5.37 cents as against 5.99 cents in previous year.

The character of the freight (tons of 2,000 lbs.) moved in the years embraced was as follows:

	'69–'70.	'68–'69.
Products of forest	11,958.08	9,791.50
" mines	84,483.02	24,905.98
" animals	8,577.68	2,924.09
Vegetable food	15,002.00	11,403.46
Other agricultural products	13,207.38	15,988.06
Manufactures	17,670.49	13,408.10
Merchandise	6,751.91	6,757.90
Non-specified articles	16,686.52	13,868.57
Express freight	1,671.86	776.26
Total	120,958.84	99,823.30

The gross increase in tons of all classes in 1869–70 over the previous year was 21 per cent, and the increase in mileage was 20 per cent. There was an increase of all classes except that of other agricultural products, under which comes unmanufactured tobacco, and merchandise. The leaf or unmanufactured tobacco and stems received at Richmond in 1869–70 was as follows:

	Packages.	Pounds.
Hogsheads	8,960	12,866,872
Tierces and tubs	8,101	4,622,677
Boxes	1,109	323,049
Total	18,170	17,812,098
Stems, hogsheads	878	1,426,426
Total unmanufactured		19,238,524
In 1868–69		28,797,153
Decrease over previous year		4,585,629

Average weight of hogsheads 1,486, of tierces 570, and of boxes 291 pounds, equal to 18,397 hogsheads, or 9,619 tons. In 1868–69 the receipts were 11,898 tons. Decrease, 2,279 tons.

The receipts of manufactured tobacco were:

	Packages.	Pounds.
1868–69	26,345	2,050,065
1869–70	45,426	3,130,724

The total of raw and manufactured tobacco received at Richmond was—1868–69 12,923 and in 1869–70, 11,184 tons—showing a decrease of 1,739 tons.

The following is a comparative summary of the total tonnage of the road for the five years ending 30th September, 1870:

	Tons.	Mileage.	Receipts.	Rate.
1865–66	68,121	4,169 028	$381,772 56	9.85 cts.
1866–67	81,638	5,924,892	399,500 32	6.74 "
1867–68	88,679	6,129,789	363,000 92	6.50 "
1868–69	99,223	6,271,192	375,191 62	5.99 "
1869–70	120,959	7,545,929	405,701 27	5.37 "

By this table it will be seen that there has been a gradual reduction in the average amount charged per ton on all classes of freight transported for the period embraced equal to 46½ per cent.

The road-bed and superstructure of the road have been considerably improved during the last fiscal year (as before observed); 1,096 tons of new rails have been put in the track of the R. and D. R. R. equal to 12.63 miles, or a total since the war of 3,388 tons, and cross-ties to the amount of 63,319 have been removed and replaced with new ones during same year, or a total of 387,781 since the war. On the Piedmont R. R. 24,653 cross-ties were replaced with new ones in 1869–70. With these and other renewals and improvements the general condition of the line is pronounced to be excellent.

The mileage of locomotives in 1869–70 was 379,898 miles. Passenger, mail and express cars run 903,876 miles, burden cars 1,583,800 miles and service cars 269,757 miles. Total movement of cars, 2,756,943 miles.

The following abstract shows the physical elements of the R. and D. R. R., and separately of the Piedmont Railroad:

	R. and D. R. R.	Piedmont R. R.
Length of main line	140.50	48.50
Length of Rocketts Branch	1 52	....
Sidings and turnouts	11.25	1.98
Total equivalent single track	153.27	50.48
Sum of ascents going west, feet	2,128	1,240
Sum of ascents going east, "	1,743	818
Whole ascent and descent overcome, feet	3,871	2,058
Average ascent and descent pr mile, feet	27.55	42.43
Maximum grade going west, ft	60.01	67.58
Sum of straight line, miles	92.88	32.14
Sum of curve line, miles	47.64	16.36
Minimum radius on main line, feet	637.30	996 57

During the past year connection was made by a branch track with the Richmond, Fredericksburg and Potomac Railroad; and a similar connection is in progress so as to reach the Richmond and York River Railroad.

The company have now 25 locomotives. The car stock consists of 17 passenger, 8 baggage, mail and express, 125 box, 64 platform (all 8 wheel), and 49 coal (6-wheel), making a total of 264 cars, also 5 road and service cars.

The company pay the Piedmont company (which payment is simply taking from one pocket and putting into the other) a lease rental of $45,000 per annum.

The Auditor's statement of receipts and disbursements for the year ending September 30, 1870, is as follows:

RECEIPTS.

Balance on hand from previous years	$20,901 23
Transportation and connections	749,710 11
Express and railroad company balances	84,141 64
Wages returned by paymasters	1,323 14
Bills payable discounted	233,653 40
Bills received collected & discounted	9,774 38
U. S. and P. O. transportation	15,241 16
Coal and Manufacturing Co's transp.	13,464 13
Sundry accounts and loans on coal	29,785 67
Sales of old materials	2,049 64
Total	$1,156,994 50

DISBURSEMENTS.

Maintenance of roadway and real estate	$67,012 66
Maintenance of machinery	18,872 79
Operating expenses	67,296 81
Paymasters	204,796 60
Bills payable	275,228 23
Interest	141,180 62
Internal revenue	7,194 40
Salary account	19,182 00
Insurance	2,320 00
Connection freight	26,894 08
Earnings returned	5,656 83
Wages	866 59
Railroad companies' balances	132,067 63
Piedmont company	34,945 45
Bonds paid off	6,900 00
Loans returned and accounts paid	31,803 62
Board of public works	63,000 00
Depot at Burkeville	1,572 64
Rich., Fred. & Potom. R.R. connect'n	6,748 34
Rich. & York River R.R. connection	25,242 06
Real estate and land damages	475 00
Balance to next year's account	17,788 10
Total	$1,156,994 50

The general account of the company (below) exhibits a statement of receipts, disbursements and liabilities from its organization November 30, 1847 to September 30, 1870:

Capital stock		$4,000,000 00
Loan of State of Virginia redeemable in about 34 years from April 3, 1853, to September 30, 1854, by payment of annuity of 7 per cent		600,000 00
Bonds guaranteed by State of Va.		158,100 00
Bonds, 4th m. registered, due 1873		50,500 00
Bonds, 4th m. coupon, due 1875		14,000 00
Bonds for funding int., due 1876		5,800 00
Bonds, consol. mort. coupon, due 1875 to 1890		1,109,000 00
Bonds, consol. mort. reg., due 1875 to 1890		613,600 00
Bonds to Roanoke Valley R.R. Co., due 1871 to 1876		124,800 00
Bonds for construction, due 1871 to 1876		4,800 00
Transportation to Sept. 30, 1870		9,714,584 78
Bond interest	$10,047 72	
Dividends	7,983 99	
Int. due B. of P. works	37,987 01	
Bills payable	154,370 15	
Sundries, per ledger	75,003 53	
		285,392 41
Total		$16,680,577 19
Increase of capital stock		$2,000,000 00
Railroad and rolling stock		4,931,704 53
Transportation and interest to date		7,334,362 47
Dividends to date		480.123 10
Redemption Fund, State Loan		98,908 65
Stocks due and unpaid		18,702 50
Piedmont R. R. stock account		1,488,500 00
Piedmont R. R. Co's balances due		205,269 11
R. and T. River R. R. connection		25.953 04
R., Y. and Pot. R. R. connection		7,313 02
Sundries, per ledger		71,952 67
Cash in banks		17,788 10
Total		$16,680,577 19

On February 22, 1867, the Legislature of Virginia passed an act entitled "An Act to authorize the Richmond and Danville Railroad company better to provide for its liabilities by the creation of a new mortgage. A full copy of this act, given below, will enable readers to understand the conditions under which the consolidated mortgage bonds of the company were issued. The text of the act reads as follows:

Whereas, by virtue of an act of the General Assembly, passed the 9th day of February, 1853, entitled an act to provide for the completion of the Richmond and Danville railroad, and for a loan of money to said company, a loan of six hundred thousand dollars was made by the State to the Richmond and Danville Railroad Company, secured by mortgage conveying the net income and property of said company, executed by the President thereof to the Board of Public Works, and bearing date the 19th day of March, 1853, of which said loan a considerable part has been heretofore paid; and whereas the said company has at different times, before and subsequent to the said mortgage, created other incumbrances on its property, some of which remain in part unsatisfied, and it being deemed desirable, as well for the interests of the State as a stockholder therein as to aid the said company in the prompt discharge of its obligations, that the liabilities of the company, other than to the State, should as far as practicable be consolidated under one lien, the property of said company being known to be an ample security for both private and State debt:

1. *Be it therefore enacted*, That it shall be lawful for the President and Directors of said company to issue the bonds of said company in such a form and at such rate of interest as they may deem expedient, to an amount not exceeding the sum of two millions of dollars, and to secure the payment of the principal and interest of the same by deed of trust or mortgage on all the net tolls and receipts of the company, and all its property, real and personal, for the purpose of meeting the current demands against the said company, and of consolidating its entire liabilities by funding its floating debt, and extinguishing, by exchange or purchase, its outstanding bonds now held under previous incumbrances.

2. *Be it further enacted*, That the mortgage or deed of trust above authorized to be made shall take precedence of, and have priority over the mortgage to the State of Virginia referred to in the preamble to this act; the State hereby waiving her right to enforce satisfaction of the balance of her claim under said last mentioned mortgage, until the amount of all bonds issued under this act shall have been fully paid; and the State hereby consents that such payment may be enforced by a sale of the trust subject according to the terms of the deed or mortgage authorized by this act, should such sale at any time become necessary.

3. This act shall be in force from its passage.

PRINCIPAL OFFICIALS OF COMPANY.

President.—A. S. Buford.

State Directors.—Thomas Alfred Jones. William L. Owen. William T. Sutherlin.

Stockholding Directors—A. T. Stokes. J. M. Edmunds.

Superintendent.—Thomas Dodamead.

Secretary and Auditor.—John D. Blair.

Treasurer.—E. A. Barber.

Legal Domicile of company, Richmond, Va.

Lanesboro and Nineveh Railroad.

The new railroad from Lanesboro and Nineveh, to form a direct line between the Albany and Susquehanna Railroad and the coal fields of the Delaware and Hudson Canal Company, is nearly completed, and already a quantity of the rolling stock to be used upon it has been shipped to Nineveh from Albany. It is reported that the first locomotive will pass over the whole length of the road to-day. The ties on the Albany and Susquehanna Railroad, between Albany and Nineveh, have been prepared for laying the third rail for the narrow gauge line between Montreal and Philadelphia, and before many weeks the line will be completed by laying the rails, which are distributed along the Albany and Susquehanna Railroad, and opening the road between Lanesboro and Scranton. The broad gauge through line to the West, by connecting at this city with the Erie Railway, will be maintained. By its broad gauge and narrow gauge tracks, the Albany and Susquehanna Railroad will be a through line between the East and West and North and South.—*Binghamton Republican, Aug.* 2.

☞ The Commissioners of the Intercolonial Railway have purchased from the contractors for the Eastern Extension Railroad 2 locomotive engines for $17,000, and 25 platform cars, at a total cost of $10,000, as well as two first-class passenger cars and one second class car, at a total cost of $8,150, for use on that part of Eastern Extension Railroad, open between Painsec Junction and Amherst.

☞ The right of way of the New England railway has been taken up from Greenwood furnace to Fort Clinton; and legal process has been begun for acquiring title to the land at the Hudson river for the approach to the Highland Bridge, on the west side, which cannot be had by purchase. On the east side there has been no difficulty in obtaining the right of way from the owners.

☞ The fourth great span of the Connecticut River Bridge at Middletown is completed and will be swung off the falseworks in a few days. The deflection of span No. 3 was but one-eighth of an inch, when the shams were taken out.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	256,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 050	532,657	511,854	609,788	579,642	535,264	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	755,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,700	807,237	807,238	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	140,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,000	224,287	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	290,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,458	360,225	323,030	271,247	3,695,163
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	287,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	453,221	506 021	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	500,081	497,519	475,008	441,197	404,264	4,849,405
1871	343,550	340,801	384,372	393,654	465,780	466,582	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	266,100	281,534	296,169	473,186	551,122	435,945	407,658	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	559,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,625	747,942	702,691	767,508	946,707	952,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	705,398	774,280	895,712	890,658	888,214	1,063,237	1,448,942	1,541,067	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,350	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,106,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,960	205,696	218,347	271,425	287,451	293,296	262,708	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	229,408	255,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	280,169	274,021	249,356	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	266,863	315,149	295,460	281,491	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	256,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	209,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,453	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	605,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	618,088	7,181,208
1866	608,055	505,266	506,465	411,605	509,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	624,693	709,645	563,282	640,975	778,261	695,228	841,563	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	606,845	588,661	695,446	739,989	714,854	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,533	140,473	132,569	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30[illegible],186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,224	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,870	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	388,566	464,778	506,296	412,934	330,573	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399 671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	384,431	412,030	408,283	363,187	326,891	378,880	467,990	511,447	453,873	397,327	4,755,958
1871	418,755	442,665	441,685	470,703	480,[illegible]47	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,788	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,390	330,400	420,951	480,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801,195	5[illegible],65	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	483,884	662,587	658,018	481,113	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,283	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	236,240	266,836	255,726	2,833,399
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	312,400	278,006	246,243	275 950	3,211,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,583	264 319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281.613	3 280 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	285,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,806	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	319,765	285,416	284,732	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	443,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,058	608,305	116,215	923,283	416,341	566,979	957,104	1,121,205	1,351 579	1,419,282	1,196,955	702 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996.841	1,252,386	850,742	887,793	874,974	456,900	10,687,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	993,104	873,153	956,668	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,083
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,382	514,493	593,966	617,058	569,697	1,1[illegible]9,489	1,241,903	1,109,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 955	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,086	172.933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	198,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,985	2,008,265
1870	152,393	158,788	172,218	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,583	125,212	117,664	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	392,906	406,766	351,750	333,480	3,809,353
1868	278,712	265,137	257,800	266,825	260,529	293,344	283,833	454,259	450,203	429,896	328,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,244	470,720	422,269	323,377	434,284	4,252,348
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466,431	505,042	451,295	425,687	386,254	4,469,762
1871	365,174	328,701	393,455	444,210	453,009	438,814	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,685	937,388	716,829	5,709,182
1870	528,529	500,199	588 258	706,868	802,844	746,450	642,068	664,051	728,521	719,693	570,168	505,053	7,654,094
1871	479,573	573,925	490,569	584,540	724,466	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Aug. 1, 1871.					
Loan of June 14, 1858 ....registered	$6,045,000	5	Jan. & July.	1874	105½
.. ..coupon	13,955,000	5	" "	1874	110
.. .. Loan of February 8, 1861 ....registered	13,707,000	6	Jan. & July.	1880	116½
.. ..coupon	4,708,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861....registered	124,547,900	6	Jan. & July	1881	116½
.. ..coupon	64,773,200	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s)....registered	81,418,800	6	May & Nov.	1882	114½
.. .. (5-20s)....coupon	389,691,700	6	" "	1882	114½
Loan of March 3, 1863....registered	53,294,950	6	Jan. & July.	1881	116½
.. ..coupon	21,705,050	6	" "	1881	116½
Loan of March 3, 1864 (5-20s)....registered	2,519,600	6	May & Nov.	1884	113½
Loan of June 30, 1864 (5-20s)....registered	42,283,000	6	May & Nov.	1884	113½
.. .. (5-20s)....coupon	43,133,350	6	" "	1904	114
Loan of March 3, 1865 (5-20s)....registered	45,544,450	6	May & Nov.	1885	113½
.. .. (5-20s)....coupon	121,095,850	6	" "	1885	114½
.. .. 2d series (5-20s)....registered	65,419,250	6	Jan. & July.	1885	113
.. .. (5-20s)....coupon	174,488,900	6	" "	1885	112½
.. .. 3d series (5-20s)....registered	89,921,200	6	Jan. & July.	1887	113½
.. .. (5-20s)....coupon	287,834,650	6	" "	1887	113½
.. .. 4th series (5-20s)....registered	11,914,600	6	Jan. & July.	1888	113½
.. .. (5-20s)....coupon	27,498,500	6	" "	1888	113½
Loan of March 3, 1864, (10-40s)....registered	137,589,150	5	Mar. & Sept.	1904	112½
.. .. (10-40s)....coupon	56,980,150	5	" "	1904	113½
Consols of July 14, '70 & Jan. 20, '71.registered	53,400,000	5	F. M. A. & N.	1881	....
.. .. coupon	7,340,000	5	" "	1881	....
.. .. registered	.....	4½	F. M. A. & N.	1886	....
Consols .. .. coupon	.....	44	" "	1886	....
.. .. registered	.....	4	F. M. A. & N.	1901	....
Consols .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	30,300 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	115
U. S. Notes and Fractional Currency.....	395,177,113	mil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	70
.. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. .. (sterling).....	688,000	6	June 1.	1870	....
.. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. .. (" ")..	712,800	5	" "	1886	....
.. .. (new).....	1,316,700	8	" "	'86 '88	100
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54
.. .. .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111
.. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "	1883	....
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	100½
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	84
.. — " " 1842 to 1848.....	273,000	7	Various.	'72-'74	92
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	98½
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	848,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	8	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	90½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	...
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	70
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	....
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	101½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	200,000	5	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,222	5	" "	1905	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'78	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000.000	6	Jan. & July.	'71-'76	...
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. — .. .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'95	99
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	100,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'85	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	85,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	95½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	94½
Nebraska—(No Debt).....	.....	...	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	101½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'85	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	104
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	100½
.. — .. Bonds.....	21,089,000	7	" "	1877	108½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	100
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	107½
.. —	2,099,000	6	" "	1874	107
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	45
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	92-'98	27
.. — .. .. (new).	1,789,000	6	April & Oct.	92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	34
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	18½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,399	6	" "	1881	104½
.. — .. (").....	2,400,000	6	" "	1886	106
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	102½
.. —	90,400	6	" "	1877	....
.. —	7,890,550	6	" "	1877	105½
.. —	726,950	5	" "	1882	....
.. —	9,237,050	6	" "	1882	108
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	100½
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,577,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	101½
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	101½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'75	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	76
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1868....	1,265,800	6	J. A. J. & O.	1888	58½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	61½
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	6	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	75½
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,060,503	6	" "	"	76
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101½
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	54½
.. — .. Bonds .....coupon	11,108,000	6	" "	"	64½
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	72½
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	73
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt	of Virginia.	...	.....	.....	....
Wisconsin—War Loan Bonds.....	104,900	6	Jan. & July	77-'88	...

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355 000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	3,880,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	July'71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jun.'71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,900	.....	.....
Do, do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J A. J.O.	July'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A N	May '71 3
Brooklyn City & Newt'n..100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	980,000	M. & N.	May '71 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,600	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	915,577	J. & J.	Jul'71 2½
Cape May and Millvi le* 50	447,000	J. & D.	June '71 3
Catawissa..... 50	1,169,500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July'71 4½
Cedar Rapids & Mo. pref..100	785,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,800	J & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	July '71 4
Central Ohio..... 100	2,425,000	J. & D.	June '71 3
Do. pref..... 100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref...100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham, & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68½
" Street.....	.....	J. & J.	Jan.'68½
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Aug'71 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	June'71 2
Concord 10	1,000,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	July'71 3½
Coney Island & ...rooklyn.100	500,000	.....	.....
Conn. & Passump. R. pref. 60	2,084,200	F. & A.	Aug.'71 3
Connecticut River..... 50	1,700,000	J. & J.	July '71 5
Cumberland Val.V. 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk .. 5	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	.....	.....
Delaware*..... 50	1,107.291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,320,300	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	July'71 2
Do do. pref.100	.....	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,800	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga....100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jun. '71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,533,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,780	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,446	.....	.....
Fitchburg 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	Jan. '71 4
Germantown (Phila.)..... 50	112,248	J. & J.	July '71 3
Girard College (Phila.) ... 50	100,000	J. & J.	Jul. '71 3
Granite..... 100	.....	M. & S.	Mar.'71 4
Grass and Coates St.Cl .	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	July '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn. '68 3½
Illinois Central..... 100	25,280,240	J. & J.	Aug.'71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*..... 100	1,500,000	J.A J&O	July'71 1½
Joliet & North. Indiana*..100	300 000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar..100	533,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	July'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	June'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central..... 100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	F. & A.	Dec. '70 2
Memphis and Charleston..100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225,848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehl l*. 50	323,375	J. & J.	July'71 4
Millville and Glassboro' ...100	406,020	F. & A.	.....
Milw. & St. Paul..... 100	11,422,664	.....	Dec.'70 7s
" " " pref..... 100	10,424,903	.....	July '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July '71 3½
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644,100	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J	July '71 4
Nashua and Lowell..... 100	750,000	M. & N	May '71 5
Nashvil e & Chattanooga..100	2,056,544	.....	.....
Naugatuck..... 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	A. & O.	Apl. '71 4
New Haven & N. London..100	788,538	.....	.....
N Haven & Northampton..100	1,800,000	J & J.	Jan. '68 3
New Jersey..... 100	7,297,200	F. & A.	Aug. '71 3
New London Northern....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 5
Norfolk & Petersb'g guar..100	137,500	J. & J.	July '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	July'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	492,400	F. & A.	Feb.'71 4
Pacific of Missouri..... 100	3,711,196	.....	.....
Panama..... 100	7,000,000	J.AJ&O.	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... 100	1,322,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,551,300	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,697,250	M. J.S.D.	Jun. '71 3
Phila. and Trenton*..... .100	1,099,120	F. & A.	Aug '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 —
Phila. and Grey's Ferry ... 25	217,597	J. @ J.	July'70 2½
Pittsb., F.W. & Chi. gtd.*100	19,666,000	J.A.J&O	July'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 5
Portland and Kennebec...100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock..100	202,400	A. & O.	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Peterab g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,460	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred. 100	1,831,400	F. & A.	A'g'71 3½
St. L., Alt. and T. Haute.100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'71 5
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'71 3
Shore Line..... 100	636,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 —
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia..*100	5,939,900	F. & A.	Feb.'71 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	297,300	M. & N.	May'70 3
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 —
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	J'anuary,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,478	J. @ J.	July'71
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*..... 100	2,500,000	J. & D.	June'71 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,880,000	J. & J.	July'71 2
Vicksburg and Meridian....100	367,405	.....	.....
Virginia Central 100	2,353,679	.....	.....
Virginia and Tennessee....100	3,500,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,200,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon..... 100	1,483,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,547,650	.....	.....
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 2½

CANALS.

Chesapeake and Delaware 50	1,983,582	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,896	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '71 4
Delaware and Hudson.....100	15 000,000	F. & A.	Aug '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Aug.'71 2
" (preferred)..... 100	1 175,000	F. & A.	Aug.'71 5
Pennsylvania 100	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,898,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	1,002,746	.....	.....
Union..... 50	2,907,550	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	M.J&S.D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,600,000	M. & S.	M. '70 3
Ashburton 50	2,400,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	.....	J & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'71 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	10,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 3½
Wells, Fargo & Co. Exp....100	5,000,000	.....	Aug.'71 4

AMERICAN RAILROAD JOURNAL.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$950,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	95
1st Mortgage, Eastern Ex.	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1863	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	56
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free	15,000pm	7*	Jan. & July.	New York.	1900	55
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,570,500	7*	April & Oct.	London.	1896	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	...	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1878	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	3,000,000	6*	Jan. & July.	New York.	1886	....
1st Mortgage (So. Pacific)	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	563,250	6	Jan. & July.	Baltimore.	1875	98½
Loan of 1860	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	256,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1882	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	254,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	499,500	6	March & Sept.	Princeton.	1885	....
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug.	"	1887	85
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7	Jan. & July.	Charleston.	1896	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	245,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	624,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	250,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	14,000,000	7	Jan. & July.	"	1900	20½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1905	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	500,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	" "	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	97½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	96
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4,'84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,900	6	" "	New York.	1875	99
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90
Dollar Loan of 1880	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	95½
Sterling (United Co's) Loan	1,946,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1858	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	75
Cedar Falls and Minnesota Ii. C.:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	88
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,000,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	750,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	101
Central Ohio (B. & O.:						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87½
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	98½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	.....	.....	....
Charlotte and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,600	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	500,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1880	....
Chesapeake and Ohio:						
Consol. sink g fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1997	....
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	6	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1863	10
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage sk g fund	2,876,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, sk g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	800,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	....
Dix., Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1880	97½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	....
Keokuk & St. Paul (42½ m.) guar.	1,000,000	6	" "	Boston.	1879	....
Ott., Osw. & Fox Rv. Vl. R.R. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar.	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	....
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	100
Interest (f'ded coup.) b'ds(193m.)	755,000	7	May & Nov.	" "	1883	95
1st Mortgage General (193 m.)	3,692,500	7	Feb. & Aug.	" "	1885	97½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	200 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1892	....
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	138,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	855,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,077,000	7	May & Nov.	" "	1915	91½
Equipment Mortgage	625,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
3d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	" "	1870	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,129,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	354,000	7	" "	" "	1888	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	25,000pm	7	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. guar. and tax free..gold	5,000,000	7	May & Nov	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1904	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	83½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev , Col. and Cinc. (C. C.C.& I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Buff. and Ind.R.R.)	646,000	7	Jan. & July.	" "	'70-'96	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	95
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	84
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	....
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	....
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	271,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund	15,000,000	7	April & Oct.	New York.	1908	8'½
2d Mortgage Consol. sk'g fund	5,000,000	7	Jan & July.	" "	1909	71
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1850	475,000	6	June & Dec.	Boston.	1876	....
Notes payable, coupon tax free.	481,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St. Jo.(K.C'y,St.J.)	500,000	7	Jan. & July.	New York.	1880	....
1st Mortgage	150,000	10	" "	" "	1872	....
2d Mortgage						
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1886	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,000	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1906	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1900	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Stamf. to Delmer) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	....
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	100
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) ....guar.	1,080,000	8	June & Dec.	New York.	1890	....
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377.115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,916,639	6	" "	NY.&Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.)	150,867	6*	May & Nov.	NY&London.	1878	....
Dollar (" " ")	51,000	7	" "	New York.	1878	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1893	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Sks Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. sks fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	99½
Loan of 1865	180,000	6	April & Oct.	"	1885	98
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	....
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	....
Eastern Shore (Md.):						
1st Mortgage	400,000	...	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	...	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	....
3d Mortgage	6,000,000	7	" "	" "	1883	95
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	89½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	....
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.:						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	615,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1897	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264..	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510....	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210..	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.....	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6	—— & ——	"	1873	....
Mortgage Bonds	618,066	6	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½	—— & ——	"	1878	....
Mortgage Bonds	4 566	5	—— & ——	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	1,813,000	7	Feb. & Aug.	" "	1888	....
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	" "	1893	86
Grand River Valley(Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1886	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1880	....
Hackensack & New York (Erie):						
1st Mortgage	6?,000	7	Jan. & July.	New York.	1873	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1895	....
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	5, 000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	97½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,.09,500	8	" "	"	1885	103¼
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	....
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1890	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	500,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sks fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.:						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1876	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	48
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	106
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South.Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage (J. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1862	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1905	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1905	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	7	Jan. & July.	New York.	1885	98½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1907	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1904	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" " ")	96,000	7	" "	" "	1900	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1.89	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	97,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1900	....
Kalam., Alleg. & Gr. R (L.S.&M.So.)						
1st Mort. assumed by lessees...	840 000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M. Cen.)						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam. & Three Riv. (L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam. & W. Pigeon (L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M. on R.R. 245 m. & 3,00 0,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort. (U.S. Subsidy) on 594 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 423 m.....	4,270,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov. & Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1'65.....	237,000	7	June & Dec.	" "	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000 p m	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000 p m	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel. & Pres. (C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1901	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95¼m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R. R. 258 m)	1,500,000	7	" "	" "	1899	....
S. Fund Bonds (LS& MSo1.013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol. M. coup(" ")	63.000	7	Jan. & July.	" "	1900	....
1st Mort. (M.S.& N.In.RR.52¼m)	5,258,000	7	May & Nov.	" "	1885	....
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	....
1st Mort. (Junc. R.R. 49¼ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev. & Tol. R.R. 162¼m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	804,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buff & E. R. R. 88m	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1386	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort. (D. M. & Tol. R. R. 65 m.	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. (Kal. & W. P. R. R. 37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort. (S.& Three Riv. R. R.)..	100,000	8	" "	" "	1887	....
1st Mort. (Kal. & Three Riv. RR.)	100,000	8	" "	" "	1887	....
1st Mort. (Kal. All. & Gr. R. R.)	840,000	8	" "	" "	1888	....
1st Mort. (Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M. R.R. lands, &c., S F. free. gold	4,500,000	7*	Jan. & July.	New York.	1909	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1905	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1909	96½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort. of 1868 (coup & reg.) free	3,343,000	6	June & Dec.	"	1898	96
1st Mort. of '70 (reg.) for $6,000,000	1,050,000	7	" "	"	1900	....
1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & W'trn.).....	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold		6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold		7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	753,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wain Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv. Loan (")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112 000	6*	April & Oct.	"	1900	....
1st Mort. (B.to P.& Ken.) exch. 7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	....
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	90½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	78
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,817,937	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mort. 111 miles, guaranteed.	1,900,000	8	May & Nov.	Boston.	1889	....
1st Mort. 11 miles, assumed.....	200,000	8	" "	"	1889	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	567,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund.....	2,591,500	8	" "	" "	1882	....
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	" "	1886	....
2d Mort. (" " ")	500,000	8	April & Oct.	" "	1882	....
1st Mort. (Mich. Air Line R.R.)	200,000	8	May & Nov.	Boston.	1889	....
1st Mort. (Kal. & So. Haven RR.)	640,000	8	" "	New York.	1889	....
2d Mort. (" " ")	70,000	8	Feb. & Aug.	" "	1890	....
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	103
2d Mortgage.....	2,693,000	7	" "	" "	1877	98½
Middletown, Unionville & W. Gap:						
1st Mortgage.....	223,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage. (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	92½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	....
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	....
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	....
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	95½
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	....
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund..... gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,254,000	7	May & Nov.	New York.	1873	....
2d Mortgage (")	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage ..... gold	12,000 pm	7*	—— & ——	New York.	1900	....
Land Mort. (259,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	....
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	199,000	7	—— & ——	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,000	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn):						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	92
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July.	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000.....	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	125,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1891	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven.	1888	....
New H., Middlet'n & Williaman.	2,200,000	7	May & Nov.	New Haven.	1889	....
1st Mort. for $3,000,000, tax free.	.....	6	Jan. & July.	"	1891	....
2d Mortgage for $1,500,000.....						
New H. & Northampton (Canal):	1 000,000	7	Jan. & July.	New York.	1899	——
1st Mortgage.....	400,000	6	April & Oct.	" "	1880	....
Convertible, tax free.....						
New Jersey (Pennsylvania):	300.000	6	Feb. & Aug.	New York.	1875	....
1st Loan.....	450,000	6	" "	" "	1878	....
2d Loan	100,000	6	" "	" "	1887	....
3d (State Loan).....						
New Jersey Midland (N.Y.&OM.):	3,000,000	7*	Jan. & July.	New York.	1895	....
1st Mortgage..... gold	400,000	7	" "	" "	1891	....
2d Mortgage.....currency)						
New Jersey Southern:	2,000,000	7	May & Nov.	New York.	1889	....
1st Mortgage of Sept. 19, 1869...	120,000	6	Feb. & Aug.	" "	1890	....
1st Mortgage (Pom's Riv. Br.)..						
New Jersey West Line:	.....	7*	May & Nov.	New York.	1900	....
1st Mort. for $3 000,000.....gold						
New London Northern:	51,000	7.	June & Dec.	New London.	1875	....
1st Mortgage.....	370,000	7	March & Sept.	" "	1885	....
1st Mortgage, Extended.....	230,000	7	April & Oct	New York.	1888	....
Consol. Mortgage						
New O., Baton-Rouge & Vicksb'g:	12,500pm	8*	—— & ——	New York.	1910	....
1st Mortgage..... gold	12,005pm	8*	—— & ——	" "	1910	....
2d Mort. endor. by Louis...gold						
N. Orleans, Jackson & Gt. North.	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
1st Mortgage of July 1, 1856.gold	1,500,000	8*	April & Oct.	New York.	1890	....
2d Mortgage of Oct. 1, 1860..gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
Income Mortgage of 1870....gold	1,000,000	7*	—— & ——	" "	1890	....
City Extension Mort.....gold						
New Orleans, Mobile and Texas:	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.gold	12,500pm	8	" "	New York.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	" "	1915	....
2d Mortgage on 227 miles...cur.						
New Orleans and Selma:	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mort. endor. by Ala.....						
New York and Boston:	3,000,000	7*	May & Nov	N.Y. or Lond.	1880	....
1st Mortgage .....gold						
New York Central:	5,936,626	6	May & Nov.	New York.	1883	93½
Debt Certif. & Premium Bonds.	1,514,000	7	May & Nov.	" "	1876	....
Bonds for Debts assumed.....	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for B. & N. Falls R.R.S't.	592,000	6	" "	" "	1883	90
Bonds for railroad stocks.....	162,000	8	" "	" "	1883	....
Bonds for real estate.....	22,800	7	various.	" "	var.	....
Bonds and mortgages for R. E..	195,000	7	Feb. & Aug.	" "	1876	....
Bonds Convertible till Aug.1, '69	2,900,000	6	June & Dec.	" "	1887	....
Bonds in place of bonds of 1854.	200,000	7	Feb. & Aug.	" "	1870	....
1st Mort. (Hudson Riv.R.R.)..	1,891,000	7	June & Dec.	" "	1885	....
2d Mort. (" ")S. F.	180,000	7	May & Nov.	" "	1875	....
3d Mort. (" ").....	8,000	7	" "	" "	1867	....
Conv. B'ds(" ").....						
New York and Fort Lee (Erie):	20,000	7	Jan. & July.	New York.	1888	....
1st Mortgage.....						
New York & Flushing(F.&N.S.):	135,000	7	—— & ——	New York.	1876	....
1st Mortgage.....						
New York and Harlem:	3,000,000	7	May & Nov.	New York.	1873	102½
1st Mortgage of 1853	99,500	7	June & Dec.	" "	1871	....
4th Mortgage of 1861.....	1,767,000	6	Feb. & Aug.	" "	1893	....
Consolidated mortgage of 1863..	112,305	7	Jan. & July.	" "	1881	....
Sinking Fund mortgage of 1861.	106,000	7	" "	" "	1872	....
Bonds of 1853, unsecured.....						
N. York, Housatonic & Northern:	141,500	7	—— & ——	New York.	1889	....
1st Mortgage.....						
New York and New Haven:	1,059,500	6	April & Oct.	New York.	1875	....
1st Mortgage.....						
New York & Oswego Midland:	3,800,000	7*	Jan. & July.	New York.	1894	....
1st Mort. for $8,000,000.....gold						
New York, Providence & Boston:	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
1st Mortgage.....	512,000	7	Jan. & July.	" "	1890	....
Consol. Mort. for $1,000,000.....						
Niles and New Lisbon:	500,000	7	—— & ——	Philadelphia.	1889	....
1st Mortgage						
Norfolk County (B. H. & Erie):	414 350	6	March & Sept.	Boston.	1854	....
1st Mortgage, guaranteed						
Norfolk & Petersburg(A.M.& O.):	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396.000	8	" "	" "	1877	....
1st Mortgage.....	416,000	6	" "	Norfolk.	1893	....
2d Mortgage for $500,000.....						
North Carolina:	3,094	6	Jan. & July.	Shops, N. C.	1871	....
Bonds of 1871.....	25.500	7	" "	" "	1872	....
Bonds of 1865-'72	286,500	8	" "	" "	'79-'90	....
Bonds of 1879-'98.....						
North Eastern:	31,500	7	March & Sept.	Charleston.	1869	....
1st Mortgage.....	25,500	7	" "	"	1868	....
2d Mortgage	773.000	7	" "	"	1899	....
General Mortgage 1st Preference	141,500	7	" "	"	1899	....
General Mortgage 2d Preference	117,495	7	" "	"	1875	....
Funded Interest.....						

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	....
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	....
Chattel Mortgage	360,000	10	April & Oct.	"	1877	....
2d Mortgage	1,246,000	7	May & Nov.	"	1896	99
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage	1,223,000	6	April & Oct.	"	1900	....
3d Mortgage (York & Cumb. RR.)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	....
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,000	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	...
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,000	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	271,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	....
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	....
Plain Bonds	1,000	6	March & Sept.	"	1874	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	....
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	82½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80½
Va. State Loan	249,902	7	" "	" "	1893	80½
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (B. W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse D. L. & W.:						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&A):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	8	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1889	....
1st Mortgage...gold	7,000,000	7	Jan. & July.	" "	1880	....
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7	Feb. & Aug.	London.	1872	....
Sterling Bonds £19 350 at 4.85	93,847	7	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mort. } Harrisb. to Pittsb. {	2,594,000	6	April & Oct.	"	1875	....
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1893	....
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	149,50	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rd.):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'95	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	87½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	....
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	....
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106
Sterling Loan of 1836	182,400	5	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6	" "	"	1880	....
Sterling Loan of 1860	268,000	7	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mortgage, conv	3,820,000	6	— & —	"	....	....
Pittsburg & Connellsville (B. & O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	....
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bond	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	94½
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K. & P. R. R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1885	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P. & K. R. R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. s&g f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1 t M rtgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W. & W.:						
1st Mortgage, assumed	600,000	7	May & Nov	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,736	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	...
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	500,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western.						
1st Mortgage	600,500	8	various.	Macon,	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	98
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	88½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	87
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	78
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	91½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	88½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	...
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	94
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	86½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	88
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	41½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	295,200	7	" "	New York.	1860	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	89
2d Mortgage	23,500	6	" "	" "	1868	77½
3d Mortgage (Enlarged)	950,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	87
Warren						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	91½
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1900	103½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July	Baltimore.	1890	91
1st Mortgage unendorsed	400,000	6	" "	"	1890	80
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	87
New Preferred mortgage	600,000	6	.....	.....	....	91½
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	82
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1900	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	"	London.	1900	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "		1884	87½
3d Loan	2,000,000	6	" "	"	1897	92
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	91½
Convertible Loan	1,496,879	6	" "	"	1877	85½
Monongahela Navigation						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Essex):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	92½
2d Mortgage	302,750	6	" "	"	1876	86
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	81½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	84
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	...
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	62½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Phi'adelphia.	1883	11½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. R.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Tons Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*			$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p-c
Sept. 30 1869	87.0	—	0.5	—	1	1	—	16	Adirondac.....New York	2,146,679	*			4,188,000	915,000	1,208,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.....Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶...New York.	7,185,162	*	—	—	2,149,200	4,175,000	—	—	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	93
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	—	—	2,169,550	7,550,564	531,114	—	132.0	—	—	—	1,204,777	510,925	—	50	....
Jun. 30, 1869	28.5	5.0	4.9	—	7	10	3	115	Androscoggin.....Maine.	800,000	—	—	—	—	425,000	—	—	68.0	118,060	—	—	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	86.7	(Leased	to Cheshire.)	—	—	7,500	—	100	98
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point.....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	—	—	—	362,666	119,162	8	100	96
Jun. 30, 1869	337.5	38.2	90.0	—	156	88	86	3,270	Atlantic and Great West..N.Y. Penn.& O.	—	—	—	—	30,000,000	29,999,000	—	—	506.7	3,844,133	42,662,418	319 717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶.....Georgia.	5,785,183	*	—	—	3,940,489	2,000,000	—	—	285.7	461,675	—	—	784,340	274,532	—	100	70½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶..N.Carolina.	2,178,960	*	—	—	1,795,225	200,000	102,991	81,558	95.0	—	—	—	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence.Me., N.H.& Vt.	7,654,087	*	—	—	2,494,900	3,483,992	—	—	—	(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,345	—	—	—	194,250	20,000	—	—	15 5	20,032	498,353	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	732,—	20,3-1,676	379.6	6,640,721	—	—	5,724,916	2,968,809	8	100	146
Sept. 30, 1869	—	—	—	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	377,661	—	1,650,000	20,000	—	357,661	30.0	418,895	—	—	415,924	277,508	10	100	126
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	—	—	536,033	158,572	—	100	76
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	*Bay de Noquet and Marquette*.....Michigan.	—	—	—	—	—	—	—	—	40.0	119,434	—	—	513,355	—	—	100	4
Dec. 31 1869	29.0	20.0	11.9	200.0	8	2	1	822	Belvidere Delaware.....New Jersey.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	79.0	298,128	—	—	848,881	270,291	—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware.....New Jersey.	3,946,852	*	—	—	995,800	2,244,500	902,636	—	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	7	100	....
Dec. 31, 1869	58.0	—	5.0	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	—	—	—	332,000	700,000	—	—	—	—	—	—	42,000	42,000	7	100	80½
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire.....Massachusetts.	600,000	—	—	—	600,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Bloosburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	268.6	2,577,540	78,808,929	148,891,491	5,758,967	1,830 314	10	100	152½
Sept. 30, 1870	200.4	49.6	288.5	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,620	*	3 846 638	751 902	19,184,800	1,764,520	2,488,621	2,390,506	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg .....Mass	1,601,018	*	100,000	68,760	872,600	800,500	—	30,342	124.3	—	7,510,140	4,187,460	524,564	135,263	6	100	75½
Mar. 31, 1869	98.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	172.5	396 556	11,603,003	5,936,796	470,732	110,948	—	100	2
Sept. 30, 1870	112.5	—	15.5	....	23	25	10	419	Boa., Hart. and Erie ¶..M.,R.L.Ct. & N.Y.	—	—	—	—	—	—	—	—	46.5	500,671	16,693.212	11,555,111	934 784	172,693	8	100	136
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	354,844	748,876	144.0	849,692	44,032,919	13,399.312	1,563,658	511,561	10	100	147
Sept. 30, 1870	74.3	8.5	64.5	—	46	60	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,996	*	285,631	16,626	4,471,294	—	—	1,000,979	63.0	454,853	22,606,449	12,499,876	1,049,125	278,507	10	100	146
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	—	3,700,000	—	—	504,422	—	(Le	ased to E	rie.)	—	—	—	100	....
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	—	—	87 2	121,957	—	—	225,909	920	—	100	....
Sept. 30, 1869	42.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,968	*	—	—	428,717	700,000	—	—	88.0	989,627	—	—	1,888,268	802,754	8	100	....
Oct. 31, 1869	88.0	—	42.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	—	—	6,000,000	4,000,000	—	—	—	(Leased	& oper. by	Grand Tru	nk of Ca.)	96,238	7	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	5,000,780	—	—	—	—	—	—	—	—	(Leased	and opera	ted by Er	ie.)	—	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	1 60	28,606	664,730	—	49,175	14,667	—	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	—	—	—	428,472	—	—	—	1.75	(No ret	urns 175 m	iles recent	ly comple	ted.)	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota..Iowa.	3,000,000	500,000	—	—	2,500,000	3,500,000	—	—	279.0	—	—	—	921,467	527,627	—	100	117½
Apr 30, 1869	279.0	—	27 9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	—	—	1.632,000	9,957,000	—	—	92.3	—	—	—	4,229,064	1,257,425	10	100	126
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	12,361,557	*	—	—	5,000,000	9,751,335	—	—	60.2	—	—	—	320,677	124.583	—	100	15
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,093,159	*	—	—	1,120,805	990,000	—	—	—	(Leased	& oper. by	Camd &	Amboy.)	42,447	3	100	....
—	—	—	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	—	—	—	332,525	380,000	—	—	—	—	—	—	—	—	5	100	....
Dec. 31, 1869	22.0	7.1	2.3	—	—	—	—	—	Cape Cod.....Mass.	1,454,779	*	42,260	64,078	915,577	125,000	—	—	66.2	114,150	4,351,482	1,169,260	212,924	42,010	6	100	67½
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape May and Millville.....New Jersey.	809,380	*	—	—	447,000	200,000	202,205	—	—	(Leased	and oper.b	y West J	ersey.)	—	6	25	58
Dec. 31, 1869	41.4	—	8.7	—	—	—	—	—	Catasauqua and Fogelsville.....Penn.	738,854	*	—	—	426,900	—	—	—	34.0	85,576	—	—	150,265	69,591	—	50	....
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catawissa.....Penn.	3,826,500	*	—	—	3,359,500	445,350	—	—	67.5	307,310	—	—	625,132	178,342	—	50	46
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	—	9	100	....
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased	and oper.b	y Illinois	Central.)	—	—	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	—	—	—	8,000,000	7,620,000	—	—	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	Central of Georgia.....Georgia.	4,703,877	*	—	—	4,666,800	786,000	—	—	284.0	974,915	—	—	2,247,920	818,660	10	100	106½
Nov. 30 1869	192.0	—	28.9	—	52	50	23	656	Central of New Jersey.....New Jersey.	10,871,242	*	docks,&c	—	15,000,000	3,400,000	—	—	74.0	—	—	—	4,010,122	1,367,958	—	100	28½
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central Ohio.....Ohio.	5,505,935	*	—	—	3,000,000	2,500,000	—	—	137.0	553,750	9,985,213	16,515'195	970,890	49,521	3½	100	....
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	*Central Pacific*.....California.	97,094,922	*	—	—	40,097,290	58,905,777	—	—	742.0	2,809,227	—	—	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	Central Br., Union Pacific R.R...Kansas.	6,200,000	*	—	—	1,000,000	3,200,000	—	—	100.0	—	(No returns.)	—	—	—	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Charlotte,Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	191.6	—	—	—	403,785	177,249	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie &	N.Centrl.)	30,000	—	6	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	291,222	225,000	—	—	40.0	—	—	—	42,760	18,648	—	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	313,666	58.825	2,085,925	807,000	—	103,754	—	(No return	s publish	ed.)	—	—	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Cheshire.....New Hampshire.	2,689,307	*	—	—	2,000,000	500,000	437,500	—	53.6	466,286	3,844,808	15 070,527	617,754	84,472	2	100	....
Sept. 30, 1870	53.5	—	13.0	—	25	20	7	405	Chester Valley.....Pennsylvania.	1,371,900	*	749,862	257,668	871,900	500,000	51,421	—	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	64
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chicago and Alton.....Illinois.	11,587,040	*	2,387,163	961,621	16,590 210	4,649,750	739,862	2,044,524	441.0	2,543,397	—	—	4,681,563	2,004,970	10	100	125
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	—	—	7,570.472	3,856,000	1,116,697	51,421	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	144
Apr. 30, 1870	207 0	296 2	141.0	—	153	70	35	3,314	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	73.0	—	(No returns.)	—	—	—	—	100	....
Dec 31, 1869	73.0	—	3.7	30.0	5	4	1	121	Chicago, Iowa and Nebraska.....Iowa.	5,000,000	—	—	—	3,916,000	810,000	—	—	—	(Leased	and oper.b	y Chic. a	nd N.W.)	557,950	10	100	110
May 31, 1870	81.3	1.1	18.—	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	50,048,813	*	1,705,222	—	35.046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,458	364,747.240	12,535,428	3 478,419	9	100	70½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2 068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	109½
Mar. 31, 1870	48[illegible]	—	[illegible]	—	133	62	26	3,127	Chicago, Rock Island & Pacific.Ill. & Iowa.	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	—	—
May 31, 1869	[illegible]	50.5	96.0	26.0	—	—	—	—	Chillicothe and Brunswick.....Ohio.	3,974,406	996,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	—	—	1,191,457	611,493	9	100	78
Mar. 31, [illegible]	69.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton...Ohio.	1,894,477	*	—	—	500,000	1,500,000	—	—	27.2	153,560	2,500,000	5,650,000	233,567	107,933	10	100	....
Jun. [illegible]	[illegible]	20.5	6.7	6.2	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	and oper.b	y Kentuc	by Centra	l)	—	100	....
[illegible]	[illegible]	13.0	—	0.5	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	5,805,062	*	—	—	3,027,450	2,033,000	776,398	—	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Cl	n.and Laf.	84,000	84,000	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	826,733	120,482	—	82,810	382,600	625,000	22,395	—	42.0	—	—	—	106,752	28,306	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	5,700,00	*	107,866	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,250	—	—	795,469	145,405	—	100	23
Jun. 30 1869	166.0	16.0	19.7	—	28	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	2,969,361	*	—	—	1,669,361	1,300,000	—	—	132.1	252,806	2 641,250	5,444,458	346,181	46,048	—	100	....
Jun. 30 1869	232.1	—	9.0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*					11,620,000	1,997,000			390.4	2,155,245	29,770,918	95,150,680	2,962,614	929 384	7	100	87½
Jan. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,346	397,881					2,056,750	1,652,100				Leased	to Atl. &	Gt. Weste	rn.)		8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,715	2,283,265					9,300,475	3,883,500		610,497	225.0	1,665,141			2,383,670	908,306	8	50	119
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,559,369	*					13,000,000	18,814,000	1,725,369		588.0	3,655,909	35,605,620	41,064,19	3,529.411	262,462	—	100	20
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200	*					1,786,200	248,000				Leased	& operate	d by Little	Miami.)		6½	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	456	Concord	New Hampshire	1,500,000	*					1,500,000												156
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*					595,587	374,500	300,000		27.0	39,460	556,055	361,187	75,430	27,338	—	100	
Mar. 31, 1869	41.0	—	3 2	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859						350,000					Leased	and operat	ed by Con	cord.)	25,000	7	100	
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,151	*																	117½
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River	Massachusetts.	2,100,430	*		11,573	153,935	2,087,883	795,000	208,879	68,929	110.3	190,409	3 747,271	4,799,290	529,347	192,184	6	100	91
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300			164,854	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,954,321	6,466,931	591 972	197,174	10	100	142
Mar. 31, 1869	14.0	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000			215,000		1,278,300	1,000,000				Leased	to Phila.	& Trent.)				50	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*					200,000	30,000			14.6	(Oper.	by Northern	N. H.)	38,458	15,931	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*		110,000		1,500,000	3,443,000			34.0	337,200			791,053	75,118	—	50	
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,783	11.200	26,391	400.000	300,000		6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	110
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	313,916	15,600	300,000		413,150	510,000				(N	ot yet in o	peration.)				—	100	100
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000					3,000,000	2,000,000				(U	nder cons	truction.)				—	100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,068	667,268		261,099	2,393,140	4,278,300	112,579		141.4				1,061,856	421,277	—	100	
Jan. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*				76,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479	—	100	120½
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000					309,276	715,000				(Leas. &	oper. by L'	tle Miami.)		loss.	42,652	—	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,018					891,206	892,760				Leased	and oper.	by Phila.,	Wilm. and	Balt.)	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000				14,100,600	3,3 8,000	2,190,000		253.4	1,820,253			2,417,324	637,845	10	50	108½
Dec. 31, 1869	236.0	—	16.0	12.0	25	10	10	515	Des Moines Valley	Iowa.	8,182,500	*				3,872,500	4,310,000			184.0				830,241	365.392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	54	30	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*		111.386	186,778	2 547,350	6,825,048	2,341,923	104,063	189.0	614,243			1,615,618	666,467	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000					480,000					(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*		107,393	64,767	3,662,123	960,000	653,956	153,124		(Leased	& oper. by	Ill. Centr.)	1,290,589		7	100	90½
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western	Iowa.	1,550,000	*				1,000,000	550,000		79.0					188,832			100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000					280,000					(In	progress.)					100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000					700,000	1,000,000				(Leased	to Boston,	Hart. & Fis	hkill.)			100	
Oct. 31, 1869	17.5	—	0 3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800			2,500		89,800	175,000	2,000			(Leased	to Pennsy	lvania.)				100	
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern	Massachusetts.	6,783,262	*		900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	120½
Dec. 31, 1869	38.5	—	1 9	—	—	—	—	—	Eastern Shore	Maryland.	850,000					280,000	570,000				(Leased	and oper.	by Phila.,	Wilm. and	Balt.)		100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604					392,550					(Leased	to Phila.	& Readin	g.)		6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599					1,209,200	495,900				(Leased	to Phila.	& Readin	g.)		7	50	
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia	Tenn & Ga	9,164,694	*		125,522	486,828	1,969,524	4,019,056	1,235,506	1,562,988	270.0				1,278,864	562,682	—	100	80½
East Tennessee and Virginia	Tenn.																(Consolidated in the East Tennessee, Virginia and Georgia.)													
Jun. 30, 1870	—	—	—	—	—	—	—	—											(Oper. by	Evansville, Henderson & Nashv.)									
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky	Tenn.																			
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000					500,000					(Leased	to Northern	Central.)	25,000	25,000	5	100	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000				1,000,000	1,620,000				(Leased	to North'e	rn Cent.)	562,933	loss.	5	100	50½
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575				78,536,910	23,398,800			845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	30½
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000		999,600	2,577,590		57,809	101.2	484,530			824,611	383,028	—	50	
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	98	European and North American	Maine.	2,094,883	148,669				3,000,000				58,493			129,726	56,195	—	100	
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American	N. Brunsw.	4,674,808	*				(Owned by Dominion of Canada.)				140.0	185,967	4,382,715	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	23.5	—	....	5.46	....	....	....	....	Europ. & N. American W. Div.	N. Bruns.	1,743,087	*				803,750	1 853,907	18,001			(Not	t in comp	lete operation.)				—	100	
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46.366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838			516,804	166,699	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.										64.0							100	
Sept. 30, 1870	5.8	—	....						Fall River, Warren and Providence	R. I.	330,089	*	21,174	491	150,000	.. ..	269,450		5.8	10,846	350,016		26,815	3,800	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000					90,000		60			(Leased	to Pittsbu	rg and Co	nnellsville	e.)		7½	50	
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg	Massachusetts.	3,640,000	*	300,579	200,661	3,640,000			501,231	93.7	538,086	20,328,254	13,563,559	1,085,937	252,265	8	100	138
Flemington	New Jersey.	375,000					150,000	100,000	100,000			(Oper	by Belvide	re Delaw	are.)													
Dec. 31, 1869	12.0	—	....	—	—	—	—	—																					
Dec. 31, 1869	77.0	—	....	112.5	14	15	7	159	*Flint and Pere Marquette*	Michigan.	2,269,094	*	173,876	1.149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113			466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	8.1	—	7	—	—	8	*Florida*	Florida	5 300,000	*				3,000,000	2,300,000			154.0							100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*				800,000	1,500,000				(Not	in complet	e operatio	n.)			100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,266		230,845		94,266		23.0	12,800			69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	6	2	91	Galveston, Houston & Henderson	Texas.							575,000			52.0	[Operat	ed by Rec	eiver.]					
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia	Georgia.	4,156,000	*	1,283,309	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823			1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.										40.0	[In prog	ress and n	o part in c	ompl te o	pera'n.]		100	
Dec. 31, 1869	94.0	—	6 5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000					1,000,000	1,000,000				(Owned	by Mich.C	n.since A	pl. 1870.)			100	
Jun. 30, 1869	84.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk	Canada	90,720,865	*								1,380.0	7,071 893			7,153,924	1,607,631	—	100	
July 31, 1869	229.0	105.5	132 0	—	99	140	45	1,829	Great Western	Canada.	25,027,287	*	1,968,318	877,019	18,202,126	8,656 415	735,218	280,896	334.5	2,676,393			3,934,114	1,780,516	4	100	
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia	S. Carolina.	3,081.213	*	80,496		1,510,374	1,902,157			164.	125,000			366,528	146,211	—	100	
Aug 31, 1869	207.0	68.0	22.6	—	80	47	14	701	*Hannibal and St. Joseph*	Missouri.	17,947.073					8,000,000	8,938,000	1,009,073		275 0				2,941.9 7			100	70½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,582,550					1,182,550	700,000	23,069			(Leased	to Pennsy	lvania.)			7	50	110
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut.	3,407,285	*				4,800,000	744,000		75.0	578,810			1,568,362	615.594	10	100	170½
Dec. 31, 1869	122.4	7.7	16.4	—	24	30	10	302	Hartford, Prov. and Fishkill	Conn & R. I.	4,704,866	*				2,037,939	2,055,500		130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	
Oct. 31, 1869	12.0	—	1 3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616,459	41,340	104,900		1,809,565	800,000	100,000		32.0	20,800			60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	12	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291.000	123,768	153.257	119 8				743,808	166.231	—	100	
Dec. 31, 1869	144.0	38 0	7.2	323.0	18	12	10	340	Houston and Texas Central	Texas.	5,600,000	*				3,000,000	2,600,000			125 0				1,040 400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	46.0	2	2	1	21	Houston Tap and Brazoria	Texas.										50.0	[Is being	continued	to Wha	ton Color	do Riv.]	—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1 077	Hudson River	New York.	19,919.587	*				16,020,000	4,309.220			160.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713.490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	8	3	58	Huntingdon and Broad Top Mt	Penn.	2,202.174	*				706,580	1,927,614			58.8	191,777			291.564	5,882	—	50	18
Dec. 31, 1869	703.0	—	100.0	—	177	100	41 4	214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1.691,280	25,278,710	8,018,170	10.901,504		970.9	5,414,403	53,306,016	258,336,118	8,823,482	3,652,616	10	100	133
Dec. 21, 1869	—	—	—	72.0	50	31	15	806	Indianapolis and St. Louis	Indiana.	(Road in progress is now operating St. Louis Alton & T. H. R. R.)								194.0				1,774,567	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*			5,685,497	7,358,931	675,628		289.0	1,205,686			1,921.274	707,492	—	100	7
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.										75.0							100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.											[Project	ed.]							
Jan. 30, 1869	13.0	—	1 2	23.0	3	3	—	14	Iron	Ohio.	327,795	*			13. 411	35,000			13.0	24,000	234,368	664,641	73,307	11,855	—	100	
Oct 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500		400 000	130,000			11.0				32,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	....	67,031	515.465	1,895,000	143.1 6	131,393	116.0				391,849	212.727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jamestown and Franklin	Penn.	1,765.248	.....	35,000	.....	603.077	1,000,000	688,228			(Leased	to Lake S	hore and	Mich. So	uthern.)		100	
Dec. 31, 1869	108.0	52.0	17.2	—	37	28	15	649	Jeffersonville, Madison and Ind.	Indiana.	6,027.342	*	879,533	413,927	2,000.000	3.100.000	587,179	1,632,928	225.0				1,140,099	403,480	—	100	80
Dec. 31, 1869	37.6	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000					1,500,000	500,000				(Leased	and oper. b	y Chicago	& Alton.)		7	100	92½
Dec 31, 1869	44.5	—	10.8	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000					800,000	800.000				(Leased	and oper. b	y Michigan	Central.)		8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	980,324				180,250	800,000			4.6	16.472	1,040,193	5,589,807	107,612	49.533	—	100	
Dec. 31, 1869	487 0	84.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.					5,072,500				439.0	963,512			2,225.850	859,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.						1,209,000	(Stock swamped.)		112.0		[Operated	by bondh	olders.)				100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston	Tennessee.									16.0	[No	returns.]					100	
Dec 31, 1869	31.4	—	1.3	84.0	2	1	1	20	Knoxville and Kentucky	Tennessee									31.0	[No	returns.]					100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	70.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	.....	.....	—	50	.....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	.....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	109½
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Le	high Coal	and Na	vigation	Co.)	.....	150.3	1,286,387	.....	.....	1,945,598	748 960	—	50	.....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,673,500	1,943,169	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	122
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	.....	.....	241,200	.....	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	.....
Dec. 31, 1869	15.0	0.7	.....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1869	84.2	—	47.9	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,887,854	.....	425,650	.....	3,572,400	1,480,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	.....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint)..O.	7,786,469	*	[Leased	Dec. 1	1869 to P	g Cin. &	L. Lat.	80,000 p.a.	196.5	964,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	.....
Oct. 31, 1869	28.3	3.0	24.7	—	.....	.....	.....	.....	Little Schuylkill.....Pennsylvania.	1,146,283	.....	915,668	.....	2,646,100	795,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	92½
Dec. 31, 1869	9.0	—	.....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	.....	112,927	.....	9.0	.....	.....	.....	71.601	10,307	—	100	.....
Sept. 30, 1869	94.6	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,776	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,785	*	3,585 951	1,176,690	8,680,912	8,478,000	805.465	74 8,977	381.6	1,500,947	27.330,015	57,885,740	2,954,659	1,142.113	7	100	74½
Sept. 30, 1870	12.4	—	2.8	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	.....	.....	.....	.....	20,403	16,763	6	100	.....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	.....	20,000	.....	600,000	.....	.....	10,000	—	(Leased	by Summi	t Branch.)	63,996	6,996	10	50	.....
Dec. 31, 1869	185.0	10.0	5.0	—	14	6	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869, n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	.....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	.....	49,575	185,648	102.5	294,404	.....	.....	.....	.....	—	100	.....
Jun. 30, 1869	34.2	—	7.1	—	.....	.....	.....	.....	McMinnville and Manchester.¶..Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	582,679	220 907	12	100	135
Oct. 31, 1869	12.7	26.7	24.5	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,272,344	.....	88,070	.....	2,085,015	250,000	217,907	.....	.....	(Leased	to Phila. &	Reading.)	128,589	loss.	—	100	.....
Dec. 31, 1869	109.8	—	10.9	—	15	29	11	287	Maine Central ¶.....Maine.	4,121,698	*	212,332	49.500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	50
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72.124	22,999	1,000,000	.....	5,609	90,514	26.0	81,204	1,621.977	942 664	182,510	102,110	10	100	30
Mar. 31, 1870	19.0	—	1.6	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	.....	100	150½
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	646,245	1,460,595	14,620,866	6,324,305	1,287,819	.....	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	.....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,843	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarksv. and Louisv. ¶...Tenn.	3,000,000	(Oper.	by L. &	N shv.)	.....	1,582,000	99,842	.....	82.6	299 091	.....	.....	408,525	464	—	100	.....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,974,289	2,528,000	590,810	.....	130.6	457 576	3,638 132	.....	799,649	98,840	—	100	.....
Dec. 31, 1869	15.0	9.0	.....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	.....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,891	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,228,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	120½
Dec. 31, 1869	42 0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	.....
Sept 30, 1869	13.0	—	0.5	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	349,361	.....	.....	.....	109,100	215,800	50 966	.....	.....	(Oper.	by Erie.)	.....	44,068	14,434	—	100	.....
Dec. 31, 1869	6.6	—	.....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,404	.....	.....	.....	95,750	.....	17,654	.....	.....	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	.....
Dec. 31, 1869	196.0	740.0	.....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14	100	61½
Oct. 31, 1869	24.5	58.8	52.3	—	.....	.....	.....	.....	Mine Hill and Schuylkill Haven....Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	.....	.....	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	104½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	.....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,331	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	essees.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347.649	572,632	99.2	204,266	.....	.....	385,975	152,233	—	100	.....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1.294,430	150 786	284,206	85,468	1,232,728	531,500	50.643	.....	83.5	.....	.....	.....	131.376	27,270	—	100	.....
Dec. 31, 1869	472.0	14.5	.....	—	60	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	.....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625.721	.....	66,211	12,014	—	100	.....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1 000 0 0	.....	.....	.....	23.0	24,1 8	617,707	856,856	79,971	6,857	—	100	.....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	.....
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.)		7	100	32
Sept. 30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell.....N. Hamp. & Mass.	737,706	*	57,982	78.675	720,000	.....	.....	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	93½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶...Tennessee.	3,383,414	*	1.900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231.576	—	100	150
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324.580	.....	.....	479,317	207,933	—	100	.....
Dec. 31, 1869	172 5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	.....
Dec. 31, 1869	57.0	.....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,006	57.0	197,782	.....	.....	589.929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	98	New Bedford and Taunton.....Mass.	500,000	*	194,154	.....	500,000	172,500	.....	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶..N. Bruns.	2,500.000	(In han	ds of bon	dholder	s.)	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	.....
Oct. 31, 1869	14.9	—	2.8	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	.....	(Leased	& oper. by	P. Ft. W &	Chicago.)		11½	100	.....
Oct. 31, 1869	6.0	—	.....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	.....	.....	.....	.....	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	.....
Sept. 30, 1870	83.9	15.2	.....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	.....
Dec. 31, 1869	33.9	.....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250 000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)		10	100	128
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	2^6,021	51,871	—	100	.....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65 493	4	100	.....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶..L. & M.	6,483.906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	54
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Mora	n of Ne	w York C	ity.]	.....	.....	—	.....	.....
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603.697	*	.....	.....	51,831.000	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15 586,616	6,531.131	8	100	46
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River..N.Y.	57,523.234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	98½
Sept. 30, 1869	5.0	—	.....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,962	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	.....	.....	.....	7,000.000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	128½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775.825	900,000	449,7 2	114,677	6,000,000	1,061,500	300,246	883,528	7 6 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	155
Sept. 30, 1869	123.0	22.0	.....	208.0	14	36	6	206	New York and Oswego Midland....N.Y.	3,710.584	300,279	.....	.....	3 401.324	591.000	.....	.....	.....	(In cour	se of con-t	ruction)	.....	.....	—	100	.....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60 000	6	100	.....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479 355	*	622.891	.....	1,798,000	793.000	253,717	.....	81.0	188,380	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,522	4,000.000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	.....
Feb. 28, 1869	102.0	—	.....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	846,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶..South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68 0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500 000	1,500,000	.....	.....	78.0	.....	.....	.....	180.000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359, 79	*	(Including Ferry.)		700.000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502.468	*	.....	.....	800.000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stock...ge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448.700	.....	.....	.....	.....	.....	.....	.....	.....	31.409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267.300	*	.....	634	267.300	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	100	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivar and Erie.....Pennsylvania.	500,000	*	.....	.....	.....	.....	634	.....	.....	.....	.....	.....	8,501	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	1,00 ,000	1,000,000	.....	.....	.....	(In pro	gress to be	completed	June 187 0.)		—	50	....
Sept. 30, 1869	81.0	—	10.6	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,000	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	.....	.....	—	100	....
Sept. 30 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	.....	.....	1,470.130	1,707,650	.....	.....	81.0	271,077	5,812,876	16,678,940	79,887	18,001	3	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	(Will for	m a part	of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	519,307	132,564	—	100	....
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	*	24.194	52,224	400 000	.....	23,557	45,841	11.1	65,346	1,933,322	849,118	102,173	22,935	8	100	106
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	3.274,000	.....	654,000	2,620 000	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843.402	330,543	1,157,178	166,284	1,988,150	345,000	163,913	1,049,866	84.0	503.198	.....	.....	1,279,043	671,445	12	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	5	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Sept. 30, 186	35.0	—	8.8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	1,078,807	329,941	8,500,000	15,729.000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	68½
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	607.111	1,677,000	.....	.....	55.0	179,692	4,939,322	4,950,807	529,680	236,987	—	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	.....	.....	7	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania	914.069	.....	.....	.....	.....	.....	.....	.....	.....	(Leas	ed to Vt	& Mass.	R. R.)	32,000	—	100	49½
Apr. 30, 1870	1,038	—	—	—	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106 245.978	*	5,591,000	654,530	swamped	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1869	100.0	—	15 0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4 200,000	*	.....	.....	33,762,300	107,907,360	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	60	Utica and Black River.....New York.	1,816.000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	8,407,653	4,203,926	—	100	3½
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,582,650	.....	.....	.....	.....	54,450	2 244.178	734,753	166,494	76,892	6	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	.....	(Leased	by Vermo	nt Centra	l.)		8	100	101
Sept 30, 1870	69.3	10.8	9.0	—	15	7	10	2.8	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949 430	543.331	—	var	....
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	750 000	199,627	.....	102.8	225.166	4,271,585	3,353,273	456,651	.....	—	100	77
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	516,164	793.200	.....	.....	.....	(Leased	to Rutlan	d.)	.....	.....	2	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	264	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	357.408	3,200,000	98 417	.....	140.0	.....	.....	.....	483.537	162.479	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059.050	*	.....	.....	3,064.300	2,499.450	591.741	2,815,014	213.5	550,397	8,727,610	17.634,855	929.186	318,688	—	100	....
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	1,547,650	611,400	.....	.....	18.3	(Leased	by Del. La	c.& W'in.)	454,758	154.618	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	.....	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	]	58,123	18,448	7	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	7	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	5	100	....
Sept. 30, 1868	—	—	....	98.0	....	....	....	....	West Shore Hudson River...New York.	619,446	.....	525,578	.....	684,046	957 600	97,500	.....	35.6	201,230	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	526,700	612,300	6,024	.....	.....	[in	progress.]	.....	330,571	65,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	Georgia.)	.....	.....	.....	158.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	943,607	286,320	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	750,000	1,800,000	.....	.....	46 0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	.....	.....	6,500,000	.....	36,000	.....	.....	.....	.....	.....	138,502	44,719	—	100	10
Dec. 31, 1868	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	.....	Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007.467	[No	w forming	a divis	ion of the	Milwau	kee and	St. Paul	.....	No retu	rns for ye	ar.]	.....	.....	—	50	81
Aug. 31, 1869	94.0	—	—	86.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	124½
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	*	.....	.....	1,500,000	2,000,000	.....	.....	.....	(Operat	ed during	construct'	n by M.&	St. Pa'l.)	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(No	return.)	.....	.....	.....	.....	20.0	13,430	90,746	159,099	14,663	7,447	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wiconico and Pokomoke .....Maryland.	375,000	*	.....	.....	200,000	.....	.....	.....	.....	(Leased	to Boston,	Con.and M	ontreal.)	12.000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford..N.C.	3,600,000	.....	.....	.....	160.000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR. sold	Jan.5, '70	$525,000.	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052.818	35,915	8,286	.....	5,000.000	.....	.....	.....	.....	[no	returns.]	.....	139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076.968	*	11,662	184,126	734.812	789,300	.....	.....	19.3	1,857	(Leased	to Northern	Central.)		—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	1,463,775	1,484,665	272,024	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	213,000	.....	.....	.....	.....	(Recen't	y opened.)	1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	.....	.....	.....	1,160,782	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	393,535	.....	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	462,547	166,860	10	100	137½
										.....	.....	.....	.....	317,050	.....	76,845	.....	.....	(Le	ased to N	orthern C	entral.)		—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,308,019	—	641,532	112,080	1,963,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	78
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	—	—	60.0	(Leased	to Lehigh	Nav. Co.)	231.194	105,751	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	118½
Dec 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	.....	.....	4,999,600	(See Co	m. & A	mb.R.R.)	161.0	—	—	—	1,035,860	782,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1562,005	—	.....	.....	64,000	899,750	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	77
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	—	—	48.0	—	—	—	405.174	213.374	—	100	77
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	.....	2.2 0.000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n preferre	d stock.)	481.246	184,848	—	100	53
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261.000	—	.....	94,149	4.300.000	1,961,000	—	—	354.0	—	—	—	735,303	258.436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4.797,185	7,165,256	588,689	—	109.2	—	—	—	1,159,085	598,519	—	50	17½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	—	.....	.....	2,002,746	2,632,310	195.232	—	45.0	—	—	—	167,435	81,714	—	50	20
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1.100,000	708,000	86,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	900,000	600,000	.....	—	—	—	—	—	124.895	#39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,598	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	22½
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,094	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	104,000	180,000	100,000	(Opened Oct. 1, 1870.)			—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	103½
Sept. 30,'70	4.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	15	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock, E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	10,296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6 0	50	49½	45
Sept. 30,'70	3.25	50	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	33½
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	45
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,146	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	43
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	280,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,833	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,530	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'70	33.66	914	170	Metropolitan (Boston) .....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	75½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	78
Dec. 31,'70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.) .....O	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	50	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	52
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	14,000	8,000	4.0	20	20	12
Dec. 31,'70	12.88	129	25	Phi'adelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	28,109	—	50	25	31
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	17.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birminghan..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	15
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	....
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	65
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	21
Sept. 30,'70	8.38	550	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	72½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	58,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	26,978	25,000	25,000	—	15,729	6,290	3	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ....N.Y.	38,600	37,000	—	—	11,737	2,004	2	100	100	....
Oct. 31,'70	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36	50	20	63½
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	197½
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	24½
Dec. 31,'70	3.60	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,678	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	Leas. to Troy & Lansb.			—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	43
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	5	100	100	100
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	28,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	68
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	58,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct. 31,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3,800	3,010	4	100	100	18
Oct. 31,'70	3.55	40	16	Worcester .....Mass.	46,205	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal Payable.	Latest Price.
	$	p. c.			
Albany: 1st Mortgage	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J. & J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J. & J.	1882	....
Bklyn City, Hun. Pt. & P.P.: 1st Mortgage	379,000	7	M. & N.	1878	....
Brooklyn and Jamaica: 1st Mortgage	800,000	7	J. & J.	1900	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J. & J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J. & D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1893	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J. & J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J. & J.	1875	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J. & J.	1873	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J. & J.	1877	....
Germantown: 1st Mortgage	250,000	7	J. & J.	1877	....
2d mortgage	250,000	7	J. & J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1878	85½
Grand st. and Newtown: 1st Mortgage	90,000	7	J. & J.	18—	....
Harl. Br., Morris'n & Fordh.: 1st Mortgage	136,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,000	7	J. & J.	1874	68
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J. & J.	1882	76
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1836	74½
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A. & O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J. & D.	1884	87
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J. & J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J. & J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J. & J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J. & J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1881	85
Philadelphia and Darby: 1st Mortgage	57,000	7	M. & N.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	A. & O	1874	....
Quincy: Plain bonds	58,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,500	7	J. & J.	1880	....
1st Mortgage	15,000	6	J. & J.	1880	....
Salem: 1st Mortgage	35,600	6	J. & J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	100,000	7	J. & J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J. & J.	1878	....
2d Mortgage	18,000	7	A. & O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	600,000	7	J. & J.	1875	....
Real estate	500,000	7	J. & J.	—	....
Troy and Lansingburg: 1st Mortgage	85,000	7	A. & O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	300,000	7	J. & J.	1855	....
Utica, Clinton & Bingham: 1st Mortgage	200,000	7	J. & J.	1887	....
Watervliet. 1st Mortgage	120,000	7	J. & J.	1882	....
West Hoboken. 1st Mortgage	61,000	7	M. & N.	1879	....
West Philadelphia: 1st Mortgage	100,000	7	J. & D.	1878	90
Worcester: 1st Mortgage	20,000	6	A. & O	1874	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	800,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	753,695	7	...	....
Catawissa,* pref. and guar....	2,200,000	7	7	95½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	20
Chemung, guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3½	85
Chicago and Alton, pref....	2,425,400	7	10	124
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	92
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	91½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	90
Erie, preferred	8,536,910	7	7	58½
Evansville and Crawfordsville pref..	100,000	...	...	..
Hannibal and St. Joseph, pref....	5,078,224	...	...	79½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	30
" " 2d pref	4,051,744	6	...	9
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	128
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref....	3,500,000	7	7	79
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,500	...	7	....
Rutland, preferred....	.....	7	7	46
St. Louis, Alton and T. H., pref....	2,040,000	7	7	57½
Sandusky and Cincinnati, pref....	445,500	6	6	36½
Schuylkill Valley,* guar....	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,623,350	8	8	..
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref....	2,888,997	6	6	35½
Union, preferred....	.. ..	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	....
Sariposa Mining, pref....	5,774,400	7	7	5½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....per ton	31 50 @ 36 —
Pig, American, No. 1.....per ton	35 — @ 36 —
Pig, American, No. 2.....per ton	33 — @ 34 —
Pig, American, Forge.....per ton	31 — @ 32 —
Bar, Refined, English and American.....per ton	73 — @ 74 —
Bar, Swedes, assorted sizes.....(gold) per ton	85 — @100 —
	—Store Prices.—
Bar, Swedes, ordinary sizes .....per ton	105 — @115 —
Bar, Refined.....per ton	75 — @ — —
Bar, Common.....per ton	70 — @ 72 50
Scroll.....per ton	95 — @125 —
Ovals and Half-round.....per ton	95 — @120 —
Band.....per ton	90 — @ 95 —
Horse Shoe.....per ton	95 — @100 —
Rods, ⅜@3-16 inch.....per ton	82 50 @120 —
Hoop.....per ton	100 — @140 —
Nail Rod .....per lb.	— — @ — 6½
Sheet, Russia, as to No.'s.....(gold)	— — @ — 12½
Sheet, Single D. and T. Common .....per lb.	— 4½@ — 5½
Rails, English.....(gold).....per ton.	57 — @ — —
Rails, American, at Works in Penns'y.	59 — @ 71 —
Anvils, (Eagle).....per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 15 @ — 18
English Spring (2d and 1st quality).....	— 7 @ — 10
English Blister (2d and 1st quality).....	— 10 @ — 17
English Machinery.....	— 11 @ — 13
English German (2d and 1st quality).....	— 10½@ — 12
American Blister " Black Diamond".....	— — @ — 12
American, Cast, Tool, do.	— 15 @ — 16
American, Spring, do.	— 9 @ — 11
American Machinery do.	— 10 @ — 11
American German do.	— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.....per 100 lb	4 35 @ — —
Cut Spikes, all sizes.....per lb	4 50 @ — —
Clinch.....per lb	5 75 @ 6 25
Horse Shoe, Forged (No. 10 to 5).....per lb.	— 19 @ — 31
Copper.....per lb	— 36 @ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold).per lb.	— 4½@ — 41
Straits.....(gold).	— 36½@ — 36½
English .....(gold).	— 35½@ — 35½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 62½ @ 9 —	10 25 @ 10 75
I. C. Coke.....	7 50 @ 8 50	9 — @ 10 —
Coke Terne.....	6 25 @ 7 50	7 25 @ 9 —
Charcoal Terne.....	8 — @ 8 50	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— 13½@ — 13½
Crude, 40 @ 47 gravity (in shipping order)	— 17½@ — —
Refined, Standard White (in ship'g order).	— 24½@ — 24½
Refined, prime White (in shipping order).	— — @ — 27
Refined, S. W. (in jobbing lots).....	— — @ — 26
Refined, S. W. (in tin)	— 28½@ — 30
Naptha, Refined, (65 @ 73 gravity).....	— 9½@ — 10
Residuum.....per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 50	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 50
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	22 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 18....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above prices.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

	Th.8.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
Canton Co.....	....	....	....	....	....	....
Central Pacific 6s.....	98½	....	98½	98½	....	98½
Central of N. Jersey....	105½	....	106	....	....	105½
Chicago & Alton.....	125	125	....	125	125	125
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	103	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	140	140	139	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern .	71½	70½	71½	71½	70½	71½
" pref.....	91½	91	92½	....	91½	92
" 1st M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	100
" Consol.	92	91½	....	....	....	....
Chic., Rock Isl. & Pac..	108½	....	108½	108	108½	109
Chi., R. I. & Pa. 7s, 1896....	....	....	101½	102	....	102
Clev., Col., C. and Ind.....	....	....	....	86½	87½	87½
Clev. and Pittsburg.....	121	....	....	....	118½	118½
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	97	....	....	....	....
" 4 M.....	....	....	....	....	....	84
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C....	19½	19½	20	....	....	....
" 1 M.....	88½	88½	89	89	....	88½
" 2 M.....	....	....	....	....	....	....
Cumberland Coal pref.....	....	....	....	....	....	....
Del. & Hudson Canal ..	119½	119	119	....	....	118½
Del. Lack. & Western.....	108½	108½	....	108½	108½	108½
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	....	....	....	....	....	....
Dubuque & Sioux City.....	....	....	....	....	....	....
Erie Railway.....	29	29	29½	30	30½	30½
" pref.....	58	....	58½	58½	....	....
" 1 M. 7s, 1897....	....	....	....	101½	....	....
" 2 M. 7s, 1879....	....	....	....	....	....	....
" 3 M. 7s, 1883....	....	....	....	....	....	....
" 4 M. 7s, 1880....	89½	....	....	89½	89½	....
" 5 M. 7s, 1888....	....	....	....	....	....	....
Great Western 2d mort.....	....	88	....	....	....	....
Hannibal & St. Joseph.	72½	....	71½	70½	70½	70½
" pref.....	84½	83½	82½	....	....	81½
" 8s, conv.....	....	....	....	....	....	103½
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	104½	....	....
" 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	106	....	....
Lake Shore & Mich. S'th.	109½	109½	108½	109½	109½	110½
Lake Shore Div. bonds.....	....	....	....	....	....	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	120½	....	....	....	....	....
" S.F. 8s, 1882.....	....	....	....	....	....	....
M. S and N. I. M. S. F.....	....	103	....	....	....	....
" 2 M.....	98½	....	....	....	....	....
Mariposa Mining Co.....	3½	....	....	....	....	3½
" pref.....	6	....	5½	5½	5½	5½
" Tr. Ins ctfs.....	....	....	....	....	....	....
Milw. and St. Paul.....	61½	61½	....	....	61	61½
" pref.....	81½	....	81½	....	81	81½
" 1st mort.....	93½	....	....	....	....	92½
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con.....	....	....	....	95	....	95½
Missouri 6s.....	95	95½	95½	95½	96	96
" H. & St. J. 8s.....	....	....	....	....	....	....
Morris and Essex	93½	93½	93½	....	93½	93½
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
New York Central.....	....	....	....	....	....	....
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	93½	....	93	93½	....	....
" 6s, S.F. 1887.....	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	97½	98½	98½	98½	98½
" certificates.	93½	....	94	94	94½	94½
N. York and Harlem...	128½	....	....	....	....	129
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	102½
N. Carolina 6s, old.....	45	45	45	....	....	....
" new	....	....	....	....	....	27
Ohio and Miss.....	45½	....	45	45	45	46½
" pref.....	79	....	78	78	78	79
" 1st M.....	....	....	....	....	....	....
Pacific Mail S. S. Co....	47	46½	47½	47½	47½	48½
Panama	53	....	....	....	54	54
Phila. and Reading.....	114½	113½	114	114½	114½	....
Pitts., Ft. W. & Chi. gtd.	99	....	....	99½	....	99
" 1 M.....	....	....	....	....	....	106
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	....	12	....	....	....	12
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	57½	....	....
" 1 M.....	....	....	....	99½	....	....
" 2 M. pref...	84½	....	85	....	....	....
" Income bds.....	....	....	....	....	....	....
Tennessee 6s, old.....	74	74½	74½	75	75½	....
" new.....	74½	74½	74½	75½	75½	75½
Tol., Wab. & Western..	62½	6 4	63½	63½	62½	63½
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	91	....	....	91½	....	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div. 8s	....	....	....	....	....	86½
Union Pacific.....	28½	29½	31½	31½	32½	....
" 1st mort..	87½	87½	87½	87½	87½	88½
" L. Gt. 7s....	82½	....	84	....	....	....
" Inc. 10s....	84	86	....	....	....	86½
Virginia 6s, old.....	....	....	64½	....	....	....
" new.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	110
U. S. 5s, 10-40s, coup	....	....	....	....	....	113¼
U. S. 5s, 10-40s, reg	....	....	....	....	....	....
U. S. 6s, 1881, reg	116	....	....	116¼	116¼	116¼
U. S. 6s, 1881, coup	116	116¼	....	....	116¼	117
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	114¼	114¼	....	114¼	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	114¼	114¼	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	114	....	....	....	114
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	114¼	....	114¼	....	....
U. S. 6s, 5-20s, r. n. '65	112¾	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	112¾	....	112¾	....	....	112¾
U. S. 6s, 5-20s, reg. '67	112¾	....	....	113¼	....	....
U. S. 6s, 5-20s, c. 1867	113	....	113¼	113¼	....	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	113¼
U. S. 6s, 5-20s, c. '68	113	....	....	....	....	113¼
U. S. 6s, Pac.R.R.issue	114¼	....	....	....	....	115¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Catawissa	....	....	....	....	....	....
" preferred	47¾	....	....	....	....	....
Camden and Amboy	126¼	126¼	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	90	....	90	....
" 6s, 1889	....	....	....	....	....	90
" mort. 6s, '89	96	96	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	95	....	....	....
Lehigh Navigation	38¾	38¾	38¾	....	....	....
" 6s, 1884	....	....	....	....	....	....
" Gold L	....	....	91¾	92	91¾	91¾
" R. R. L	91¼	....	....	....	....	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	60¼	60¼	61¼	61	61	61
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	46¼	46¼	....	....	....	46¾
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	50	....	....	50	50	50
" 6s, 1880	....	....	....	....	....	....
" 7s	99	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	40¾	....	....	41
Oil Creek & Alleg. Riv.	49¾	49¾	....	....	49¾	50
" 7s	....	....	....	....	....	....
Pennsylvania R. R	61	61¼	61	61¼	61	61
" 1st M	....	....	....	....	101	....
" 2d M	....	....	....	....	....	....
" Gen. mort	94	93¾	93¾	....	93¾	....
" " reg	96¼	96¼	....	96¼	....	....
Penn. State, 6s, 1st series	....	102¼	....	102¼	....	....
" 6s, 2d series	105	105	105¾	105¾	....	....
" 6s, 3d series	....	108	....	....	....	....
" 6s, W L	100	....	100	....	100	100¼
Philadelphia City, 6s	....	100¾	100¾	....	....	101
" new	101¾	101¼	101¾	101¾	101¾	101¼
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	56¾	57¼	56¾	57	56¾	57¼
Philadelphia and Erie	....	28¼	....	....	28¼	....
" 6s	....	....	....	....	....	....
" 7s	....	87¼	87¼	....	87¼	87¼
Schuylkill Navigation	....	....	8¼	....	....	....
" pref	....	17¾	....	....	....	....
" 6s, 1882	....	80¼	80	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	21¼	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	65
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Baltimore City 6s, 1875	....	....	....	99	....	99¼
" 1886	....	....	....	....	....	....
" 1890	....	98¾	98¾	....	99	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	96	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	95¼	95¼	95¼	96	96¼	....
" 2d M	84¾	....	84¾	....	....	85
" 3d M. 8s	....	....	....	....	....	....
Northern Central	40¾	....	....	....	40¾	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	90¾
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

	Th.3.	F.4	Sat.5.	M.7.	Tu.8.	W.9
Boston and Albany	153	153	....	152¾	153	152½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	147	147	147	....	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	28	28¼	28½	28¼	29	29¼
Cheshire, pref	....	....	....	....	85	....
Concord	....	....	....	....	....	....
Connecticut River	143	....	....	....	....	142
Eastern	120½	120¼	....	120½	....	120½
Fitchburg	....	138	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120¾	120¾	120¾	....	120¾	120¾
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	....	....	....	....	....	89
" pref	....	....	....	....	....	....
Old Colony & Newport	103¾	104	104	104	....	104
Ph., Wil. & Baltimore	....	....	54¼	55	54¼	54¼
Portl'd, Saco & Porta	....	....	....	....	....	....
Union Pacific	29	....	29¼	31	31¼	32¾
" 6s		86¾	87	....	....	....
" Land Grant 7s	....	....	80¾	81¼	81¾	81¼
" Income 10s	79¼	....	....	....	83	83
Vermont & Canada	....	....	101¼	101¼	....	101
Vermont & Mass	....	....	77	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	103	103¾
Metropolitan	....	....	75¼	....	75	75¼
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	11	....	11¼	11¾	11
Franklin	6¼	6¼	6¾	....	....	....
National	2	....	....	....	....	....
Pewabic	4¾	5¼	5¼	....	5	....
Quincy	....	27¼	27½	28	27¾	....

London Stock Exchange.

	—Closing Prices.— July 28.	July 21.
Atl. & Gt. West. N. Y. sec. 7 per. ct		
1st mort., 1880	85 — 90	85 — 90
Do. do., 2d mort., 1881	75 — 80	75 — 80
Do. Penn., 1st mort., 1877	85 — 90	85 — 90
Do. do., 2d mort., 1882	75 — 80	75 — 80
Do. Consol. 7 per cent. mort. 1890	43 — 44	42¼ — 43¼
Detroit and Milwaukee 1st mort. 7s	69 — 71	69 — 71
Do. 2d mort. 8 p. c	69 — 72	69 — 72
Erie shares 100 dol. all paid	23¼ — 23¾	23¼ — 24
Do. sterig. 6 p. c. convertible bonds	66 — 68	66 — 68
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c	101 —103	101 —103
Do. 100 dol. shares, all paid	107 —108	107 —108
Panama General mort. 7s, 1897	77 — 80	78 — 92
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	99 —101
Do. General mort. 6 p. c. 1910	93 — 94	93¾ — 94¼
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	95 — 97	94 — 96
Do. with option to be paid in Phila.	95 — 97	94 — 96

American Railroad Journal.

Saturday, August 12, 1871.

Stock Exchange and Money Market.

Money has been offered quite freely by the banks, and by private lenders, and rates have been quoted easy for the borrowing interests, on the basis of 2@5 mainly 3 per cent., on call and at 4@7, chiefly 4½@6 per cent. per annum on very choice to good business credits. There has been a very moderate inquiry noted for accommodation, particularly on speculative account. The mercantile demand has been the most urgent, in preparation for the marketing of the grain crops, and the revival of activity, in connection with the Fall season, in the business line. The city banks, in their last weekly return exhibited a loss of nearly 8⅝ millions of specie, and a reduction of nearly 4⅝ millions in their deposits while reporting an addition of close on three-fourths of a million to their loan and discount averages. On the other hand, the U. S. Sub-Treasury showed a further gain of nearly two millions of specie, and $45,473 of currency, as the result of the week's movements. The city banks, last week, reported a loss of $3,619,286 of specie, $70,987 of legal tender notes, and of $4,625,577 of deposits. They increased their loan and discount averages $717,976 and their circulation $123,502. The city bank exchanges, last week, averaged $78,223,805; and thus far, this week, 78 millions daily. The banks now hold $16,589,668 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a gain of $1,963,030 of specie and $45,473 of currency, as the result of the week's business. The receipts of the office were $4,621,533 in coin, and $4,777,897 in currency; payments, $2,658,503 in coin, and $4,732,335 in currency. The office received $3,891,000 in coin or its equivalent, from customs; and disbursed $705,161 of coin interest.

The specie reserve of the city banks according to the latest return is $13,364,453, against $26,742,592 same time last year. The city bank deposits are now $252,392,427 against $220,819,800 week ending August 6, 1870. The legal tender reserve amounts to $73,892,443 against $52,287,188 same time last year. The circulation now stands at $30,236,623, against $32,943,144 same time last year. The loans are now $300,770,261, against $281,182,144 at this date last year.

The U. S. Sub-Treasurer retired, last week, $3,521,973 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $6,318,735 in currency, and $63,279,294 in coin against a balance a week previous of $5,408,445 currency, and $61,758,237 coin.

Government revenues have been yielding quite liberally, since our last, in both forms of customs and excises. The excises yielded last week about three millions, thus far since July 1, $17,003,000. The customs at the port of New York, last week were $3,696,873; and at the outports, equal to about 1¼ millions more, all in coin, or coin certificates.

Gold has been quoted stronger as to price, on a very moderate offering. The demand, however, has not been active, either on speculative account or for shipment. The main call has been for Custom House purposes, to pay duties on goods intended for the Fall season, now about opening. The range of the price during the week, has been from 111⅞@112¾, and the closing quotation on Wednesday was 111⅞@112 against 112⅛ the preceding Wednesday. The specie outflow, last week, was $565,675; on Tuesday of this week, $225,000; and on Wednesday, $112,056. The Gold Exchange Bank clearances have been as follows: August 3, $16,663,000; August 4, $17 020,000; August 5, $16,128,900; August 7, $16,285,000; August 8, $20,552,000; August 9, $18 508.000.

The customs at this port on Wednesday were $578,000.

The customs demand for Gold last week, averaged $648 500 a day; thus far, this week, it has averaged $658,200 a day, or equal to a weekly aggregate of $3,959,200. The arrivals of specie from Europe, Havana and other foreign ports last week were $94,232 and since Jan. 1, 1871, have been $7,424,449 against $7,360,688 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $94,025,430 against $78,711,632 same time in 1870.

Government disbursed through the U. S. Sub Treasury here, on account of the coin interest on the public debt from Jan. 1, to July 31, 1871, $59,923,085, against $61,869,193 same time in 1870.

The export drain was $565,675 last week,

against $3,578,271, same week preceding year. The shipments since January 1, 1871, have been $51,503,016, against $37,797,903 same time in 1870.

In the line of foreign exchange, business has been on a restricted scale and with a freer offering of bills, rates have been depressed, closing weak. Bankers' sixty day bills on London closed on Wednesday at 109⅝@109⅞; sight bills on London, 110⅛@110⅜.

The produce exports from this port, week ending with Aug. 8, were to the currency value of $5,200,713.

Government securities have shown increased firmness, on a limited offering of nearly all issues, while the demand has been somewhat brisker. There has been a livelier export inquiry for the older issues of the Gold bearing bonds at buoyant prices.

On Wedesday afternoon, dispatches by cable from London, reported that Mr. Richardson, U.S. Ass't Secretary of the Treasury, now in the English capital, had successfully completed the negotiation of the unmarketed balance of the U. S. Five per cent. funding loan, with Messrs. Jay Cooke, McCulloch & Co. The immediate effect of the report in London was a sharp advance in the price of U. S. Securities, leading also to a general stiffening of values in the New York market.

Under the official programme for August, Government proposes to sell Gold, during the month, as follows: Thursday, August 10, $2 000,000; Thursday, August 17, $1,000,000; Thursday, August 24, $2,000,000; Thursday, August 31, $2,000,000. And buy in of Five Twenties, as follows: Wednesday, August 16, $1,000,000; Wednesday, August 23, $1,000,000; Wednesday, August 30, $1,000,000.

On Wednesday, Government bought in only $20,100 of Five-Twenties at 111 99, ex-interest. The amount of bonds offered was $445,100 at 111 99@114⅛.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116⅞@117⅛; U. S. Five-Twenties of 1862, 115@115¼; U. S. Five-Twenties of 1864 at 114@114¼; U. S. Five-Twenties of 1865, 114⅜@114½; U. S. Five-Twenties of 1865 consolidated, 112¾@112⅞; U. S. Five-Twenties of 1867, 114⅜@114½; U. S. Five-Twenties of 1868, 113¾@114; U. S. Ten-forties at 113⅝@113⅞; U. S. Six per cent. currency bonds, 114¼@115.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 26.	Aug. 2.	Aug. 9.
Consols	93⅝	93½	93¾
U.S. 5-20's of 1862..	92⅝	93	93⅞
U. S. 5-20s, 1865....	92¼	92¾	93⅝
" 1867	91⅝	91⅞	92⅝
" 10-40s	91½	92	93
Erie.	——	24⅛	24⅝

State bonds continue in moderate demand at about previous prices.

Railway bonds have been in request, mostly for investment purposes, at generally steady prices. The chief business has been through the commission houses. Central Pacific Sixes closed on Wednesday at 98½@98¾. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in request at 92 per cent. and accrued interest. Union Pacific Sixes closed on Wednesday at 88.

The earnings of the Central Pacific R. R. in June and July were $1,614,475, against $1,512,378 same months last year; and thus far in 1871, $4,924,920, against $4,210,463 same time in 1870, showing a gain of $714,457 for the expired seven months of the current year.

Business in Railway and miscellaneous share property has been moderately active, with rather more spirit noticeable in the speculative dealings, and a stronger market as to values.

General business has been on a moderate scale, in most kinds of Produce, with considerable irregularity as to values. Flour closed heavy; Wheat and Corn, firmer; Provisions, depressed. Middling upland cotton closed on Wednesday at 19⅜ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,954,754 bales, against 2 831,663 bales same time last year; exports 3,123,183 bales, against 2,180,580 bales same time last year; stock at the ports at latest dates, 161,102 bales, against 106,474 bales same date 1870.

At the Live Stock Markets, Beeves have been in fair request at from 7@12½ cts.; Veals at 4½@10½ cts.; Sheep at 4@6½ cts.; Lambs at 6@8½ cts.; Swine, 5@5⅜ cts per lb., all live weight. The week's receipts were 6,057 Beeves, 2,742 Veal Calves, 29,041 Sheep and Lambs; and 21,484 Swine.

Foreign goods have been in less demand as a rule, at about former prices. The week's imports of foreign goods reached $6,441,548 including $2,902,364 of dry goods.

Ocean freights have been less active owing to the scarcity of room and the firmness of shipowners.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 18½; do. Fund Act, 1866, 84; do. 1868, 31; Georgia 6s, 84; do., 7s, 92; do. 7s, gold bonds, 98⅜; South Carolina 6s, new Jan. and July, 58⅛; Ohio 6s, 1886, 106; do., 1881, 104½; New York State 7s, Bounty Loan reg., 108¼; Louisiana 6s, Levee bonds, 70; St. Louis and Iron Mt. 1st mort., 92; Toledo, Peoria and Warsaw 1st mort., E. D., 88⅞; do. W. D., 87; Clev., Paines. and Ash. old bonds, 95; Central of New Jersey new bonds, 101; Morris and Essex const. bonds, 92; New York Central 6s, sub. bonds, 90; Albany and Susquehanna 2d mort., 95; Galena and Chicago 1st mort., 100; Long Dock bonds, 90½; Cedar Falls and Minnesota 1st mort., 83¾; South Side R. R., 75; New York and New Haven R. R., 155; Western Union Tel., 61⅛; Brunswick City Land, 8⅛; Adams Exp., 84¾; Wells-Fargo Exp., 46¾; Am. Mer. Union Exp., 56½; U. S. Exp., 55½; Consol. Coal of Md., 38¼; Maryland Coal, 30¼; American coal, 50; American Flag, gold, 0.15; Black Hawk gold, 0.40; Lacrosse gold, 0.20.

Philadelphia.—West Jersey R. R., 62¼; do. 7s, 103¼; Huntingdon and Broad Top Mt. R. R., 1st mort., 101; do., consol. bonds, 48; do. 2d mort., 86; Philadelphia and Reading 7s, 1893, 106; Wilmington and Reading, 7s, 99; Warren and Franklin 1st mort., 91; East Pennsylvania R. R., 40¼; Chesapeake and Delaware Canal, 39, St. Nicholas Coal, 2¼. The latest quotations are City 6s, 101⅞@102; do. free of tax, 101@101⅛; State 5s, coupon, 100@100; do. 6s, W. L., 101½@—; do. 1st series, 102¼@102¾; do. 2d series, 105@106; do. 3d series, 107@108; Reading, 57¼@57¼; do. 7s, 1893, 105@105; do. mort. 6s, 1880, 93@—; Camden and Amboy, 126@126½; do. mort. 6s, 1889, 95½@96; do. 1883, 89@90; do. 1889, 89¾@90; Pennsylvania R. R., 61⅛@61¼; do. 1st mort., 101@101; do. 2d mort., 100@101; do. General mort. coupon, 93½@94½; do. reg., 96@97; Little Schuylkill R. R., 46@46½; Morris Canal, 51@51; do. pref., 120@——; do. 6s, 91@91½; Susquehanna Canal, 9@11; do. 6s, 61@63; Schuylkill Nav., 9@9; do. pref., 17⅝@17¾; do. 6s, 1882, 80⅜@80½; Elmira and Williamsport pref., 40@—; do. 7s, 1878, 94½@95; do. 5s, 61@—; Lehigh Coal and Navigation, 38⅜@38½; do. 6s, 1884, 88@88½; do. R. R. Loan, 90⅝@91½; do. Gold Loan, 91⅛@91½; North Pennsylvania, 50@51; do. 6s, 102@102; do., 7s, 99@100; do. Chattle 10s, 114@116; Philadelphia and Erie, 28@28⅜; do. 6s, 93@93½; Minehill, 52½@52¾; Catawissa, 19@21; do. pref., 47½@48; Lehigh Valley, 60¾@61; do. 6s, 96@98; Fifth and Sixth streets, (horse,) 44@45; Second and Third, 65@65; Thirteenth and Fifteenth, 24½@25; Spruce and Pine, 31@31½; Green and Coates, 44@—; Chestnut and Walnut, 52@52; Hestonville, 21⅜@21⅛; Union, 60@—; Germantown, 32½@85.

Boston.—Vermont Central 1st mort., 88; do. 2d mort., 41½; Fitchburg and Worcester 1st mort. 7s, 1889, 88½; Leavenworth, Lawrence and Galveston 10s, 1st mort., 96½; Burlington and Missouri R. R., 117¾; do. Land Grant 7s, 97¾; Kalamazoo and South Haven R. R. 8s, 1889, 104⅞; Vermont Central and Vermont and Canada 8s, 1889, 102; Chicago, Iowa and Nebraska R. R., 110; Cincinnati, Sandusky and Cleveland R. R., 23; Indianapolis and Cincinnati R. R., 7; Rutland R. R., 39; do. pref., 85; do. 8s, 1880, 100½; Connecticut and Passumpsic Rivers R. R. pref., 91½; Worcester and Nashua R. R., 137¾; Portsmouth, Gt. Falls and Conway R. R., 112½; Norwich and Worcester R.R., 119½: Nashua and Lowell R.R., 150; Cary Imp., 16¾; Boston Water Power, 45; Waverly Land, 4½; Maine 6s, 101¼; Boston 5s, 1887, gold, 98¼; Chelsea 6s, 1891, 100; Manchester 6s, 1891, 100; Cincinnati 6s, 1885, 96⅛; Minneapolis 8s, 1888, 99¾; St. Louis 6s, 1879, 92¾; do. 1887, 92; do. 1881, 91¾; Cook County Ills., 7s, 100½; St. Louis County 7s, 1881, 100½; Bath 6s, 1891, 90¾; Hartford 6s, 1893, 100; Chicago 7s, 100¾; Allouez Mining Co., 4; Calumet and Hecla, 108; Hancock, 2½; Humboldt, 1⅞; Petherick, 1⅞; Star, 50c.

Baltimore.—Virginia Consolidated 6s, 64½; do. Deferred Certificates, 30½; Memphis City 6s, 58¾; Western Maryland R. R. 1st mort., 80; do. 2d mort. guar., 92; Central Ohio 1st mort., 87½; Pittsburg and Connellsville bonds, 94½; Virginia and Tennessee 8s, 87; Orange, Alex. and Manassas bonds, 80½; Orange and Alex. 4th mort. 8s, 82½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@94¾; Baltimore and Ohio, 141@145; do. 6s, 1875, 96@96¼; do. 1880, 96@—; do. 1885, 96@96⅜; Northern Central, 40½@41; do. 6s, 1885, 90½@—; do. 1900, 90@90½; do. 6s, 1900, gold, 91@91½; N. W. Va. 1st mort., 98@—; do. 2d mort., 96@—; do. 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 95¾@96; do. 2d mort., 84⅞@85; do. 3d mort., 79@81; Central Ohio, 29@30; do. 1st mort., 87½@88; Western Md. 1st mort. 6s, 1890, 80@82; do. guar. by Baltimore City, 92@—; do. 2d

mort. guar., 92@92¼; do. 2d mort. pref., 61@—; do. 6s, guar. by Washington Co., 84@85; Richmond and Danville bonds, 79@79½; Orange and Alexandria 1st mort. 6s, 90@91; do. 2d mort. 6s, 78½@80; do. 3d mort. 8s, 86@87⅜; do. 4th mort. 8s, 83@—; Orange, Alex. and Manassas 7s, 80¼@80¾; Virginia and Tennessee 8s, 87@88⅛; do 6s, 1st mort., 87@95; do. 6s, 2d mort., 77@78; Baltimore 6s, 1875, 99½@99¾; do. 1884, 98½@99; do. 1886, 98⅛@98½; do. 1890, 98⅜@100; do. 1893, 98⅝@99; do. 1900, 98¾@99; do. 5s, 1838-'70, 81½@82; Memphis City 6s, 58⅝@59¼; Maryland Defense Loan, 1883, 105@—; City Passenger R. R., 22¾@24; George's Creek Coal, 70 75@; Baltimore Copper, 0.50@1.25; Santa Clara 1@1.00; Atlantic Coal, 1.40@1.87½.

St. Joseph and Denver City Railroad.

The coupons and interest on the First Mortgage Eight per cent. Gold bonds of the St. Joseph and Denver City Railroad Company, both Eastern and Western Divisions, due August 15, 1871, at New York, will be paid at the office of the Farmer's Loan and Trust Company, free of tax. A circular descriptive of the Bonds of the Western Division of this road, and the security upon which they are based, will be found on the first page of this week's issue. It will be observed that while the principal is payable in gold in New York thirty years hence, the interest is also payable in gold semi annually in the cities of New York, London, and Frankfort-on-the-Main, free of tax. The payment of the principal and interest is secured by a first and only mortgage on the Company's Lands, granted by the United States in 1866, lying on the line of this road, and amounting to 1,500,000 acres, the railway of the Western Division, extending from Marysville, Kansas, to a junction with Union Pacific Road at Fort Kearney a distance of 170 miles, together with the Equipments appertaining, Franchises, Rights of Way and Personal Property. They are Coupon Bonds, but can be registered or converted into Registered Bonds, and are receivable at par and accrued interest in payment of the Company's land sales. The value of these bonds, may be inferred from the fact that similar bonds on the Eastern division of this road, previously disposed of at 97½, have advanced to 102 and accrued interest, making them rule at 106, or nearly ten per cent. advance.

It should be borne in mind that this company has already constructed and equipped the Eastern division of its road, extending from St. Joseph to Marysville, a distance of 112 miles, and that it is a practical extension westwardly of the Hannibal and St. Joseph railroad, which is the next land grant road after the Illinois Central.

The St. Joseph and Denver City Railroad connects at St. Joseph with railways running direct to St. Louis, Hannibal and Toledo on the east, and connecting as it will with the Union Pacific Road on the west, is a very important link in the continental chain of railways. It also has through railway connection with Chicago. A very large part of the line is graded, and track-laying being now far advanced, will continue rapidly until the junction with the Union Pacific Road is made.

The entire property is mortgaged to the Farmer's Loan and Trust Company, of the City of New York, as trustees. The mortgage is dated May 14, 1870, and under it, and as their security, these bonds are issued.

The bonds can now be had at 97½ and accrued interest in currency, from Messrs. TANNER & Co., Bankers, 11 Wall st., N. Y., or through the principal banks and bankers in the United States.

The Washington Insurance Company.

The evidence of the continuous success of this ever reliable and substantial incorporation is observable in our advertising columns, which announce its *fortieth* dividend; this time, five per cent., making a total of twelve per cent. for the year. Next to the admitted high ability, and the untiring energy of its officers, the "Washington" is mainly indebted for its unrivalled prosperity, to the participation system, which is unquestionably. the safest, most economical, and altogether most satisfactory plan of effecting insurance from loss or damage by fire. By it, the policy-holder becomes a joint participant in the profits of the company, to the amount of seventy-five per cent. of the total, and for a number of years passed, with the "Washington," these scrip dividends have amounted to fifty per cent. per annum. Thus those persons who have been shrewd enough to avail themselves of this great advantage, by embracing participation, have effected their insurance at just half the established rates. And withal there is no extra risk to the policy holder, as he assumes no liability; nor is it necessary that he should, as the "Washington," besides its capital of $400,000, has accumulations which make its total cash assets over $800,000. The headquarters of this sterling company is at No. 172 Broadway. It writes fire and inland navigation policies, either participation or in the old style, as desired, and insure buildings, merchandise, household furniture, rents, leases, and all kinds of personal property. It emphatically stands in the very front rank of our leading City underwriting incorporations.

☞ The Lynchburg *Republican* announces, on the authority of Gen. Wickham, vice president of the Chesapeake and Ohio Railroad Company, that what is termed the Clifton Forge connection with Lynchburg has been determined upon. The present round about line of the road from the Forge northeastwardly, via Staunton, has a number of heavy grades, which will be avoided by the shorter and better line southeastwardly through Lynchburg. Gen. Wickham is reported as also stating that the same company would continue its connection, on an air-line, from Lynchburg to Richmond.

☞ The directors of the New York West Shore and Chicago Railroad Company have elected J. M. Consteney, President; W. M. Richards, Treasurer; L. M. Gurthie, Secretary; and Charles B. Stuart, Engineer-in Chief.

☞ The receipts of the New Jersey Southern Railroad line for the four months ending with July, 1871, were $216,634 81; and for the corresponding period of the previous year, $158,206 18—showing an increase of $58,478 13.

☞ The total shipments of Coal from Cumberland, Md., for the year 1871, up to July 29th, were 1,289,390.69 tons, of which 815,327.12 tons were by Baltimore and Ohio Railroad, and 474,062.17 tons by Chesapeake and Ohio canal.

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

PUBLIC NOTICE.

The undersigned COMMISSIONERS of STOCK SUBSCRIPTIONS to the NEW YORK RAILWAY COMPANY, give notice that the **Books of Subscription** to the Capital Stock of such Company **WILL BE CLOSED** on the

31st day of August, 1871.

UNTIL THAT DAY the Books will remain open for Subscribers at the Banking House of

Duncan, Sherman & Co.,
No. 11 Nassau Street,

and also at the

Bank of the Metropolis,
No. 31 Union Square.

Until the Books of Subscription are closed, ALL SUBSCRIBERS for Stock will have the **Benefit of Interest** upon the several instalments paid, and as allowed to those subscribing within thirty days after the Books were opened.

Dated, NEW YORK, July 24th, 1871.

Alex'r T. Stewart,
John Jacob Astor,
Levi P. Morton,
} Commissioners on behalf of the Company.

Illinois Central Railroad.

The statement of this Company for the month of July, 1871, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,814.07 for	$26,663 59
Acres Int. Fund Lands sold	.....	.....
Acres Free Lands sold	680.00 for	14,212 00
Total sales during month of July, 1871	3,494.07 for	$40,875 59
To which add Town Lot Sales		1,203 06
Total of all	3,494.07 for	$42,078 65
Cash collected in July, 1871		$181,450 79

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 402 Miles.	Total. 1109 Miles.
Freight	$440,582 00	$47,640 00	$488,222 00
Passengers	110,447 10	34,809 70	145,256 80
Mails	6,375 00	3,059 33	9,434 33
Other sources	69,000 00	2 940 67	71,940 67
Tot. July, '71.	$626,404 10	$88,449 70	$714,853 80
Tot. act'l earn'gs, July, '70	$499,187 30	$112,028 69	$627,215 99

☞ The Oil Creek and Allegheny River Railroad Company having leased the Union and Titusville Railroad, all communications will, until further notice, be addressed to the general office, Corry, Pa.

☞ Jarvis Lord and James Bellows, of Rochester, and S. B. Sprague, of Ithaca, have taken the contract for the construction of the Geneva and Ithaca Railroad.

☞ W. G. Peck has been appointed superintendent of the Vineland (N. J.) Railroad.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of July, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool.....	$1,192,477	$2,193,019
" cotton...	950.708	1,897,053
" silk	1,281,387	1,836,494
" flax	665,744	821,450
Miscellaneous dry goods..	546,156	634,157
Total entered for consump.	$4,627,472	$6,882,173

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$582,931	$901,247
" cotton ...	178,644	398,772
" silk	202,132	491,815
" flax	290.228	319,010
Miscellaneous dry goods..	48,775	78,966
Total withdrawn from warehouse	$1,302,710	$2,175,810
Add entered for consump.	4,627,472	6,882,173
Tot. thrown on the market.	$5,930,182	$9,057,983

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$1,134,516	$1,435,843
" cotton ...	328,876	426,955
" silk.....	458,814	1,011,450
" flax	371.862	402,875
Miscellaneous dry goods..	69,182	88,326
Total entered for wareh'g..	$2,363,250	$3,365,449
Add entered for consump.	4,627,472	6,882,173
Total entered at the port.	$6,990,722	$10,247,622

The imports of foreign dry goods at New York for seven months from January 1, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool...	$9,454,217	$9,604,654
" cotton.	9,349,736	12,936,828
" silk ...	12,172,767	17,213 827
" flax ...	5,601,864	7,182,861
Miscellaneous dry goods	5,269,485	6,022,964
Total entered for cons'p.	$41,848,069	$57,961,134

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool ...	$5,844,275	$6,429,710
" cotton..	3,692,599	3,357,579
" silk	2,887.859	3,772,742
" flax	3,546,995	3,346,826
Miscellaneous dry goods.	921,628	933,489
Total withdrawn from warehouse	$16,893,356	$17,840,346
Add entered for consump.	41,848,069	57,961,134
Total thrown on the market....	$58,741,425	$75,801,480

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$6,087,379	$7,480,278
" cotton..	3,572,143	3,983,075
" silk	2,846,074	4,744,482
" flax	2 884,983	2,700,766
Miscellaneous dry goods..	723,765	1,174,265
Total entered warehouse.	$16,314,344	$20,082,866
Add entered for consump.	41,848,069	57,961,134
Total entered at the port..	$58,162,413	$78,044,000

☞ The Commissioners of the Intercolonial Railway have awarded the following contracts: No. 18, McDonald & Co., for $934,833; No. 19 Nelson & McGow, $245,475; No. 6, Gough & Co., $206,600; No. 3, Berlinquet & Co., $462,444; No. 4, Smith & Pitblado, $438,318. Several of the contracts previously awarded, have been re-let.

Journal of Railroad Law.

RAILROAD COMPANIES—WHAT DOES NOT CONSTITUTE NEGLIGENCE—LIABILITY OF PARENTS FOR NEGLIGENCE OF YOUNG CHILDREN.

The facts in the late case of The Pittsburg, Fort Wayne and Chicago Railway Company *vs.* Brumstead (48 Ill., 221), are fully and clearly stated in the following opinion by

BREESE, CH. J.—This was an action of trespass, on the case, brought to the Cook Circuit Court, by Thomas Brumstead, against the Pittsburg, Fort Wayne and Chicago Railway Company to recover damages for an injury to a minor son, occasioned by the careless management of the locomotive and train of the defendants. The injury occurred at a station, on the defendants' road, in the State of Indiana, called Castello.

The cause was tried by a jury, who returned a verdict against the pefendants of four thousand five hundred dollars. A motion for a new trial was made by the defendants, which was overruled. On the plaintiff remitting, at the instance of the Court, three thousand dollars of the verdict, thereupon judgment was entered against the defendants, for the sum of fifteen hundred dollars.

To reverse this judgment, the defendants have appealed to this Court, and several points are made, which we will notice.

It appears the injured party was a child about four years of age, living with his parents in close proximity to the defendants' railway track. On the day of the accident, he was left, by his mother, who had occasion to visit a neighbor, in charge of his sister, a girl fourteen years of age, and while she was engaged in some necessary duty in the house, the boy, without her knowledge, left the house, and soon after was found, to all appearances, dead, near the track, and was taken up and brought to his house, one of his feet crushed, and otherwise wounded. It appears, a private cart road crossed the track near the dwelling of the boy's parents, which was used, without question, by every one who had occasion to use it. It was on this road this accident occurred, and was occasioned by an express train running, with great velocity into a push car in advance of it, going in the same direction of the train, and such was the force of the collision that the push car was shattered to pieces, a fragment of which struck the boy, who was on the private road, and some considerable distance from the place of collision.

The first point made by appellants is, that the child was a trespasser on appellants right of way, and his parents, in suffering him to be there, were guilty of such a degree of negligence as to furnish a complete defense to the company for an injury which would not have occurred but for this wrongful intrusion, unless the company shall be shown to be guilty of negligence so gross as to imply a willingness to inflict the injury.

The place where the accident occurred was, in fact, on appellants' right of way, though not upon the track. The boy was struck while on a road used by the public, which crossed the track, and where he, in common with the rest of the public, had a right to be, until the company should forbid, or prevent, so much of its right of way from use by the public.

The next point made by appellants is, that the parents of this child were guilty of great negligence in leaving him with his young sister. We cannot perceive, admitting it is a duty of the most imperious obligation resting upon parents, to use vigilence in the care of their offspring of tender years, that the parents of this child were wanting in this requirement. A mother cannot be always, at all hours, with her child, nor is there any necessity she should be, nor is it practicable. She must perform her accustomed avocations; and in one moment a child of four years of age may escape from her notice; it cannot be otherwise. The parents of this boy, the evidence shows, were in a very humble walk of life, who had, the mother especially, something more important to do than to watch her child, lest he came to harm. She had to contribute her labor to feed and clothe him, and it is unreasonable to demand she should have no other employment than to guard her child from danger. Leaving the child with his sister, a girl of fourteen years of age, and who appears, from her testimony, to be intelligent and affectionate, was not negligence. It was unavoidable, and she was trustworthy and competent to take the charge of the child. What would be the public judgment of a rule of law which should forbid a mother to have a child four years of age, with his sister of fourteen, while their mother was providing for their sustenance, or enjoying herself by a short visit to a neighbor? Such a rule would not receive the sanction of any Court, and is not to be found in any adjudged case, or in any legislative enactment and has no reason in its favor. There was no negligence of the mother, and the child was in a place where he had a right to be, and at a safe distance from the railroad track.

The remaining point is, there was no negligence on the part of those having the train in charge.

On this point, the evidence establishes negligence in two particulars: first, in loaning the push car to be used by strangers, and second in not stopping the train in time to avoid collisions.

The loan of the push car, by the company's agent to persons not accustomed to its use, was a species of carelessness, nay, recklessness, with which we did not suppose a faithful and competent agent could be chargeable. When the agent loaned it, he knew it was in violation of his instructions, the result of which might be pecuniary loss to his employers. His wrong act was, in part, the cause of this disaster, and life-long injury. But above and beyond this, the conduct of the engine driver, in charge of the express train, admits of no justification or palliation. It is impossible to believe he did not see the signals excited persons were making, warning the driver of danger, and it is beyond all controversy, he could, if he had been ordinarily careful, have stopped the train in time to avoid collision with the push car, which was in plain sight for more than a mile. The fact that he supposed the push car was under the conduct of section men, who would take it off the track on the approach of a train, is no justification for his recklessness in crushing it to pieces. He should have known the car was not under the control of railroad employees, by the fact they did not attempt to remove it from the track on the signal being given. Not attempting it, the driver should at once have slackened speed, and broke up the train. This he could

easily have done, and it was negligence of the grossest kind in omitting it, and, for the consequences, the company must be responsible. A railroad company has no right to keep in its service such a reckless man.

It is also made a point by appellants, that the Court erred in refusing to give instructions moved by them, numbered two, three, four and eleven.

The substance of number eleven was contained in the eighth instruction given for appellants, and the other instructions above specified were properly refused. Instruction numbered two, leaves out of view negligence of their employees in running the train, even if the child was a trespasser on the right of way, the driver had no right to run over him and crush him. Instruction three is liable to the same criticism, and so is number four.

Perceiving no error in the record, the judgment must be affirmed.

Judgment affirmed.

New Jersey Southern Railroad.

The Capital Stock ($4,000,000), and First Mortgage Bonds($2,000,000), of this Company having been admitted to dealings at the New York Stock Exchange, the following particulars in reference to the road will be of interest:

The New Jersey Southern Railroad Company obtained its rights under the foreclosure and sale of the Delaware and Raritan Bay Railroad, Sept. 14, 1869, since which it has added very materially to its importance by purchasing nearly all of the stock of the Long Branch and Sea Shore Railroad and operating the road, and by constructing a road from Whitings, on its own line, to Pemberton, N. J., where it connects with the Camden and Amboy Railroad, making the distance to Philadelphia but eighty-nine miles from Sandy Hook. At Farmingdale it connects with the Freehold and Jamesburg Agricultural Railroad; at Whitings, with the Barnegat railroad; at Atsion, with the Vineland Railroad, forming a new outlet to New York from Delaware and Maryland; and at Tom's River with the Wareton Railroad. The Williamstown Railroad, from Atco to Glassborough, is also under contract.

The former opposition by the Camden and Amboy Railroad has been entirely removed, and a perpetual running arrangement has been made with the "Joint Companies of New Jersey," the latter furnishing all the necessary terminal facilities at Philadelphia. The arrangements for taking freight by this line to Philadelphia, and the South, have been but recently completed, but a gratifying increase in receipts is already manifest, which will doubtless improve as the line becomes better known. The transfer office is at No. 120 Broadway, and the stock is registered by the Farmer's Loan and Trust Company. The officers of the Company are:

President, ASHBEL GREEN, New York; Vice-President, GEO. B. UPTON, Boston; Treasurer, HENRY G. MARQUAND, New York.

Directors—Henry M. Alexander, New York; Wm. S. Sneden, Red Bank, N. J.; Samuel T. Dana, Boston; John J. Stockton, Trenton, N. J.; Samuel H. Gookin, Boston; George B. Upton, Boston; James A. Gould, New-York; Boston Van Vliet, New York; Ashbel Green, New York; Samuel G. Wheeler, Jr., New-York; Charles W. Huntington, Boston; Benjamin Williamson, Elizabeth, N. J.; Cortlandt Parker, Newark, N. J.

☞ Trains are now running over the Duxbury and Cohasset Railroad as far as Marshfield, and within two miles of Brant Rock, and will be completed to the terminus at South Duxbury by the 17th of August. The road is operated by the Newport and Old Colony Railroad Company.

The Public Debt Statement.

The following is a recapitulation of the public debt statement July 31, 1871:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds	$275,307,300 00
Six per cent. bonds	1,608 444,350 00
Total	$1,883,751,650 00
Accrued interest	29,397,707 13
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	$30,000,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Certificates at 4 per cent.	678,000 00
Total	$44,978,000 00
Interest	232,885 20
Debt on which interest has ceased since maturity	$1,910,142 26
Interest	312,426 32
DEBT BEARING NO INTEREST.	
Demand and legal tender notes.	$356,095,471 25
Fractional currency	39,081,641 91
Certificates of gold deposited	19,468,700 00
Total	$416,645,813 16
Unclaimed Pacific R.R. Interest	11,262 13
Total amount outstanding	$2,845,285,605 42
Total interest	29,954,280 78
Total debt, principal and interest, to date, including interest due and unpaid	$2,875,239,886 20
AMOUNT IN TREASURY.	
Coin	$83,742,709 55
Currency	8,168,318 67
Total	$91,911,028 22
Debt less amount in Treasury	$2,283,328,857 98
Debt less amount in Treasury July 1, 1871	2,292,030,834 90
Decrease of debt during the past month	$8,701,976 92
Decrease of debt since March 1st, 1869	$212,134,402 03

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236 512	$136 182 56
Kansas Pacific	6,303,000	31.515 00
Sioux City and Pacific	1,628,320	8,141 60
Central Pacific	25,881,000	129,405 00
Central Branch Union Pacific	1,600,000	8,000 00
Western Pacific	1,970,000	9,850 00
Totals	$64,618,832	$323,094 16
Interest paid by United States	$12,692,475 41	
Interest repaid by transportation of mails, etc.	3,063,865 33	
Balance of interest paid by United States	9,628,610 08	

☞ W. O. Hughart has been elected President, John H. Page, Jr., Secretary, and W. H. Ijams Treasurer of the Baltimore, Pittsburg and Chicago Railroad Company. The directors are: Wm. Keyser, P. H. Garrett and W. F. Burns, of Baltimore, and James Laughlin, Jr., W. D. Wood and George F. McLane of Pittsburgh.

☞ The Vineland Railroad from Winslow to Vineland, (N. J.,) is now in running order and ready for traffic. It will be pushed through to Atsion as rapidly as possible.

☞ Mr. Wm. H. Appleton, of the firm of Appleton & Co., of New York has been elected President of the Port Royal Railroad Company.

Portland, Rutland, Oswego and Chicago Railway.

At the convention held on the 26th ult. in Portland for the purpose of promoting the location and construction of the line from that city to Chicago, Mr. Hamlin, in his speech on the occasion, explained the object of the bill introduced by him in the United States Senate on the 19th of last January, in aid of the project. In summing up he said:

It secures direct and rapid communication between the West and Europe by finding an ocean outlet 200 miles nearer Europe than any other in the United States that has commercial advantages and prevents the extortions of combinations by placing a regulating power in the hands of the Government. It does not take a dollar from the public treasury or ask a foot of land. It asks the Government to become a guarantor, by the issue of its bonds, and receive as security the first mortgage bonds of a first class corporation, on such terms as will protect the nation from loss in any contingency.

The new features of this bill in railroad legislation and its consequence to New England, if sanctioned by the General Government, will make the following notice from an intelligent correspondent in Maine of the Boston *Journal* of special interest. The correspondent attended the convention at Portland, and we judge that, in part, his explanation of this new railroad legislation and the project itself is condensed from Senator Hamlin's speech. He writes as follows:

Mr. Hamlin, Jan. 19, 1871, asked and obtained by unanimous consent, leave of the U. S. Senate to bring in a bill "to secure cheap transportation of breadstuffs and provisions from the West to the seaboard, at uniform rates throughout the year."

This bill is the first of the kind introduced to the attention of Congress—a novelty in its way. It provides for a contract by the Postmaster General with the P., R., O. and C. Railway Co. to construct and maintain a double-track line of railway, with an adequate equipment, and with steel rails and iron bridges from Portland Harbor, by the most practicable route, westerly across the States of Maine, New Hampshire, Vermont, and New York, to Oswego, and thence by the most direct practicable line to the city of Chicago.

Upon the completion and equipment of forty miles of the road, the Secretary of the Treasury is to issue to the Company United States Bonds, payable in thirty years, to the amount of $50,000 per mile, which issue shall constitute *ipso facto* a first mortgage on the whole line of the road and property of the Company, and so on for every forty miles completed. The interest and bonds as they fall due to be paid by the Company: the location to be approved by an engineer appointed by the President of the United States; and the railway is declared to be a "National highway and a post road;" Congress to pass all needful laws for protection of the same; and it is made the duty of each State through which it passes to cede jurisdiction over the territory occupied by the road. In case of failure to pay the interest on bonds, it is made the duty of the Postmaster General to take possession of the line and run the road at the expense of the company, and Congress shall dispose of it "as to justice and equity may appertain." The rate of fares and freight to be established by the company shall be subject to revision and alteration by Congress, and to be uniform throughout the year. Government may at any time take possession of the road, franchise and property of the company, paying such compensation therefor as may be awarded by commissioners.

These provisions, with others, are elaborated in the bill. The company is said to be composed of gentlemen in the several States through which the road is to pass, probably under a charter from

each State, with an organization, and authority to connect with other roads by purchase or otherwise, the united roads forming the Portland, Rutland, Oswego and Chicago Railroad Co., with which the U. S. Government is to contract, and to which it is to furnish the $50,000 per mile if the enterprise is successful. Of the two grand divisions of the road, the one from Portland to Oswego—400 miles—it was the immediate purpose of the convention last week to provide for. The larger division, from Oswego to Chicago—600 miles—is to be left out for the present. With the eight railroad companies between Portland and Oswego a basis of union has been agreed upon. The project is a magnificent one, and doubtless will engage the attention of Congress chiefly through the influence of Western members.

Virginia and Maryland Railroad.

At the last session of the Virginia Legislature a charter was granted to a company to build a railroad from some point on the Potomac between White's Ferry and Knoxville to Manassas Junction, connecting with the Londoun and Hampshire Railroad at some point west of Goose Creek—that is, at Leesburg or Hamilton, and running through the magnificent marble quarries of Londoun county. This road will be one of great importance, not only to the region of country through which it runs, but to Washington city. It will give us a new and short connection with the West and North west, and will open up in and through Londoun county as fine a region of country as there is any where. The books for the subscription of stock were recently opened in Leesburg, and the amount of stock necessary to organize the company and begin the construction of the road was promptly taken. A meeting of the shareholders was then called at Nokesville, Prince William county, on the 22d July. At this meeting a majority of the commissioners and all of the shareholders were represented, and the company was organized. The following shareholders were elected Directors: Governor Henry D. Cooke, Alexander R. Shepherd, Hon. Isaac D. Budd (of Loudoun), J. A. Partridge, J. V. W. Vandenburgh, Chauncey H. Snow (of Prince William), and Alexander Johnston. The Directors then held a meeting and elected the following officers: President, Governor Henry D. Cooke; Vice President, Chauncey H. Snow; Treasurer, Major J. V. W. Vandenburgh; Secretary, Alexander Johnston. An executive committee, consisting of the Hon. Isaac D. Budd, Alexander Johnston and the President, was appointed. The gentlemen who have taken charge of this enterprise, as will be seen, are such as will put it through. Although it is a new company, and the grading and masonry of a considerable portion of the route has already been completed, and a reconnoissance will at once be made to ascertain the most feasible point to cross the Potomac, which will probably be at the Point of Rocks or Berlin. Hon. Isaac D. Budd, of Loudoun county, who is a man of energy and shrewdness, has taken great interest in this improvement and evidently recognizes in it something higher than mere local interests. Although wedded to the interests of his own country—one of the finest in Virginia—he manifests great interest in the prosperity of the National Capital.—*Washington Republican.*

The Miramar Railroad.

The Boonsboro' (Washington Co., Md.,) *Odd Fellow*, of 26th ult., gives the following facts in reference to this road:

The Miramar railroad, built last year, runs from Shippensburg, Pa., to the Susquehanna, opposite Harrisburg, a length of thirty eight miles. It is proposed to extend this road southward from Shippensburg, by Waynesboro', Pa., and Boonsboro', Md., to the Potomac river. The railroad company, on the 3d instant, passed resolutions to give bond for the construction of the road to Waynesboro' whenever $200,000 should be subscribed towards it. From Bridgeport, opposite Harrisburg, on the Susquehanna, to Shippensburg, the distance is thirty eight miles. The estimated cost of road and equipment to this point is $1,000,000. The distance from Shippensburg to Waynesboro' is about twenty miles; from Waynesboro' to Boonsboro' about seventeen, and from Boonsboro' to the Potomac about eight or nine miles—making in all about eighty-five miles. The construction and equipment of the road (taking the estimate as far as to Shippensburg as a basis) would be about $2,500,000. It is probable that Boonsboro' will be called upon to subscribe from $60,000 to $70 000. The engineers are now engaged in surveying the route through to that town.

A Three Foot Gauge Railway in Georgia.

The contract for grading, bridging, laying the track and completing the first twenty miles on the North and South Railroad has been awarded to Messrs. A. J. Lane & Co, and John T. Grant & Co. on a joint bid made by the two firms. Theirs was the lowest of the thirty-five put in. The specifications require work to be commenced within twenty days. A gauge of three feet was adopted.

The stock ($500,000) required by the charter before Directors can be elected has been secured by the Columbus, Harris, Heard, Rome and La Grange subscriptions, and it is said that the stockholders will meet in forty days to elect officers. The road has been pushed to its present favorable condition by the corporators, who are clothed under the charter with all the powers of Directors until the regular organization. Large subscriptions are yet to be obtained of Polk, Harrison, Carroll, Muscogee and Floyd counties.

This, we believe, is the beginning of narrow gauge railway systems in Georgia, which will be carried to such an extent as will modify greatly the policy of management of our existing broad gauge system. The present policy is extremely low rates for what are technically known as through freights and "full rates for local freight;" for example, a traveller from New Orleans to New York is required to pay only one cent per mile for transportation, while the Georgian is made to pay five cents per mile for his transportation between points within the State. Again, the Columbus people, we are told, found it cheaper last winter to ship cotton to Selma, Alabama, for reship ment to New York, than to ship directly from Columbus to Savannah or New York. This is one feature in railroad policy that is directing public opinion to the narrow gauge system, to avoid the evils of discrimination in tariff rates by cheaper rates for local freight and transportation. Another feature, which makes the narrow gauge system almost imperative, is the necessity for a system that will cost less in construction than our present expensive broad gauge system, to bring into use the many thousand acres of unoccupied lands throughout the State. These lands are now of little value either to the State or the owners. Our people have not the means to build broad gauge roads. But narrow gauge roads are no longer an experiment under British experience, and they come within the means of any community within the State.—*Columbus Sun.*

The New Columbia and Augusta Railroad.

Col R. R. Bridgers, the President of the Wilmington, Columbia and Augusta Railroad, we mentioned a few days ago, has concluded to continue his road from Columbia, whither he will soon run by the short cut from Sumter, to Augusta. With a road already in operation from Columbia to Augusta, this must be considered a bold stroke. He proposes to run an air line, as near as the nature of the country admits, and thus save from twenty to twenty five miles over the Charlotte Road, which runs to within a few miles of Edgefield Court House, and terminates at Graniteville. The new road will thus have the advantage in distance and, therefore, in time. For these reasons it will doubtless have the greatest share of the passenger trade, and most likely carry the mail. As to through business, neither road will break bulk in Columbia, and each will carry just whatever it can drum up at its northern terminus. The route will go mostly through a section of country hitherto undeveloped, tangential now and then with the Charlotte and Augusta, and perhaps to a slight degree with the South Carolina Railroad. It may, therefore, reasonably expect a considerable local business. There will certainly be a lively competition in Columbia, and Augusta bids fair to become one of the greatest railroad centres in the land.—*Charleston News.*

Virginia Valley Railroad.

A telegram to the Richmond *Dispatch*, dated Lexington, August 1, says:

"The Valley Railroad Company met here today. The representation was full. The amount of subscription necessary to secure the subscriptions of Baltimore city and of the Baltimore and Ohio Railroad Company was reported raised and the cash quotas provided for. The company organized permanently. Mr. Robert Garrett, as president, and fifteen directors were elected—the same as were elected at a former meeting. Propositions were submitted by different sections along the line offering large subscriptions and a right of way free of land damages if the road be run on their routes. A corps of engineers is already in the field making a permanent location."

Augusta and Port Royal Railroad.

The Augusta (Ga.) *Constitutionalist*, of the 29th ult. states that the Augusta and Port Royal railroad has been purchased by Mr. James Appleton and some other gentlemen of New York and South Carolina, and then adds:

When this road shall be finished we will have a short and direct route to one of the best ports on the Atlantic coast, and so much trouble and delay will be saved in shipping goods. The chief object in building railroads now is to obtain as short routes as possible. The Port Royal railroad will materially shorten the distance between the great producing country of the West and of the sea, all produce from New York being now sent to Charleston.

☞ The receipts of the Raleigh and Gaston Railroad for the year ending May 1, 1871, were $348,422, and the operating expenses, $204,277—leaving a balance of $144,145. The following gentlemen have been chosen directors for the ensuing year: Wm. J. Hawkins, Paul C. Cameron, A. M. McPheters, J. B. Batchelor, Geo. Little, Walter Clark and S. S. Royster. The officers are: President, Wm. J. Hawkins, Superintendent, A. B. Andrews; Treasurer, W. W. Vass. Dr. Hawkins is also President of the Chatham Railroad largely owned and controlled by the Raleigh and Gaston Railroad Company.

☞ The Washington and Ohio Railroad is to run from Washington city through Loudoun, Clarke, Frederick, Hampshire, &c., to the Ohio. It is partially constructed through Loudoun to Hamilton, and from this latter point bids are invited for contracts for the thirty-one miles to Winchester, to be completed by May, 1872. The company has mortgaged its whole line to raise nine millions to complete the road. Hon. Lewis McKenzie is President of the Company.

☞ The track of the Sugar River Railroad has been laid beyond Bradford into the town of Newbury, and will be pushed ahead speedily towards the Newbury Summit.

☞ The property of the Staten Island Shore Railroad Company, recently sold at Auction, was purchased by James Moore, for $31,000.

☞ The Tuckertown railroad is nearly finished.

Cincinnati and Indianapolis Junction R. R.

The officers of the Cincinnati, Hamilton, and Dayton and the Cincinnati and Indianapolis Junction Railroads, with the approval of the respective Boards of Directors, have entered into a contract by which the latter Railway is to pass into the hands of the former, and to be operated in connection therewith. The Cincinnati *Commercial* says that under this arrangement the Junction Road turns over a majority of its common stock and $500,000 of preferred stock, being one half of the amount issued by the company, to the Cincinnati, Hamilton and Dayton Railroad, as the property of the latter. This will give the Cincinnati, Hamilton and Dayton complete control of the road, and makes another direct road in one interest from this city to Indianapolis. The equipment of the Junction Road is estimated at $300,000. It is encumbered by a first mortgage to secure $1,200,000, a second for $800,000, and a third for $800,000, yet to be issued. It owes a floating debt of about $1,000,000, and has issued a preferred stock of over $1 000,000.

☞ George Batchelder has been elected Superintendent of the Eastern (Mass.) Railroad, *vice* Jeremiah Prescott, resigned.

FORTIETH DIVIDEND

WASHINGTON INSURANCE CO.,

No. 172 BROADWAY,

NEW YORK, July 28, 1871.

A DIVIDEND of FIVE PER CENT. has been declared, payable Aug. 1, free of tax.

WM. K. LOTHROP, Secretary.

CIVIL AND MECHANICAL ENGINEERING, at the Rensselaer Polytechnic Institute, Troy, N. Y. A higher and more practical Course of Instruction will be given here than has ever been attempted elsewhere in this country. Re-opens Sept. 13th. For the Annual Register, containing improved Course of Study, and full particulars, apply to PROF. CHARLES DROWNE, Director.

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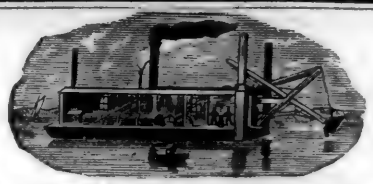
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OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

A DIVIDEND OF FIVE PER CENT. IN CURrency, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer

NOTICE TO CONTRACTORS AND BRIDGE BUILDERS.

DEPARTMENT OF SURVEYS,
224 South Fifth Street, Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until three o'clock P. M. of September 6, 1871, for the construction of a Bridge over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, with approaches to Twenty fifth and Spring Garden streets, in the Fifteenth ward, and to a point about 144 feet westward of Thirtieth street, in the Twenty-fourth ward, as follows:

First. For the Bridge superstructure over the river, including all materials, workmanship, and erecting ready for use. It will be of wrought iron, 348 feet from centre to centre of end posts, and 34 8-10 feet from centre of lower to centre of top chord, and also two trusses for Thirtieth street to be 84 feet from centre to centre of end posts, and 10 5-10 feet from centre of lower to centre of top chord, also of wrought iron. Detailed plans with complete strain sheets for these bridges, conforming to specifications, to accompany proposals, which on main Bridge shall give prices for both a two and three truss bridge.

Second. For all the iron work on *approaches* to be erected complete, as per plans and specifications.

Third. For the gradation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of the contract. The City reserves the privilege of rejecting any and all bids that may not be satisfactory, and each proposal as herein divided will be considered separately and will be so allotted.

Payments will be made monthly in bonds of the City of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond for the sum of five hundred ($500) dollars has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock

Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained, on and after the 22nd day of July, inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

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1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.

50 LBS. ERIE PATTERN. Now in yard and for sale by

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Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

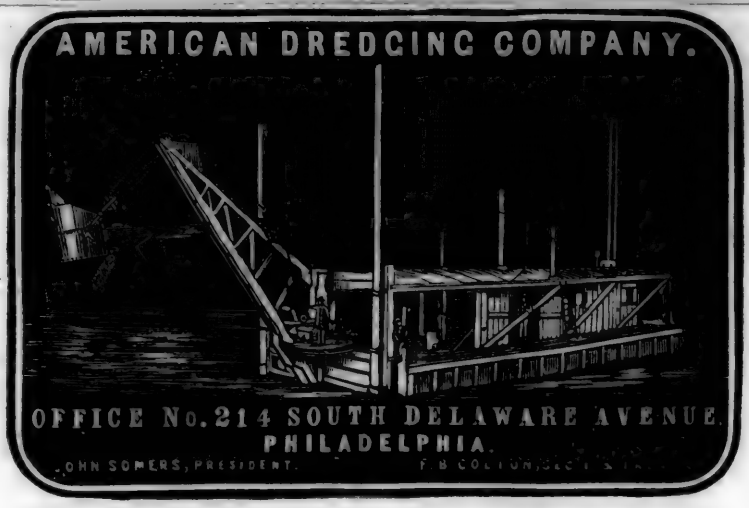
The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,

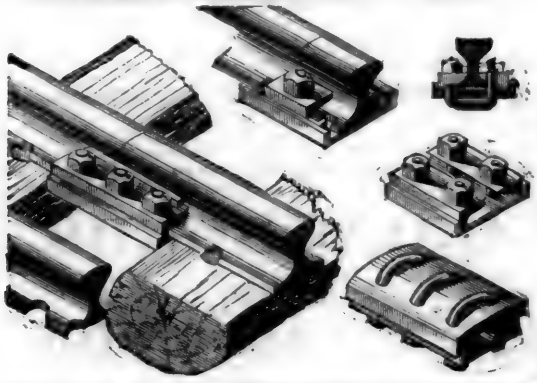
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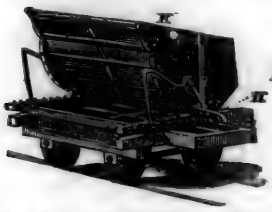
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DANAS & LITCHFIELD,
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RAILROAD IRON,
of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

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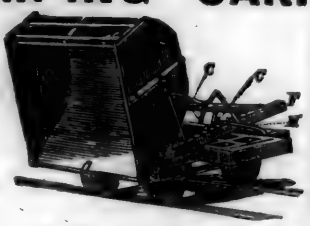


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Aug. 15, steamer HENRY CHAUNCEY, Capt A. G. Gray, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall via Kingston, connecting at Panama with steamer CONSTITUTION, Capt. ——, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Aug. 12.

Steamer JAPAN will leave San Francisco, Sept. 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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PERKINS, LIVINGSTON & POST,
31 New St., cor. of Exchange Place, NEW YORK.

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THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.
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59 Liberty St., New York.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXVII., No. 33.] SATURDAY, AUGUST 19, 1871. [WHOLE No. 1,843 VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, August 19, 1871.

☞ FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY, WESTERN DIVISION.

These bonds can now be had from the undersigned, or through the principal banks and bankers of the United States.

They have thirty (30) years to run, bearing Eight per Cent. (8 per cent.) Interest, payable on 15th days of August and February in each year. The Principal and Interest are payable in *Gold*. The Principal in New York; the Interest in New York, London and Frankfort-on-Main, free of tax. They are Coupon Bonds, but can be registered or converted into Registered Bonds, and are receivable at par and accrued interest in payment for the Company's land sales. The payment of the principal and interest is secured by a first and only mortgage on the Company's Lands, granted by the United States in 1866, lying on the line of this road, amounting to 1,500,000 acres, the railway of the Western Division extending from Marysville, Kansas, to a junction with Union Pacific Road at Fort Kearney, a distance of 170 miles, together with the Equipments appertaining, Franchises, Rights of Way and Personal Property.

The mortgage is made to the Farmers' Loan and Trust Company of New York, as Trustees.

The Bondholders are amply protected by the terms of the Mortgage Deed, which prohibits a sale of the Company's lands at less than four ($4) dollars per acre, and a release of the lien of this Mortgage upon any portion sold until the purchase money is paid to the Trustees, who are authorized to apply the same to the payment of these Bonds, either by purchase or to the Sinking Fund, for their redemption at maturity. This will more than extinguish the debt and leave the railway and equipments free. The security for the payment of these Bonds is therefore beyond all contingency.

Holders of 5-20s, and especially those who do not desire to be paid off at the Treasury Department, can now exchange their Governments for these Bonds at a *good and substantial profit*.

The location of the line of the St. Joseph and Denver City Railroad is a commanding one, from the fact that it is a practical extension westwardly of the Hannibal and St. Joseph, the next Land Grant road after the Illinois Central. The St. Joseph and Denver City Railroad is fed at its eastern terminus (St. Joseph) by railway lines coming direct from Hannibal, St. Louis, Chicago, and local roads converging at St. Joseph. Its business is therefore secured. Its connection with the Union Pacific road opens up the through middle route across the Continent, and is of national importance. This is reflected in the fact that the quantities of letters and telegrams which we have received during the few days the Bonds have been for sale, applying for these securities, indicate the quick response of the American people in support of internal improvements, while at the same time they make a good investment.

Price for the present, 97½ and accrued interest in currency.

Circulars, maps, pamphlets, documents, &c., furnished upon application.

Expressage relating to the Bonds free. Marketable Securities received in exchange.

We have been at great expense in the examination of this property and the bonds, and are satisfied the investments in this Loan will not only be safe but profitable. We base our calculations on the fact that the First Mortgage Bonds of this Company, on the Eastern Division, lately successfully placed by our firm at 97½, have advanced to 102 and accrued interest, making them rule at 106, or nearly ten per cent. advance.

Under all circumstances, we unhesitatingly recommend them.

TANNER & CO., Bankers,
No. 11 Wall Street.

Blue Ridge (S. C.) Railroad Securities.

Among the matters of local finance which was before the South Carolina Taxpayers' convention held last May was the question of the validity of $4,000,000 of bonds of the Blue Ridge railroad, ndorsed in the name of the State, of which $3,100,000 have been issued by the company and pledged as collateral security. The convention referred the question to Messrs. Porter & Conner, of Charleston, and Hon. James Chesnut, of Kershaw, for their legal opinion, which has now been rendered. They say that the conditions upon which the bonds were to be used have not been complied with, that the action of the company in pledging the bonds was in violation of law, and that it is a very serious question whether the State is liable for the bonds thus illegally used.

Chicago, Danville and Vincennes Railroad.

The construction of this important road is rapidly approaching completion, the track being already laid to within 20 miles of Danville.

A very large force is at work upon the remainder of the line; the iron is upon the ground; ties, splice bars, spikes, &c., are distributed on each unfinished mile, and if the weather is favorable, the contractors are confident of their ability to lay the "last rail" by the 10th of September.

☞ Active measures are being taken to construct the Peachbottom railroad with the narrow gauge between the Susquehanna river and Oxford. A stock basis of $75,000 is required for this. The subscriptions already reach $3,000 per mile, and it is estimated that an increase to $4,000 will warrant the commencement of the enterprise. It is to make a connection with this route, that the building of the Wilmington and Western railroad is urged forward.

Atlantic and Great Western Railway.

Communications announce the final rescue from danger of this property, representing a total of 13,000,000*l.*, of which the largest proportion is held in England and on the Continent. The line (510 miles in length) forms one of the grand outlets to the West, but its access to New York being by the Erie, with which it is connected at Salamanca, it had fallen under the control of the directors of that concern, owing to an agreement entered into with them at a time before it was known that any such agreement meant simply ruin. Mr. James McHenry, the president, has, however, incessantly labored in the interest of all concerned to wrench it from these hands, and, with unflinching financial support from Messrs. Bischoff-heim and Goldschmidt, his sagacity has resulted in complete success. As the line runs in its course through three States—New York, Pennsylvania, and Ohio—a legal battle had to be fought in each. About a fortnight back news was received of the redemption of the New York section. A week later a similar announcement came with regard to the Pennsylvania section, and to day the final notification has arrived concerning that of Ohio. A process of foreclosure in the several States has enabled the property to be bought in for the rightful owners, and now their trustees —General M'Clellan, Senator Thurman, and Mr. W. B. Duncan (Duncan, Sherman, and Co.) have possession of the whole, including lands, lines, rolling stock, and assets of every description. To reorganise and develop all its resources is their only remaining task, and meanwhile, after the instances incessantly recorded from New York during the past few years of judicial corruption and shameless brigandage, it is a matter of rejoicing, in which all the respectable classes in America will heartily share, to record the consummation that has in this case been achieved.—*London Rail way Times, Aug.* 5.

Hannibal and St. Joseph Railroad.

The receipts from traffic for the years ended August 31, 1869 and 1870, were as follows:

	1869.	1870.
Passenger traffic	$1,153,632 37	$1.258,225 25
Freight do.	1 565,128 56	1,882,070 86
Mail and miscel	122,916 39	128,194 28
Kansas City Bridge—tolls and rents	320 15	71,734 49
Total	$2,841,997 47	$3,340,224 88

The expenditures on account of operating and repairs were:

Train service	$109,528 98	$147,184 28
Station do.	174,460 85	189,325 24
Water do.	18,902 87	21 314 02
Engine do.	112,481 78	148 392 97
Car do.	24 327 38	42,960 65
Mail	2 875 00	2,833 27
Loss & dam'ge(fr'ght)	20,802 91	11,455 03
Do. Do. (stock)	55,727 05	57,610 61
Stationery & printing	27,017 82	25,431 31
General expenses	99 971 76	90,411 64
Taxes	46,743 16	51,587 44
Foreign agencies	55,104 73	70,289 17
Roads, bridges and fences (repairs)	647,672 22	609,871 53
Buildings (repairs)	33,382 71	36,168 02
Locomotives (repairs)	163,313 30	205,734 72
Cars—pass. and baggage (repairs)	64,768 26	62,928 68
Cars—fr'ght (repairs)	148,046 86	128,753 93
Cars—road (repairs)	5,366 97	5,741 76
Oil and waste	21,626 83	34,355 15
Fuel	119,083 32	152,636 67
Telegraph	24,931 04	31,036 10
Kansas City Bridge	1,697 96	11,484 66
Miscellaneous	47,999 47	109,101 16
Transfer	52,354 31	
Total	$2,078,183 55	$2,240,558 01
Net earnings	$763,813 92	$1,099,666 87

The following amounts were expended in construct'n & equipm'nt. $1,090,934 52 $831,268 85

The aggregates of the value accounts for the last seven years sum up as follows:

	Earnings.	Expenses.	Profits.	Construction, &c.
	$	$	$	$
1863-64.	1,788,034	1,155,660	632,374	215,416
1864-65.	2,135,872	1,872,035	263,837	470,073
1865-66	2,359,013	2,200,503	158,509	627,160
1866-67.	1,716,270	1,427,998	288,272	362,248
1867-68.	2,184,168	1,371,652	812,516	421,013
1868-69.	2,841,997	2,078,184	763,813	1,090,935
1869-70.	3,340,225	2,240,558	1,099,667	831,269
Total	16,365,579	12,346,590	4,018,988	4,018,114
An. av.	2,337,940	1,763,799	574,141	574,016

The amounts of money used in construction and equipment for the seven years was as follows:

New freight cars	$922,202 96
New passenger and baggage cars	306,978 57
New locomotive engines	826,382 83
Repairs of locomotives used on road work	62,439 59
New buildings	323,817 86
Roads, bridges and fences	1,377,182 61
Station service	152 00
Water service	11,751 76
Engine service	53 340 73
Repairs of road cars	50,370 73
Oil and waste	7,857 54
Fuel	45,110 91
Miscellaneous	30,525 54
Total	$4,018,113 63

As at present organized the roads of the Hannibal and St. Joseph company consists of a main line extending from St. Joseph to Hannibal, 207 miles. At the first named point connecting with the St. Joseph and Denver City Railroad, already in operation to Marysville, Kansas, and in rapid progress to Fort Kansas, Neb., where it will unite with the Union Pacific Railroad; and with the Kansas City, St. Joseph and Council Bluffs Railroad, which traverses the Missouri Valley in Missouri and Iowa from Kansas City to Council Bluffs, Omaha and Sioux City. At Hannibal the east terminus of the main line it connects with the Hannibal and Naples Railroad and through it with the Toledo, Wabash and Western Railroad and the whole net work of eastern lines to the Atlantic ports. At Palmyra a branch 15 miles in length extends to Quincy, at which point a magnificent bridge spans the Mississippi, and enables this road to connect with the Chicago lines as well as the Toledo, Wabash and Western Railroad, &c. From Cameron to Kansas City, 53 miles, another branch projects, and crossing over the Missouri River on the new bridge (owned by this company) connects with the Kansas Pacific and the numerous other railroads forming the southwestern system, reaching to New Mexico and the Gulf of Mexico. A glance at the map will at once impress the mind that the roads of this company, from their geographical position, will secure to them a very important share of the transcontinental trade and travel and almost a monopoly of a wide breadth of country on both sides of them.

The equipment of the road at the close of the fiscal year 1869-70 was as follows: Locomotive engines (10 added in year), 79; Coaches in good condition (8 new) 30; smoking cars, 4; coaches (old), 8 and used as way cars 5—47; mail and express cars (12-wheel), 3; mail and baggage 1, and baggage (28 feet) 3—7. Freight cars—grain and merchandise, 162; combination, 648; open stock, 124; platform, 233; coal, 85—1,247. Also, dump cars 26, hand cars, 70, way cars with freight trains 26—122. The sleeping car equipments, formerly owned by the company, was disposed of to the Pullman Palace Car company November 1, 1869. The increase in the freight equipment in 1869-70 was 410 cars, of which 110 were manufactured at the Hannibal shops. Additional engines and cars are called for.

The operations of the company in 1868-69 and 1869-70 compare as follows:

PASSENGER TRAFFIC.

Westward:	1868-69.	1869 70.
Local passengers	133,154	149,266
" " mileage	5,882,780	6,055,482
" " revenue	$309,386 85	$281,778 32
Through passengers.	35,179	49 609
" " mileage	7 744,186	10,908,941
" " revenue	$328,341 65	$441,711 62
Total passengers	168,333	198,876
" " mileage	13,268,866	16,974,423
" " revenue	$637,738 51	$723,489 94
Eastward:		
Local passengers	123,351	137,079
" " mileage	5,475,654	5,985 882
" " revenue	$276,288 57	$262,746 81
Through passengers.	24,048	23,387
" " mileage	5,288,245	6 263,222
" " revenue	$239,505 29	$271,988 44
Total passengers	147,399	165,467
" " mileage	10,763,899	12 249,104
" " revenue	$515,893 86	$534,735 25
East and west:		
Passengers	315,733	364,343
" mileage	24,390,765	29,223,527
" revenue	$1,153,632 37	$1,258,225 25

The average rate of fare per mile (cents) was in 1868 69 4.73, and in 1869-70, 4.30½. This shows that while the passenger mileage has increased 20 per cent., the earnings therefrom have been increased scarcely 9 per cent.

FREIGHT TRAFFIC.

West:	1868 69.	1869 70.
Tons carried	258,195	302,175
Tons one mile	32,886,232	54,155,246
Revenue	$1,204,199 51	$1,465,741 47
East:		
Tons carried	110,768	109,656
Tons one mile	11,396,174	16,703,608
Revenue	$360,929 05	$416,329 39
West and East:		
Tons carried	363,963	411,831
Tons one mile	44,282,406	70,858 854
Revenue	$1,565,128 56	$1,882,070 86

These figures show an increase of 65 per cent. in tons carried one mile westward while the earnings have been increased but 21¾ per cent.; and an increase of 46 per cent. in tons one mile eastward, with an increase in earnings of but 15.4 per cent.

The cattle, hogs and lumber traffics in the two last years compare as follows:

	1868 69.	1869 70.	
Cattle	59,729	84,433	Inc. 24,704=40 p.c.
Hogs	116,116	89,315	Dec. 26,801=80 p.c.
Lumber, M.ft	62,763	102,179	Inc. 39,416=60 p.c.

The shipments from Hannibal and Quincy in 1869-70 amounted to 62,328 and 15,894 respectively, or in total 78,222 tons. In the previous year they were 43,710 and 12,383, or a total of 56,093 tons. Increase for Hannibal, 18,618 tons,

or 40 per cent., and for Quincy 3,511 tons, or 80 per cent.

The following is a summary of the general operating account (receipts and expenditures) for the seven years from September 1, 1863 to August 30, 1870:

Passenger receipts		$6,174,953 08
Freight do.		9,112,901 64
Miscel. do.		946,542 38
Military account		171,724 43
Kansas City bridge, rents and tolls		67,484 96
Missouri river packets (net)		211,827 86
Capital stock		957 00
Interest, discount & exchange (net)		11,171 24
Lots and lands sold		1,281 95
Total		$16,698,944 54
Operating expenses	$16,325,082 38	
Land department	224,074 82	
Sundries	140,970 15	
Cash & cash assets	8,817 19	
		16,698,944 54

Distributed to the years embraced, viz: Sept. 1, 1863 to August 31, 1870 the receipts were as follows:

	Passenger.	Freight.	Miscellaneous.	Military.	K. City Bridge.	Packets.	Total of sundries.
1863–'64	$487,801 41	$1,104,527 27	$107,724 46	$48,871 78	$	* 129,589 64	$285 00
1864–'65	794,617 03	1,159,609 12	166,250 24	61,003 19		6,434 36	11,000 00
1865–'66	981,860 20	1,362,067 18	168,323 71	34,871 46			70,416 94
1866–'67	701,943 69	918,497 74	121,161 02	17,505 28			19,287 03
1867–'68	836,992 11	1,206,809 80	115,576 25	5,322 02			16,723 35
1868–'69	1,155,613 53	1,568,797 31	137,899 53	1,970 17	433 90	† 17,437 07	22,257 83
1869–'70	1,216,125 11	1,797,593 22	129,606 17	8,170 63	67,151 06	59,784 79	8,817 19
	$16,325,082 38	$9,112,901 64	$946,542 38	$171,724 43	$67,584 96	$211,827 86	$149,787 84

In the same period of seven years the expenses and other disbursements were as follows:

	Expenses.†	Land Dep't.	Sundries (7 years):
1863–'64	$1,361,246 16	$10,917 98	Right of way
1864–'65	2,287,891 35	18,612 89	Plain bonds paid in Missouri
1865–'66	2,729,012 36	32,790 01	Quincy & Palmyra R.R. paid in cash
1866–'67	1,917,617 30	33,114 81	Approach to Quincy Bridge
1867–'68	1,689,824 71	52,028 04	Kansas & Cameron R. R. & bridge
1868–'69	8,052,284 04	51,825 82	Sundry accounts
1869–'70	8,287,554 40	24,785 77	Cash and cash assets
	$6,174,953 08	$224,074 82	

Other receipts during the period embraced, less amounts paid therefrom, &c., $13,410 19.

The sums total of receipts and expenses balancing as in first account at $16,698,944 54.

The financial condition of the company, as per general or capital account of August 31, 1870, furnishes the following details:

State bonds at 20 years		$1,500,000 00
State bonds at 30 years		1,500,000 00
		$3,000,000 00
Capital stock 41,517 shares		4,151,700 00
Preferred stock * 50,872.24 shares		5,087,224 00
Six year 10 p. c. mortgage bonds	$69,000 00	
Three year notes	810,000 60	
Two year notes	1,024,300 00	
Fifteen yr 8 p. c. bonds	1,209,500 00	
Quincy and Palmyra R. R. bonds	500,000 00	
Kansas City and Cameron R. R. bonds	1,200,000 00	
		4,812,800 00
Land fund, cost of securities purchased and cancelled by the trustees and delivered to the company		2,273,640 38
New mort. land bonds	$1,503,700 00	
New mort. conv. bonds	5,600 00	
		1,509,300 00
Balance of account		681,279 80
Total		$21,465,944 18
Construction, Sept. 1, 1863		$6,141,845 70
Construction, 1863 to 1870		1,525,945 16
		$7,667,790 86
Equip., Sept. 1, 1863	$744 827 15	
Equip., 1863 to 1870	2,055,564 36	
		2,800,391 51
Engineering, Sept. 1, 1863		192,614 35
Fencing		119,151 94
Expenses and contingencies		431,613 14
Telegraph		17,156 44
Depot grounds, &c. (net)		115,146 05
Depot buildings, offices, &c.		519,004 34
Right of way		59,897 24
Interest Sept. 1, 1863	$4,981,807 76	
Interest (net) June	1,461,309 00	
		6,443,116 76
Q. and P. R.R. and cost of approach to Quincy bridge		339,703 97
Kansas City and Cameron R. R. and bridge		2,240,694 56
Land debt, Sept. 1, 1863	$92,906 19	
Land debt, 1863 to 1870	244 992 47	
		337,898 66
State sinking fund		1,900 00
Fiscal agency account		179,365 35
Total		$21,465,944 16

The Land Department Account stood as follows at the close of the fiscal year 1869–70:

Sales of 467,126.60 acres of land	$4,818,582 02
Sales of 936 village lots	130,965 67
Interest to maturity of contracts	1,208,377 51
The amounts paid are	$6,157,925 20
Principal	$2,127,125 17
Interest (direct)	479,189 38
Interest (additional)	16,266 03
	2,622,580 58
Unsettled payments on contracts including interest to maturity	$3,473,172 33

The receipts paid on account of sales and interest have been disposed of as follows:

For $220,500 old land bonds and interest	$236,321 65
For $172,500 new land bonds and interest	175,103 07
For 1,457.12 shares pref. stk. @83⅓	121,426 67
Remittances to trustees	2,090,085 90
Total	$2,622,937 29

The trustees' account Dec. 31, 1869, shows purchase of new bonds, costing	$1,669,450	$1,740,783 99
Premiums of exchange &c	$1,865 80	
Incidental exp., &c.	966 48	
Salaries of three trustees	25,000 00	
		27,632 28
Remittances, as above	$2,090,085 90	
Interest and premium	12,760 72	
	$2,102,846 62	
Balance of trustees' account		334,225 35
Total		$2,102,846 62

The following directors were elected November 7, 1870:

James F. Joy, Detroit, Mich.; Nathaniel Thayer, Sidney Bartlett, John A. Burnham, H. H. Hunnewell, and James H. Blake, Boston, Mass.; James Craig, St. Joseph, Mo.; John V. L. Pruyn, Albany, N. Y.; and William H. Neilson, New York city.

President.—James Craig, St. Joseph, Mo.

Chairman of Board.—James F. Joy, Detroit, Mich.

Treasurer of Fiscal Agency.—R. S. Watson, Boston, Mass.

Secretary and Treasurer.—John L. Lathrop, Hannibal, Mo.

Sup't and Chief Engineer.—George H. Nettleton, Hannibal, Mo.

Land Commissioner.—Edward Wilder, Hannibal, Mo.

Fiscal Agency, Boston, Mass.

General Office, Hannibal, Mo.

Vera Cruz and Mexican Railway.

A further portion of the line of the Mexican Railway Company, between Apixaco and Vera Cruz, has been opened for traffic; and Mr. Mills, the general manager, has just reported to the London Directors that the Company is now carrying all the goods forwarded from Vera Cruz in the direction of the capital, Mexico. Between Vera Cruz and Paso del Macho, the distance is 47 miles; the carters, who formerly carried by the ordinary route, now use the line exclusively, and it is found that the same is the case with every additional mile that is opened. The line is gradually obtaining the entire traffic, both goods and passengers, of the country. It will shortly be opened to Cordova, and then the receipts from the passenger traffic will considerably increase, as the merchants and principal inhabitants of Vera Cruz will remove their families up the country in that direction during the hot season. The opening to Cordova was expected to take place about the middle of last month. Meanwhile, the receipts of the Vera Cruz section, during the first four months of the year, amounted to 98,723 dollars, against 67,687 dollars in the corresponding period of 1870.

Chesapeake and Ohio Railroad.

The corrective survey of the Ironton, Portsmouth and Cincinnati railroad has been completed and the result, accompanied by profile maps, estimate of cost of construction, &c., will be laid before the officers of the Chesapeake and Ohio Railroad Company in the course of a few weeks for inspection. The whole distance from Columbia to Portsmouth by this air line route is 92 to 93 miles, which can be reduced to 90 miles when the road is permanently located, with a maximum grade of 35 feet, and no abrupt curves. The grading will not, it is considered, cost over one million dollars.

* In 1863–'4 deficit, $74,036 14, and in 1867–'8, $28,121 84—total deficit, $102,157 98, which deducted from the total of the packet account $313,985 84, leaves as above a total income from packet service of $211,827 86.

† Including operating expenses, materials, new equipment, construction, buildings, fences, &c., paid from income account and sundries.

* This stock is entitled to 7 p. c.; and any surplus after dividing 7 p. c. to both capital and preferred stocks, is to be divided equally between the two classes of stock.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355 000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point ..100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ..100	5,545,225	.....	.....
Atlantic & Gt. Western ..50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	1,660,000	A. & O	Apl. '71 5
Baltimore City Passenger...	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	July'71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jun.'71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,800	.....	.....
Do, do. pref.100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J.A. J.O.	July'71 2½
Brondw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City 10	1,000,000	F.M.AN	May '71 3
Brooklyn City & Newt'n.100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	May '71 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10-
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,69	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	Jul '71 $2½
Cape May and Millvi le* .. 50	447,000	J. & D.	June '71 3
Catawissa..... 50	1,159,500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May '71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,900	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	July '71 4
Central Ohio.....100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*.....	250,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref...100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy . 50	18,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,829	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68$2
" Street	.....	J. & J.	Jan.'68$2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Aug '71 2½
Cleveland and Toledo* 50	1,500,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	June'71 2
Concord 100	1,500,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn.100	600,000	.....	.....
Conn. & Passum'p. R. pref. 00	2,084,200	F. & A.	Aug.'71 3
Connecticut River..... 00	1,700,000	J. & J.	July '71 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,096,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	July'71 2
Do do. pref.100	.....	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga....100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jun.'71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	3,143,445	.....	.....
Fitchburg 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Franklin and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	Jan. '71 4
Germantown (Phila.)..... 50	112,248	J. & J.	July '71 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '71 3
Granite..... 100	.....	M. & S.	Mar.'71 4
Green and Coates St.(P . 50	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	July '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jan. '68 3½
Illinois Central 100	25,280,240	J. & J.	Aug.'71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	July'71 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar.100	533,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	July'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami*..... 50	3,572,400	M.J.S.D.	June'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb.'71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount n* 50	1,676,915	.....	.....
Maine Central 100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	F. & A.	Dec. '70 2
Memphis and Charleston..100	5,812,725	.....	June'69 3
Memphis and Ohio 100	670,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225,848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,376	J. & J.	July '71 4
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July '71 3½
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell..... 100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	A. & O	Apl. '71 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey 100	7,297,200	F. & A.	Aug. '71 3
New London Northern.....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem..... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Peterab'g guar.100	137,500	J. & J.	July '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n.100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	July'71 2½
Old Colony & Newport ...100	4,969,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.A.J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630 000	J. & J.	July '71 4
Pennsylvania 50	38,850,000	M. & N.	May '71 6
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 5
Petersburg.....105	1,32s,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan.'68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,561,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jun. '71 3
Phila. and Trenton*..... 100	1,099,120	F. & A.	Aug. '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July'70 2½
Pittsb., Ft. W. & Chi. gtd.*100	19,668,000	J.A.J&O	July'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 5
Portland and Kennebec...100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock...100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway 100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July'71 4
Rutland preferred.....100	1,831,400	F. & A.	A'g 71 3½
St. L., Alt. and T. Haute.100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'71 5
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 3½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb. '71 3
Shore Line..... 100	856,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	May'71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia..*100	3,939,800	F. & A.	Feb.'71 4
Staten Island.....100	600,000	J. & J.	Jul. '67 4
Stony Brook 100	267,200	M. & N.	May'70 3
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River 100	1,668,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	June'71 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	2,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 100	1,209,000	F. & A.	Aug.'71 4
West Philadelphia..... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren.....100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 3½
CANALS.			
Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '71 4
Delaware and Hudson.....100	15 000 000	F. & A	Aug '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Aug.'71 2
" (preferred)..... 100	1 175,000	F. & A.	Aug.'71 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 898,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	.....	.....	.....
" preferred 50	2,907,850	.....	.....
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 10	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'71 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	.....	Aug.'71 5

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Aug. 1, 1871.						
Loan of June 14, 1858	registered	$6,045,000	5	Jan. & July.	1874	105½
" " "	coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861	registered	13,707,000	6	Jan. & July.	1880	118½
" " "	coupon	4,705,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861	coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861	registered	124,547,900	6	Jan. & July	1881	118½
" " "	coupon	64,773,200	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s)	registered	81,418,800	6	May & Nov.	1882	114
" " " (5-20s)	coupon	389,691,700	6	" "	1882	114
Loan of March 3, 1863	registered	53,294,950	6	Jan. & July.	1881	118½
" " "	coupon	21,705,050	6	" "	1881	118½
Loan of March 3, 1864 (5-20s)	registered	2,519,600	6	May & Nov.	1884	113½
Loan of June 30, 1864 (5-20s)	registered	42,283,000	6	May & Nov.	1884	113½
" " " (5-20s)	coupon	43,133,350	6	" "	1884	113½
Loan of March 3, 1865 (5-20s)	registered	45,544,450	6	May & Nov.	1885	113½
" " " (5-20s)	coupon	121,095,850	6	" "	1885	114½
" " 2d series (5-20s)	registered	65,419,250	6	Jan. & July.	1885	113
" " " (5-20s)	coupon	174,488,900	6	" "	1885	113½
" " 3d series (5-20s)	registered	89,921,200	6	Jan. & July.	1887	113
" " " (5-20s)	coupon	237,834,050	6	" "	1887	113½
" " 4th series (5-20s)	registered	11,914,000	6	Jan. & July.	1888	113½
" " " (5-20s)	coupon	27,498,500	6	" "	1888	114½
Loan of March 3, 1864, (10-40s)	registered	137,589,150	5	Mar. & Sept.	1904	110
" " " (10-40s)	coupon	56,980,150	5	" "	1904	114½
Consols of July 14, '70 & Jan. 20, '71	registered	53,400,000	5	F. M. A. & N.	1881	...
" " " "	coupon	7,340,000	5	" "	1881	...
Consols " " "	registered	.....	4½	F. M. A. & N.	1886	....
" " " "	coupon	.....	4½	" "	1886	....
Consols " " "	registered	.....	4	F. M. A. & N.	1901	...
" " " "	coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.	(cur.)	30,300 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868	(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870	(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds	(currency)	64,618,832	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency		395,177,113	mil.	.....	.....	....
State Securities, latest dates.						
Alabama—State Bonds (original)		168,000	5	May & Nov.	1872	70
" " " "	(extended)	2,414,800	5	" "	'83-'86	....
" " " "	(sterling)	688,000	6	June 1.	1870	....
" " " "	(" extended)	82,500	6	Jan. & July.	1886	....
" " " "	(" ")	712,800	5	" "	1886	....
" " " "	(new)	1,316,700	8	" "	'86-'88	100
Arkansas—State Bonds (refunded)		3,000,000	6	Jan. & July.	1899	54½
" " (Aid R. R's)		3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857		2,138,000	7	Jan. & July.	1877	111
" " " 1860		138,500	7	" "	1880	....
" —Relief Fund Bonds of 1863		424,500	7	" "	1883	....
" —Bounty Fund Bonds of 1864		805 000	7	" "	1884	....
" —Central Pacific R. R. Loan of 1865		1,500,000	7	" "	1895	....
Connecticut—War Bonds, of 1861, (10-20s)			6	Jan. & July.	'81-'82	....
" " " of 1863, (20s)		5,927,000	6	" "	1883	....
" " " of 1864, (10-20s)			6	April & Oct.	1884	106½
" " " of 1865, (20s) free			6	" "	1885	....
" " " (various)	registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868		300,000	6	Jan. & July.	1898	....
" " " 1869		200,000	6	" "	1889	....
" —Railroad Loans $16,000 per mile		.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844		1,023,000	6	Various.	'71-'74	84
" " " " 1842 to 1848		273,000	7	Various.	'72-'74	92
" —Atl. and Gulf R. R. 1858 to 1866		800,000	6	Feb. & Aug.	'78-'86	84½
" —Bonds (Act March 12, 1865)		3,700,000	6	Jan. & July.	1886	98½
Illinois—Interest Bonds of 1847		980,696	6	" "	1877	100
" " " Stock of 1857		134,311	6	" "	1877	....
" —Refunded Stock Bonds		348,000	6	" "	Var.	....
" —Normal University Bonds		45,000	6	" "	1879	....
" —Thornton Loan Bonds		103,000	6	Mar. & Sept.	1879	....
" —War Loan Bonds		416,800	6	Jan. & July.	1879	....
Indiana—State Bonds		.....	5	" "	1866	....
" —War Loan Bonds		204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861		300,000	7	Jan. & July.	1881	....
Kansas—State Bonds		100,675	6	" "	'83-'84	....
" " "		1,059,500	7	" "	'76-'89	....
" " "	military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-42		913,000	6	April & Oct.	'71-'72	99½
" " " of 1843		160,000	5	" "	1873	....
" " "	military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital		86,000	5	Mar. & Sept.	1872	....
" —State Bonds, general		750,000	6	Jan. & July.	1893	71
" —Railroad Bonds		561,000	5	Various.	70-'79	....
" " "		2,052,000	6	Various.	'93-'06	69
" —Levee Bonds 1865		1,000,000	8	Various.	1886	....
" " " 1867		4,000,000	6	May & Nov.	1907	70
" " " 1870		3,000,000	8	Mar. & Sept.	1875	85
" —Funded coupons 1866		997,300	6	Jan. & July.	'86-'88	....
" —Funded Floating Debt		3,000,000	6	May & Nov.	1910	62
" —Ship Canal Bonds of 1869		474,000	7.3	Mar. & Sept.	1899	....
" —Penitentiary Bonds of 1869		500,000	7	" "	1909	....
" —N. La. & Tex. R. R. Bonds of 1869		546,000	8	April & Oct.	1909	....
Maine—State Bonds		301,000	6	Various.	'75-'78	....
" —War Loan of April 25, 1861		800,000	6	Various.	1871	....
" " " of Jan. 31, 1863	(cur.)	525,000	6	Mar. & Sept.	1883	101½
" " " of Mar. 26, 1863	(cur.)	475,000	6	Feb. & Aug.	1883	....
" " " of May 19, 1864	(cur.)	2,832,500	6	June & Dec.	1889	....
" —Municipal War Debts assumed	(cur.)	3,084,400	6	April & Oct.	1889	101½
Maryland—Balt. & Ohio R. R Loans, Stg		2,288,888	5	J. A. J. & O.	1890	....
" " " converted		448,500	6	" "	1880	....
" —Ches. & Ohio Cur. Loans, Stg		1,856,335	5	" "	1890	....
" " " converted		1,687,345	5	" "	1890	....
" " " of 1834		1,403,146	6	" "	1870	97
" —Balt. & Susq. R. R. Loans		269,000	5	" "	1890	....
" " "		429,000	6	" "	1890	99
" —Annapolis & Elkridge R.R. Loans		95,420	6	" "	1889	....
" —Susq. and Tide-Water Canal Stg		773,000	5	" "	1865	....
" " " converted		215,622	5	" "	1865	....

* Indicates that no interest is paid.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan		20,181	5	J. A. J. & O.	1890	....
" —Defense Loan Bonds		3,651,398	6	" "	1883	104½
" —Southern Relief Bonds		100,000	6	" "	1875	....
Massachusetts—State Scrip		324,000	5	Jan. & July.	'74-'75	....
" — "		275,000	5	April & Oct	'73-'74	....
" — "		320,000	5	May & Nov.	'72-'80	97½
" — "		133,000	6	June & Dec.	'72-'77	....
" —Union Fund Loan of 1861		3,000 000	6	Jan. & July.	'71-'76	....
" — " of 1863		600,000	5	" "	'77-'78	....
" —Coast Defense Loan		888,000	6	" "	1883	....
" —Bounty Loan of 1863		200,000	5	" "	1883	....
" — " of 1864		4,379,500	5	May & Nov.	1894	98
" — " (stg.)		4,000,744	5	" "	1894	....
" —War Loan (cur. 5-20 yr.)		3,505,000	6	Mar. & Sept.	1888	101
" —Western R. R. Loan, (stg.)		761,816	5	April & Oct.	1871	....
" —T. & G. R.R. & Hoosac T. stg.		3,506 580	5	" "	'85-'90	97½
" — " "		966,500	5	" "	'91-'96	97
" —Southern Vermont R. R.		200,000	5	" "	1890	....
" —Eastern R. R.		50,000	5	Jan. & July.	1871	....
" —Norwich & Worcester		400,000	6	" "	1877	....
" —Bos., Hartf. & Erie (stg.)		3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds		160,000	6	" "	1878	....
" —Two Million Loan Bonds		1,621,000	6	" "	'72-'82	100
" —War and Bounty Loan Bonds		478,000	7	May & Nov.	1890	....
" —Sault St. Marie Canal Bonds		86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds		250,000	7	Jan. & July.	'77-'79	....
" —Sioux War Loan Bonds		100,000	7	May & Nov.	1872	....
" —*Railroad Loans Bonds		2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)		2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper		438,000	6	Jan. & July.	1883	....
" —Interest Bonds of 1868		2,727,000	6	" "	1888	....
" —Railroad Loans		13,112,000	6	" "	'74-'90	90
" —South Pacific, guar		1,589,000	7	" "	1876	79
" —Hannibal and St. Joseph		3,000,000	6	" "	'73-'87	94½
Nebraska—(No Debt)		.....	.....	.....	.....	....
Nevada—State Loan Bonds		500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861		899,200	6	" "	'71-'78	101½
" — " of Sept. 1, 1864		600,000	6	Mar. & Sept.	'84-'89	100
" — " of Oct. 1, 1865		1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free)		1,299,900	6	Jan. & July.	'71-'84	....
" — " of 1863 (free)		1,002,900	6	" "	'86-'90	104
" — " of 1864		593,400	6	" "	'97-'03	....
New York—Bounty Fund Stocks		1,478,000	7	" "	1877	108½
" — " Bonds		21,099,000	7	" "	1877	108½
" —General Fund Stocks		1,910,082	6	J. A. J. & O.	pleas.	....
" — " "		800,000	6	" "	1878	....
" — " "		348,000	5	" "	pleas.	....
" — " "		900,000	5	" "	1875	....
" —Canal Fund Stocks		2,257,900	6	J. A. J. & O.	1872	106
" — "		5,150,100	6	" "	1873	107½
" — "		2,099,000	6	" "	1874	107
" — "		473,000	6	" "	1875	....
" — "		880,000	6	" "	1877	....
" — "		1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)		4,738,800	6	Jan. & July.	'71-'91	45½
" — " (old)		3,639,400	6	April & Oct.	'71-'91	....
" —State Bonds for R. R. (new)		2,626,000	6	Jan. & July.	'92-'98	26½
" — " (new)		1,739,000	6	April & Oct.	'92-'98	....
" —Funding &c. Bonds of '66-'68		2,800,400	6	Jan. & July.	1898	30
" —Special Tax Bonds		11,407,000	6	April & Oct.	1899	....
Ohio—State Loan (New York)		1,284,317	6	Jan. & July.	1870	19½
" — " (")		1,600,000	6	" "	1875	....
" — " (")		4,096,309	6	" "	1881	....
" — " (")		2,400,000	6	" "	1886	104½
" —Union Loan (Columbus)		366,975	6	May & Nov.	1871	106
Oregon—Relief and Bounty Bonds		176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867		92,850	5	Feb. & Aug.	1872	....
" — " " "		4,731,300	6	" "	1872	....
" — " " "		90,400	5	" "	1877	102½
" — " " "		7,890,550	6	" "	1877	....
" — " " "		726,950	5	" "	1882	....
" — " " "		9,237,050	6	" "	1882	105½
" —Inclined Plane Loan		400,000	6	April & Oct.	1879	107½
" —Military Loan		2,769,250	6	Feb. & Aug.	1871	100½
" —State Stocks (old)		384,000	5	Jan. & July.	1882	....
" — " (old)		3,377,000	5	Feb. & Aug.	'77-'78	104
" — " (old)		112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862		1,100,000	6	Mar. & Sept.	1882	101½
" — " of 1863		736,000	6	Jan. & July.	1893	101½
" — " of 1863		239,000	6	April & Oct.	1883	....
" — " of 1864		841,000	6	Feb. & Aug.	1884	....
South Carolina—Fire Loan of Stock 1838		303,343	6	Jan. & July.	1870	....
" — " bonds (stg.)		484,445	5	" "	1885	....
" —Blue Ridge R. R. bonds of '54		970,000	6	" "	'74-'78	....
" —State Capitol bonds		1,997,738	6	" "	'71-'90	76
" —Funded Debt of 1866 & coup.		1,431,700	6	" "	'87-'97	....
" —Conversion Bonds of 1869		1,265,800	6	J. A. J. & O.	1888	68½
" —Funding & Special Bonds '68		1,692,150	6	" "	1888	69
Tennessee—*State Bonds proper		1,398,640	5	April & Oct.	Var.	....
" —* " "		239,166	6	" "	"	....
" —* " "		1,706,000	6	" "	"	76
" —*Railroad Loans		24,008,500	6	Jan. & July.	long.	76
" —*Railroad Endorsements		2,172,000	6	" "	"	....
" —*Funding Bonds		4,069,503	6	" "	"	76
Texas—No legal debt		.....	.....	.....	.....	....
Vermont—War Loan Bonds		1,025,000	6	June & Dec.	'71-'78	101
" —Certificates		201,000	6	" "	'71-'78	....
Virginia—State Stock	registered	21,617,578	6	Jan. & July.	long.	84½
" — " Bonds	coupon	11,108,000	6	" "	"	63½
" — " stg.		1,865,000	5	" "	"	....
" —Funding Stock of 1866	registered	1,872,948	6	" "	"	....
" — " Bonds of 1866	coupon	1,473,000	6	" "	"	72½
" — "	(sterling)	466,250	5	" "	"	73
West Virginia—Probably a third of the Debt of Virginia.		.....	.....	.....	.....	....
Wisconsin—War Loan Bonds		104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	94½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	95
1st Mortgage, Eastern Ex.	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1899	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free. gold	15,000pm	7*	Jan. & July.	New York.	1900	85
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870. gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1905	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	...	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	895,500	6*	" "	London.	1854	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	98
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (Camden and)	499,500	6	March & Sept.	Princeton.	1885	....
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	"	1887	95
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1895	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
3d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	624,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	14,000,000	7	Jan. & July.	"	1900	28½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1900	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1900	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	8	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1903	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage	350,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	97½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	96
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, £288,000 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	89½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	600,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1866	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota Ill. C.:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	88
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2 837,000	7	Feb. & Aug.	" "	1890	101½
Central Ohio (B. & O.:						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87½
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	99½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	....
Charlotte and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 86 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	500,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sink'g fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	....
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ").	186,500	6	" "	" "	1872	....
3d Mort. (" " ").	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	508,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,876,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	800,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	....
Dix., Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	97½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	18.0	....
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	....
Ott., Osw. & Fox Riv. Val. RR. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	....
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	100
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	95
1st Mortgage General (193 m.)	3,592,500	7	Feb. & Aug.	" "	1885	98½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	500 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1892	....
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	138,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	855.000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,077,000	7	May & Nov.	" "	1915	91½
Equipment Mortgage	825,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
3d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	" "	1870	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,129,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	354,000	7	" "	" "	1888	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage gold	25,000pm	7	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1918	102½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	83½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev , Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.).	366,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Buff. and Ind.R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	800,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	95
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	84
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	....
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	....
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1909	....
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,000,000	7	April & Oct.	New York.	1908	88½
2d Mortgage Consol. skg fund.	5,000,000	7	Jan & July.	" "	1909	67½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	475,000	6	June & Dec.	Boston.	1876	....
Notes payable, coupon tax free.	481,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	....
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St. Jo.(K.C'y,St.J.)						
1st Mortgage	500,000	7	Jan. & July.	New York	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,000	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept	" "	1879	....
3d Mortgage	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St. Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1900	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Stamf. to Delmer) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	....
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1891	100
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7	May & Nov.	New York.	1907	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	....
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,916,639	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	200,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.)	150,867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	18:6	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1893	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98½
Loan of 1865	160,000	6	April & Oct.	"	1885	98
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	....
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	....
Eastern Shore (Md.):						
1st Mortgage	400,000	...	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	...	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	....
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	90
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	....
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1896	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.:						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	615,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1893	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264.	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510.	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £6,571,210.	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6	—— & ——	"	1873	....
Mortgage Bonds	618,066	6	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½	—— & ——	"	1878	....
Mortgage Bonds	4 866	5	—— & ——	"	1881	....
Gt. Western of Illinois(T.W & W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	1,813,000	7	Feb. & Aug.	" "	1888	91½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	" "	1893	86½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley(Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	6 ,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	85
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	5, 000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	97½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,109,500	8	" "	"	1885	103½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	....
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	500,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1860	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	106
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1900	....
Redemption, sterling	2,500,000	6*	" "	London.	1900	....
Illinois & South.Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (J. C. & I.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1923	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1868	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1900	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1500	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul(C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Prea.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,800,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	....
S. Fund Bonds(LS&MSo1.013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.R.R.521m)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	2,693,000	7	" "	" "	1877	....
1st Mort. (Jnno. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(S.& Three Riv.R.R.)..	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.R.R.lands,&c.,S F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1905	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	800,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	96
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	....
1st Mort. (Hazleton R.R.)of 1862	182,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1903	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & W'trn.).....	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold		6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold		7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1900	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1876	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1903	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	30,000pm	7	Jan. & July.	New York.	1880	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'66-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.).....	197,000	7	" "	" "	'71-'76	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1905	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Manafield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	....
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	90½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1900	78
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1906	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1891	....
2d Mortgage.....	150,000	6	June & Dec.	"	1892	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,817,937	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,200,000	8	May & Nov.	New York.	1899	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mort. 111 miles, guaranteed.	1,900,000	8	May & Nov.	Boston.	1889	....
1st Mort. 11 miles, assumed,....	200,000	8	" "	"	1889	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	567,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund.....	2,591,500	8	" "	" "	1882	120½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	" "	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	....
1st Mort. (Mich. Air Line R.R.)	200,000	8	May & Nov.	Boston.	1889	....
1st Mort. (Kal.& So.HavenRR.)	640,000	8	" "	New York.	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	....
Michigan Southern & North. Ind.						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1845	108
2d Mortgage.....	2,693,000	7	" "	" "	1877	89½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jan. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	93½
1st Mortgage (E. Div. Palmer)..	794,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	....
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	....
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	104
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	....
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,854,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	8	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (250,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. R& & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1849	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	100
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct	" "	1900	...
Missouri Valley (K.C.St.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	199,000	7	—— & ——	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	...
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,000	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18 0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1870	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	92
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1899	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July.	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Convrts for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000.....	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	125,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
New H., Middlet'n & Williaman.						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1860...	2,000,000	7	May & Nov.	New York.	1889	....
1st Mortgage (Tom's Riv. Br.)...	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	3.0,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	250,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,005pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage o' 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	99
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	....
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	90
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1.'60	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	91
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	105,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1880	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.)						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Bonds of 1871.....	3,094	6	Jan. & July.	Shops, N. C.	1871	....
Bonds of 1865-'72.....	25,500	7	" "	" "	1872	....
Bonds of 1879-'98.....	266,500	8	" "	" "	'79-'98	....
North Eastern:						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	....
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	103
Chattel Mortgage	360,000	10	April & Oct.	"	1877	....
2d Mortgage	1,246,000	7	May & Nov.	"	1896	99½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage	1,223,000	6	April & Oct.	"	1900	....
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	91½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,000	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ").	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,000	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	86
Ohio and Mississippi:						....
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv.	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	93½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	87½
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	....
Plain Bonds	1,000	6	March & Sept.	"	1874	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	....
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse D.L.& W.:						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&A):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1590	....
Owensboro' and Russellville:						
1st Mortgage	200,000	8	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug	New York.	1880	....
1st Mortgage gold	7,000,000	7	Jan. & July.	" "	1880	....
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'78	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100½
2d M. stg.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	....
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	96
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	150,500	6	Feb. & Aug	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	800,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg.):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	256,500	8	" "	" "	'79-'95	....
Philadelphia and Baltimore Cent.						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	87½
3d Mortgage	3,596,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	....
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	28,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1895	....
Debenture Loan of 1870	2,625,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843–44–48 & 49	1,521,000	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,600	7	April & Oct.	"	1893	106
Sterling Loan of 1836	182,400	5	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6	" "	"	1880	....
Sterling Loan of 1836	288,000	7	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	85
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bond	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851–'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1868	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. s&g f'd conv. gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1-t M rtgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W.&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv.& tax free gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.:						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	6	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1852	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1873	....
2d Mortgage	300,000	7	" "	" "	1890	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1891	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	....
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,000	6	Feb. & Aug.	"	'71-'76	....
Rich., Frederickburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1908	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	....
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	....
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	100½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1865	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" " ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	....
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C.)W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97¾
St. Lawrence & Industry (Cen.):						
1st Mortgage, 56,000 to 500	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99¼
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867gold	4,000,000	7*	Feb. & Aug.	New York.	1892	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 10, 1864	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(P.& M.):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	7*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,000,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York. " "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R. R. & Lands stg.	780,000	7*	" "	" "	....	....
1st M.(W. Line & L.)for$3,000,000	.....	7	— & —	London.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	— & —	New York.	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1900	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1850	....
Bonds (C.& S.R.R.)guar by S.C.	506,000	6	March & Sept.	" "	....	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1860	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheyboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina.						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'75-'85	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,732	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1898	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	309,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	250,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	16,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1936	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1884	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.& W):						
1st Mortgage	1,675,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	....
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	78½
Equipment sinking fund	406,000	8	Jan. & July	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1900	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1900	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	91½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	....
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	....
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	86½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	380,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	88
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	91
Income Mortgage	10,000,000	10	March & Sept.	"	1874	86½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—E. D. (see K. Pac.:						
Union Pacific—S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1880	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	88
2d Mortgage	1,500,000	7	" "	"	1891	41½
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	102½
Stanstead,Shefford & Cham. b'ds	600,000	7	Jan. & July.	"	....	....
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	....
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,263,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	4,000	6	" "	" "	1869	....
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	138,500	6	" "	" "	1886	....
4th Mortgage	846,000	8	" "	" "	1900	....
Registered Certificates	116,12?	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (Erie)						
1st Mortgage	350,000	7	Jan. & July.	New York.	1884	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.)						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome(R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama.						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	100
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage preferred	600,000	6	" "	"	1890	....
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	....
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	400,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1885	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	....
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000	.....	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	87-'97	....
1st Mortgage, endor. by N. Car.	1,00 ,0.0	8	" "	" "	87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	98½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,376,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Cam	den	....	oy R. R.)			
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,900	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Phi'adelphia.	1884	88
Mortgage Loan	2,0 0,000	6	" "	"	1897	92
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	980,000	6*	" "	"	1894	91
Convertible Loan	1,996,879	6	" "	"	1847	....
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,965	7	" "	" "	1885	....
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	....
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	80½
Plain Bonds	171,354	6	— & —	"	1876	....
Improvement bonds	305,500	6	May & Nov.	"	1870	....
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	623,650	7	— & —	"	1889	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	....
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1895	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	....
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	50½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18--	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,584,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad."; A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line.	Branch Line.	All Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities: Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Carried one mile: Passengers.	Freight.	Earnings: Gross.	Net	Dividends.	Value of Shares: Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	57.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*	—	—	4,183,000	915,000	1,203,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	25.0	—	—	—	—	Alabama and Chattanooga..... Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna † ...New York.	7,185,162	*	—	—	2,149,200	4,175,000	—	—	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	93
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley.....Pennsylvania.	7,913,532	*	—	—	2,169,550	7,550,564	531,114	—	132.0	—	—	—	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	—	—	—	—	425,000	—	—	68.0	118,080	—	—	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,618	150,000	—	—	—	(Leased to Cheshire.)			—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point .....Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	—	—	—	362,666	119,102	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	—	—	—	—	30,000,000	29,999,000	—	—	505.7	3,844,135	42,652,418	319 717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf † ..... Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	.....	285.7	461,575	.....	.....	784,340	274,532	—	100	70½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina † .N.Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	—	—	—	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,087	*	—	—	2,494,900	3,483,992	—	—	—	(Leased & oper. by Grand Trunk of Canada.)			—	—	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	31	Avon, Genesco and Mount Morris ..N. Y.	217,345	—	—	—	194,250	20,000	—	—	15 5	20,032	498,353	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio † ....Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	143
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch † .....Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	158,572	—	100	7½
Dec. 31 1869	28.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.....Michigan.	1,791,776	*	289,895	81,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	—	—	100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .....New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	—	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland .....Vermont.	1,125,000	—	.....	.....	332,000	700,000	.....	.....	59.0	(Operated by Bondholders. —No returns.)			—	—	—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire.....Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	—	—	—	42,000	42,000	7	100	77
Sept. 30, 1869	15.6	—	0.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3 546,638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830 314	10	100	163
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg .... Mass	1,601,018	*	100,000	68,790	872,600	800,500	.....	30,342	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal .....N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie † M., R.I., Ct. & N.Y.	—	—	—	—	—	—	—	—	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	2½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell.....Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934 754	172,693	8	100	137½
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	285,631	16,026	4,471,274	—	—	1,000,979	144.0	849,692	44,032,919	13,369,312	1,563,658	511,551	10	100	147
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	—	—	504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,807	10	100	146½
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Leased to Erie.)			—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie.....N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	—	—	—	—	—	—	—	—	(Leased & oper. by Grand Trunk of Ca.)			96,328	—	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	(Leased and operated by Erie.)			—	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	—	—	—	428,472	—	—	—	1.60	28,606	664,780	.....	49,175	14,867	—	100	....
Dec. 31, 1869	175.0	—	3.9	95.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	3,500,000	.....	.....	1.75	(No returns 175 miles recently completed.)			—	—	—	100	....
Apr 20, 1869	279.0	—	27 9	42.0	35	14	10	610	*Burlington and Missouri River*.....Iowa.	12,190,000	*	.....	.....	1.633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	117
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,567	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,004	1,257,425	10	100	128
Dec. 31, 1869	60.2	—	8.1	—	8	31	5	86	Camden and Atlantic.....New Jersey.	2,096,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	712,362	—	—	—	332,925	380,000	.....	.....	—	(Leased & oper. by Camd & Amboy.)			42,447	—	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	82,010	5	100	67½
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville.....New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased and oper. by West Jersey.)			—	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville.....Penn.	738,854	*	.....	.....	426,900	—	—	—	34.0	85,576	.....	.....	150,285	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	445,350	.....	.....	67.5	307,310	.....	.....	625,132	178,342	—	50	46
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased and oper. by Illinois Central.)			—	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	15,000,000	*	—	—	8,000,000	7,620,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			475,300	—	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia.....Georgia.	4,703,877	*	—	—	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	....
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey.....New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,387,958	—	100	105½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	.....	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515 195	970,890	49,521	3½	100	28½
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... .....California.	97,094,922	*	.....	.....	40,097,280	58,905,777	.....	.....	100.0	—	(No returns.)		5,670,822	2,677,299	—	100	....
Dec. 31, 1869	103.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R.. Kansas.	4,200,000	*	.....	.....	3,200,000	3,200,000	.....	.....	194.6	—	—	—	403,785	177,249	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	—	(Leased to Erie & N.Centrl.)			30,000	.....	6	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	40.0	—	—	—	42,760	18,648	—	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	—	(No returns published.)			—	—	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio.....Va. & W. Va.	11,955,948	*	.....	.....	—	3,288,692	.....	.....	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire..... New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	—	(Leased to Phila. and Read.)			101,714	2,331	—	50	64
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	—	—	871,900	500,000	437,500	—	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	125
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,097	51,421	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	143
Apr. 30, 1870	307 0	206 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590 210	4,649 750	739,862	2,044,524	—	(No returns.)			—	—	—	100	....
Dec 31, 1869	78.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	—	—	1,500,000	1,000,000	.....	.....	73.0	(Leased and oper. by Chic. and N.W.)			557,950	—	10	100	110
May 31, 1870	81.3	11	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	—	—	—	3,916,000	810,000	—	—	—				—	—	—	100	....
May 31, 1870	803.1	—	166.8	—	259	104	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3 478,419	9	100	70½
Mar. 31, 1870	493.0	50.5	98 0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,044 797	16,000,000	8,787 643	76,975	2 068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	108½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	.....	.....	—	—	—	—	—	—	—	—	—
Mar. 31, 1870	60.1	—	60.9	—	33	31	18	483	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	995,751	560,516	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30. 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	1,894,477	—	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	—	—	1,000,000	—	—	—	—	(Leased and oper. by Kentucky Central.)			—	—	—	100	....
Jun. 30, 1869	98.0	25.0	36.2	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	—	98.0	251,442	2,853,280	2,052,740	221,949	3 8,268	—	100	....
Dec. 31, 1868	40.6	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago..Ohio & Ind.	826,732	120,452	.....	82,810	382,600	625,000	22,395	—	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland..Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,405	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	24
Jun. 30 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,049	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*				11,620,000	1,997,000				390.4	2,155,245	29,770,918	95,130,680	2,962,614	929 384	7	100	87
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio	2,922,246	397,981				2,056,750	1,652,100					(Leased	to Atl. &	Gt. Western.)			8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....Ohio & Penn.	8,460,615	2,283,265				8,300,475	3,883,500			610,497	225.0	1,665,141				2,383,670	908,306	8	50	115
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	33,539,369	*				13,000,000	18,814,000	1,725,369			588.0	3,655,909	35,605,620	41,064,196	3,529 411	262,462	—	100	19
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia.....Ohio.	2,034,200	—				1,786,200	248,000					(Leased	& operate	d by Little	Miami.)		6½	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord.....New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	—	75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,168	10	50	156
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	61	Concord and Claremont..New Hampshire.	698,258	*				595,587	374,500	300,000			27.0	39,460	556,055	361,137	75,430	27,338	—	100	
Mar. 31, 1869	41.0	—	3 2	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	—				350,000	—					(Leased	and operat	ed by Con	cord.)	25,000	7	100	117½
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..Vermont.	2,996,181	*	11,673	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	91
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River .....Massachusetts.	2,100,430	*	164,864	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,954,321	6,466,931	591,972	197,174	10	100	142½
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	—	215,000	—	—	1,278,300	1,000,000	—				(Leased	to Phila.	& Trent.)			—	50	
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	—	—	—	—	200,000	30,000	—			14.6	(Oper.	by Northern	N. H.)	38,458	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	28	5	1	420	Cumberland and Pennsylvania..Maryland.	3,300,000	*	—	—	—	1,500,000	3,443,000	—			34.0	337,200	—	—	791,053	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....Penn. & Md.	1,492,204	*	110,000	—	—	1,316,900	352,300	—			74.0	226,576	—	—	523,993	143,479	8	50	110
Dec. 31, 1870	28.5	4.0	4.0	—	6	6	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,788	11,200	26,391	400,000	300,000	—	6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana.....Penn.	313,910	15,600	300,000	—	—	413,150	510,000	—				(Not	yet in o	peration.)			—	100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	*	—	—	—	3,000,000	2,000,000	—				(Under	construc	tion.)			—	100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,857,058	667,268	—	261,099	2,393,140	4,278,300	112,579	—	141.4	—	—	—	1,061,856	421,277	—	100	—
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*	—	—	—	76,000	527,449	12,768	—	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	—
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	870,000	—	—	—	—	369,276	715,000	—	—	—	—	(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	—
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....Delaware.	1,826,018	—	—	—	—	891,206	892,750	—	—	—	—	(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	6	100	—
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....Penn.	11,250,000	3,250,000	—	—	—	14,100,600	3,3 8,000	2,190,000	—	—	253.4	1,820,253	—	—	2,417,324	637,845	10	50	108½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....Iowa.	8,182,500	*	—	—	—	3,872,500	4,310,000	—	—	—	184.0	—	—	—	830,241	365.392	—	100	—
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,248	—	—	1,615,618	666,267	—	100	—
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000	—	—	—	—	480,000	—	—	—	—	—	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	—
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	—	—	—	(Leased	& oper. by	Ill. Centr.)	1,290,589	—	7	100	87
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....Iowa.	1,550,000	*	—	—	—	1,000,000	550,000	—	—	79.0	—	—	—	188,832	—	—	100	—
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	407,000	—	—	—	—	280,000	—	—	—	—	—	(In	progres	s.)	—	—	—	100	—
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	1,700,000	—	—	—	—	700,000	1,000,000	—	—	—	—	(Leased	to Boston,	Hart.& Fis	hkill.)	—	—	100	—
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,806	—	2,500	—	—	89,800	175,000	2,000	—	—	—	(Leased	to Pennsy	lvania.)	—	—	—	50	—
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	118
Dec. 31, 1869	38.5	—	1 9	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	—	—	—	280,000	570,000	—	—	—	—	(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	—	100	—
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	—	—	—	392,550	—	—	—	—	—	(Leased	to Phila.	& Reading.)	—	—	6	50	—
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,472,599	—	—	—	—	1,309,200	495,900	—	—	—	—	(Leased	to Phila.	& Reading.)	—	—	7	50	80½
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶..Tenn & Ga	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,562,958	270.0	—	—	—	1,278,864	502,682	—	100	—
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶.....Tenn.	—	—	—	—	—	(Consolid	ated in t	he East	Tennessee,	Virginia and	Georgia.)	—	—	—	—	—	—	—	—
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶.....Tenn.	—	—	—	—	—	—	—	(Oper. by	Evansville, H	enderson	& Nashv.)	—	—	—	—	—	—	—
Sept. 30 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	—	—	—	—	500,000	—	—	—	—	—	(Leased	to Northern	Central.)	25,000	25,000	5	100	—
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	—	—	—	1,000,000	1,620,000	—	—	—	—	(Leased	to Northern	Cent.)	562,933	loss.	5	50	56½
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie.....New Jersey, N. York & Pa.	57,164,421	7,440,575	—	—	—	78,536,910	23,398,800	—	—	—	845.7	7,761,579	128,455,188	817,829,190	16,721,500	2 179,395	—	100	308
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....Pennsylvania.	2,634,232	1,045,893	545,000	—	—	999,600	2,577,590	—	57,809	—	101.2	484,530	—	—	824,811	383,028	—	50	—
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶..Maine.	2,094,883	148,650	—	—	—	—	3,000,000	—	—	—	—	58,493	—	—	129,726	56,196	—	100	—
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶..N. Brunsw.	4,674,808	*	—	—	(Owned	by Dom	inion of	Canada.)	140.0	185,967	-4,332,715	3,667,494	182,795	56,646	—	100	—
Jun. 30, 1869	23.5	—	....	5.45	—	—	—	—	Europ. & N. American W. Div. N. Bruns.	1,743,037	*	—	—	—	803,750	1,853,907	18,001	—	—	—	(Not	in comp	lete opera	tion.)	—	—	100	—
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838	—	—	516,804	166,699	—	100	—
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.	—	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	—
Sept. 30, 1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,089	*	21,174	491	150,000	—	269,450	—	5.8	10,846	350,016	—	26,815	3,800	—	100	—
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	—	—	—	90,000	—	60	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	—
Sept. 30, 1870	51.0	48.7	31 1	—	35	42	11	600	Fitchburg .....Massachusetts.	3,640,000	*	300,579	200,661	3,640,000	—	—	501,231	93.7	538,088	20,328,234	13,563,559	1,085,937	252,285	8	100	139
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	—	—	—	—	150,000	100,000	100,000	—	—	—	(Oper.	by Belvidere	Delaware.	)	—	—	100	—
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....Michigan.	2,269,094	*	173,576	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	—	—	466,737	232,707	—	100	—
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....Florida.	5 300,000	*	—	—	—	3,000,000	2,300,000	—	—	154.0	—	—	—	—	—	—	100	—
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,300,000	*	—	—	—	800,000	1,500,000	—	—	—	(Not	in complet	e operation.)	—	—	—	100	—
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural..N.J.	200,866	30,061	99,266	—	—	230,845	—	99,266	—	23.0	12,800	—	—	69,807	2,038	3	100	—
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	—	—	—	—	—	—	575,000	—	—	62.0	[Operat	ed by Rec	eiver.]	—	—	—	—	—
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....Georgia.	4,166,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823	—	—	1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	—	—	—	—	—	—	—	—	40.0	[In prog	ress and n	o part in c	ompl te o	pera'n.]	—	100	—
Dec. 31, 1869	94.0	—	6 5	—	—	—	—	—	Grand River Valley.....Michigan.	3,000,000	—	—	—	—	1,000,000	1,000,000	—	—	—	—	(Owned	and oper.	by Mich.Ce	n.since A	pl.1870.)	—	100	—
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶.....Canada.	90,720,865	*	—	—	—	—	—	—	1,380.0	7,071 893	—	—	7,153,924	1,607,631	—	100	—
July 31, 1869	229.0	105.5	132 0	—	99	146	45	1,829	Great Western ¶.....Canada.	25,027,287	*	1,968,338	877,019	18,202,128	8,656.415	733,218	280,795	334.5	2,676,393	—	—	3,934,114	1,780,516	4	100	—
Sept. 30 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶...S. Carolina.	3,081,213	*	80,495	—	1,610,374	1,902,157	—	—	164.2	125,000	—	—	365,528	146,211	—	100	—
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶.....Missouri.	17,947,073	*	—	—	—	8,000,000	8,938,000	1,009,073	—	275 0	—	—	—	2,941,957	—	—	100	69½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	—	1,182,550	700,000	23,069	—	—	(Leased	to Pennsy	lvania.)	—	—	7	50	110
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven....Connecticut.	3,407,286	*	—	—	—	4,800,000	744,000	—	—	75.0	578,810	—	—	1,688,362	615,594	10	100	170½
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.Com. & R. I.	4,704,866	*	—	—	—	2,057,939	2,055,500	—	—	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	—
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield.....W. Va. & Penn.	1,616.459	41,340	104,900	—	—	1,809,565	500,000	100,000	—	—	32.0	20,800	—	—	60,495	3,008	—	100	—
Dec. 31, 1869	74.0	—	8.9	—	12	14	6	246	Housatonic .....Connecticut.	2,105,558	*	—	151,843	310,324	2 000,000	291.000	123,768	153,257	—	119.8	—	—	—	743,808	166,231	—	100	—
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶.....Texas.	5,600,000	*	—	—	—	3,000,000	2,600,000	—	—	—	125 0	—	—	—	1,040,400	601,933	—	100	—
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria.....Texas.	—	—	—	—	—	—	—	—	—	50.0	[Is being	continued	to Wharton	Colorado	Riv.)	—	100	—
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River .....New York.	19,919,587	*	—	—	16,020,000	4,309,220	—	—	150.0	1,078,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	—
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt....Penn.	2,202,174	*	—	—	706,580	1,927,614	—	—	58.8	191,777	—	—	291,564	5,882	—	50	18
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central* .....Illinois.	32,785,264	*	9,721,836	1,6 ,.80	25,278,710	8,018,170	10.901,50	—	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,616	10	100	133½
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis.....Indiana.	(Road in progres	—	is now o	perating	St. Louis	Alton &	T. H. R. R.)	—	194.0	—	—	—	1,774,867	Loss.	—	100	—
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	13,720,057	*	—	—	—	5,685,497	7,388,931	675,628	—	289.0	1,205,686	—	—	1,921.274	707,492	—	100	6½
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	—	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	100	—
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	[Project	ed.]	—	—	—	—	100	—
Jun. 30, 1869	13.0	—	1 2	23.0	3	3	—	14	Iron .....Ohio.	327,795	*	—	—	132 411	35,000	—	—	13.0	24,000	234,368	664,541	73,307	11,855	—	100	—
Oct 31, 1869	10.0	1.0	4 6	—	2	—	—	4	Ironton.....Pennsylvania.	250,000	18,000	249,500	—	400 000	130,000	—	—	11.0	—	—	—	32,361	22,727	—	50	—
Dec. 31, 1869	118.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	—	87,031	515.465	1,895,000	143,1 6	131,393	118.0	—	—	—	391,849	212.727	—	100	—
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jamestown and Franklin.....Penn.	1,765,248	—	35,000	—	603,077	1,000,0 0	688,228	—	—	—	(Leased	and oper. b	y Chicago	& Alt n.)	—	—	100	—
Dec. 31, 1869	108.0	52.0	17.2	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	879,533	413,927	2,900,000	3,100,000	587,179	1,632,923	225.0	—	—	—	1,140,009	403,486	—	100	80
Dec. 21, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	—	(Leased	and oper. b	y Michigan	Central.)	—	7	100	92½
Dec 31, 1869	44.5	—	10 5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	—	—	—	—	—	—	8	100	—
Oct. 31, 1869	4.6	—	5.5	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	16.472	1,040,193	5,589,807	107,612	49.533	—	100	—
Dec. 31, 1869	487 0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific.....Kansas & Col.	—	—	—	—	5,072,500	—	—	—	439.0	963,512	—	—	2.225,850	839,670	—	100	—
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central.....Kentucky.	—	—	—	—	—	1,209,000	[St k sw	amped.]	112.0	—	[Operated	by bondh	olders.]	—	—	—	100	—
Dec. 31, 1869	16.9	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶...Tennessee.	—	—	—	—	—	—	—	—	16.0	[No	returns.]	—	—	—	—	100	—
Dec 31, 1869	33.0	—	1.3	54.0	2	1	1	20	Knoxville and Kentucky ¶....Tennessee.	—	—	—	—	—	—	—	—	31.0	[No	returns.]	—	—	—	—	100	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	70.0 —		27.5 —		24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	.....
Jun. 30, 1869	37.0 —		3.7	138.0	2	2	1	31	Lake Erie and Louisville....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,872	17,670	—	100	.....
Oct. 31, 1869	540.0	405.5	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,279,875	7,767,845	.....	.....	35,000,000	23,513,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	109½
Dec. 31, 1869	75.0 —		.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In progress and no returns.)				5,000,000	4 500,000	.....	.....		.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna..Pennsylvania.	11,189,397	2,730,366	(Owned by Lehigh Coal and Navigation Co.)						150.5	1,286,387	.....	.....	1,945,598	748,960	—	50	.....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,958	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4.573,500	1,943.189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	123½
Nov. 30, 1869	6.6 —		0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	.....
Dec. 31, 1869	15.0	0.7	.....	15.0	4	1	—	206	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	84.2 —		47.9 —						Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....		(Operated by L. M. and Col. & Xenia.)					—	100	.....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	(Leased Dec. 1 1869 to Phila Cin. & St. L. at $4 80,000 p.a.)						196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6	.....	.....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,146,283	.....	915,658	.....	2,646,100	795,500	.....	.....		(Leased to Phila. and Read.)			301,290	242,940	8	50	92½
Dec. 31, 1869	9.0 —		.....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71 601	10,307	—	50	.....
Sept. 30, 1869	94.0	29.0	13.0	23.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 209	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,851	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	88.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	866 465	748.977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142.113	7	100	74½
Sept. 30, 1870	12.4 —		2.8 —		2	3	1	26	Lowell and Lawrence.....Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3,603	—	.....	.....	.....	20,403	16,763	6	100	.....
Oct. 31, 1869	19.6 —		11.0 —		3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10,000	—	(Leased to Summit Branch.)			63,996	6,996	10	50	.....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Completed in Dec. 1869, no accounts yet published.					Bonds $ 10,000 p. m indorsed by Georgia.)													
Nov. 30, 1869	102.5 —		11.3 —		15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582.679	220.907	12	100	135
Jun. 30, 1869	34.2 —		7.1 —		—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by State receiver.)		.....	.....	—	100	.....
Oct. 31, 1869	12.7	26.7	24.5 —		—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88.070	.....	2,035,015	250,000	217,907	.....	—	(Leased to Phila. & Reading.)			128,589	loss.	—	50	.....
Dec. 31, 1869	109.8 —		10.9 —		15	19	11	287	Maine Central ¶.....Maine.	4,121.694	*	212,332	49.500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4 —		2.9 —		.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72.124	22,999	1,000,000	—	5,609	90,514	28.0	81,204	1,641.977	942 664	132,510	102,110	10	100	150½
Mar. 31, 1870	19.0 —		1 6 —		—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned & oper. by Concord.)			—	—	—	100	.....
Dec. 31, 1869	190.8	86.0	36.9 —		52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	—	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	.....
Dec. 31, 1869	44.0 —		2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1870	272.0	19.0	24.7 —		43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549.090	488,661	—	100	38
Jun. 30, 1870	82.6 —		2.9 —		12	6	—	104	Memphis, Clarkesv. and Louisv. ¶...Tenn.	3,000,000	(Oper. by L. & Nashv.)	.....	.....	.....	1.582.000	99,842	.....	82.6	299 091	.....	.....	408,525	464	—	100	.....
Jun. 30, 1870	130.6 —		10.3 —		19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper. by L. & Nashv.)	1,074,289	2,528,000	590,810	—	—	—	130.6	457 876	3,638 132	.....	799,649	98,840	—	100	.....
Dec. 31, 1869	15.0	9.0	.....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(Under construction.)		.....	.....	—	100	.....
May 31, 1870	284.8 —		57.5 —		100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	120
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	.....
Sept 30, 1869	13.0 —		0.5 —		—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50 966	—	—	(Oper. by Erie.)			44,068	14.434	—	100	.....
Dec. 31, 1869	6.6 —		.....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	—	—	(Operated by New Jersey.)			14,531	4,850	6	100	.....
Dec. 31, 1869	196.0	740.0	.....	—	124	78	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	60½
Oct. 31, 1869	24.5	58.8	52.3 —		—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	—	—	—	(Leased to Phila. & Reading.)			305,282	305,282	8	50	105½
Dec. 31, 1869	33.0	10.0	3.0 —		4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	.....
Aug. 31, 1869	236.0 —		13.0 —		40	18	9	24	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern R.R. Association Lessees.)		.....	.....	—	100	9
Sept. 30, 1869	99.2 —		4.9 —		10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347.649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	.....
May 31, 1869	83.5 —		4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150 766	284,206	85,468	1,232,728	531,500	50,643	.....	83.5	.....	.....	.....	131.376	27,270	—	100	.....
Dec. 31, 1869	472.0	14.5	.....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115.287	759,758	—	100	.....
Apl. 30, 1870	40.0 —		1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	.....
Sept 30, 1869	23.0 —		2.6 —		4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1.000 0 0	.....	.....	.....	23.0	24,1 8	617,707	856.855	79,971	6,857	—	100	.....
Feb. 28, 1869	88.5	28.4	9.7 —		21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	.....	116.2	(No report received.)			.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0 —		55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	(Leased to Dela., Lacka. and West'n.)			.....	.....	7	100	93½
Sept.30, 1870	14.6 —		3 0 —		14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78.675	720,000	—	—	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	150
Jun. 30, 1869	151.0	22.0	12.0 —		45	17	6	573	Nashville and Chattanooga ¶...Tennessee.	3,383,414	*	1.900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	.....
Sept. 30, 1869	120.0	12.5	8.6 —		23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,804	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	.....
Dec. 31, 1869	172.5 —		4.7 —		20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	.....
Dec. 31, 1869	57.0	....	4.5 —		10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71.547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589 929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3 —		5	13	8	95	New Bedford and Taunton.....Mass.	500,000	*	194,154	.....	500,000	172,500	—	124,078	35.4	69,222	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2 —		9	8	8	62	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	(In hands of bondholders.)			972,000	—	—	—	119.0	.....	.....	.....	104,737	.....	—	100	.....
Oct. 31, 1869	14.9 —		2.8 —		—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased & oper. by P. Ft. W. & Chicago.)			.....	.....	11½	100	.....
Oct. 31, 1869	6.0 —		.....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	—	—	—	—	(Owned & oper. by P., W. & B.)			77,837	44,644	—	50	.....
Sept. 30, 1870	83.9	15.2	.....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1.800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4.792,732	372,871	120,289	—	100	.....
Dec. 31, 1869	33.9	.....	33.9 —		37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	—	(Included in United Companies)			.....	.....	10	100	128
Dec. 31, 1869	73.8	8.5	7.1 —		—	—	—	—	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	2°6.021	51,871	—	100	.....
Sept. 30, 1870	100.0 —		10.0 —		15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65.493	4	100	.....
Nov. 30, 1869	206.0 —		31.2	242.4	32	26	18	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,561,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	54
Dec 31, 1869	80.2	2.0	14.0 —		13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	.....	.....	.....	(Owned and operated by Charles Morgan of New York City.)												
Sept. 30, 1869	297.8	296.0	470.0 —		292	297	94	6,274	New York Central .....New York.	37,603.697	*	.....	.....	51,831,300	11,898,426	.....	.....	692.2	5 907,030	206,185,089	474.419,753	15 586,616	6,531.131	8	100	46
Sept. 30, 1869	441.8	296.0	640.6 —		378	451	131	7,361	N. York Central and Hudson River. N.Y.	57,523.234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	98½
Sept. 30, 1869	5.0 —		.....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1869	130 8	2.1	45.5 —		41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,963,142	17,178,695	2,776,890	959,745	8	100	125½
Sept. 30, 1869	62.3 —		64.1 —		37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,628	76 8	838,173	69,247.430	6,736,230	2,160,561	837,115	10	100	154
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland.....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	—	(In course of construction)			.....	.....	—	100	.....
Aug. 31, 1869	62.5 —		13.0 —		17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5 —		3.7 —		—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased to New York Central.)			60 000	6	100	.....
Sept. 30, 1869	81.0 —		4.4 —		9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479.355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0 —		8.9 —		24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,522	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	.....
Feb. 28, 1869	102.0 —		.....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	.....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	14	—	North Louisiana and Texas	La.											72.0						—	100		
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000					7,500,000	13000,00 0				381.0						—	100	—	21
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	606	North Pennsylvania	Pennsylvania.	6,059,105	965,967	991,064			3,150,000	3,588,489	133,476			67.7	460.143			1 182,731	463,114	5s	50	101
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	80,788	415,407			5,675,377	289,010	3,218		97.6	404.631	5,252,948		671,076	168,918	—	100		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134				5,000,000	7,005,500	592,582			332.4	1,469,366			2,928 463	977,748	6	50	82½
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767			3,068,400	115,600				82.5	409,036	5,935,262	19,110,436	689,626	256,271	8	100	114½
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*				1,100,000	400,000				35.3	46,773			325,369	65,764	8	100	
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,311	2,364,400	776,000		227,017			66.0	349,958	5,909,914	9,312,721	614,199	191,642	10	100	119½
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)				145.0				281,138					
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922			122.0	532,120		31,199,413	1,045,222	356,839	6	100	89½
Dec. 31, 1869	340.0	53 0	....	—	86	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	23,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321				340.9	1,926,156	30,469,353	69,838,274	2,915,547	643,720	—	100	45½
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000					98.5	406,010			2,014,427	978,925	10	50	99½
Sept. 30, 1870	130.5	12.2	32.4	—	38	73	15	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604	4,959,020	2,879,000		418,269			142.7	770,769	35,486,808	7,461,065	1,276,848	474,713	6	100	104½
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357			270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000					9.0				169,088	29,747	—	100	....
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*			300,000	610,000					—	(Leased	to R.W &	Ogdensb.)	125,504	62,782	—	100	....
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000					36.3	112,232	5,414,428	2,955,461	280,555	60,907	8	100	....
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742					336.0	1,764,760			3,213,058	894,345	—	100	....
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000	*			7,000,000	3,784,136					47.6		nine m	onths.	1,105,219	340,861	—	100	65½
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	*			630,000						—	(Leased	to Erie.)			53,400	8	100	....
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*			500,000	500,000					—	(Leased	to Erie)				—	100	....
Dec. 31, 1869	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*			284,500	85,000					—	(Leased	to Erie.)			26,500	6	100	....
Dec. 31, 1869	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*			342,150	160,000	36,542				—	(Leased	to Camden	and Amb	oy.)			100	....
Oct. 31, 1869	354.9	36.6	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452				643.0	9,574,632			17,250,812	4,767,785	10	50	122½
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000				47.0						10	50	223
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079	*			1,061,700	3,000,000					—	(Complet	ed Sept. 1	3, 1869.)			—	100	....
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	*			1,200,000	600,000					—	(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....
Dec. 30, 1869	83 0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000					83.0		(Complet	ed July 1,	1869.)		—	100	....
Dec. 31, 1869	12.0	—	....	78.0	—	—	—	—	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000						12.0		(In pr	ogress.)			—	100	....
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894					82.3	164,357			245,634	97,975	3	100	....
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	* 70,164			218,000	800,000	291,686				46.0	124,224			196,672	2,272	—	50	....
Oct. 31, 1869	287.6	2 0	86.6	—	108	38	15	1,909	Philadelphia and Erie	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974				289.6	2,273,856			3,262,705	loss.	—	50	56
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900					24.3	376,303			697,620	287,492	10	50	170
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592					480.4	5,159,391	40,525,071	483,853,367	11,275 241	5,002,408	10	50	114½
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338	*			1,259,100			80,555			26.5				1.077.559	274,081	10	100	126
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*		339,675		2,367,000	534,547	434,787			99.7	962,579			2,565,302	876,094	8	50	109½
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,561,398	2,327,941		821,032	1,213,042	9,520,850	10,936,690	421,154			201.0	1,849,510			2,434,101	531,833	—	50	
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*		196,000		1,795,253	1,891,000	294,917			72.0	425,341	4,912,563	16,286,331	608,919	207,354	—	50	
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*				19,583,948	13.663,000	72,093			480.0	5,253,684			8,131,531	2,891,199	9	100	99½
Sept. 30, 1870	18.6	—	1.6	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,677					450.000										21,450	6	100	85½
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	246	Portland and Kennebec	Maine.	3,000,000	*				784,700	1,182,988				109.5	354,754			632,763	217,872	6	100	135
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*				1,500,000					51.3	303,266			575,036	175,586	6	100	
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000					350,000					—	(Leased	to Concor	d.)		24,500	7	100	
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*				170,000	200,000		11,496		26.0				80,083	22,015	—	100	112
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*				437,917	57,000	18,500			15.0	37,960			112,572	21,542	—	100	
Sept. 30, 1870	43.4	1.0	14.5	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423		2,000,000	46,000	135,000	117,698		47.3	349,465	10,416,520	10,383,430	661.717	189,154	10	100	138½
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*				1,500,000	80,000				97.0				208,000	141,000	3	100	
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583				506,848	1,000,000	952,859			54.0	155,070			207,799	55,879	—	50	
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,801	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647			181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,080,700	228,674	1,906,158			190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100	....
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887			75.5				332.025	132,491	—	100	....
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331				46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100	....
Sept. 30, 1869	38.3	—	....	—	—	—	—	....	Richmond and York River ¶	Virginia.	1,250,000	*				650,000	600,000				—		(Not in o	peration.)			—	100	....
Sept. 30, 1869	22.0	—	....	31.0	—	—	—	....	Roanoke Valley	Va. & N. Carolina.	482,612	*				427,402					22.0			(No	returns.)		—	100	....
Sept. 30, 1869	141.1	48.5	23.4	—	35	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970			218.2	585,168	14,604,381	18 054,197	1,274,134	501,998	10	100	115
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487	....	4,381,400		331,828	....			180.0	679,669	8,347,127	16,336,225	874,855	187 329	—	100	38½
Dec. 31, 1869	132.0	—	....	—	—	—	—	....	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589,500					132.0				753,000	376,000	—	100	72½
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000					—		(Oper. by	Ind. & St.	Louis.)	611,800	—	100	25
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000					—			abo ut 90	000		—	100	59
Dec. 31, 1869	150.0	—	....	—	—	—	—	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000					—	(Leased	to Chi. &	Iton.)		240,000	—	100	....
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.		(Unfi nished)			2,000,000	1,000,000					—			(No	returns.)		—	100	....
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000					—	(Leased	to Terre H	aute and I	ndianapo lis.)		—	100	....
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000					—	257,004	2,776,680	3,570,874	373,448	138,411	—	100	
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	168,000	531,072	79,514			—	189,152			338,693	179,941	—	100	
Dec 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*				180,550	100,000				—	(Leased	to West J	ersey.)		16,833	6	50	
Sept. 30, 1870	6.9	—	0.5	—	—	—	—	—	Salem and Lowell	Massachusetts.	471,492	*		2,524		243,305	226,900	1,257			—					17,000	15.518	1½	100	
Jun. 30, 1869	116 3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*				904,852	2,307,742				116.3	271,076			429,212	101,024	—	100	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120				54.0	155,070			172,494	27,393	—	50	
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841					576,950					—	(Leased	to Phila. a	nd Readin	g.)		5	50	
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.						210,000					80.0						—	100	
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007		999,050	795,830	891,180	25,521		119.3				282,215		—	100	
Dec. 31, 1869	235 0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	6,079,100					200.0				460.000		—	100	
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	*			869,450	700,000					—	(Le ased by	N orthern C	entral.)			6	50	
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*			1,227,000	800,000					45.5				61.504	22,091	—	100	
Dec. 31, 1869	20 0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187.663				100,000	37,800					20.0	(Oper. by	Jeff. Mad.	and Ind.)	32,448	7,408	—	100	
May 31, 1869	50.0	—	2.5	—	10	18	4	30	Shore Line	Connecticut	732.900	*			677,900	55,000					50.0				310,182	47,424	6	100	
Dec. 31, 1869	101 8	6.5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,256,320					—				244,476	90,000	—	100	
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000				238,000	500,000					—	(Leased	and oper	ated by	Portlan d & Ken.)	36,000	—	100	
Dec. 31, 1869	16.0	—	....	—	—	—	—	—	South Branch	New Jersey	439.694	*			438,300						—	(Leased	& oper. by	Cen.of N.	Jersey.)	26.298	6	100	
Dec. 31, 1869	137.0	106.0	10.0	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,275	4,057,351	355,501				—	801,171		(In	progress.)	1,382,167	595,507	—	100	
Dec. 31, 1869	50.0	—	—	133.0	8	—	—	—	South and North Alabama	Ala					1,500,000	1,000,000					—						—	100	
Nov. 30, 1869	71.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts	462,167	39,426		9,500	259,683	150,000	7,944	21,000			11.5	49,204	1,222,256	60,911	67,982	9,513	—	100	
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,97-,558	*			497,750	850,000					63.0	150,560	5,597,64	2,094 921	221 815	66,552	10	100	75
Sept. 30, 1869	123 0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g)	Va.	4,149,658	*	192,420	430,158	1,365,000	2,133,800	973,116	299,727			133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100	
Dec 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	[cost to	completi	on.]	3,000,000	1,500,000					—						—	100	
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota											—						—	100	
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.						25,000p m					100.0				348,218	203,473	—	100	
July 31	1869	143 0	114.5	22.9	26.5	30	14	16	396	Southwestern	Georgia.	4,587,313	*		131,053	3,939.900	699,500	37,155	41,811		257.5	384,922			910,116	360,386	8	100	104

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union †..South Carolina.	1,340,582	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	.....	.....	.....	.....	78.0	.....	.....	.....	180.000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	1,500,000	1,500,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,694	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	124	Sterling Mountain.....New York.	502,468	.....	.....	.....	700.000	200,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444.600	4,100	—	.....	800.000	350,000	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	—	634	267,300	—	—	634	—	.....	.....	.....	8,591	7,966	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(In progress to be completed June 187 0.)						50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	81.0	—	10-8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,900	*	.....	.....	1,470.130	1,707,650	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)						—							100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,224	400 000	—	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	106
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503.198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395.440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	464.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	63½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	49[1]
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt & Mass. R. R.)			32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania	914,089	*	.....	.....	swamped	.....	.....	.....	—	(Leased to Pennsylvania.)					—	50	....
Apr. 30, 1870	1,038	—	.....	.....	176	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106 245,978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	100	101
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4 200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]			8,407,853	4,203,926	—	50	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	60	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	100
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	—	54,450	2,244,178	734,753	166,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased by Vermont Central.)					8	100	101
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949 430	543,331	—	var	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	2.8	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750 000	199,627	.....	109.8	225,166	4,271,585	3,363,273	456,651	.....	—	100	80[2]
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)					2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	.....	.....	.....	483.587	162.479	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee † .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,816,014	213.5	550,397	8,727,610	17.634,555	929.186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased by Del. La c.& W'tn.)			454,758	154,618	7	100	87[3]
Sept. 30, 1869	10.3	....	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George†.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	.....	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	—	—	—	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	35.5	291,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	.....	.....	.....	.....	—	[in progress.]			.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) † .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,550,000	*	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	6,500,000	.....	36,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	1,022,450	1,800,000	304,413	.....	—	(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[Now forming a division of the Milwaukee and St. Paul	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	No returns for year.]					—	50	81
Aug. 31, 1869	94.0	—	—	86.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	288,365	.....	.....	652,184	256.308	10	100	....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	(No return.)	.....	.....	.....	.....	.....	20.0	(Operated during construction by M.& St.Pa'l.)					—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	13,492	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased to Boston, Con.and Montreal.)			12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	.....	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no returns.)			.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M. RR. sold	Jan.5, '70	$525,000.	.....	5,000,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734.812	789,300	.....	.....	19.3	[no returns.]			139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon †...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	(Leased to Northern Central.)			550,935	80,873	—	100	....
Dec. 31, 1869	15½	....	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Recen'l y opened.)		1,254	.....	14,000	7	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	137½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	393,535	—	.....	.....	217,050	.....	76,846	.....	—	(Leased to Northern Central.)					—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	541,532	112,080	1,983,563	2,059,400	—	—	13.6	—	—	—	493,210	342,827	6	50	78
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased to Lehigh Nav. Co.)			231.194	105,751	8	50	94
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	.....	10	100	119
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Cam. & Amb.R.R.)			161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	892,759	662,246	—	161.0	—	—	—	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	—	—	48.0	—	—	—	405,174	213,374	—	50	76[4]
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	63,236	102.0	(5 p. c. on preferred stock.)			431.246	184,848	—	100	53
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	.....	4,300,000	1,961,000	—	—	354.0	—	—	—	735,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	—	109.2	—	—	—	1,159,085	598,519	—	50	17[5]
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,263	—	—	.....	2,002,746	2,632,310	195,232	—	45.0	—	—	—	167,435	81,714	—	50	20
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1.100,000	708,000	86,000	—	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	600,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$			p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.90	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	22½
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,856	170,000	80,000	01	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	1115,653	12.0	100	100	....
Sept. 30,'70	24.35	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,443	166,956	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	.....	...	B'klyn Flatbh & Coney Isl.N.Y.	198,000	180,000	100,000	(Open	ed Oct. 1,	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	.....	.....	—	100	100	....
Sept. 30,'70	4.50	.....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	.....	.....	9.0	100	100	103½
Sept. 30,'70	5.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.85	210	18	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia .....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	.....	...	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.03	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	807	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	.....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6 0	50	49½	45
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,508	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	33½
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,057	170,000	—	—	161,905	37,685	6.0	50	17	45
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,1•6	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	43
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	22
Sept. 30,'70	3.50	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,530	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,378	—	—	100	100	30
Sept. 30,'70	33.66	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	75½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	78
Dec. 31,'70	3.40	.....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N.Y. City)N.Y.	476,598	797,320	167,000	—	124,783	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	.....	...	Passenger (Cin.).....O	100,000	100,000	—	—	.....	.....	—	100	100	....
Nov.31,'70	9.60	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.03	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	52
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	12
Dec. 31,'70	12.88	129	26	Phi'adelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	31
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,650	23,000	—	144,003	41,264	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham...Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	15
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	....
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,145	573,417	109,300	—	504,136	109,959	10.0	50	30	65
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	21
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	125
Sept. 30,'70	3.01	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.45	280	43	South Boston.....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	72½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ....N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'68	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	31,318	36½	50	20	63½
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	197½
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	24½
Dec. 31,'70	3.60	.....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	10	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,462	115,013	6.0	50	20	43
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	5	100	100	100
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,883	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	68
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct. 31,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3,600	3,010	4	100	100	18
Oct. 31,'70	3.53	40	16	Worcester.....Mass.	46,205	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	p c			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage.....	379,000	7	M&N	1878	....
Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	81,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18 -	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	180,000	7	J.& J.	1878	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1877	....
2d mortgage.....	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	89½
Grand st. and Newtown: 1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	88
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	97
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	88
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Pittsb., Alleghy & Manch.: 1st Mortgage.....	23,000	7	A.&O	1874	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.) 1st Mortgage.....1,	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J.& J.	1875	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000.000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	...
Troy and Lansingburg: 1st Mortgage.....	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage.....	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	130,000	7	J.& J	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D	1878	90
Worcester: 1st Mortgage.....	20,000	6	A.&O	1875	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	753,695	7	...	....
Catawissa,* pref. and guar....	2,200,000	7	7	95½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	29
Chemung, guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	85½
Chicago and Alton, pref....	2,425,400	7	10	124
Chicago, Iowa and Nebraska,* guar.	2,800,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	91½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	91½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	90
Erie, preferred	8,536,910	7	7	55½
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref....	5,078,224	...	...	81
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	843,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	50
" " 2d pref	4,051,744	6	...	10½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	80½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	128
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref....	3,500,000	7	7	79
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,500	...	7	....
Rutland, preferred....	.....	7	7	55
St. Louis, Alton and T. H., pref....	2,040,000	7	7	57½
Sandusky and Cincinnati, pref....	445,516	6	6	36½
Schuylkill Valley,* guar....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref....	2,888,997	6	6	35½
Union, preferred....	.....	5	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	....
Mariposa Mining, pref....	5,774 400	7	7	5½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 50 @ 36 50
Pig, American, No. 1		36 — @ 37 —
Pig, American, No. 2		34 — @ 35 —
Pig, American, Forge		33 — @ 34 —
Bar, Refined, English and American		74 — @ 75 —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —
	—Store Prices.—	
Bar, Swedes, ordinary sizes		105 — @120 —
Bar, Refined		80 — @ 85 —
Bar, Common		— — @ 87 50
Scroll		100 — @130 —
Ovals and Half-round		97 50 @122 50
Band		— — @ 95 —
Horse Shoe		95 — @100 —
Rods, ⅜@3-16 inch		82 — @120 —
Hoop		105 — @145 —
Nail Rod	per lb.	— — @ — 6½
Sheet, Russia, as to No.'s	(gold)	— — @ — 12
Sheet, Single D. and T. Common		— 4½@ — 5½
Rails, English	(gold) per ton.	57 — @ — —
Rails, American, at Works in Penna. c'y.		59 — @ 71 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va... (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11 @ — 13
English German (2d and 1st quality)		— 10½@ — 12
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 15 @ — 16
American, Spring, do.		— 9 @ — 11
American Machinery do.		— 10 @ — 11
American German do.		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb	4 35 @ — —
Cut Spikes, all sizes		4 50 @ — —
Clinch		5 75 @ 6 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 31
Copper		— 36 @ — 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 40½@ — 41
Straits	(gold).	— 36½@ — 36½
English	(gold).	— 35½@ — 35½
Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 62½@ 9 —	10 25 @ 10 75
I. C. Coke	7 50 @ 8 50	9 — @ 10 —
Coke Terne	6 25 @ 7 50	7 25 @ 9 —
Charcoal Terne	8 — @ 8 50	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— 13½@ — 13½
Crude, 40 @ 47 gravity (in shipping order)	— 17½@ — —
Refined, Standard White (in ship'g order).	— — @ 23 3-16
Refined, prime White (in shipping order).	— — @ — 25
Refined, S. W. (in jobbing lots)	— — @ — —
Refined, S. W. (in tin)	— 28½@ — —
Naptha, Refined, (85 @ 73 gravity)	— 9½@ — 9½
Residuum....per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 28 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

	Th. 10.	F. 11.	Sat. 12.	M. 14.	Tu. 15.	W. 16
Canton Co.	....	....	....	....	....	....
Central Pacific 6s	98½	99½	98½	98½	99½	99½
Central of N. Jersey	105½	105½	105½	105½	....	....
Chicago & Alton	....	....	....	125	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	144	145	144	....	144	....
" 8s, 1883	....	....	....	....	112	....
Chic. & Northwestern	69½	69½	69½	68½	68½	69½
" pref.	92½	....	91½	91½	91½	91½
" 1st M.	97½	....	....	98½	....	....
" S. F.	....	....	....	100	....	....
" Consol.	....	....	91	91½	....	....
Chic., Rock Isl. & Pac.	109	108½	....	108½	108½	....
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	102	....
Clev., Col., C. and Ind.	87½	87½	87½	87½	....	87½
Clev. and Pittsburg	119½	....	118½	118½	118½	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	....	....	....	....	....	19½
" 1 M.	88½	....	88½	88½	88½	88½
" 2 M.	....	....	67½	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	118½	118½	119
Del. Lack. & Western	108½	108½	108½	108½	....	108½
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s.	....	....	....	....	....	....
Dubuque & Sioux City.	87	....	....	....	....	....
Erie Railway	30½	30½	30½	30	30½	30½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	....	....	....	96	....	....
" 4 M. 7s, 1880	89½	....	89½	....	89½	90
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	86½	86½	86½
Hannibal & St. Joseph	....	....	....	69	....	69½
" pref.	79½	81	....	....	....	....
" 8s, conv.	103½	103	....	....	....	103½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central	132½	....	....	133½	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	109½	....	109½	....	....	109½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	120½	120	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	120½
M. S and N. I. 1 M. S. F.	....	....	103	....	....	....
" 2 M.	....	....	....	....	....	99½
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	60½	60½	....	....	....	....
" pref.	81½	....	80½	80½	80½	80½
" 1st mort.	....	....	93½	....	93½	93½
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	106	106½	....
" 7 3-10s con.	....	....	95	....	94	94
Missouri 6s	95½	....	95½	95½	....	95½
" H. & St. J. 1s.	....	....	....	....	....	....
Morris and Essex	93	....	....	93	92½	93½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	99	99	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 6s. S.F. 1883.	....	....	93	....	....	....
" 6s, S.F. 1887.	....	....	....	....	91	....
N. Y. Cen. & Hud. Riv.	98½	98½	98½	95½	98½	....
" certificates.	94½	94½	94½	....	94½	94½
N. York and Harlem	128½	128	....	....	....	128½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	....	....	....
N. Carolina 6s, old.	....	46	45½	45½	....	....
" new	27	....	....	....	....	26½
Ohio and Miss.	....	....	....	46	....	45½
" pref.	....	....	....	....	....	79
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	48½	47½	49½	50½	50½	51½
Panama	54	....	55	55½	61	63
Phila. and Reading	114½	114½	115	114½	114½	114½
Pitts., Ft. W. & Chi. gtd.	99½	99½	....	99½	....	....
" 1 M.	....	106	....	....	106	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	25	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	99½	....	....	....
" 2 M. pref.	....	85	86	....	....	....
" Income bds.	....	....	77	....	....	....
Tennessee 6s, old.	75½	....	....	76	....	....
" new.	76½	76	75½	75½	75½	76
Tol., Wab. & Western.	63½	63½	63½	62½	63	63
" pref.	....	....	....	....	....	....
" 1 M.	....	....	95	....	....	....
" 2 M.	....	....	....	....	91½	91½
" Equipment.	....	....	....	....	....	....
" St. Lou. Div.	86½	....	....	....	....	....
Union Pacific	32½	31½	32½	32½	32½	32
" 1st mort.	88½	88½	88	88½	87½	88
" L. Gt. 7s.	....	86½	....	83	84½	....
" Inc. 10s.	86½	87	....	....	86½	86½
Virginia 6s, old.	....	....	64½	....	....	65½
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	113⅞	113⅝	113⅝	....	....	....
U. S. 5s, 10-40s, reg	....	....	....	....	....	110
U. S. 6s, 1881, reg	....	117	....	117⅝	118⅛	
U. S. 6s, 1881, coup	117	....	117⅛	117⅞	118⅛	118⅛
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	113⅜	....	....	113⅝	114	
U. S. 6s, 5-20s, c. 1862	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	....	....	113⅛
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	114⅜	114⅛	....	114⅛	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	113	....
U. S. 6s, 5-20s, c. n. '65	112⅞	112⅝	112⅞	113	....	113
U. S. 6s, 5-20s, reg. '67	....	....	....	113	....	....
U. S. 6s, 5-20s, c. 1867	113⅜	113⅛	113⅜	113⅛	113⅛	113⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113⅛	....	114⅛	114	....	114⅛
U. S. 6s, Pac.R.R.issue	115	114⅞	....	....	115⅛	...

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Catawissa	....	....	....	....	....	....
" preferred	47⅛	....	47⅛	47⅛	47⅛	
Camden and Amboy	126	126⅛	127	....	128	
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	89⅛	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	95⅛	....	....	....	95⅞	96
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	95	....	95	....
Lehigh Navigation	38⅛	38⅜	38⅛	....	....	38
" 6s, 1884	....	....	88	....	....	....
" Gold L.	91⅛	91⅛	91	91⅛	91	....
" R. R. L.	92	....	....	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	61	61⅜	61⅛	61⅛	61⅜	
" 6s new coup	....	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	50	....	50⅛	....	50⅛	50⅛
" 6s, 1880	....	....	....	....	102	....
" 7s	....	....	....	....	99⅛	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	41	41	41⅛	....	....	
Oil Creek & Alleg. Riv.	49⅛	49⅜	49⅜	49⅛	49⅛	49⅜
" 7s	....	....	87	....	87⅛	....
Pennsylvania R. R.	61⅛	61⅛	61⅛	61⅛	61⅛	61⅛
" 1st M.	101	....	....	101⅛	101⅛	....
" 2d M.	....	....	100⅛	....	100⅛	100⅛
" Gen. mort.	....	....	....	93⅛	....	....
" reg.	....	....	....	....	....	....
Penn. State, 6s. 1st series	102	....	102⅛	102⅛	....	
" 6s, 2d series	105⅞	....	....	....	105⅛	
" 6s, 3d series	....	....	107	107⅛	107⅜	
" 6s, W L.	100⅛	100⅛	100⅛	100⅛	100⅛	
Philadelphia City, 6s	....	....	101	....	....	
" new	101⅛	101⅜	101⅜	101⅜	101⅛	101⅛
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	57⅛	57⅜	57⅛	57⅛	57⅛	57⅛
Philadelphia and Erie	28⅛	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	....	87⅛	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	17⅛
" 6s, 1882	80⅛	....	....	80⅜	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	21⅛	21⅛	....	....	....	22
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	24⅛

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Baltimore City 6s, 1875.	99⅜	100	....	....	....	....
" 1886	....	....	....	....	....	....
" 1890	99⅛	....	100	100	100	100
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	143	143	....	....	....	....
" bonds, 1875	....	....	....	98⅛	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	96⅛	96⅛	....	....
Marietta & Cin. 1st M.	....	....	90⅜	....	....	96⅜
" 2d M.	85	....	84⅛	....	85	....
" 3d M. 8s	....	....	....	....	....	....
Northern Central	41⅛	41⅛	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
Boston and Albany	152⅛	....	....	....	152⅝	153
Boston and Lowell	....	....	137½	....	....	....
Boston and Maine	146½	146	....	....	147	147
Boston and Providence	....	146½	146½	....	....	....
Boston, Hartford & Erie	....	....	2⅛	....	....	....
" 7s, new	29½	29	29	....	28½	28½
Cheshire, pref.	....	85	85	....	....	85½
Concord	....	....	....	....	78	....
Connecticut River	142	....	142	....	....	142⅜
Eastern	....	....	120½	....	....	118
Fitchburg	....	....	139½	....	....	139
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120⅜	120⅜	....	120⅜	120⅜	
Northern, N. H.	....	....	....	....	114⅜	....
Ogdens. & Lake Champ	80	80	....	....	80⅜	80⅜
" pref.	....	....	....	....	....	....
Old Colony & Newport	104	....	104	....	104⅛	104⅛
Ph., Wil. & Baltimore	54⅜	54⅜	54⅜	....	54⅜	54⅜
Portl'd, Saco & Ports	135	135	....	....	....	....
Union Pacific	32⅜	32⅛	....	....	32⅛	32⅛
" 6s	....	....	....	....	....	....
" Land Grant 7s	81⅛	81⅛	....	....	81	81
" Income 10s	82⅜	....	82⅛	....	....	81
Vermont & Canada	....	....	101	....	....	....
Vermont & Mass.	....	....	80¼	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	103⅛	....	....	....	....	103⅛
Metropolitan	75	....	....	....	....	75⅜
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	....	11⅛	11⅛	....	....	....
Franklin	5⅜	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	4⅞	....	....	....	....	5
Quincy	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— July 28.	Aug. 4.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	85 — 90	88 — 92
Do. do., 2d mort., 1881	75 — 80	78 — 82
Do. Penn., 1st mort., 1877	85 — 90	88 — 92
Do. do., 2d mort., 1882	75 — 80	78 — 82
Do. Consol. 7 per cent. mort. 1890	43 — 44	41½ — 42½
Detroit and Milwaukee 1st mort. 7s	69 — 71	69 — 71
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	23½ — 23⅝	23⅞ — 24¼
Do. sterlg. 6 p. c. convertible bonds	66 — 68	66 — 68
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	107 —108	107 —108
Panama General mort. 7s, 1897	77 — 80	75 — 80
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	93 — 94	94⅛ — 94⅜
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, August 19, 1871.

Stock Exchange and Money Market.

Continued ease has been the feature of the call loan market, with Money reported available, in a controllable form for the lenders, in large amounts at the very low rates which have prevailed for a long time past. The speculative inquiry for aid has been somewhat brisker, in harmony with the enlarged movements in Gold and Stocks, but the wants of street borrowers have been quite promptly met at the ruling figures. In the discount line, with the growing activity in the Fall trade, there has been a more urgent demand for accommodation, with less partiality shown by lenders to long date acceptances. The current quotations for Money at the close were 2@5 mainly 3 per cent., on call and at 4½@9, per cent. per annum on very choice to fair business credits, with the bulk of the business in the latter reported in mercantile notes, grading strictly choice to prime, and rated at 5@7 per cent. per annum. The city banks, in their last weekly exhibit, show a loss of 1½ millions of legal tender notes, a million of specie, and 1⅛ millions of deposits, with an enlargement of about 1⅝ millions of their loan and discount averages, and a small addition to their item of circulation. The U. S. Sub Treasury increased its currency balance 2⅞ millions, and its coin reserve, over a quarter of a million, as the result of the week's business. The city banks, last week, reported a loss of $1,002,704 of specie, $1,502,093 of legal tender notes, and of $1,147,147 of deposits. They increased their loan and discount averages $1,630,136 and their circulation $48,786. The city bank exchanges, last week, averaged $79,347,216; and thus far, this week, 86½ millions daily. The banks now hold $14,369,477 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a gain of $294,887 of specie and $2,887,889 of currency, as the result of the week's business. The receipts of the office were $4,397,672 in coin, and $5,356,665 in currency; payments $4,103,286 in coin, and $2,468,776 in currency. The office received $3,549,000 in coin or its equivalent, from customs; and disbursed $675,968 of coin interest.

The specie reserve of the city banks according to the latest return is $12,361,749, against $24,104,302 same time last year. The city bank deposits are now $251,245,280 against $215,074,494 week ending August 13, 1870. The legal tender reserve amounts to $72,390,400 against $51,976,262 same time last year. The circulation now stands at $30,285,409, against $32,909,166 same time last year. The loans are now $302,400,397, against $278,647,619 at this date last year.

The U. S. Sub-Treasurer retired, last week, $3,307,544 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $9,548,974 in currency, and $64,293,526 in coin against a balance a week previous of $6,318,735 currency, and $63,279,294 coin.

Government revenues show a fair yield. The excises yielded last week about 2⅝ millions, and thus far since July 1, $19,622,722. The customs at the port of New York, last week were $3,461,544; and at the outports, equal to about 1½ millions more, all in coin, or coin certificates.

Gold has been more active at a higher range of price, under freer speculative inquiries, a good customs call, and a less liberal supply, available for prompt delivery. The borrowing demand has been more urgent, and extreme rates have been exacted for the use of coin, from day to day. At the close, there was less buoyancy in the general movement. The range of the price during the week, has been from 111½@112¾, and the closing quotation on Wednesday was 112¼@112⅜ against 112 the preceding Wednesday. The specie outflow, last week, was $727,500; on Tuesday of this week, 96,300; and on Wednesday, $283,000. The Gold Exchange Bank clearances have been as follows: August 10, $74,190,000; August 11, $89,453,000; August 12, $67,786,000; August 14, $44,577,000; August 15, $47,564,000; August 16, $47,784,000.

The customs at this port on Wednesday were $746,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to July 31, 1871, $60,599,053, against $61,844,699 same time in 1870.

The customs demand for Gold last week, averaged $591,500 a day; thus far, this week, it has averaged $750,000 a day, or equal to a weekly aggregate of $4,500,000. The arrivals of

specie from Europe, Havana and other foreign ports since Jan. 1, 1871, have been $7,424,449 against $7,360,688 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $97,577,219 against $83,304,849 same time in 1870.

The export drain was $727,500 last week, against $2,902,528, same week preceding year The shipments since January 1, 1871, have been $52,180,517, against $39,912,847 same time in 1870.

Foreign Exchange has been in much better supply and decidedly cheaper, with a limited inquiry noted from all sources, closing however with more steadiness. Bankers' sixty day bills on London closed on Wednesday at 109@109¼; sight bills on London, 109½@109¾.

The produce exports from this port, week ending with Aug. 15, were to the currency value of $3,959,636.

Government securities have been offered very sparingly and all the older issues of the interest-bearing obligations have been in good request at firmer and buoyant prices. The successful negotiation of the United States Five per cent. Funding Loan, in Europe and here, of which we made note last week, has tended to stimulate the investment call for the several issues of the public funds.

Under the official programme for August, Government proposes to sell Gold, during the month, as follows: Thursday, August 17, $1,000,000; Thursday, August 24, $2,000,000; Thursday, August 31, $2,000,000; And buy in of Five Twenties, as follows: Wednesday, August 23, $1,000,000; Wednesday, August 30, $1,000,000.

On Wednesday, Government bought in a million of Five-Twenties at 112 12@112 24, ex-interest. The amount of bonds offered was $1,770,400 at 112 12@112 87½.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118@118⅛; U. S. Five-Twenties of 1862, 114⅝@114⅞; U. S. Five-Twenties of 1864 at 114@114⅛; U. S. Five-Twenties of 1865, 114⅛@114⅜; U. S. Five-Twenties of 1865 consolidated, 113@113⅛; U. S. Five-Twenties of 1867, 113½@113⅝; U. S. Five-Twenties of 1868, 114¼@114½; U. S. Ten-forties at 113¾@114; U. S. Six per cent. currency bonds, 115⅝@115⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 2.	Aug. 9.	Aug. 16.
Consols	93½	93¾	93 11/16
U.S. 5-20's of 1862	93	93 7/8	93 11/16
U. S. 5-20s, 1865	92¾	93⅝	93⅜
" 1867	91⅞	92⅝	92 7/16
" 10-40s	92	93	*93
Erie	24⅛	24 5/16	25
Central Pacific 6s	——	——	81½
Union " "	——	——	69¾

* or 90⅞@91 ex-sep. coupon.

State bonds have been in less liberal supply and fair demand at steadier prices.

Railway bonds have been in more general request, mostly for investment purposes, at stronger prices for the favorites of the older loans. The chief business has been through the commission houses. Central Pacific Sixes closed on Wednesday at 99¼@99½.

Business in Railway and miscellaneous share property has shown more activity with decided buoyancy in the current values of the speculative favorites.

The subscriptions to the St. Joseph and Denver City Railroad (Western Division) 8 per cent. bonds for the first two days of the present week are $200,000. More than a fifth of this Loan has already been marketed, within the very short period during which it has been open to subscription. The present price of the Bonds is 97½ cents and accrued interest in currency. Messrs. Tanner & Co., the financial agents of the Loan, after a thorough examination of the property which is represented by the mortgage, unhesitatingly recommend the Bonds as constituting a safe and profitable investment; and as an indication of the basis of their opinion, they refer to the fact that the First Mortgage Bonds of the same Company, on the Eastern Division, lately successfully placed by their firm at 97½, have advanced to 102 and accrued interest making them equal to 106.

The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in quite active demand at 92 per cent. and accrued interest. This Loan is being market d at a rate considerably in excess of the Money requirements of the Company, notwithstanding the fact that the work of construction is being vigorously prosecuted on the unfinished portion of the road, (195 miles,) of which ninety miles will be completed within the next six weeks, and added to the 227 miles already in actual operation. This will leave but 105 miles to be constructed, in order to give a through line of railway communication direct from Richmond to the Ohio River, where connections will be at once established with all the leading points of the West. It is confidently expected that the enterprise will be brought to completion in the Summer of the coming year. Union Pacific Sixes closed on Wednesday at 88@88¼.

General business has been fairly active, since our last. Breadstuffs and Provisions closed less buoyantly. Middling upland cotton closed on Wednesday at 18½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,964,550 bales, against 2 837,232 bales same time last year; exports 3,127,690 bales, against 2,188,548 bales same time last year; stock at the ports at latest dates, 149,875 bales, against 96,220 bales same date 1870.

At the Live Stock Markets, Beeves have been in moderate request at from 8@12½ cts.; Veals at 4@10 cts.; Sheep at 4@6½ cts.; Lambs at 6@9 cts.; Swine, 5@5⅜ cts per lb., all live weight. The week's receipts were 6,749 Beeves, 2,556 Veal Calves, 34,205 Sheep and Lambs; and 20,944 Swine.

Foreign goods have been in fair demand as a rule, with a steadier market noted. The week's imports of foreign goods reached $9,690,472 including $4,039,796 of dry goods.

Ocean freights have been moderately active but rates have been quoted lower on a rather better supply of room.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Bellville and Southern Illinois R.R. 1st mort. 8s, 96; Ohio and Miss. consol. bonds, 93½; do. 2d mort., 86; Central of New Jersey new bonds, 101¼; Toledo, Peoria and Warsaw 1st mort., E. D., 89; do. 2d mort., 78½; New York Central sub. bonds, 90; Galena and Chicago 1st mort., 100; Cedar Falls and Minnesota 1st mort., 83¾; Chicago and Northwestern Int. bonds, 95; Gt. Western 1st mort., 1888, 91¾; Albany and Susq. 2d mort., 94¾; Hannibal and Naples 1st mort., 88; Long Dock bonds, 90¼; Rome, Watertown and Ogdensburg R. R., 115; New York and New Haven R.R., 154; Georgia 7s, gold, 98¼; South Carolina 6s, new, Jan. and July, 58⅛; do. Apl. and Oct., 60; North Carolina 6s, special tax, 19⅞; do. Fund Act, 1868, 30; Arkansas 6s, Fund Act, 54½; New York State 7s, Bounty Loan, 108¼; Alabama 8s, 100; Brunswick City Land, 8½; Western Union Tel., 61½; Quicksilver pref., 20; Consol. Coal of Md., 40; Spring Mt. Coal, 71; Maryland Coal, 30½; Wells-Fargo Exp., 47; Adams Exp., 84½; Am. Mer. Union Exp., 59½; U. S. Exp., 58; Brooklyn 6s, W. L., 96.

Philadelphia.—Warren and Franklin 7s, 91; Pennsylvania and New York Canal, 7s, 96; Wilmington and Reading 1st mort., 98¾; Harrisburg and Lancaster 1st mort., 94; Steubenville and Indiana R. R. 6s, 83; Huntingdon and Broad Top Mt. R. R., 9; do. pref., 12½; do., consol. bonds, 47½; Nesquehoning R. R., 55½; West Jersey R.R., 62½; do. 7s, 102¾; Philadelphia and Trenton R. R., 126. The latest quotations are: City 6s, 101⅞@101⅞; do. free of tax, 101@101½; State 5s, coupon, 100@100; do. 6s, W. L., 100@100¾; do. 1st series, 102½@103; do. 2d series, 105@105½; do. 3d series, 106½@107; Reading, 57¼@57¼; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 92½@94; Camden and Amboy, 127¾@128; do. mort. 6s, 1889, 95⅞@96; do. 1883, 89½@90; do. 1889, 89½@90; Pennsylvania R. R., 61⅝@61¾; do. 1st mort., 101½@101½; do. 2d mort., 100@101¼; do. General mort. coupon, 93½@93¾; do. reg., 96@97; Little Schuylkill R. R., 46@47; Morris Canal, 51@52; do. pref., 120@——; do. 6s, 90@91½; Susquehanna Canal, 9@11; do. 6s, 61½@65; Schuylkill Nav., 8½@9; do. pref., 17½@18; do. 6s, 1882, 80¼@80½; Elmira and Williamsport pref., 41@—; do. 7s, 1873, 94⅞@96; do. 5s, 61@—; Lehigh Coal and Navigation, 38⅛@38⅜; do. 6s, 1884, 88@88½; do. R. R. Loan, 92@92½; do. Gold Loan, 91½@91½; North Pennsylvania, 50@51; do. 6s, 102@103; do., 7s, 99¾@100; do. Chattle 10s, 114@116; Philadelphia and Erie, 28@28⅜; do. 6s, 93@95; Minehill, 52½@52¾; Catawissa, 21@22; do. pref., 47¾@48; Lehigh Valley, 61¾@61⅞; do. 6s, 96@98; Fifth and Sixth streets, (horse,) 45@45; Second and Third, 67@—; Thirteenth and Fifteenth, 24½@25; Spruce and Pine, 31@31½; Green and Coates, 45@—; Chestnut and Walnut, 52@52; Hestonville, 22@22⅜; Union, 60@—; Germantown, 33@35.

Boston.—Burlington and Missouri River R. R., 117; Indianapolis and Cincinnati R.R., 6¼; Worcester and Nashua R. R., 137¾; Norwich and Worcester R.R., 116: Berkshire R. R., 77; Rutland R.R., 38¾; do. pref., 85; do. 8s, 1880, 100½; Portsmouth, Gt. Falls and Conway R. R., 112; Housatonic R. R. pref., 104; Cincinnati, Sandusky and Cleveland R. R., 24; Granite Railway, 71¼; Eastern R. R. 6s, 1874, 98⅝; Western R. R. 6s, 1875, 100; Boston, Concord and Montreal R.R. 6s, 1889, 92; Framingham and Lowell R. R. 7s, 1891, 90; Vermont Central and Vermont and

Canada 8s, long, 102½; do. 8s, 1875, 100; Jackson, Lansing and Saginaw 8s, 1885, 100; Leavenworth, Lawrence and Galveston 1st mort., 10s, 96¼; Missouri River, Ft. Scott and Gulf 1st mort., 10s, 100; Vermont Central 2d mort., 41½; Boston Water Power, 43½; Cary Imp., 16½; Vermont 6s, 101; Rhode Island 6s, 1893, 101¼; Bath 6s, 1891, 90⅞; Manchester N. H., 6s, 1884, 100; St. Louis 6s, 1879, 92½; Wymouth 5s, 1875, 95¼; Greensboro', Vt., 6s, 1893, 86¼; St. Louis County 7s, 1881, 100⅝; Cook County Ills., 7s, 101; Hartford 6s, 1893, 100; Boston 5s, 1874, gold, 101¾; Chelsea 6s, 100; do. 6s, old, 96½; Canada Mining Co., 30c.; Calumet and Hecla, 103; Dana, 90c.; Humboldt, 95c.; Hancock, 3.

Baltimore.—Pittsburg and Connellsville 7s, 94½; Orange, Alex. and Manassas bonds, 80½; Central Ohio 1st mort., 87½; Northern Central 6s, gold, 1900, 91½; Orange and Alex. 2d mort., 80; do. 4th mort. 8s, 85; Marietta and Cincinnati 2d pref., 10¾; Virginia Consolidated 6s, 64⅛; do. Deferred Certificates, 31; do. 6s, old, reg. 52½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@94½; Baltimore and Ohio, 140 @146; do. 6s, 1875, 96@96¼; do. 1880, 95@—; do. 1885, 96½@98; Northern Central, 41@41½; do. 6s, 1885, 91⅛@92; do. 1900, 89@90; do. 6s, 1900, gold, 91½@91¾; N. W. Va. 1st mort., 98@—; do. 2d mort., 96@—; do. 3d mort., 1885, 90¾@92; Marietta and Cincinnati 7s, 1892, 96@96½; do. 2d mort., 84⅞@85; do. 3d mort., 79¼@80; Central Ohio, 28½@81; do. 1st mort., 87⅛@88; Western Md. 1st mort. 6s, 1890, 80@ 80½; do. guar. by Baltimore City, 92@—; do. 2d mort. guar., 92@92¼; do. 2d mort. pref., 61@—; do. 6s, guar. by Washington Co., 84@85; Richmond and Danville bonds, 79¼@80¾; Orange and Alexandria 1st mort. 6s, 90@91; do. 2d mort. 6s, 80½ @85; do. 3d mort. 8s, 87@87½; do. 4th mort. 8s, 83½@84⅛; Orange, Alex. and Manassas 7s, 80½ @80⅛; Virginia and Tennessee 8s, 86⅞@87⅛; do. 6s, 1st mort., 87@95; do. 6s, 2d mort., 77@78; Baltimore 6s, 1875, 100½@100⅝; do. 1884, 99@ 99; do. 1886, 99@100; do. 1890, 100@100¼; do. 1893, 98⅝@99; do. 1900, 98½@101; do. 5s, 1888-'70, 81½@82; Memphis City 6s, 59@59¼; Maryland Defense Loan, 1883, 105@—; City Passenger R. R., 22¾@23; George's Creek Coal, 70 74@; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1.00@2.00.

St. Joseph and Denver City Railroad.

A few years ago the idea of a Pacific Railroad was looked upon as chimerical. No skill in construction, it was argued, could enable the inherent difficulties to be surmounted. Indians would destroy the tracks, and snow would prevent the passage of trains. These fears time has shown to be groundless. Neither one nor two tracks will suffice for the business, and each of these in time must connect on both sides with roads which serve as tributaries and feeders. Many of these will shorten the original distance—as, for instance, the new St. Joseph and Denver City road does. Beginning in Missouri, it extends through Kansas, in one of the most fertile sections of that country, and abridges travel by one hundred miles. Commerce will take this path, instead of going a long, round-about way; and there will soon be an immense local traffic.

The Eastern Division of this road is entirely built and trains running beyond Marysville. The Western Division, from Marysville to Fort Kearney, a space of 160 miles, with ten miles of other track, is now rapidly approaching completion. To faciliate them in carrying on this work the directors have issued First Mortgage Land-Grant Bonds on this Western Section, running for thirty years, and bearing interest at eight per cent. in gold, free of tax.

The financial agents of the road are Messrs. Tanner & Co., the well-known bankers of Wall Street, who have just had such great success in placing the bonds of the Eastern Division. These were originally offered at 97½, the same price that the new ones are held at; and under careful management rapidly went up, until they now stand at 102 and accrued interest, amounting to 106. The Western Section is rapidly building, and the fertile soil and healthy climate will attract there an early tide of immigration.

The security of the bonds is perfect. In the first place, the mortgage not only extends over the road, but over twenty miles of land on each side of the track, amounting to 1,500,000 acres, granted to the Company by the United States Government for the express purpose of aiding the enterprise; in the second place, the amount which can be mortgaged is limited to half of the value; and, in the third place, the funds are retained and the trusteeship for the bondholders undertaken by the Farmer's Loan and Trust Company of New York. All the conceivable requirements of good bonds are united in these; good security, high interest, and convenience of payment. Bondholders residing abroad will be paid either in London or Frankfort-on-the-Main, and in the United States at New York.

The total issue of this loan is $5,500,000, and since the 1st of August, the sales have amounted to about one-fourth of the whole. These bonds are secured, in addition to the railroad property and franchises, by a land grant of 1,500,000 acres of the finest agricultural land in the State. The sales of land by the Union Pacific Railroad Company, published a few days ago, average $4.35 per acre. The lands on the Denver road are of much superior quality, but even at $4.35 per acre the 1,500,000 acres will realize about $1,000,000 more than the whole issue of bonds.

Persons desirous of investing in a first class security, bearing a high rate of interest, are referred to the circular on the first page of this paper, and also to maps and documents which may be had on application to Tanner & Co., No. 11 Wall Street, New York City.

☞ The Loudoun (Va.) *Enterprise* of the 1st instant says that work on the whole line of the Alexandria and Fredericksburg railroad is proceeding with vigor. The road bed will be ready for the reception of the rails next month, when track-laying will be commenced and rapidly prosecuted to completion. The erection of all the bridges on the line is under way, and is progressing at the same pace with the other portions of the road.

☞ The Ohio Falls Car Works delivered cars and coaches to the value of $195,458 10 during the month of July, which is certainly the largest month's work ever delivered in the United States, and probably the largest in the world.

BANKING AND FINANCIAL.

Harvey Fisk. A. S. Hatch.

☞ OFFICE OF FISK & HATCH.

BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 Nassau-st., New York, Aug. 14, 1871.

The successful negotiation of the new Government Five per Cent. Loan, and the calling in of $50,000,000 of Five-twenties, to be paid in gold, shows that hereafter from five to four per cent. will be the highest rate of interest paid on the bonds of the United States. Hence, investors who desire a larger income, with equal security, are withdrawing a part of their funds from Government bonds, and are seeking to place their money where it will be equally safe and more remunerative. Railroad bonds of the highest class are believed to offer the greatest advantages, and among the best of these are the First Mortgage Gold Bonds of the Chesapeake and Ohio Railroad, which promises to be one of the most remunerative, popular and useful of the great through routes connecting the Mississippi Valley with the seaboard. The Company has no floating debt, and it is under the management of men of well-known experience, character, ability and wealth. It is already in operation for 227 miles. In 40 days 95 miles more will be opened, making 322 miles completed; and as about 5,000 men are constantly at work upon it, the remaining 105 miles, which will finish the road, are expected to be opened next Summer. The Road has low grades and light curves, which secure an economy of transportation expenses. It is considerably shorter than the great competing lines, passes through a rich agricultural and mineral district, the deposits of iron and coal being inexhaustible. The bonds are an absolute thirty years security, and, if obtained in exchange for Five-twenties, the investor adds nearly twenty per cent. to his capital, besides retaining six per cent. gold interest.

Price, 92 and accrued interest from May 1. The Bonds are in denominations of $1,000, $500, and $100. FISK & HATCH.

☞ The Cincinnati and Baltimore Railroad will be completed and put in operation by January 1, 1872. It is simply a Western continuation of the Marietta and Cincinnati Railroad. Its termini are the Buckeye race track and the Plum-street depot, in Cincinnati. It is seven miles long, being one mile shorter than the present route into Cincinnati.

☞ A change of the gauge of the Louisville and Cincinnati Short Line Railroad from five to four feet eight and a-half inches commenced at daylight on the 13th inst., and was successfully completed at seven in the evening. Regular trains are now running.

☞ The officers of the Geneva and Ithaca Railroad Company are: C. M. Titus, of Ithaca, President; R. M. Steede, of Romulus, Vice-President; A. S. Chew, of Geneva, Treasurer, Col. J. W. Paine, of Geneva, Secretary.

☞ The new railroad from Lowville to Carthage, (N. Y.) is now nearly completed and is in running order to within two or three miles of Carthage. The extension to Watertown will be ready by the first of September.

Journal of Railroad Law.

RAILROAD COMPANIES—CANNOT EXPEL PASSENGER BETWEEN REGULAR STATIONS.

The facts in the late case of The Chicago and Northwestern Railroad Company *vs.* Peacock (48 Ill., 253), are fully and clearly stated in the following opinion by

WALKER, J.—The first question presented on this record is, whether an action of trespass will lie against a railroad company, where the conductor forcibly ejects a passenger, between stations on the road, because he refused to pay his fare. It is urged that case is the proper remedy, and that trespass will not lie. In the case of The St. Louis, Alton and Chicago Railroad Company *vs.* Dalby, 19 Ill., 353, it was, after full argument, and upon mature deliberation, determined that the action of trespass would lie against such a company, for forcible injuries inflicted by their employees, while in the discharge of their duties in operating their road, upon a passenger. And after reading appellants' argument in this case, we see no reason for dissatisfaction with the conclusion there announced, nor do we feel the least inclination to modify, or abridge it in its operation. We believe the rule to be sound, and strictly in analogy to the principles of the common law, which is the base of our system of jurisprudence.

It is also urged that this case is clearly distinguishable from that, inasmuch as the plaintiff in that case was at no time in the wrong, while in this case, appellee placed himself in the wrong by refusing to pay his fare, when called for by the conductor. We are not able to perceive that this creates or forms any well defined distinction in fact, and none in principle. The facts slightly differ, but so slightly as to form no well grounded distinction. In that case, the conductor wrongfully used force to eject a passenger from the train, after he had paid his fare, and because he refused to pay an extra charge for failing to procure a ticket, which he had applied for, but could not obtain of the agent, and after the assault and ill usage, he paid the extra charge, and was permitted to remain on the train.

The thirty-fourth section of the general law regulating our railroads, declares that "if any passenger shall refuse to pay his fare or toll, it shall be lawful for the conductor of the train, and the servants of the corporation, to put him out of the cars at any usual stopping place the conductor may select." And this provision has been held to apply to all railroads in the State. This, then, renders it lawful to put a passenger from the cars at any usual stopping place, when he refuses to pay his fare, and, by implication, makes it unlawful to put such a passenger off at any other place. Then, when the conductor expelled appellee, between stations on the road, he did an unlawful act. And, in this, the two cases are alike. Trespass was maintained in Dally's case, because he had done no act, or failed to perform any, which authorized the conductor to put him from the train at that or any other place; while, in this case, appellee had done no act which authorized the conductor to eject him from the cars at the place where it was done. He failed to pay his fare when it was demanded, which authorized the conductor to require him to leave the train at a regular stopping place, and, at such a place, he would have been required to request him to leave the cars, and, in case he refused, to then employ such force, and only such, as would be necessary, to remove him from the cars.

In Dally's case, the road was held liable because the conductor used force where the law did not warrant it. In this case force was employed where the law prohibited it, and hence the two cases are alike. In this case, it is true, appellee refused to pay his fare, but the law had said that, for that, the conductor should not remove him from the train, except at a regular station. The law, so far from sanctioning the force used in this case, had, on the contrary, forbidden it. By the use of force in this case, in ejecting appellee between usual places for stopping on the road, it was a trespass of its servants, precisely as in Dally's case. Had the conductor stopped his train and ordered appellee to get off, and he to avoid altercation, had obeyed, then, as no force would have been employed in wrongfully putting him from the train, the case would no doubt have been the proper remedy. It will be observed, that the Court in Dally's case, in stating the case, and not trespass, would lie, only refers to doing a lawful act in a careless and negligent manner, and not to the performance of an act which the law has prohibited, as in this case, with force and violence. What is there said, would apply to putting a passenger, who refuses to pay his fare, from the cars at a regular station. Because appellee had failed to perform a legal and moral duty, it did not authorize the conductor to take the law in his own hands, and, in violation of the statute, forcibly expel him at a place prohibited by the law.

It is next urged that the conductor was warranted in what he did, because appellee said to the conductor, that if he would stop the train he would get off, as he had passed the station where he had intended to leave the train, and when it was stopped he refused to leave. While such conduct is highly improper, and it is well calculated to try the patience of any conductor, and which no doubt subject appellee to damage for the wrong, and may be a mitigating circumstance in the case, we cannot hold that it was a justification of the acts of the conductor. The law had prohibited him from forcibly expelling appellee at that place, and the offer to get off there, which was retracted, did not amount to a license to use the force and violence employed in ejecting him.

It is insisted that the damages found by the jury are excessive, and so much so, as to require a reversal of the judgment. A careful examination of the evidence in the case, shows that appellee did not receive any serious and lasting injuries; his face was scratched and the skin was abranded slightly, on one or two places on his limbs. He, however, says he was kicked and hurt. Even conceding this to be true, he seems, the next day, which was Saturday, and the next Monday to have been about attending to his business. It does not appear that he was confined to his room even, much less being confined to his bed, from the injuries; he does not appear to have lost any time or suffered pecuniarily from those injuries; he does not seem to have been compelled to seek medical advice nor to have incurred any expense from his injuries. And when it is remembered that he committed the first wrong by refusing to pay his fare and having proposed to get off if the conductor would stop the train, and then refused when the train was stopped, we think a thousand dollars damages as excessive and grossly excessive. That sum was held to be so in The Chicago, Burlington and Quincy Railroad *vs.* Parks, 18 Ill., 460, and The Terre Haute, Alton and St. Louis R. R. *vs.* Vanatta, 21 Ill., 188, and the judgment of the Court below, in each of those cases, was reversed for that reason. It is true, that in this case there was more violence employed than in either of those, but it seems to bear no proportion to the verdict of the jury.

It may be urged, that the life of appellee was endangered, but it appears that if it was, it resulted from his efforts to again get upon the car after he had been expelled, and the train had started. He seems to have been ejected some three or four miles, only, from a station, and in the immediate vicinity of a house and in a settled neighborhood. And although in the night and when the weather was cold, still he does not have seemed to have suffered pain, injury to his health, or any great inconvenience. That he suffered in dignity, and some personal injury, there is no doubt, but when we see that he did the first wrongful act and when we consider the extent of the injuries inflicted upon him we are constrained to say that we regard the verdict as excessive, and while railroads, like individuals, must be held to the performance of every duty, they at the same time like individuals are entitled to the protection of the law, and in case where they are parties we will look at the circumstances in determining whether damages are excessive which juries have found against them. Had this been a verdict against an individual under the same circumstances it would have appeared palpably excessive.

The Court below erred in refusing to grant a new trial, and the judgment of the Court below must be reversed and the cause remanded for a new trial.

Judgment reversed.

From the Atlanta New Era.

Narrow Gauge Railroads.

Narrow gauge railroads are now the subject of discussion in railroad circles, and by railroad managers and incorporators throughout the whole country. It has suddenly been discovered that a narrow gauge railroad would do all the business required of a broad gauge; and, at the same time, cost only half as much to construct, equip, and operate it.

As a narrow gauge railroad has for several years been in highly successful operation in Wales, this recent *discovery* is a tangible fact, and the construction of a narrow gauge road in this country would not be, and is not, an experiment.

But what is a narrow gauge railroad?

The gauge now most in use North is four feet eight and a half inches, while in the South five feet is the usual width. All the narrow gauge roads I know of being in course of construction, are being built with three feet gauge, and those contemplated in Georgia and other Southern States are for three feet guage, while the great Southern Pacific Company have about agreed to adopt a narrow gauge, but it is three feet and a half.

This State's endorsement of bonds is contingent upon the road asking such indorsement building a *first class* road, as to materials and workmanship.

A great draw back to incorporators of contemplated roads in Georgia, to which "State aid" has been guaranteed by the Legislature, is, "Will a

narrow gauge track be considered 'first class, and, if so, how narrow?"

Certainly, the Southern Pacific will be a first class railroad, and will not the 8½ feet gauge, to be adopted by that road, be regarded as narrow as first class could be considered?

I hope it will not!

I think railroad projectors in Georgia, in building roads 3 feet wide, will commit proportionately, as great a mistake as did those who built 5 feet gauge roads; and, before five years, will see their error and heartily wish they had built them more narrow.

The successful road in Wales is two feet in gauge, and they wish it was but *eighteen inches*.

A road with three feet gauge can be built, equipped and operated for sixty per cent. of the amount five feet gauge requires, while a two feet gauge can be built, equipped, and operated for forty per cent. of the amount a five feet gauge requires, and do all the work required of any road in the South.

The locomotives would weigh four to eight tons instead of twenty to forty tons.

The cars would weigh two or three tons instead of ten to thirty tons.

The iron would weigh twenty-five pounds to the yard instead of sixty pounds, and in this proportion the entire two feet gauge road.

Instead of a passenger train weighing, without passengers, seventy tons (and mighty costly tons) dragging its weary way over the broad gauge, grinding and tearing the track to pieces, averaging forty passengers, the two feet gauge train, weighing twenty-five tons, would glide rapidly and safely along with its fifty passengers, all comfortable, cozy, and good natured.

Instead of a freight train, the engine and sixteen cars weighing two hundred tons, (very expensive tons) and carrying sixty to seventy-five tons of mixed freight, the two feet gauge freight train of the same number of cars, weighing sixty tons, would walk over the track with the same quantity of freight.

The experience of the Wales two feet gauge railroad managers is, that cars are much less liable to run off the track than on broad gauge roads, and the speed at which trains may be safely run is only to be governed by the capacity of the locomotive. Now, as there are doubts whether a quite narrow track, say two feet, would be deemed first class, the question ought to be settled. It is not the business a road does that makes its road bed and track first class; neither is it its width or immense dead weight of motive power and rolling stock. If it can be satisfactorily demonstrated that a two feet gauge road can do the business of a five feet gauge road in Georgia—let it be regarded as first class, provided it is well built of good material. Let us have no wide three feet roads; let us have narrow, two feet roads, and Georgia will soon be a gridiron, and the richest and most prosperous State in the Union. A. L. HARRIS.

Virginia Valley Railroad.

A correspondent of the Richmond (Va.) *Dispatch*, writing from Staunton on the 10th inst., has the following:

The agents of the Valley railroad have called upon the city to pay up 30 per cent. of the $150,000 voted by the people to the said road, and as soon as the necessary papers are prepared the bonds will be issued and the road put under contract. There are two lines surveyed from this place to Harrisonburg, and President Garrett has offered to locate the road on the line that subscribes most liberally to its construction. The upper line, called the Bridgewater route, will most probably get the road, as such men as Major J. Marshall McCue and others are active in soliciting subscriptions, and have a considerable amount already subscribed.

☞ The contract to build the Cayuga Lake Shore Railroad has been let to Colton Smith, of Massachusetts.

The Harrisburg Car Manufacturing Company.

From an article in a late number of the *American Railway Times*, we condense an interesting description of one of the latest manufacturing establishments in Harrisburg:

A co-partnership of several capitalists was formed in the fall of 1853, to erect the Harrisburg Car works, with a paid up capital of $25,000. A tract of ground containing 2½ acres, bounded on one side by the Pennsylvania Central railroad, and on another side by the Pennsylvania canal, was purchased, and the erection of the necessary buildings commenced. These were completed in March, 1854, and the company immediately went into operation. During the first year they employed an average of 50 hands. The receipts for manufactures during the first year amounted to $100 000, while the expenditures were only $93,000, leaving $5,000 net profit on the investment.

Although working with a limited capital and proportionate facilities, yet under the energetic and skillful management of the superintendent, Mr. W. T. Hildrup, their reputation as car builders had increased to such an extent, that with the increased demand for cars, the company were obliged in 1863 to reorganize as a stock company, increasing their capital to $75,000. Three and one-half acres of ground were purchased, and additional buildings erected, and the works run to their fullest capacity; and in 1871 we find their capital increased to $300,000, with facilities second to none, turning out eight eight wheeled cars complete each day.

In 1867 the company commenced the making of machinists' tools, such as lathes, planing machines, drills, &c., and so great was the success in this department that in 1869 the company found it necessary to increase the capacity of this branch. To erect the necessary buildings they purchased twenty acres of ground on Allison's hill, about three-quarters of a mile from the car works proper, and thereon erected the large and substantial building known as the Harrisburg Foundry and Machine works, a branch of the company, at a cost of $150,000. These works went into operation on the 1st of November, 1870.

During the month of March, 1871, the company were obliged to erect a large boiler shop, adjoining the foundry and machine works, for making boilers for oil tank cars, steam purposes, &c. The foundation was commenced March 1st, the building finished on the 15th, and operations commenced on the 20th of the same month.

In 1868 the company purchased the large steam saw and planing mill, together with four acres of ground, below Mulberry street, about one mile distant from the main works, as a valuable auxiliary to the car building department. Last year this department turned out over 5,000,000 feet of lumber, the receipts amounting to over $125,000.

The Car works now occupy six acres of ground, and the company employ 440 men in the different shops, the product being about $2,000.000 yearly. The foundry and machine works occupy four acres and employ 85 hands, with a capacity of some $125,000 per annum. The saw mill has 37 hands employed, turning out some 5,000,000 feet per annum, while the boiler shop has fifty hands, capable of turning out eight oil tanks per week, or a product of $125.000 per year.

WILLIAM CALDER, Esq., is president of the company, and W. T. HILDRUP, Esq., is treasurer and general superintendent of the works.

It will be observed that this company, with its latest and most improved machinery, and with the facilities of conducting the building of cars in all its branches, having one of the best locations in the country, and with every facility for cheap and convenient tranportation, besides being at the very headquarters for iron, coal and lumber—the three heaviest items in their business being cheaper than at any other point in the country—they must necessarily possess unrivalled advantages for manufacturing cars with the greatest economy and dispatch.

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

PUBLIC NOTICE.

The undersigned COMMISSIONERS of STOCK SUBSCRIPTIONS to the NEW YORK RAILWAY COMPANY, give notice that the **Books of Subscription** to the Capital Stock of such Company **WILL BE CLOSED** on the

31st day of August, 1871.

UNTIL THAT DAY the Books will remain open for Subscribers at the Banking House of

Duncan, Sherman & Co.,
No. 11 Nassau Street,

and also at the

Bank of the Metropolis,
No. 31 Union Square.

Until the Books of Subscription are closed, ALL SUBSCRIBERS for Stock will have the **Benefit of Interest** upon the several instalments paid, and as allowed to those subscribing within thirty days after the Books were opened.

Dated, NEW YORK, July 24th, 1871.

Alex'r T. Stewart,
John Jacob Astor,
Levi P. Morton,
} Commissioners on behalf of the Company.

Marquette and Ontonagon Railroad.

At a meeting of the stockholders of the Marquette and Ontonagon and the Bay de Noquet and Marquette Railroad companies, held on the 29th of July, the agreement for the consolidation previously made by the directors of the two companies was unanimously ratified. The name of the new corporation is the Marquette and Ontonagon Railroad Co., and it is now possessed of all the former property of the two companies. Its directors were named in the articles of consolidation as follows:

Joseph S. Fay, Francis C. Foster, Edmund W. Clap, Joseph Iasigi, Joseph S. Greenough, Boston; T. P. Goddard, Providence, R. I.; Edwin Parsons, New York; Peter White and S. P. Ely, Marquette.

At a subsequent meeting of the directors the following officers were chosen:

Joseph S. Fay, President.
S. P. Ely, Vice President.
Joseph F. Greenough, Sec. and Treasurer.
D. H. Merritt, Superintendent.

The company has forty miles of track, with rolling stock sufficient to move a million tons of freight in a single year, the present time card providing for forty-six regular and eighteen extra trains, daily. The track and rolling stock is in the best possible condition, and the general management equal to that of any of the more pretentious lines, east or west. Since the appointment of M. Merritt as superintendent, many needed improvements have been made, and the road is now run at a less cost and to better advantage than ever before. We of the iron district certainly have reason to be proud of our railway, without which Marquette would be a wilderness, and our iron interest of far less importance.—*Marquette Mining Journal.*

☞ The European and North American railroad, between St. John and Bangor, is rapidly approaching completion. There are nine miles of track yet to be laid, the rails and sleepers for which are on the ground.

Railroads of the State of Connecticut.

A tabular statement of Stocks, Bonds, Length, Cost, Earnings, Expenses, Dividends, &c., for the fiscal year 1869-'70.

Compiled from the Annual Reports of Companies to the General Railroad Commissioners.

	Capital Account.				Length of Track.			Cost of Roads & equipm't.	Road Oper.	Gross Earnings.				Expenses and Rents.	Net Earnings.	Dividends.	
	Stock.	Bonds.	Debt.	Total.	Main.	Branch.	Other.			Passenger.	Freight.	Other.	Total.			Am't.	Rate.
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	$	p. c.
Boston, Hartford and Erie	(Stocks, bonds &c., not reported.)				113.00	50.00	15.17	.....	163.00	201,740	264,823	4,169	470,732	359,784	110,948	.....	....
Connecticut Valley	789,251	.....	194,752	984,003	.....	.....	.....	984,002	.....	(Under construction—length 44 miles.)						.....	....
Connecticut Western	1,419,305	81,500	.....	1,500,805	.....	.....	.....	1,599,393	.....	(Under construction—67.5 miles with branch 1.7 miles.)						.....	....
Danbury and Norwalk	400,000	300,000	.....	700,000	23.80	4.00	4.00	668,862	27.80	73,997	94,098	7,349	175,444	93,281	82,163	40,000	16
Hartford and New Haven	4,800,000	754,000	.....	5,554,000	62.00	13.00	72.87	4,070,849	75.00	999,752	848,717	81,251	1,929,220	1,283,606	645,614	536,744	12
Hartford, Providence and Fishkill	2,037,939	2,255,500	.....	4,293,439	122.36	0.81	16.92	4,719,571	123.17	475,029	374,165	39,563	888,757	767,363	121,394	.....	....
Housatonic	2,000,000	341,000	112,934	2,453,934	74.00	.....	.....	2,105,558	P24.00	208,304	454,611	89,182	752,097	605,071	147,026	118,000	8*
Naugatuck	1,864,400	120,500	50,000	2,034,900	57.00	.....	4.00	2,041,452	61.50	211,512	385,177	18,873	615,562	418,997	196,565	277,385	15
New Canaan	163,905	75,756	5,689	245,350	8.34	.....	0.29	245,982	8.34	9,855	5,269	474	15,598	32,638	Loss.	.....	....
New Haven and Derby	426,000	525,000	.....	951,000	10.33	.....	.....	1,408,128	10.33	(Under construction—no returns.)						.....	....
New Haven, Middletown and Willimantic	500,000	3,600,000	1,068,919	5,168,919	22.00	.....	0.50	4,229,206	22.00	(Under construction from Middletown to Willimantic.)						.....	....
New Haven and Northampton	1,800,000	1,400,000	186,204	3,386,204	99.10	15.13	.....	2,897,092	114.23	125,056	226,519	21,255	372,880	335,614	37,216	.....	....
New London Northern	1,003,500	651,500	72,500	1,726,500	100.00	.....	.....	1,530,331	100.00	205,520	240,042	24,133	469,695	396,714	72,981	68,680	8
New York, Housatonic and Northern	221,700	141,500	33,000	396,200	5.00	.....	.....	394,488	5.00	3,851	2,994	.....	6,845	10,491	Loss.	.....	....
New York and New Haven	6,750,000	1,061,500	484,693	8,296,193	62.25	.....	73.50	7,043,480	62.25	1,740,688	430,479	127,971	2,299,138	1,584,394	714,744	675,000	10
New York, Providence and Boston	1,887,348	1,025,000	.....	2,912,348	62.00	.....	5.00	2,568,000	62.00	376,753	269,190	16,710	662,653	489,912	172,741	141,798	9½
Norwich and Worcester	2,364,400	776,000	14,884	3,155,284	59.40	7.00	12.00	2,613,694	66.40	208,553	369,553	36,094	614,200	465,645	148,555	144,693	10
Ridgefield and New York	114,000	.....	.....	114,000	.....	.....	.....	90,222	.....	(Under construction.)						.....	....
Rockville	97,750	39,400	.....	137,150	4.80	.....	0.75	171,858	.....	(Oper. by Hartford, Prov.& Fish.)			9,000	.....	.....	.....	4*
Shepaug	160,770	.....	.....	160,770	.....	.....	.....	160,770	.....	(Under construction—length 32.1 mile.)						.....	....
Shore Line	994,300	200,000	.....	1,194,300	50.00	.....	2.50	765,485	50.00	232,670	56,544	27,009	316,232	222,103	94,129	78,271	8
South Manchester	(No returns published.)				2.50	.....	.....	.....	.....	(Operated by Hartford, Providence and Fishkill Company.)						.....	....
Watertown and Waterbury	115,533	16,000	1,000	132,533	4.40	.....	0.19	130,733	.....	(Operated by Naugatuck Company.)						.....	....
Windsor Locks and Suffield	115,546	20,000	.....	135,546	3.75	.....	.....	135,546		(Operated by Hartford and New Haven Company since Dec. 12, 1870.)						.....	....

Dividends marked with the asterick (*) were paid on preferred stocks only.

Blue Ridge Railroad.

Some weeks ago it was announced in these columns that arrangements were then progressing for an effective program me looking to the early completion of this great enterprise, so long cherished by the people of this State. The consummation of these arrangements are now made public. The State stock in the Blue Ridge Railroad has been purchased by an association of gentlemen, embracing leading citizens and influential capitalists of this State, together with persons of ample means and influence in New York. This stock has been transferred upon the condition that the State shall be protected from loss upon the $4,000,000 guaranteed bonds, and that the road shall be completed within five years from the date of transfer. The sum agreed to be paid for the stock is merely nominal it is true, but the new company amply reimburses the State by affording protection from any loss upon the State guarantee, and by rapid completion of the enterprise. Besides, it is agreed that the State shall receive $10,000 per annum for five years after the completion of the road, as a further payment for the stock now transferred.

The plan for the completion of the road is to change the gauge to three feet, and surveys will be commenced without delay to make the contemplated alteration. It is believed that the narrow gauge, as it is termed, will answer every purpose for the most extensive business and traffic ever claimed for this road. The subject has been thoroughly matured, and all the sources of information exhaustively explored with a view to the proposed change. The facilities for meeting the demands of trade and commerce are confidently expected to prove adequate under the narrow gauge system, while the lessened expenses of construction and the low cost of operating the road when completed, afford the strongest inducements for a trial of this system which is attracting so much attention throughout the civilized world. In proof of the assertion that this plan has been carefully considered, we will state that Col. James P. Low, Chief Engineer of the Blue Ridge Railroad, has in press an elaborate report on the subject of narrow gauge railways, in which the system is thoroughly discussed and its merits and demerits explained. The adaptation of the three feet gauge to the wants of commerce in this State is reduced to an absolute certainty by facts and figures. The report will likewise contain valuable information and interesting statistics concerning the Blue Ridge Railroad, and we shall look for its publication with anxiety.—*Anderson Intelligencer.*

☞ A correspondent of the Baltimore *Sun*, writing from Washington says: "The Washington and Richmond railroad is being pressed forward with vigor. Everywhere in this neighborhood cuttings, embankments, culverts and bridges are all under full complements of hands. Some preliminary movements looking to a legal trial of the right of that company to take possession of the Alexandria and Washington turnpike for the bed of their road have been made, but no legal action is yet taken."

☞ We learn that a sufficient quantity of iron to complete the Port Huron and Lake Michigan railroad from Lapeer to Flint has been received at Port Huron, and that there is no doubt of the completion of that section of the road before the 1st of October. Ample funds to pay for the iron between Flint and Owasso have been procured, and that section of the road will be immediately put under contract. The earnings of the road on the section completed—from Port Huron to Lapeer—from passengers and freight for the month of July, reached $17,871.42.

☞ The Baltimore and Potomac Railroad Company has awarded the contract for arching the tunnel by which the road runs under the city of Baltimore from Cathedral to Arch street, to Mr. Henry E. Loane, of that city. The length of the tunnel is nearly a mile and a half, all of which is first excavated, to be filled in when the arch is erected, except about one hundred feet. This is said to be one of the largest contracts for brick-work ever awarded in Baltimore, involving as it will the use of more than fifteen millions of brick.

☞ The Worcester (Md.) railroad has given a standing order for sixty tons of iron per week till the road is completed. It is expected that the work of laying the track will progress as far as Newark by the middle of September, and that by the 15th or 20th of October the road will be at Snow Hill.

☞ A despatch from St. Pauls, Minn, says the North Pacific railroad from Duluth westward to Crow Wing, on the Mississippi river, a distance of 125 miles, has been accepted from the contractors.

FORTIETH DIVIDEND

WASHINGTON INSURANCE CO.,

No. 172 BROADWAY,

NEW YORK, July 28, 1871.

A DIVIDEND of FIVE PER CENT. has been declared, payable Aug. 1, free of tax.

WM. K. LOTHROP, Secretary.

CIVIL AND MECHANICAL ENGINEERING, at the Rensselaer Polytechnic Institute, Troy, N. Y. A higher and more practical Course of Instruction will be given here than has ever been attempted elsewhere in this country. Re-opens Sept. 13th. For the Annual Register, containing improved Course of Study, and full particulars, apply to PROF. CHARLES DROWNE, Director.

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Manufacture every style of envelope, from the smallest drug size to the largest official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

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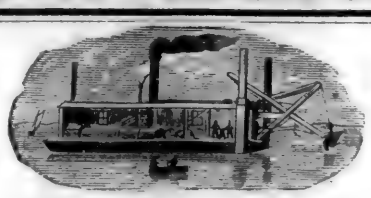
RAILWAY MATERIALS.

SOLE AGENTS

IN THE UNITED STATES FOR

SAMUEL FOX & CO'S

Bessemer Steel Rails.



TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

A **DIVIDEND** OF FIVE PER CENT. IN CURrency, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer

NOTICE TO CONTRACTORS AND BRIDGE BUILDERS.

DEPARTMENT OF SURVEYS,
224 South Fifth Street, Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until three o'clock P. M. of September 6, 1871, for the construction of a Bridge over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, with approaches to Twenty fifth and Spring Garden streets, in the Fifteenth ward, and to a point about 144 feet westward of Thirtieth street, in the Twenty-fourth ward, as follows:

First. For the Bridge superstructure over the river, including all materials, workmanship, and erecting ready for use. It will be of wrought iron, 348 feet from centre to centre of end posts, and 34 8-10 feet from centre of lower to centre of top chord, and also two trusses for Thirtieth street, to be 84 feet from centre to centre of end posts, and 10 5-10 feet from centre of lower to centre of top chord, also of wrought iron. Detailed plans with complete strain sheets for these bridges, conforming to specifications, to accompany proposals, which on main Bridge shall give prices for both a two and three truss bridge.

Second. For all the iron work on *approaches* to be erected complete, as per plans and specifications.

Third. For the gradation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of the contract. The City reserves the privilege of rejecting any and all bids that may not be satisfactory, and each proposal as herein divided will be considered separately and will be so allotted.

Payments will be made monthly in bonds of the City of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond for the sum of five hundred ($500) dollars has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock

Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained, on and after the 22nd day of July, inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This o'd established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

RAILROAD IRON.

1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale by

DANAS & LITCHFIELD,
49tf **18 William street**

NEW YORK

State Railroad Bonds.

A First-Class Home Investment.

FIRST MORTGAGE

GOLD BONDS

OF THE

RONDOUT AND OSWEGO RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

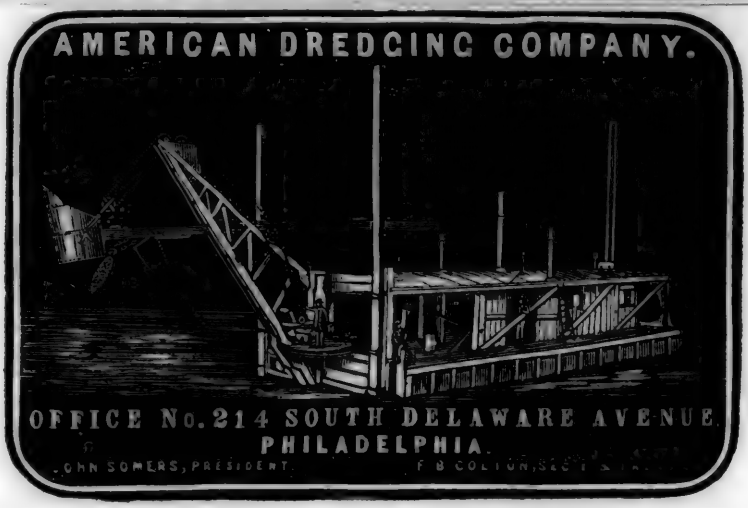
The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,

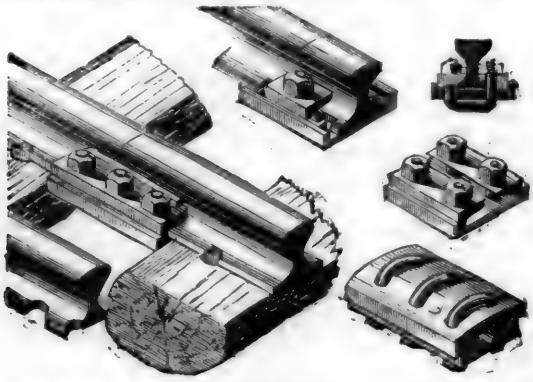
9 Wall Street, New York City,

Financial Agents of the R. & O. Company.



Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



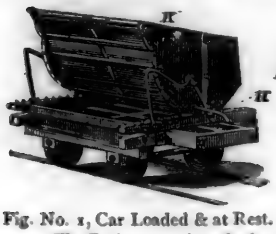
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Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,
of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.



RIGHTS FOR SALE BY
A. W. RHOADS & CO.,
Wilkes-Barre, Pa.
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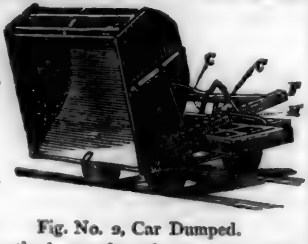


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

Address, ***A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.***

PACIFIC MAIL
Steamship Company's
LINE TO
California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Aug. 30, steamer OCEAN QUEEN, Capt A. G. Jones, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer MONTANA, Capt. ——, touching at Punta Arenas, Acajutla and San Jose de Guatemala, and also connecting for all Central American and South Pacific ports

Freight for last-named ports received until 4 P. M. of Aug. 28.

Steamer JAPAN will leave San Francisco, Sept. 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

ENGLISH
AND
SCOTCH
FIRE BRICK
In Store and to Arrive
AT NEW YORK, BOSTON AND PHILADELPHIA.

S. L. Merchant & Co.,
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AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

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CIVIL ENGINEER,
78 & 80 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.

☞ Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

RAILROAD IRON.
THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails,** and of any required weight and pattern

PERKINS, LIVINGSTON & POST,
31 New St., cor. of Exchange Place, NEW YORK.

RAILROAD IRON.
THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
59 Liberty St. New York.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. 1 Tryon Row, New York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 34.] SATURDAY, AUGUST 26, 1871. [WHOLE No. 1,844 VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, August 26, 1871.

☞ FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY, WESTERN DIVISION.

These bonds can now be had from the undersigned, or through the principal banks and bankers of the United States.

They have thirty (30) years to run, bearing Eight per Cent. (8 per cent.) Interest, payable on 15th days of August and February in each year. The Principal and Interest are payable in *Gold*. The Principal in New York; the Interest in New York, London and Frankfort-on-Main, free of tax. They are Coupon Bonds, but can be registered or converted into Registered Bonds, and are receivable at par and accrued interest in payment for the Company's land sales. The payment of the principal and interest is secured by a first and only mortgage on the Company's Lands, granted by the United States in 1866, lying on the line of this road, amounting to 1,500,000 acres, the railway of the Western Division extending from Marysville, Kansas, to a junction with Union Pacific Road at Fort Kearney, a distance of 170 miles, together with the Equipments appertaining, Franchises, Rights of Way and Personal Property.

The mortgage is made to the Farmers' Loan and Trust Company of New York, as Trustees.

The Bondholders are amply protected by the terms of the Mortgage Deed, which prohibits a sale of the Company's lands at less than four ($4) dollars per acre, and a release of the lien of this Mortgage upon any portion sold until the purchase money is paid to the Trustees, who are authorized to apply the same to the payment of these Bonds, either by purchase or to the Sinking Fund, for their redemption at maturity. This will more than extinguish the debt and leave the railway and equipments free. The security for the payment of these Bonds is therefore beyond all contingency.

Holders of 5-20s, and especially those who do not desire to be paid off at the Treasury Department, can now exchange their Governments for these Bonds at a *good and substantial profit*.

The location of the line of the St. Joseph and Denver City Railroad is a commanding one, from the fact that it is a practical extension westwardly of the Hannibal and St. Joseph, the next Land Grant road after the Illinois Central. The St. Joseph and Denver City Railroad is fed at its eastern terminus (St. Joseph) by railway lines coming direct from Hannibal, St. Louis, Chicago, and local roads converging at St. Joseph. Its business is therefore secured. Its connection with the Union Pacific road opens up the through middle route across the Continent, and is of national importance. This is reflected in the fact that the quantities of letters and telegrams which we have received during the few days the Bonds have been for sale, applying for these securities, indicate the quick response of the American people in support of internal improvements, while at the same time they make a good investment.

Price for the present, 97½ and accrued interest in currency.

Circulars, maps, pamphlets, documents, &c., furnished upon application.

Expressage relating to the Bonds free. Marketable Securities received in exchange.

We have been at great expense in the examination of this property and the bonds, and are satisfied the investments in this Loan will not only be safe but profitable. We base our calculations on the fact that the First Mortgage Bonds of this Company, on the Eastern Division, lately successfully placed by our firm at 97½, have advanced to 102 and accrued interest, making them rule at 106, or nearly ten per cent. advance.

Under all circumstances, we unhesitatingly recommend them.

TANNER & CO., Bankers,
No. 11 Wall Street.

Chesapeake and Ohio Railroad Bonds.

The calling in of 50 millions of five-twenty bonds by the Government, has created some excitement among the multitudes of frugal investors, who, in all parts of the country have put their hard-earned savings into Government bonds. These worthy persons are looking anxiously for some investment equally safe and yielding a fair rate of interest. Messrs. FISK & HATCH, the well-known Bankers of New York, have examined the various bonds offering, and announce the result in our paper to-day. They find that for the wants of holders of five-twenties who wish for bonds equally safe and more remunerative, the first mortgage bonds of the *Chesapeake and Ohio Railroad* offer special advantages. This firm accordingly pledge their established reputation as government bankers, to the announcement that the bonds in question are as thoroughly safe and trustworthy as the five-twenties themselves. They are also cheap. By the conversion proposed the investor adds nearly 20 per cent. to his capital, and retains his 6 per cent. gold interest besides. The Chesapeake and Ohio Railroad promises to be one of the most remunerative of the great through routes connecting the Mississippi Valley with the seaboard. The line is now in operation for 227 miles, and is reported to be doing a prosperous, increasing business. Next month 95 miles more will be opened, making 322 miles complete. On part of the western division, Steel Rails are being laid where they are needed to accommodate the traffic. The coal and iron deposits through which this division of the road passes are rich and easily worked as they lie near the surface, and already an active industry is developing throughout this valuable belt of hitherto un-

developed mineral and agricultrual wealth. Five thousand men are constantly at work upon the remaining 105 miles of this division, which will finish the whole road to be opened next summer.

In addition to the local business there are advantages which cannot fail to attract through business to this great trunk line. First, it is much shorter than either of the other through routes connecting the sea-board with the great rich Mississippi Valley; and, secondly, it has light curves and low grades, which secure safety and economy in the working the road. Its position, also, exempts it from the winter obstruction by snow which often shuts up other roads, and greatly increases their expenses of operation. The earnings of the road so far as constructed are large. Everybody who holds Five-Twenties is anxiously inquiring as to the best method of converting them. The information furnished above is therefore timely, and will be esteemed by a large class of frugal persons who are anxious to put their money where it will not only be safe, but where it will yield them a fair, reliable income.

Shipping Buildings by Railroad.

A new enterprise has recently been inaugurated in Chicago on a large scale, viz: the building of ready made houses for shipment to the sparsely settled districts of the interior, where skilled labor is scarce, and the facilities for house-building meagre. It now appears that the enterprise has proved an immense success. The *Tribune* of that city contains the following:

In visiting the new harbor at South Chicago we noticed three of the cars of the Union Pacific Railroad Company loaded with four complete two story dwellings, containing seven rooms each, with partitions, stairs, doors, windows, sash and casing, roofs, and trimmings for doors and windows, complete, and which can be placed in complete condition for occupancy in two hours after being unloaded from the cars. This is the first shipment on an order for two hundred dwellings given to the South Chicago Building Company. The buildings are constructed under the patent and direction of D. S. Whittenhall, and will be furnished in every variety, and at prices that give them an attraction and merit over any other buildings now used for the accommodation of population in new localities.

James River Improvement.

A report has been submitted to the Richmond (Va.) city council, showing that the work of removing obstructions from James River, under United States contract, is progressing with satisfactory rapidity. Under another contract with the United States engineer department the American Dredging Company, of Philadelphia, will soon complete their work of opening the cut-off at Dutch Gap, giving a depth of eighteen feet at high water, and a width of not less than one hundred feet. Under another contract with the United States engineer department, Messrs. Kalenback & Barton are about to open a channel through the rock at Rocketts Reef, giving a depth of eighteen feet at high water, and a width of one hundred and twenty-five feet.

Narrow Gauge Railroads.

The British Government appointed in 1869 a commission to consider what gauge should be adopted for "the Indus Valley and other projected railways." After more than a year of careful investigation their commission has reported, and within the last month the Indian authorities have decided upon the width of three feet three inches for all State lines. This action extends the narrow gauge system to lines nearly 10,000 miles in aggregate length, intended to give all needed facilities to vast areas of territory and immense populations. It is the most important endorsement the narrow gauge system has yet received, and will greatly influence decisions as to the width of the gauge the world over.

Vicksburg and Meridian Railroad.

The reports of this company for the fiscal years ended February 28, 1870 and 1871, show the following comparative earnings:

	1869–70.	1870–71.
Passenger	$198,168 78	$217,278 86
Freight	254,627 46	288,934 39
Express	.....	5,138 34
Government	15,094 47	4,191 39
Incidental	5,847 32	10,270 77
Mail	40,798 62	14,152 47
Total gross earn'gs	$483,536 65	$539,966 22

The expenditures for the same two years compare as follows:

Transportation	$77,309 87	$90,490 78
Motive power	74,462 45	93,751 85
Maintenance of way	151,746 76	147,550 12
" of cars	17,589 11	23,917 20
Total operating exp.	$321,057 69	$355,709 95
Earnings less expenses	$162,478 96	$184,256 27

The operating force on the road during the year consisted of 21 locomotive engines, and cars as follows—passenger 8, baggage 6, caboose 6, box freight 69, flats 71, and wrecking 1—total, 161 cars. The cars are in general old and requiring continual repairs, which forbids the economical management of the line. The rebuilding and overhauling this stock during the past year however has been very considerable.

The General Superintendent reports the roadway to be in a better condition than at any time since the close of the war. It is well ditched and the cuts are in fair condition. Defective and dangerous rails are being rapidly replaced with new or re-rolled rail, the latter being reported to be wearing better than the recently purchased rail.

The number of passengers carried during the year was 94,182 against 88,413 during the previous year; of these 44,612 were carried east and 48,875 west. Comparing the results of the two last years the following is shown:

	1869–70.	1870–71.
Mileage of passengers	3,519,368	3,738,977
Earnings	$204,397 93	$220,059 04
Earnings per passenger	2 31	2 33¼
Earnings per mile	cts. 5.92	5.85

The tonnage shipped on the road in the two last years compares as follows:

	1869-70.	1870 71.
Gross tonnage	50,819	57,559
Revenue per ton	$5 16	$5 02
Revenue per ton per mile	cts. 3.67	3.57

The through tonnage amounted to 7.976 and 9,286 in the years respectively, and the local tonnage to 42,843 and 48,278 tons. The increase in the cotton movement is extraordinary, having been in 1870, only 36,655 and in 1871 an advance to 51,011 bales. The other principal articles of tonnage in 1870–71 were—flour and meat, 97,158 barrels; potatoes and apples, 5,519 barrels; pork and beef, 7,290 barrels; oil and liquor, 4,574 barrels; lime and cement, 10,308 barrels; molasses, 4,646 barrels; corn, 108,831 sacks; bacon and lard, 4,846,592 pounds; sundries, 20,456,256 pounds; iron, 3,954,868 pounds; live stock, 621 head; lumber, 4,094,848 feet, and poultry, 785 coops.

Included in transportation expenses are $76,357 42, which ought to be considered as extraordinary, viz: new iron $19,554 78, new engines $9,523 78, new cars $19,691 13, other items $16,916 98, and material on hand, bought and paid for, $10,668 78. The President in his report says:

The increase in expenditures over those of last year is attributable to two plain causes—the advance in the price of labor and the heavier purchase of new rails, new cars and new locomotives in the past than in the previous year, making, in the aggregate, the sum of $24,902 15 in excess of expenditures for the same items the year before. There is no doubt, but for the severe stringency of the times, the earnings for the year would have been greater, with a reduced per centage of expenses to gross earnings. The low price at which the last crop of cotton was sold seriously depressed the pecuniary condition of this region, limiting the people in their purchases, as well as railroad travel, strictly to the demands of a pressing necessity.

The outward freights from 1st September to the 28th February last fell off $19,606 67, as compared with the same period of time in the preceding year.

The books of the company show that, notwithstanding there was an excess of 14,353 bales of cotton over the previous year, yet, with that increase of tonnage, there is a decrease in the general tonnage of 5,088 tons altogether in outward freights and mainly consisting of Western produce.

The outward freights from 1st September, 1869, to 1st February, 1870, five months, amounted to	$93,519 62
And for the corresponding five months ending 1st February, 1871	73,912 95
Showing a decrease of	$19,606 67
For the corresponding five months of the two years, as above, the passenger receipts show also a decrease of	6,890 31
The comparative receipts for freights forwarded from Vicksburg for the last two years shows for the year ending February 28, 1870	$143,062 62
And for the year ending Feb. 28, 1871	163,256 95
Showing an increase in favor of the past year of	$20,194 33

We regard these as highly encouraging indications, showing that, even under the adverse circumstances we have referred to, the gross earnings for the year exhibit a decided improvement.

During the cotton season, for want of outward freights, the cars were often sent empty after cotton, paying mileage only in one direction. It is essential to the profitable working of the road that its business and receipts should be drawn from both directions, which, unfortunately, has not been the case with the road. The nearer that system of operation can be brought to equalization the more economical and profitable will be the result.

During the fiscal year which has just closed the conversion of the past due bonds has been continued successfully. There have been issued up to this date, of the new 7 per cent. mortgage bonds due in 1890:

First class, red endorsed	$718,000
Second class, blue endorsed	850,000
Third class, black endorsed	127,000
Fourth class, unendorsed	1,108,000
Making a total of	$2 798,000

There are about $140,000 of the bonds and other obligations, including interest, yet to be converted.

The net earnings of the road not having sufficiently increased, the payment of the coupons on these bonds is made as heretofore, viz: 4-7th in cash and 3-7th in preferred stock.

The whole amount of preferred stock issued to 1st March was $581,876 68

The honorable preferred loan made by the bondholders and other creditors to aid the company in the reconstruction of the road, etc., amounts to $225,437 89. The time for the payment of this loan has not yet been fixed. It bears 8 per cent. interest, payable semi-annually, in January and July. The interest for the past year has been promptly met.

The floating debt of the company has, during the past year, been reduced $17,106,78, leaving the amount due on 28th February, 1871, $81,310 57, distributed as follows:

Bills payable (a portion not yet due)	$63,312 85
Old pay rolls	13,452 71
Old open accounts	4,545 01

The amount of the floating debt due 1st March, 1868, was $281,015 35, showing that since that date there has been paid $199,704 78.

An Act amendatory of the charter of this company was passed by the Legislature in July, 1870, authorizing the issuance by the company of preferred stock; and also an act authorizing the company to make an extension of its railroad track to the Mississippi river—both of which acts were duly accepted by this company as a part of its charter; and a written notice of such acceptance was given to the Secretary of State, who acknowledged receipt of the same.

The Western railroad, a link of 45 miles between Selma and Montgomery, was completed last December. Soon after which we had the satisfaction of welcoming the arrival at Vicksburg, of a locomotive and freight train from Savannah, belonging to the Central Railroad of Georgia, with consignment of rice and other merchandise for Vicksburg; and returning, it took back a full load of cotton for Savannah. By the completion of that link, Vicksburg is placed in railroad connection, on the shortest practicable line, with Montgomery, Columbus, Macon, Savannah, Brunswick and all other important railroad points in South Alabama and Georgia.

The Alabama and Chattanooga Railroad is on the eve of completion, with which this road will make close connection at Meridian, and will give much the shortest line from Vicksburg to New York and Norfolk.

The North Louisiana and Texas Railroad, when completed to Shreveport, will be to this a valuable connecting road. There is, however, a gap of ninety miles yet to be closed between Monroe and Shreveport. With the completion of the Texas Pacific Railroad, and with that gap closed, this road would be a link in the great chain on the shortest line between San Diego, on the Pacific; and New York and all Southern Atlantic seaports. When that line is completed, the amount and value of freight and travel which would be poured on this road can be more easily imagined than estimated. The time by rail from New York to San Diego would be five or six days, and from San Diego to China and Japan by steamers about twenty days. Add the time from Liverpool to New York—say ten days—making the time from Liverpool to China and Japan, from thirty-five to forty days.

When the first invoice of tea, silks, &c., direct from China, arrived at Chicago, via the Union Pacific Railroad, it was deemed of sufficient importance to celebrate the event by the firing of cannon, and rejoicing of the citizens as the opening of a direct trade between the Asiatic cities, and the United States.

The immense trade between the United States and China and Japan, countries numbering something like five hundred millions of people, about one half the human race—has heretofore been carried on by the long voyage round Cape Horn—or by India or Egypt—by the operating of these great railroad lines between the Atlantic and Pacific sea ports, the Western and Southern cities being so much nearer to the Pacific coast, will doubtless become the general marts, for the distribution of the teas, silks, nankeens and other commodities exported from China and Japan—and from the geographical position of Vicksburg, it will be 1,285 miles nearer to Shanghai in China, than will be the City of New York.

We regard these signs of prosperity as grounds for a strong confidence, that at no distant day, this company will have the ability to pay out of its net earnings the full interest on its entire debt; and the stockholders may also find ground for a reasonable hope of an advance in the value of their stock.

The Treasurer's account for the last past year exhibits the following figures:

Receipts from road and connections		$675,698 99
Sales of real estate		18,785 07
Bills receivable collected		743 15
Interest account		1,453 64
Bills payable issued		15,259 70
Land scrip issued		5,795 28
Special loan fund		4,408 33
New mortgage bonds		5,800 00
Sundries		652 73
Total receipts		$728,596 89
Transportation and maintenance	$355,709 95	
New iron, engines and cars	48,796 69	
Agents, $82,588 69; foreign roads, $59,466 82, and loss and damage, $420	142,475 51	
Contingent expenses	4,681 90	
General salaries	10,537 42	
Tax account	528 41	
Bills payable	39,680 66	
Bills receivable	23,231 98	
Interest account	6,102 66	
Special loan fund	56 559 79	
Land scrip	5,610 13	
Land purchased	260 00	
Extension to Mississippi river	131 00	
Balance March 1, 1870	29,438 13	
Balance February 28, 1871	4,870 66	
Total expenses and disbursements		$728,596 89

The Balance Sheet of the General Ledger, as of February 28, 1871, exhibits the following as the summing up of accounts:

Capital stock		$357,407 69
Funded debt		2,897,997 82
Bills payable		64,273 85
Land scrip		3,558 29
Gray and Kennedy mortgage		140 00
Preferred stock		96,664 87
Total		$3,420,042 52
Road and equipment	$3,036,643 88	
Bills receivable	32,293 78	
Special loan fund	116,692 85	
Extension to Mississippi river	131 00	
Sundries	14,707 81	
Profit and loss	219,573 20	
Total		$3,420,042 52

The funded debts of the V. and M. company, including interest to January 1, 1867, amounted to about $3,000,000 and have been or will be converted into 7 per cent. general mortgage bonds (four series), dated March 15, 1866, and due January 1, 1890. Interest on 1st, 2d, and 3d endorsed bonds is payable January and July, and on the 4th or unendorsed series in April and October. The debt as so far arranged will stand as follows:

1st series 7 per cent. (red)	$722,500
2d series 7 per cent. (blue)	850,000
3d series 7 per cent. (black)	154,000
4th series 7 per cent. (not endorsed)	1,273,500
	$3,000,000
Special loan 8 per cent. bonds	225,438

All interest on the endorsed and loan bonds, up to and including coupons due January, 1869, and on the non-endorsed bonds up to and including coupons due April 1, 1868, is to be converted with the consent of the bondholders into a 7 per cent. preferred stock, and after those dates such percentage as receipts of the road permit is to be paid in cash to the endorsed loan bondholders, any deficiency to be funded in said preferred stock. Each bondholder is entitled to one vote for each $100 held.

Managers.—Morris Emanual, Thomas Rigby, A. B. Reading, William Crutcher, Peter Anderson, Thomas M. Smedes, James R. McDowell, William E. Morris, J. C. Stanton and John A. Klien.

President.—Morris Emanuel.

Vice President.—Thomas Rigby.

Secretary and Treasurer.—N. G. Bryson.

General Superintendent.—E. F. Raworth.

Master of Transportation.—Geo. D. Lawrence.

Narrow Gauge Locomotives.

The narrow gauge locomotives, built by the Baldwin Locomotive Works for the Denver and Rio Grande Railway, have been set up and tried on the line of that road near Denver and are now in operation in the construction of the road. About three and a half miles of narrow gauge track (3 ft.) had been laid out of Denver at last account, and upon this the small engines have been thoroughly tested. Immediately upon leaving Denver the track is laid to a temporary grade of 140 ft. to the mile. Up this grade the freight locomotive pulled 20 of their four-wheeled flat cars loaded with railroad iron. The engine hauled this train without difficulty, stopping, and starting, readily with it on the grade. This engine has three pair of divers 36 inches in diameter, a "pony truck" in front, and weighs, in running order, 34,000 pounds.

The passenger engine "Montezuma" (with two pairs of drivers and "pony truck;" weight, 25,000 pounds) drew a train of six passenger cars at a speed of thirty miles an hour, making the time with ease. The engines ride well and steam freely. We are permitted to print the following letter from General Superintendent and Chief Engineer Greenwood, who has charge of the construction and operation of the line:

"Denver and Rio Grande Railway,
"Denver, Colorado, Aug. 14th, 1871.

"Messrs. M. Baird & Co.:

"Gentlemen—This is to certify that your Engineer has delivered to the D. and R. G. Railway, the three engines constructed for them by your company. The engines as far as they have been used have proved a perfect success, and I fully believe they will perform all the work they were guaranteed to perform. I have always had full faith in the success of the Narrow Gauge (three feet in this case) and the working of the engines as well as of the other rolling stock, which we now have on hand, fully demonstrate that we were justified in reducing the gauge on our road.

"Very truly yours,
(Sd.) "W. H. Greenwood,
"Gen'l Sup't and Gen'l Manager."

☞ The route of the New York West Shore and Chicago Railroad is from Jersey City to Catskill, from thence to Syracuse, and from thence to Buffalo. The new railroad claims to control a frontage of twenty-two miles along the bulkhead line of New York harbor. The estimates contemplate a double track railroad of four feet eight and a half inch gauge. Cost of the eastern division, $7,655,000; the middle division, $10,106,000; the western division, $8,452,500. Total, $26,213,500. The length of the proposed road is 420 miles.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	J. & J.	Jnl. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,050,000	A. & O	Apl. '71 5
Baltimore City Passenger...	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	July'71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,600	.....	.....
Do., do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....100	2,215,000	J. & J	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J A. J.O.	July'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City..... 10	1,000,000	F.M.AN	May '71 3
Brooklyn City & Newt'n..100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May'71 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,69	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	915,577	J. & J.	Jul'71 2½
Cape May and Millvi le* . 50	447,000	J. & D.	June '71 3
Catawissa..... 50	1,159,500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May'71 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	July '71 4
Central Ohio.....100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 69 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref..100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western...100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger...	.....	J'n & J'ly	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'69 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*... 50	2,000,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Aug '71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	June'71 2
Concord..... 50	1,500,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passum'c. R. pref.'60	2,084,200	F. & A.	Aug.'71 3
Connecticut River..... 100	1,700,000	J. & J.	July '71 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	July'71 2
Do. do. pref.100	.....	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga....100	1,989,524	.....	.....
Eighth Avenue (N. Y.)....100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jun.'71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg.....100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Second St. & G. St.Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	Jan. '71 4
Germantown (Phila.)..... 50	112,245	J. & J.	July '71 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '71 3
Grand 100	.....	M. & S.	Mar.'71 4
Grand and Gastes St.(P . 50	150,000	J. & J.	July'71 4
Hartford and New Haven.100	4,796,925	J.A.J&O	July '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jan.'68 3½
Illinois Central.....100	25,280,240	J. & J.	Aug.'71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	July'71 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar.100	533,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,168,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	July'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J. S.D.	June'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,400,308	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	F. & A.	Dec. '70 3
Memphis and Charleston..100	5,312,726	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225,848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July'71 5
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July 71 3½
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,844,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Jan.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell.....100	720,000	M. & N.	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Nangatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	A. & O.	Apl. '71 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,500,000	J. & J.	Jan. '68 3
New Jersey.....100	7,297,200	F. & A.	Aug. '71 3
New London Northern...100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J	July '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	July'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '68 8
Petersburg.....105	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 8
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do preferred. 50	1,551,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jun. '71 3
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July'70 2½
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A J&O	July'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 3
Portland and Kennebec...100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '71 3
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,460	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred.....100	1,831,400	F. & A.	A'g'71 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb. '71 3
Shore Line..... 100	636,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia.*100	3,039,900	F. & A.	Feb.'71 4
Staten Island.....100	600,000	J. & J.	Jul. '67 4
Stony Brook 100	257,300	M. & N.	May'70 3
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D.) pref.100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,686,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	June'71 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,560,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	2,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'71 4
West Philadelphia..... 50	249,100	J. & J.	July'71 5
Wilm. and Weldon 100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. 71 3
Warren.....	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 5
CANALS.			
Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '71 4
Delaware and Hudson.....100	15 000,000	F. & A.	Aug.'71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Aug.'71 2
" (preferred)..... 100	1 175,000	F. & A.	Aug.'71 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,898,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	.....	.....	.....
" preferred 50	2,907,850	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J & J.	Jan.'71 4
Lackawanna Coal.....	200.000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	2,200,000	FM A&N	Aug'71 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	6,000,000	FM A&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	Aug'71 6

NATIONAL AND STATE SECURITIES.

		Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Aug. 1, 1871.						
Loan of June 14, 1858	registered	$6,045,000	5	Jan. & July.	1874	105½
.. .. ..	coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861	registered	13,707,000	6	Jan. & July.	1880	119
.. .. ..	coupon	4,708,000	6	" "	1880	119
Oregon War Bonds of March 2, 1861	coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861	registered	124,547,900	6	Jan. & July	1881	119
.. .. ..	coupon	64,773,200	6	" "	1881	119
Loan of Feb. 25, 1862 (5-20s)	registered	81,418,800	6	May & Nov.	1882	113⅞
.. .. .. (5-20s)	coupon	389,691,700	6	" "	1882	114
Loan of March 3, 1863	registered	53,294,950	6	Jan. & July.	1881	119
.. .. ..	coupon	21,705,050	6	" "	1881	119
Loan of March 3, 1864 (5-20s)	registered	2,519,600	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s)	registered	42,283,000	6	May & Nov.	1884	114½
.. .. .. (5-20s)	coupon	43,133,350	6	" "	1884	114
Loan of March 3, 1865 (5-20s)	registered	45,544,450	6	May & Nov.	1885	114½
.. .. .. (5-20s)	coupon	121,095,850	6	" "	1885	114½
.. .. 2d series (5-20s)	registered	65,419,250	6	Jan. & July.	1885	113⅝
.. .. .. (5-20s)	coupon	174,488,900	6	" "	1885	113⅝
.. .. 3d series (5-20s)	registered	89,921,200	6	Jan. & July.	1887	113
.. .. .. (5-20s)	coupon	237,834,650	6	" "	1887	113⅜
.. .. 4th series (5-20s)	registered	11,914,600	6	Jan. & July.	1888	113½
.. .. .. (5-20s)	coupon	27,498,500	6	" "	1888	114⅜
Loan of March 3, 1864, (10-40s)	registered	137,589,150	5	Mar. & Sept.	1904	110½
.. .. .. (10-40s)	coupon	56,980,150	5	" "	1904	114⅜
Consols of July 14, '70 & Jan. 20, '71	registered	53,400,000	5	F. M. A. & N.	1881	....
.. ..	coupon	7,340,000	5	" "	1881	....
Consols	registered	.....	4½	F. M. A. & N.	1886	....
.. ..	coupon	.....	4½	" "	1886	....
Consols	registered	.....	4	F. M. A. & N.	1901	....
.. ..	coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.	(cur.)	30,300 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868	(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870	(cur.)	678,000	6	.....	1875	....
Pacific R. R. Bonds	(currency)	64,618,832	6	Jan. & July.	'95-'99	116⅝
U. S. Notes and Fractional Currency		395,177,113	nil.	.....	.....	....
State Securities, latest dates.						
Alabama—State Bonds (original)		168,000	5	May & Nov.	1872	70
.. —	(extended)	2,414,800	5	" "	'83-'86	....
.. —	(sterling)	688,000	6	June 1.	1870	....
.. —	(" extended)	82,500	6	Jan. & July.	1886	....
.. —	(" ")	712,800	5	" "	1886	....
.. —	(new)	1,316,700	5	" "	'86-'88	100
Arkansas—State Bonds (refunded)		3,000,000	6	Jan. & July.	1899	64½
.. — .. (Aid R. R's)		3,000,00	7	April & Oct.	1900	....
California—Civil Bonds of 1857		2,138,000	7	Jan. & July.	1877	111
.. — .. 1860		138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863		424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864		805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865		1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)			6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)			6	" "	1883	....
.. — .. of 1864, (10-20s)		5,927,000	6	April & Oct.	1884	100½
.. — .. of 1865, (20s) free			6	" "	1885	....
.. — .. (various)	registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868		300,000	6	Jan. & July.	1898	....
.. 1869		200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile		.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844		1,023,000	6	Various.	'71-'74	84
.. — " " " 1842 to 1848		273,000	7	Various.	'72-'74	92
.. —Atl. and Gulf R. R. 1858 to 1866		800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865)		3,700,000	7	Jan. & July.	1886	98⅜
Illinois—Interest Bonds of 1847		980,696	6	" "	1877	100
.. — " Stock of 1857		134,311	6	" "	1877	....
.. —Refunded Stock Bonds		348,000	6	" "	Var.	....
.. —Normal University Bonds		45,000	6	" "	1879	....
.. —Thornton Loan Bonds		103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds		416,800	6	Jan. & July.	1879	....
Indiana—State Bonds		.....	5	" "	1866	....
.. —War Loan Bonds		204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861		300,000	7	Jan. & July.	1881	....
Kansas—State Bonds		100,675	6	" "	'83-'84	....
.. .. ..		1,059,500	7	" "	'76-'89	....
.. — .. military		176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42		913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843		160,000	5	" "	1873	....
.. — .. military		309,300	6	Various.	1895	....
Louisiana—Charity Hospital		86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general		750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds		561,000	5	Various.	70-'79	....
.. .. ..		2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865		1,000,000	6	Various.	1556	....
.. — 1867		4,000,000	6	May & Nov.	1907	70
.. — 1870		3,000,000	6	Mar. & Sept.	1875	85
.. —Funded coupons 1866		997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt		3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869		474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869		500,000	7	" "	1900	....
.. —N. La. & Tex. R. R. Bonds of 1869		546,000	6	April & Oct.	1909	....
Maine—State Bonds		301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861		800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863	(cur.)	625,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863	(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864	(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed.	(cur.)	3,084,400	6	April & Oct.	1889	101½
Maryland—Balt. & Ohio R. R Loans, Stg.		2,288,888	5	J. A. J. & O.	1590	....
.. — .. .. converted		448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.		1,855,335	5	" "	1890	....
.. — .. .. .. converted		1,687,345	6	" "	1890	....
.. — .. .. .. of 1894		1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans		269,000	3	" "	1890	....
.. —		429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans		95,420	6	" "	1859	....
.. —Susq. and Tide-Water Canal Stg.		773,000	5	" "	1865	....
.. — .. .. .. converted		215,022	5	" "	1865	....

* Indicates that no interest is paid.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	106½
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'88	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	6	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	....
.. — .. of 1864	4,379,500	5	May & Nov.	1894	....
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1566	101
.. —Western R. R. Loan, (stg.)	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,586,580	6	" "	'88-'98	97½
.. —	966,500	5	" "	'91-'96	90
.. —Southern Vermont R. R.	200,000	5	" "	1900	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	435,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	96½
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'78-'87	90
Nebraska—(No Debt)	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861	199,200	6	" "	'71-'78	101½
.. — .. of Sept. 1, 1864	600,000	6	Mar. & Sept.	'84-'88	100
.. — .. of Oct. 1, 1865	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1851 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'90	105
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	108½
.. — .. Bonds	21,089,000	7	" "	1877	108½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	plens.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	6	" "	plens.	....
.. —	900,000	5	" "	1875	108
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	....
.. — ..	5,158,100	6	" "	1873	....
.. — ..	2,099,000	6	" "	1874	107½
.. — ..	473,000	6	" "	1875	107
.. — ..	880,000	6	" "	1877	....
.. .. ..	1,106,420	6	" "	1874	....
North Carolina—State Bonds for R. R. (old)	4,738,800	6	Jan. & July.	'71-'91	45½
.. — .. .. (old)	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new)	2,626,000	6	Jan. & July.	'92-'98	20½
.. — .. .. (new)	1,739,000	6	April & Oct.	'92-'98	....
.. —	1,821,400	6	April & Oct.	1900	33
.. —Special Tax Bonds	11,407,000	6	" "	1900	10½
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	....
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,095,399	6	" "	1881	....
.. — .. (")	2,400,000	6	" "	1886	104½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	108
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	6	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	102½
.. —	90,400	5	" "	1877	....
.. —	7,890,550	6	" "	1877	105½
.. —	726,950	5	" "	1882	....
.. —	9,237,050	5	" "	1882	107½
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	100½
.. — .. State Stocks (old)	384,000	5	Jan. & July.	1882	....
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old)	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	101½
.. — .. of 1863	736,000	6	Jan. & July.	1893	101½
.. — .. of 1863	239,000	6	April & Oct.	1883	....
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,341	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'76	....
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	76
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1886	57½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1868	60
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	76¼
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	75½
Texas—No legal debt	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds coupon	11,108,000	6	" "	"	....
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866 coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling)	486,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,500	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	94½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	95½
1st Mortgage, Eastern Ex.	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	88
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free	15,000pm	7*	Jan. & July.	New York.	1900	85
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	....	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
3d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	503,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	90
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96¼
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	538,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	256,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	687,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	497,500	6	March & Sept.	Princeton.	1885	....
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1895	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	624,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	14,000,000	7	Jan. & July.	"	1900	28¾
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1906	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1899	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	585,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1888	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	93
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g fd. gold	20,000pm	7*	May & Nov.	New York.	1919	68½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	6,000,020	7	April & Oct.	New York.	1893	97¾
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	96
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, £288,000 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	100
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	89½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	98
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota Ill. C.:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	90
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2 837,000	7	Feb. & Aug.	" "	1900	101¾
Central Ohio (B. & O.:						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87½
Central Pacific of California:						
1st *Mortgage* gold	25,010,000	6*	Jan. & July.	New York.	'95-'99	100
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	....
Charlotte and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	500,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1900	....
Chesapeake and Ohio:						
Consol. sink'g fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	....
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1890	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	10
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,876,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	800,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	....
Dix., Peo. & Han. R.R. (46½ m) guar	800,000	8	Jan. & July.	" "	1889	97¾
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	....
Keokuk & St. Paul (42¾ m.) guar.	1,000,000	8	" "	Boston.	1879	....
Ott., Osw. & Fox Rv. Vl. RR. (75m)	1,200,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	100
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	92
1st Mortgage General (193 m.)	3,592,500	7	Feb. & Aug.	" "	1885	98½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	100 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov.	" "	1875	....
Misc. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	138,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	855,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (300 m.).	2,077,000	7	May & Nov.	" "	1915	92½
Equipment Mortgage	825,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
3d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	" "	1870	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ")40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,129,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	354,000	7	" "	" "	1888	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	25,000pm	7	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	500.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	66,000	7	" "	" "	1889	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	83½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1900	....
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Buff. and Ind.R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	664,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500.000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	95
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	84
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	....
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	101½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1868	....
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	88½
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	67½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	...
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	475,000	6	June & Dec.	Boston.	1876	99½
Notes payable, coupon tax free.	481,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept.	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1899	....
Coun. Bluffs & St. Jo.(K.C'y,St.J.)						
1st Mortgage	500,000	7	Jan. & July.	New York	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	95,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept	" "	1879	....
3d Mortgage	700.000	7	April & Oct.	" "	1883	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Stamf. to Delmer) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	....
2d Mort. (General)	1,633,000	7	March & Sept	" "	1891	99
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) ....guar.	1,080,000	8	June & Dec.	New York.	1890	....
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770.000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000.000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,526	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,116	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,916,639	6	" "	NY.& Detroit.	1896	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150,867	6*	May & Nov.	NY& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic gunrantee	800,000	8	Jan. & July	New York.	1890	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division).....	$300,000	7	Jan. & July.	New York.	1853	....
1st Mortgage (construction).....	600,000	7	" "	" "	1894	....
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Sks Fund...	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage.....	640,000	6	Jan. & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. sks fund..	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	98½
Loan of 1865.....	160,000	6	April & Oct.	"	1885	98
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869.....	500,000	6	May & Nov.	"	1889	....
Essex Railroad 1st Mortga e.....	194,400	6	Jan. & July.	"	1876	....
Eastern Shore (Md.):						
1st Mortgage.....	400,000	...	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	...	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage.....	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond.....	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	....
3d Mortgage.....	6,000,000	7	" "	" "	1883	96
4th Mortgage convertible.....	4,441,000	7	April & Oct	" "	1880	89½
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	....
Buffalo Branch, 1st mortgage...	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1893	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)....	850,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)..	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)..	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage.....	.....	7	Jan. & July.	.....	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867....	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage..	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.:						
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort....	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage.....	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various).....	615,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1880	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264..	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510....	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210..	27,856,606	4*	" "	"	....	....
Equipment Bonds £610,480.....	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures.....	227,273	5	— & —	London.	....	....
Mortgage Bonds.....	2,076,176	4	— & —	"	'71-'73	....
Mortgage Bonds.....	2,375,906	6	— & —	"	1873	....
Mortgage Bonds.....	618,066	6	— & —	"	1876	....
Mortgage Bonds.....	2,360,333	5½	— & —	"	1877	....
Mortgage Bonds.....	301,733	5½	— & —	"	1878	....
Mortgage Bonds.....	4,866	5	— & —	"	1881	....
Gt. Western of Illinois(P.W&W):						
1st Mortgage (W. of Decatur) ..	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	1,813,000	7	Feb. & Aug.	" "	1888	91½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	" "	1893	87

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley(Mich. C.):						
1st Mortgage, guaranteed.....	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	Jan. & July.	New York.	1880	....
Hackensack & New York (Erie):						
1st Mortgage.....	67,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869....	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868....	675,000	7	May & Nov.	New York.	1918	88
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	5, 000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	95½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds.....	69,000	10	" "	" "	1872	....
Three years' notes.....	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds.....	1,209,500	8	" "	"	1885	103½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(Kan. City & Cam.R.R)	1,200,000	10	Jan. & July.	" "	1892	....
Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage.....	5,500	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage.....	754,000	6	Jan. & July.	New York.	1875	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage.....	500,000	7	Feb. & Aug.	"	1886	....
3d Mortgage of 1869.....	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sks fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.:						
1st Mortgag'.....	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage.....	150,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101
2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	85½
1st Mortgage (Consol).....	1,069,000	7	April & Oct.	" "	1896	47½
Illinois Central						
1st Mortgage Construction.....	5,090,000	7*	April & Oct.	New York.	1875	100
1st Mortgage Construction.....	332,000	6*	" "	" "	1875	....
Redemption currency.....	2,500,000	6	" "	" "	1890	....
Redemption, sterling.....	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.& W.:						
1st Mortgage.....	800,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage.....	1,500,000	8	" "	" "	1900	....
Indiannpolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,589,500	7	April & Oct.	New York.	1885	....
1st Mortgage (J. C. & I.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. and Ind.)....	500,000	7	" "	" "	1903	....
2d Mort. (C.&I.)10, 15 & 20 yrs..	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1898	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862....	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1882	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869...	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar...	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free.....	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage.....	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865.....	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000....	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed.....	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1865.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R (LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands R.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul(C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1890	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1868	....
Lake Shore & Michigan So.:						
Sunbury B'ds(CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	....
S. Fund Bonds(LS&MSo1.013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.R.R.521m)	5,255,000	7	May & Nov.	" "	1886	....
2d Mort. (" " ")	2,663,000	7	" "	" "	1877	....
1st Mort. (Junc. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1885	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(S.& Three Riv.R.R.)..	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,SF.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1905	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	96
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	96
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	98
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lowey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & W'urn.).....	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1889	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112 000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	....
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	95
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	80
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,817,937	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mort. 111 miles, guaranteed.	1,900,000	8	May & Nov.	Boston.	1869	....
1st Mort. 11 miles, assumed.....	200,000	8	" "	"	1869	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	567,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund.....	2,591,500	8	" "	" "	1882	120
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	" "	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	....
1st Mort. (Mich. Air Line R.R.)	200,000	8	May & Nov.	Boston.	1889	....
1st Mort. (Kal.& So.HavenRR.)	640,000	8	" "	New York.	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	....
Michigan Southern & North. Ind.						
1st Mortgage, Sinking Fund.....	5,256,000	7	May & Nov.	New York.	1885	100
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	93½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	93½
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	....
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,315.000	7.3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	....
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouchita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (259,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	6	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. R.R & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Nesho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869....	5,000,000	10	Jan. & July.	New York.	1899	100
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	...
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endor ed by Ala..	199,000	7	—— & ——	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,000	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1896	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds.....	600,000	7	Jan. & July.	" "	1906	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	92
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1867	....
Nashville and Chattanoogn:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July.	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000.....	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	125,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1851	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
New H., Middlet'n & Williaman.						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	" "	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1869	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	....
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	250,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,005pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage o' 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	106
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	72,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	91
1st Mort. (Hudson Riv.R.R.)...	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1880	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1903	....
North Carolina:						
Bonds of 1871.....	3,094	6	Jan. & July.	Shops, N. C.	1871	....
Bonds of 1865-'72.....	25,500	7	" "	" "	1872	....
Bonds of 1879-'98.....	266,500	8	" "	" "	'79-'98	....
North Eastern:						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1909	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1889	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,496	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	84½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	103
Chattel Mortgage	360,000	10	April & Oct.	"	1877	....
2d Mortgage	1,246,000	7	May & Nov.	"	1896	99½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage	1,223,000	6	April & Oct.	"	1900	....
3d Mortgage(York & Cumb.RR.)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	91¾
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1873	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,000	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90¼
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,000	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	86
Ohio and Mississippi:						....
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	93½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	87½
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	....
Plain Bonds	1,000	6	March & Sept.	"	1874	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	....
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	80½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse D.L.& W.:						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&A):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug	New York.	1880	....
1st Mortgage.....gold	7,000,000	7	Jan. & July.	" "	1890	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage .....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100½
3d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (O. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1903	....
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,800,000	7*	May & Nov.	New York.	1900	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	96½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1907	81
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1885	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1870	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	87½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	....
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	....
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1888	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106
Sterling Loan of 1836	182,400	5	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6	" "	"	1880	....
Sterling Loan of 1836	288,000	7	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	84½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bond	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	150,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	—— & ——		....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	—— & ——	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1892	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	—— & ——	Boston.	1889	....
Potsdam & Watertown(R.W&O):						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	500,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.:						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	....
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various.	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund.	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	....
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	....
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	100½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	....
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1890	102
St. Joseph & Denv.C) W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97¾
St. Lawrence & Industry (Cen.):						
1st Mortgage, 56,000 to 500	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99¾
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	91¼
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage of May 1, 1868	380,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(P.& M.):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	7*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	"	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	London.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	New York.	....	....
St. Paul and Sioux City:				" "	....	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	500,000	6	March & Sept.	" "	....	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheyboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina.						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,732	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	6	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapide:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1885	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	800,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1900	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1880	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,675,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	86½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	79
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1900	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1900	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	91½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	85
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	....
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	86½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	350,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	88½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	83½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—E. D. (see K. Pac.:						
Union Pacific—S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	"	1891	41½
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	102½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	....	83
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	....
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,263,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1900	....
Virginia Central see "Chesa & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	4,000	6	" "	" "	1869	....
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	138,500	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	....
Registered Certificates	116,12-	8	" "	"	1880	....
Interest Funding Bonds	204,200	8	" "	Richmond. New York.	1880	....
Wallkill Valley (Erie):						
1st Mortgage	350,000	7	Jan. & July.	New York.	1884	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1900	....
Warren (D. L.& W.)						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stekbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	100
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage preferred	600,000	6	" "	"	1890	....
Bonds endorsed by Balt.	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	....
Western North Carolina (E.D.)						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1900	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	400,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	....
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G. stg. conv. £800,000	.....	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,00 ,0.0	8	" "	" "	'87- 97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	676,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7	Jan. & July.	New York.	1896	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,030,150	6	Jan. & July.	Philadelphia.	1886	95
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	2,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,966	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Phi'adelphia.	1884	88½
Mortgage Loan	2,0 0,000	6	" "	"	1897	92½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	980,000	6*	" "	"	1894	....
Convertible Loan	1,996,879	6	" "	"	18.7	91½
Monongahela Navigation:						83
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	256,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,966	7	" "	" "	1885	....
Dividend Scrip	103,16-	7	— & —	" "	....	....
Pennsylvania:						....
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	80
2d Mortgage	4,008,670	6	Jan. & July.	"	1882	50½
Plain Bonds	171,384	6	— & —	"	1876	....
Improvement bonds	305,500	6	May & Nov.	"	1870	....
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	....
Susquehanna (S. & Tide Water):						....
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	82
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						....
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						....
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						....
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						....
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1896	98
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1875	....
Pennsylvania Coal:						
1st Mortgage	500,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	90½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,800	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: R. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.0	12.0	3	3	3	56	Adirondac.....New York	2 58 .918	*	.....	... ..	3,765,000	950.000	1,706,925	.....	60.0	51,188	400,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	.....	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154 925	414,921	.....	164.0	470 439	10,229,585	15,998,713	880,703	57,397	—	100	....
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,514	*	984,551	8,379	2,256,350	7,511.00	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931.851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	159,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246.018	150,000	.....	.....	—	(Leased	and oper.	by Cheshire	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,880	78,839	—	100	....
May 31, 18 1	53 0	—	....	172.0	—	—	—	—	Atlanta & Rich. Air-Line ¶. Ga. S.C.& N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	86.7	—	8.9	—	16	6	6	104	Atlanta and West Point.....Alabama.	1,200,261	*	.....	151,902	1,232,200	32,000	5,364	82,599	86.7	.....	.....	.....	467,956	192.058	8	100	....
Dec 31, 1870	387.5	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn. & O	56,598,596	*	.....	.....	29,598.095	25,999,000	.....	.....	565.8	4,351,608	54,139,269	232,363,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512.864	2,986.200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25.250.000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	9,329 287	*	.....	.....	3,994.900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	16.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	16 5	20,032	500,033	61,100	32,944	12,480	24	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80.587	80,387	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	55	5,438	Baltimore and Ohio ¶.....Md. & W. Va.	30,027,824	*	18.444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	148
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	.....	375,984	1.650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	....
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,693,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	—	—	—	—	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	.....	600,000	9 .000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1	50	....
May 31, 1871	56.0	—	4.5	—	—	—	—	—	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 187	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	....	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600.000	.....	.....	.....	—	.....	.....	.....	42 000	33,293	54	100	....
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250.000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook	Coal Co.	12.500	5	100	....
Sept. 30, 1870	200.0	49.7	289.0	—	165	118	40	3,045	Boston and Albany.... Mass. & N. York.	21.938,029	*	2 154 639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	152½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass	1,205,983	395,035	100.000	68,780	872,600	840,500	188,65	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	....
Mar. 31, 1871	93.5	—	9.0	....	18	20	16	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218 888	1,800.000	1,060,000	10,667	475,913	124.3	.....	8,056,920	4,501,240	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	2½
Sept. 30, 1870	26.7	10 9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469.955	183,345	1,002,043	181,677	2,215,000	255,000	384,844	932,176	67 5	.....	.....	10 mos.	934 754	186 879	8	100	....
Sept. 30, 1870	74.2	8.8	64.3	—	46	60	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5, 71,995	*	302.258	450,000	4,471.274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	148
Sept 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,736.169	*	402,130	237,510	3,700.000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	148
Jun 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & o	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,3 6,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	*	.....	.....	2,625.000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	14	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,689,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	58 ,202	43,929	.....	.....	498,552	.....	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156 846	.....	.....	.....	2.156,846	1.641 042	.....	—	100	....
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burling on and Missouri River. Nebraska.	.....	.....	.....	.....	.....	3,360.000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River.)	.....	.....	—	100	....
Apr. 30, 1871	45.0	—	—	302.0	5	—	—	—	Burling on and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Bur	lington &	Quincy.	.....	—	100	....
Dec. 31, 1870	60.0	31.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	10	100	128½
Dec 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,792,832	328,543	30,530	209,162	1,120.795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,729	—	100	....
Sept. 30, 1870	64 9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass.	1,454.779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	42,011	5	100	....
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper. b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,167	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	.....	.....	.....	3,359,500	441,850	.....	.....	67.5	387,491	.....	.....	655,812	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589.110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18 7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,295,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper. b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	8	2	124	Central Br., Union Pacific R.R.....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,998	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4 6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000.000	3.2 1,000	1,568,043	.....	97.0	2,345.045	40.499,888	158,096,552	4,393,514	1,881,297	8	100	100½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842.436	68,323	—	100	106½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶...California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3 502,103	.....	.....	7,920.711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,950.217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	.....	.....	380.000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32.290	28,919	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hud	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919.962	.....	.....	227.4	427.428	6,086,373	7,213,298	677.325	59,886	—	100	....
Sept. 30, 1 70	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367.041	322,266	44,000	198.490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	... ...	.....	871.900	500,000	455.000	.....	—	(Leased	and oper.	by Phila.	and Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881.923	*	1,860,062	552.625	11,350.972	4,137,813	620,584	285,238	511.0	2,966,864	.....	.....	4,849,405	2,063.299	10	100	120
Apr. 30, 1871	307.0	296.2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	140

Dec. 31,	1869	340 5	49.2	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*																		
Jun. 30,	1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981			2,056,750	1,052,300			390.4	2,155,245	29,770,915	95,150,680	2,962,644	929 354	7	100	88	
Oct. 31,	1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg	Ohio & Penn.	8,450,715	2,283,265			3,300,475	3,883,700	610,497		225.0	1,665,141			2,383,670	908,306	8	50	117½	
Jun. 30,	1869	588.0	12.5	67.9	—	135	76	25	1,091	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	33,549,369	*			13,000,000	18,814,000	1,726,369		588.0	3,655,909	35,605,620	41,664,191	3,529,411	262,452	—	100	19½	
Jun. 30,	1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia	Ohio.	2,034,200	—			1,786,200	248,000			—	(Leased	& operated	by Little	Miami.)		6½	100	—	
Mar. 31,	1869	35.0	7.0	47.0	—	31	27	12	466	Concord	New Hampshire	1,600,000	*	138,029	92,610	1,500,000	—	75,000	155,639	119.5	544,126	9,898.097	14,984.458	806,150	153,165	10	50	156	
Mar. 31,	1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont	New Hampshire.	698,258	*			595,587	374,500	300,000		27.0	39,460	556.055	361,187	75,430	27,338	—	100		
Mar. 31,	1869	41.0	—	3 2	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—			350,000	—			—	(Leased	and operated	by Concord.)		25,000	7	100	117½	
May 31,	1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3 747,271	4,799,290	529,347	192,184	6	100	91	
Sept. 30,	1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River	Massachusetts.	2,100.430	*	164,864	180,425	1,700.000	250,000	70,000	216,110	53.4	262,936	7,934,321	6,466,931	591 972	197,174	10	100	142½	
Oct. 31,	1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278.300	—	215,000	—	1,278,300	1,000,000	—	—	—	(Leased	to Phila.	& Trent.)				50	—	
Mar. 31,	1869	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	(Oper.	by Northern	N. H.)	38,458	15,931	—	100	—	
Dec. 31,	1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—	1,500,000	3,443.000	—	—	34.0	337.200	—	—	791,053	75,118	—	50	—	
Oct. 31,	1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley	Penn. & Md.	1,492,204	*	110,000	—	1,316,900	352,300	—	—	74.0	226,576	—	—	523,993	143,479	8	50	110	
Dec. 31,	1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk	Connecticut.	581,079	87,783	11.200	26,391	400.000	300,000	—	6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100	
Oct. 31,	1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana	Penn.	315,910	15,600	300,000	—	413,150	510,000	—	—	—	(Not	yet in op	eration.)			—	100	—	
Apr. 30,	1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(Under	construction.)				—	100	—	
Mar. 31,	1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268	—	261,099	2,393,140	4,278,300	112,579	—	141.4	—	—	—	1,061,856	421,277	—	100	—	
Jun. 30,	1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	—	
Jun. 30,	1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	870,000	—	—	—	309,276	715,000	—	—	—	(Leas. &	oper. by L'	tle Miami.)	loss.	42,652	—	100	—	
Oct. 31,	1869	84.5	28.0	4.9	—	—	—	—	—	Delaware	Delaware.	1,826,918	—	—	—	891,206	892,750	—	—	—	(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	6	100	—	
Oct. 31,	1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western	Penn.	11,250,000	3,250,000	—	—	14,100,600	3,3 8,000	2,190,000	—	253.4	1,820,253	—	—	2,417,324	637,845	10	50	108½	
Dec. 31,	1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley	Iowa.	8,182,500	*	—	—	3,872,500	4,310,000	—	—	184.0	—	—	—	830,241	565,392	—	100	—	
Dec. 31,	1869	189.0	—	19.0	—	34	36	21	524	Detroit and Milwaukee	Michigan.	11,467,220	*	111.386	186,778	2.547,350	6,825,048	2,341,923	104,063	189.0	614,243	—	—	1,615,618	666,267	—	100	—	
Nov. 30,	1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000	—	—	—	480,000	—	—	—	—	(Leased	and operated	by Boston & Maine.)			6	100	—	
Dec. 31,	1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,290,589	—	7	100	87	
Dec. 31,	1869	55.8	—	22.5	—	4	2	5	67	Dubuque South Western	Iowa.	1,550,000	*	—	—	1,000,000	550,000	—	—	79.0	—	—	—	188,832	—	—	100	—	
Sept 30,	1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	407,000	—	—	—	280,000	—	—	—	—	(In	progress.)		—	—	—	100	—	
Sept. 30,	1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	1,700,000	—	—	—	700,000	1,000,000	—	—	—	(Leased	to Boston,	Hart. & Fishkill.)	—	—	—	100	—	
Oct. 31,	1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	2,500	—	89,800	175,000	2,000	—	—	(Leased	to Pennsylvania.)		—	—	—	50	—	
Sept. 30,	1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶	Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,669	51,220,764	7,810.627	1,462,770	643,274	8	100	118½	
Dec. 31,	1869	38.5	—	1 9	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	and oper.	by Phila.,	Wilm. and	Balt.)	—	100	—	
Oct. 31,	1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Reading.)	—	—	6	50	—	
Oct. 31,	1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,472,599	—	—	—	1,209,200	495,900	—	—	—	(Leased	to Phila.	& Reading.)	—	—	7	50	80½	
Jun. 30,	1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶	Tenn & Ga	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	270.0	—	—	—	1,278,864	562,682	—	100	—	
Jun. 30,	1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	(Consolidated	in	the East	Tennessee,	Virginia and	Georgia.)	—	—	—	—	—	—	—	
Oct. 31,	1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶	Tenn.	1,593,000	—	—	—	—	—	—	(Oper. by	Evansville,	Henderson	& Nashv.)	—	—	—	—	—	
Sept 30,	1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northern	Central.)	25,000	25,000	5	100	—	
Oct. 31,	1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northern	Cent.)	562,933	loss.	5	50	—	
Sept. 30,	1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie	New Jersey, N. York & Pa.	57,164,421	7,440,575	—	—	78,536,910	23,398,800	—	—	845.7	7,761,679	128,455,188	817,829,190	16,721,500	2 179,395	—	100	56½	
Oct. 31,	1869	83 7	8.2	17.1	—	22	11	4	715	Erie and Pittsburg	Pennsylvania.	2,634,232	1,045,893	545,000	—	999,600	2,577,590	—	57,809	101.2	484,530	—	—	824,611	383,028	—	50	30½	
Dec. 31,	1869	56.0	—	5.0	52.0	5	5	1	98	European and North American ¶	Maine.	2,094,883	148,659	—	—	—	3,000,000	—	—	—	58,495	—	—	129,726	56,196	—	100	—	
Jun. 30,	1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶	N. Brunsw.	4,674.808	*	—	—	(Owned	by Dominion	of	Canada.)	140.0	185,967	4,332,715	3,667,494	182,795	56,946	—	100	—	
Jun. 30,	1869	33.5	—	....	5.46	....	....	....	....	Europ. & N. American W. Div.	N. Bruns.	1,743,037	—	—	—	803,750	1,853,907	18,001	—	—	(Not	in complete	operation.)	—	—	—	100	—	
Aug. 30,	1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838	—	—	516,804	166,699	—	100	—	
Dec. 31,	1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	—	
Sept. 30,	1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*	21,174	491	150,000	—	269,450	—	5.8	10,846	350,016	—	26,815	3,800	—	100	—	
Oct. 31,	1869	12.7	—	0.5	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	90,000	—	—	60	—	(Leased	to Pittsburg	and Connellsville.)	—	—	7½	50	—	
Sept. 30,	1870	51.0	43.7	31 1	—	36	42	11	600	Fitchburg	Massachusetts.	3,640,000	*	300,579	200,661	3,640,000	—	—	501,231	93.7	538,085	20,328,234	13,563,559	1,085,937	252,285	8	100	138½	
Dec. 31,	1869	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	100,000	—	—	(Oper	by	Belvidere	Delaware.)	—	—	100	—	
Dec. 31,	1869	77.0	—	....	112.5	14	15	7	159	*Flint and Pere Marquette*	Michigan.	2,269,094	*	173,876	1.149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,115	—	—	466,737	232,707	—	100	—	
Dec. 31,	1869	154.0	—	3.1	—	7	—	—	84	*Florida*	Florida	5 300,000	*	—	—	3,000,000	2,300,000	—	—	154.0	—	—	—	—	—	—	100	—	
Feb. 28,	1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,300,000	*	—	—	800.000	1,500.000	—	—	—	(Not	in complete	operation.)	—	—	—	100	—	
Dec. 31,	1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural	N.J.	200,866	30,061	99,266	—	230,845	—	9 4,266	—	23.0	12,800	—	—	69,807	2,038	3	100	—	
Dec. 31,	1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	(Operated	by Receiver.)		—	—	—	100	—	
Mar. 31,	1870	171.0	61.0	16.1	—	45	25	10	503	Georgia	Georgia.	4,156,000	*	1,288,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823	—	—	1,352,029	501,897	8	100	109	
Dec. 31,	1869	40.0	—	....	280.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.	—	—	—	—	—	—	—	—	40.0	(In progress and no part in complete operation.)			—	—	—	100	—	
Dec. 31,	1869	94.0	—	6 5	—	—	—	—	—	Grand River Valley	Michigan.	3,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Owned	and operated	by Mich. Cent.	since Apl. 1870.)		—	100	—	
Jun. 30,	1869	54.0	197.0	106.7	—	325	219	85	4,061	Grand Trunk ¶	Canada.	90,720,965	*	—	—	—	—	—	—	1,380.0	7,071 893	—	—	7,153,924	1,607,631	—	100	—	
July 31,	1869	229.0	105.5	132 0	—	99	146	45	1,829	Great Western ¶	Canada.	25,027,287	*	1,968,318	877,019	18,202,126	8,656.415	735,218	280,495	334.5	2,676,393	—	—	3,934,114	1,780,516	4	100	—	
Sept. 30	1869	143.2	21.0	4.5	—	27	14	2	95	Greenville and Columbia ¶	S. Carolina	3,081.213	*	80,495	—	1,510,374	1,902,157	—	—	164.2	125,000	—	—	365,528	146,211	—	100	—	
Aug 31,	1869	207.0	68.0	22.6	—	80	7	14	701	*Hannibal and St. Joseph* ¶	Missouri.	17,947,073	*	—	—	8,000,000	8,938,000	1,009,073	—	275 0	—	—	—	2,941,9 7	—	—	100	70½	
Oct. 31,	1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	23,069	—	(Leased	to Pennsylvania.)		—	—	7	50	110	
Sept. 30,	1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven	Connecticut.	3,407,285	*	—	—	4,800,000	744,000	—	—	75.0	578.810	—	—	1,568,362	515,594	10	100	170½	
Dec. 31,	1869	122.4	7.7	15.4	—	24	30	10	302	Hartford. Prov. and Fishkill.	Conn & R. I.	4,704,866	*	—	—	2,037,939	2,055,500	—	—	130.1	470,699	13,592,276	5,172.157	848,563	79,028	—	100	—	
Oct. 31,	1869	52.0	—	1 3	44.0	3	2	1	13	Hempfield	W. Va. & Penn.	1,616.459	41,340	104,900	—	1,809,565	500,000	100,000	—	32.0	20,800	—	—	60.495	3,008	—	100	—	
Dec. 31,	1869	74.0	—	8.9	—	13	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291.000	123,768	153.257	119.8	—	—	—	743,808	166,231	—	100	—	
Dec. 31,	1869	144.0	36 0	7.2	323 0	18	12	10	340	Houston and Texas Central ¶	Texas.	5,600,000	*	—	—	3,000,000	2,600,000	—	—	125 0	—	—	—	1,040 400	681,933	—	100	—	
Dec. 31,	1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	(Is being	continued	to Wharton	Colorado	Riv.)	—	100	—	
Sept. 30,	1869	144.0	—	170.6	—	66	184	37	1 077	Hudson River	New York.	19,919,537	*	—	—	16,020,000	4,309,220	—	—	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	—	
Oct. 31,	1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.	Penn.	2,202,174	*	—	—	706,580	1,927,614	—	—	58.8	191,777	—	—	291,564	5,882	—	50	18	
Dec. 31,	1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*	Illinois.	32.785,264	—	9,721,836	1,621,280	25.278,710	8,018,170	10.901,508	—	970.9	5,414,403	53,306,016	253,336.118	8,823.482	3,652,516	10	100	133½	
Dec. 31,	1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis	Indiana.	(Road in	progress	is now	operating	St. Louis	Alton &	T. H. R.	R.)	194.0	—	—	—	1,774,567	Loss.	—	100	—	
Dec. 31,	1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette	Indiana.	13,720,057	*	—	—	5,685,497	7,358,931	675,628	—	289.0	1,205,656	—	—	1,921.274	707,492	—	100	7½	
Dec. 31,	1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	100	—	
Dec. 31,	1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	(Projected.)			—	—	—	100	—	
Jun. 30,	1869	13.0	—	1 2	23.0	3	3	—	14	Iron	Ohio.	327,795	—	—	—	132 411	35,000	—	—	13.0	24,000	234,368	664,541	73,307	11,855	—	100	—	
Oct 31,	1869	10.0	1.0	4 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	249,500	—	400 000	130,000	—	—	11.0	—	—	—	32,361	22,727	—	50	—	
Dec. 31,	1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	—	87,081	515.465	1,895,000	143,196	131,393	116.0	—	—	—	391,849	212,727	—	100	—	
Oct. 31,	1869	43.2	1.5	2.5	13.0	—	—	—	—	Jameston and Franklin	Penn.	1,765,248	—	35.000	—	603,077	1,000,000	688,228	—	—	(Leased	to Lake Shore and	Mich. Southern.)	—	—	—	100	—	
Dec. 31,	1869	108.0	52.0	17.2	—	37	28	15	549	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	879,833	413,927	2,000.000	3,100,000	587,179	1,632,923	225.0	—	—	—	1,140,099	403,486	—	100	80	
Dec. 31,	1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000.000	—	—	—	1,500.000	500,000	—	—	—	(Leased	and oper. by	Chicago & Alt n.)	—	—	7	100	92½	
Dec 31,	1869	44.5	—	10 8	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100.000	—	—	—	300,000	800.000	—	—	—	(Leased	and oper. by	Michigan	Central.)	—	8	100	—	
Oct. 31,	1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	16.472	1,040.193	5,589,807	107,612	49.533	—	100	—	
Dec. 31,	1869	487 0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific	Kansas & Col.	—	—	—	—	5,072,500	—	—	—	439 0	963,512	—	—	2,225,850	839,670	—	100	—	
Dec. 31,	1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central	Kentucky.	—	—	—	—	—	—	1,200,000	(Stock	swamped.)	112.0	—	(Operated	by bondholders.)		—	—	100	—	
Dec. 31,	1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	(No	returns.)		—	—	—	100	—	
Dec 31,	1869	31.0	—	1.3	34.0	2	5	1	20	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	31.0	(No	returns.)		—	—	—	100	—	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	0.0	—	27.6	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	111½
Dec. 31, 1869	75.0	—	.....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In progress and no returns.)				5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owned by Lehigh Coal and Navigation Co.)						150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	15	5,958	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,159	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	123½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,706	38,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	.....	.....
Jun. 30, 1869	84.2	—	47.9	—					Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....		(Operated by L. M. and Col. & Xenia.)					—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased Dec. 1 1869 to Pb & Cin. & St. Lat $4 80,000 p.a.]						196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	....
Oct. 31, 1869	28.3	3.0	24.7	—					Little Schuylkill.....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....		(Leased to Phila. and Read.)			301,290	242,940	8	50	92½
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71 601	10,307	—	100	....
Sept. 30, 1869	94.0	29 0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville..Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805 465	74 8.977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	74½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence... Massachusetts.	363,158	*	.....	15,133	200.000	67,700	11,529	3.603	.....	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10.000	—	(Leased to Summit Branch.)			63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick.....Georgia.	(Completed in Dec. 1869, no accounts yet published. Bonds $ 10,000 p. m indorsed by Georgia.)														—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220 907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—					McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State receiver.)	.....	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—					Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88.070	.....	2,035,015	250,000	217,907	.....		(Leased to Phila.& Reading.)			128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central¶.....Maine.	4,121,694	*	212.332	49.500	1,639,800	2,377,480	73,354	292.892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72.124	22,999	1,000,000	—	5.609	90,514	26.0	81,204	1,621.977	942 664	132,510	102,110	10	100	150½
Mar. 31, 1870	19.0	—	1.6	—					Manchester and North Weare..N. Hamp.	600,000	—	.....	—	200.000	—	—	—	—	(Owned & oper. by		Concord.)	—	—	—	103	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	28	12	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	—	276.8	1,408,000	—	—	1,391,346	147.681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501.286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565.544	139,864	291.0	954,510	.....	.....	1,549.090	468,661	—	100	88
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarksv. and Louisv.¶..Tenn.	3,000,000	(Oper.	by L. & N shv.)	.....	1,582.000	99,842	.....	.....	82.6	299 091	.....	.....	408.525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio¶.....Tennessee.	3,500,000	(Oper.	by L. & Nashv.)	.....	1,074,289	2,528,000	590,810	.....	130.6	457 876	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under construction.]	.....	.....	.....	—	100	....
May 31, 1870	284.8	—	57.8	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,284,716	*	1,266,097	396,180	13,226,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	121
Dec. 31, 1869	42 0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—					Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50.966	.....		(Oper. by Erie.)			44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—					Millstone and New Brunswick..N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	—		(Operated by New Jersey.)			14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	78	41	2,229	Milwaukee and St. Paul.....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,256,668	3,020,786	14	100	61½
Oct. 31, 1869	24.5	58.8	52.3	—					Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3.856,450	—	.....	.....		(Leased to Phila.& Reading.)			305.282	305,282	8	50	106½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124.638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn.¶..Miss. & Tenn.	6,796.319	778,381	.....	1,413,012	2,944.756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Association Leasees.)	.....	.....	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	329,444	825,407	2,145,000	347.649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama	1.294,430	150 766	284,206	85.468	1,232,728	531,500	50.643	.....	83.5	.....	.....	.....	131.376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	60	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371.859	10,083,643	760,359	5,377,423	486.5	1,198.630	.....	.....	2,115.287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625 721	.....	66,211	12.914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000.000	*	.....	.....	1 000 0	—	.....	.....	23.0	24,1 8	617.707	856.855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point..Alabama.	2,444.767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	—	116.2	(No report received.)	.....	.....	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex.....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....		[Leased to Dela., Lacka. and West'n.]					7	100	93½
Sept. 30, 1869	14.6	—	3.0	—	14	17	8	360	Nashua and Lowell.....N. Hamp. & Mass.	737,766	*	57,982	78,675	720,000	—	—	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	149½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga¶..Tennessee.	3,383,414	*	1.900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085.594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....		(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck.....Connecticut.	1,984,900	*	71.547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589 929	190.405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	98	New Bedford and Taunton.....Mass.	500,000	*	194,154	.....	500,000	172,500	—	124,078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada¶..N. Bruns.	2,500.000	[In hands of bondholders.]			972,000	—	—	—	119.0	—	—	—	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—					Newcastle and Beaver Valley.....Penn.	424.468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased & oper. by	P. Ft. W. & Chicago.)		.....	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—					Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	—	—	—	—	(Owned & oper. by	P., W & B.)		77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1.800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	125
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250 000	850,000	.....	.....		(Included in	United Companies)		.....	.....	10	100	
Dec. 31, 1869	73.8	8.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500.000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	2'6,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65 493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶..L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	502,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western*¶..La.	2,050,000	—	.....	.....	[Owned and operated by Charles Morgan of New York City.]										—	—	46
Sept. 30, 1869	297.8	296 0	470.0	—	292	297	94	6,274	New York Central.....New York.	37,603.697	*	.....	.....	51,831.300	11,398,426	.....	.....	692.2	5,907,030	206,185,089	474,419,753	15 586,616	6,531.131	8	100	
Sept. 30, 1869	441.8	296.0	640.6	—	378	461	131	7,361	N. York Central and Hudson River..N Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	98½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	—	—	—	—	—	—	—	—	100	
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000.000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	128½
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,7 2	114,677	6,000,000	1,061,500	360,246	883,528	7 6 8	838,173	69.247.430	6,736,230	2,160,561	837,115	10	100	156
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710.584	300,279	.....	.....	3 401,324	591.000	.....	.....		(In course of construction)			.....	.....	—	100	
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—					Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased to New York Central.)			60 000	6	100	
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg¶.....Virginia.	2,479.356	*	622.891	.....	1,798,000	793,000	253,717	.....	81.0	138,430	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina¶.....North Carolina.	4,949.844	*	300,200	110,523	4,000,000	575,230	102.629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern¶.....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	106,725	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union †.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68 0	.....	.....	.....	61.400	21,762	—	150	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500 000	1,500,000	.....	.....	78.0	.....	.....	.....	180.000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,679	*	(Including Ferry.)	.....	700.000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800.000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1 69	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267.300	*	.....	634	267.300	.....	.....	634	—	.....	.....	.....	8,591	7,956	3	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivar and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(In pro	gress to be	completed	June 187	0.)	—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York .N.Y.	3,550,000	*	.....	.....	1,470.130	1,707,650	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)	.....	.....	.....	.....	.....	—	.....	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,224	400 000	.....	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	110½
Jun. 30, 1869	—	—	—	107.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620 000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503.198	.....	.....	1,279.043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843.402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176.432	.....	.....	395.440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072.995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	63½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2.296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	49½
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	*	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	—	100	....
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts	.....	.....	24,194	.....	.....	.....	.....	.....	—	(Leas	ed to Vt	& Mass.	R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania	914,069	*	.....	.....	swamped	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106 245.978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.. ..	.....	.....	8,407,553	4,203,926	—	100	32½
Dec. 31, 1869	100.0	—	15 0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4 200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1.816.000	*	.....	.....	1,660.000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235.068	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500.000	*	.....	.....	2,500,000	.....	.....	.....	—	(Leased	by Vermo	nt Centra	l.)	.....	—	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10.500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54.177.218	1,949 430	543.331	—	8	100 101½
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	2.8	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750 000	199,627	.....	109.8	225.166	4,271,585	3,353,273	456,651	.....	—	var	.....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221.886	*	.....	.....	516,164	798,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	—	100	80½
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357.408	3,200,000	98 417	.....	140.0	.....	.....	.....	.....	.....	2	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	264	Virginia and Tennessee †.....Virginia.	8,012.873	*	.....	.....	3,064,300	2,499,450	591.741	2,815,014	213.5	550,397	8,727,610	17.634,855	929.186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c. & W'tn.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	...	—	—	—	—	—	Warwick Valley .....New York.	199,161	*	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	]	58,123	18,448	7	100	....
Dec. 31, 1869	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	.....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	5	100	....
Sept. 30, 1868	—	—	—	93.0	—	—	—	—	West Shore Hudson River...New York.	619.446	.....	525,578	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,571	63,761	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	526,700	612,300	6,024	.....	—	[in	progress.]	.....	.....	.....	—	50	....
Dec. 31, 1868	43.0	—	—	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	168.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	6,500,000	.....	36,000	.....	43.0	.....	.....	.....	42,834	6,820	—	100	10
Oct 31, 1869	36.1	27.6	13.0	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	*	78,814	.....	1,022,450	1,800,000	304,413	.....	46 0	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	—	Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1869	101.6	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[No	w forming a division of the Milwaukee and St. Paul		———	———	———	———	—	No retu	rns for ye	ar.]	.....	.....	—	50	81
Aug. 31, 1869	94.0	—	—	86.0	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,209,000	1.716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	100	125
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operat	ed during	construct	n by M. &	St. Pa'l.)	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	*	(No return.)	.....	.....	.....	.....	.....	20.0	13,480	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375.000	*	.....	.....	200,000	.....	.....	.....	—	(Leased	to Boston,	Con. and M	ontreal.)	12.000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	160.000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W & M.	RR. sold	Jan. 5, '70	$525.000.	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1.052.818	35,915	8.286	.....	5,000,000	.....	.....	.....	—	.....	.....	.....	139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon †...N. Carolina.	3,076.968	*	11,662	184,126	734.812	789,300	.....	.....	19.3	[no	returns.]	.....	.....	.....	—	100	....
Dec. 31, 1869	16.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	1,463,775	1,484,665	272,624	.....	181.0	1,857	(Leased	to Northern	Central.)	.....	—	100	....
Dec. 31, 1868	38.1	—	.....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	550,935	80,873	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	(Recen'l	y opened.)	1,254	.....	14,000	7	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg.Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	260,726	4,701,816	7,193,226	452,547	156,860	10	100	135½
																			(Le	ased to N	orthern C	entral.)			100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	———	———	13.6	———	———	———	493,210	342,827	6	50	78
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	———	———	———	184.5	———	———	———	.....	.....	—	25	....
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2.433.350	—	.....	.....	1,633.350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231.194	105,751	8	50	94
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	110.610	.....	10	100	119
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4.647.683	—	.....	.....	4,999.600	(See Cam. & Amb.R.R.)	.....	.....	161.0	.....	.....	.....	1,035,360	732,352	10	100	....
Oct 31, 1869	46 0	—	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1562,005	—	.....	.....	64.000	899,750	662,246	.....	161.0	.....	.....	.....	104,961	3,849	—	100	....
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739.800	14.375,891	.....	.....	48.0	.....	.....	.....	405,174	213,374	—	50	76½
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 378.611	—	.....	.....	2.2 0.000	1,130,447	74,087	63,226	102 0	(5 p. c. o	n preferred	stock.)	431.246	184,848	—	100	53
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261.000	—	.....	94,149	4,300.000	1,961,000	.....	.....	354.0	.....	.....	.....	735.983	258,426	—	50	44
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10.587.126	2,279,185	238,996	.....	4.797.185	7,165,256	588.689	.....	109.2	.....	.....	.....	1,159,085	598,519	—	50	17½
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4.741.263	—	.....	.....	2.002.746	2,632.310	195.232	.....	45.0	.....	.....	.....	107,435	81,714	—	50	20
Oct. 31, 1869	123 0	—	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3.000.000	20.000	.....	87.6	.....	.....	.....	43,587	loss.	—	50	1½
31 1868	64 0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1,100.000	708,000	86,000	———	———	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
									Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600.000	———	———	———	———	———	———	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,593	5.	100	100	....
Sept 30, '70	0.90	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown.....Pa.	80,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	22
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.30	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	4.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	12.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	180,922	23,653	—	100	100	....
Sept. 30,'70	6.00	.....	...	B'klyn Flatbh & Coney Isl.N.Y.	105,000	180,000	100,000	(Open	ed Oct. 1,	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	.....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	16.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.45	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	103
Sept. 30,'70	3.20	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	200	50	Citizens'(10th&11th sts.)(Ph.)Pa.	707,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.85	210	15	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,069	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock, E.B.& B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.76	.....	...	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	.....	...	Elizabeth & Newark.....N.J.	224,749	20-,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,765	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6 0	50	49½	45
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	33½
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	45
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,1 6	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	43
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	336	66	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	22
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	28,181	2,431	—	100	100½	36
Sept. 30,'70	11.70	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,37.	—	—	100	100	30
Sept. 30,'70	33.60	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	75½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,36.	400,000	100,000	81,557	172,240	12,419	—	100	100	78
Dec. 31, '70	3.40	.....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,902	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.10	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,19	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	.....	...	Passenger (Cin.).....O	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.60	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,186	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	53
Dec. 31, '70	3.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	1.,000	8,000	4.0	50	20	12
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	31½
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,050	23,000	—	144,033	41,264	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Oct. 31, '68	6.85	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	56	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	15
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	....
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	50	66
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	21
Sept. 30,'70	9.38	880	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	125
Sept. 30,'70	3.01	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.45	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	36,061	9½	100	100	72½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.80	10	4	Syracuse and Onondaga ...N.Y.	34,600	37,000	—	—	11,737	2,004	2	100	100	....
Oct. 31, '68	8.33	200	28	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	63½
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	197½
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	24½
Dec. 31, '70	3.00	.....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas.	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	43
Sept. 30, '70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	18,447	8	100	100	190
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	68
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	38 580	15,600	5,000	41,489	9,530	—	—	55	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	3,800	3,010	4	100	100	18
Oct. 31, '70	3.58	40	16	Worcester.....Mass.	46,205	40,000	20,000	5,056	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BOND

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.
	$	p. c.		
Albany: 1st Mortgage.....	40,000	7	J. & J	18—
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J. & J	187.
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J. & J.	1881
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J. & J.	18—
Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1882
Bklyn City, Hun. P.& P.P.: 1st Mortgage.....	379,000	7	M & N	1878
Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J. & J.	1890
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J. & J	1876
Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J. & J.	18—
Buffalo street: 1st Mortgage.....	341,500	7	J.&D.	1881
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1893
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J. & J.	1874
Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J. & J.	1879
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J. & J	1878
D. Dock, E Bdw. & Battery 1st Mortgage.....	700,000	7	J. & J.	18 -
Eighth Avenue (N. Y.): 1st Mortgage.....	503,000	7	J. & J.	18—
42d st.& G'd st. Ferry(N.Y.) 1st Mortgage.....	160,000	7	J. & J.	1878
Real Estate.....	65,000	7	var.	var.
Frankford and Southwark 1st Mortgage.....	187,500	7	J. & J	1877
Germantown: 1st Mortgage.....	250,000	7	J. & J	1877
2d mortgage.....	250,000	7	J. & J.	1884
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J. & J.	1878
Grand st. and Newtown: 1st Mortgage.....	90,000	7	J. & J.	18—
Harl. Br., Morris's & Fordh.: 1st Mortgage.....	136,000	7	J. & J.	1877
Hestony., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J. & J.	1874
Lombard and South st.(Ph.) 1st Mortgage.....	62,500	7	J. & J	1883
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1886
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J. & J	1876
Orange and Newark: 1st Mort. Broad street....	100,000	6	J. & J	1880
1st Mort. O. & N. R. R....	100,000	6	J. & J	1881
2d Mort. O. & N. R. R....	300,000	6	J. & J	1885
Philadelphia City: 1st Mortgage.....	200,000	6	J. & J	1881
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M & N	1887
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	A.&O	1874
Quincy: Plain bonds.....	66,424	6	var.	var.
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J. & J	1880
1st Mortgage.....	15,000	6	J. & J	1880
Salem: 1st Mortgage.....	35,600	6	J. & J	18—
Second Avenue (N. Y.) 1st Mortgage.....1,	100,000	7	J. & J	1877
Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J. & J.	1878
2d Mortgage.....	15,000	7	A.&	1876
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D	1877
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J. & J	18—
Third Avenue (N. Y.): 1st Mortgage.....1,	500,000	7	J. & J	1875
Real estate.....	500,000	7	J. & J	—
Troy and Lansingburg: 1st Mortgage.....	85,000	7	A.&O	1871
Union (Boston): Real estate mortgages....	105,000	6	var.	var.
Union (Phila.): 1st Mortgage.....	300,000	7	J. & J	1885
Utica, Clinton & Bingham. 1st Mortgage.....	200,000	7	J. & J	1887
Watervliet. 1st Mortgage.....	130,000	7	J. & J	188
West Hoboken. 1st Mortgage.....	61,000	7	M. & N	1878
West Philadelphia: 1st Mortgage.....	100,000	7	J. & D	1887
Worcester: 1st Mortgage.....	20,000	6	A.&O	1887

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	72
Catawissa,* pref. and guar.....	2,200,000	7	7	96½
Cayuga and Susquehanna,* guar....	580,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung, guar.....	250,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	95
Chicago and Alton, pref.....	2,425,400	7	10	124
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	92
Cleveland and Mahoning,* guar.....	2,036,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,780	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,741	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	90
Erie, preferred	8,536,910	7	7	60
Evansville and Crawfordsville pref..	100,000	...	...	..
Hannibal and St. Joseph, pref.....	5,078,224	...	...	81
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,709	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	50
" " 2d pref	4,051,744	6	...	11
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	81
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	128
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103½
Ohio and Mississippi, pref.....	3,500,000	7	7	79
Paterson and Hudson,* guar.....	650,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,500	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	550,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	....
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	94½
Sandusky and Cincinnati, pref.....	445,518	6	6	57½
Schuylkill Valley,* guar.....	576,600	5	5	20½
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref.....	2,888,997	6	6	35½
Union, preferred.....	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774,400	7	7	6

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 — @	36 50
Pig, American, No. 1		36 — @	37 —
Pig, American, No. 2		34 — @	35 —
Pig, American, Forge		33 — @	34 —
Bar, Refined, English and American		75 — @	76 —
Bar, Swedes, assorted sizes	(gold)	85 — @	100 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		105 — @	120 —
Bar, Refined		80 — @	— —
Bar, Common		— — @	87 50
Scroll		100 — @	130 —
Ovals and Half-round		97 50 @	122 50
Band		— — @	95 —
Horse Shoe		95 — @	100 —
Rods, ¾@3-16 inch		85 — @	120 —
Hoop		105 — @	145 —
Nail Rod	per lb.	— — @	6¾
Sheet, Russia, as to No.'s	(gold)	— 12¾ @	13
Sheet, Single D. and T. Common		— 4¼ @	5¾
Rails, English	(gold) per ton.	57 — @	58
Rail-, American, at Works in Penns.	c'y.	60 — @	71 —
Anvils, (Eagle)	per lb currency.	— 8 @	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3¼ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 15 @	— 18
English Spring (2d and 1st quality)		— 7 @	— 10
English Blister (2d and 1st quality)		— 10 @	— 17
English Machinery		— 11 @	— 13
English German (2d and 1st quality)		— 10½ @	— 12
American Blister " Black Diamond"		— — @	— 12
American, Cast, Tool, do.		— 15 @	— 16
American, Spring, do.		— 9 @	— 11
American Machinery do.		— 10 @	— 11
American German do.		— 9 @	— 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb	4 35 @	— —
Cut Spikes, all sizes		4 50 @	— —
Clinch		5 75 @	6 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @	— 31
Copper		— 36 @	— 38

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 43½ @	— —
Straits	(gold).	— 36½ @	— 36½
English	(gold).	— 34½ @	— 35

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal....per box.	8 62½ @	9 —	10 25 @	10 75
I. C. Coke	7 50 @	8 50	9 — @	10 —
Coke Terne	6 25 @	7 50	7 25 @	9 —
Charcoal Terne	8 — @	8 50	9 50 @	10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall.	— 13½ @	— —
Crude, 40 @ 47 gravity (in shipping order)		— — @	— 17½
Refined, Standard White (in ship'g order).		— — @	— 24½
Refined, prime White (in shipping order).		— — @	— 25
Refined, S. W. (in jobbing lots)		— — @	— 26
Refined, S. W. (in tin)		— 28½ @	— 29½
Naptha, Refined, (65 @ 73 gravity)		— 9½ @	— 10½
Residuum	per bbl.	4 — @	6½ —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	...per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
38 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
Canton Co	....	....	....	....	....	....
Central Pacific 6s	99½	100	....	100½	100½	....
Central of N. Jersey	....	....	....	....	106	106½
Chicago & Alton	125	125	....	120½	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	142	....	143	....	....	140x
" 8s, 1883	111	....	....	....	....	....
Chic. & Northwestern	70½	70½	69½	69½	70½	70½
" pref	92	92	92	91½	....	91½
" 1st M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Consol	....	....	....	....	....	92
Chic., Rock Isl. & Pac	108½	108½	....	108½	108½	109½
Chi., R. I. & Pa. 7s, 1896	102½	....	....	....	....	....
Clev., Col., C. and Ind	87½	88	....	....	88	....
Clev. and Pittsburg	118	118	117½	117½	117½	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	20	....	19½	19½	....	....
" 1 M	88½	....	....	88½	88½	88
" 2 M	....	....	....	....	....	....
Cumberland Coal pref	....	....	....	....	....	....
Del. & Hudson Canal	....	....	119	118½	....	....
Del. Lack. & Western	108½	108½	108½	108½	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	99	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	30½	30½	30½	29½	30	30½
" pref	....	....	....	60	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	89½	....	89½	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	86½	....	87	....	....	....
Hannibal & St. Joseph	....	....	71	70½	70½	70½
" pref	....	....	....	....	81	....
" 8s, conv	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	134½	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	109½	....	109½	109½	109½	110½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	....	....	120½	121	....	....
" S.F. 8s, 1882	....	....	....	....	....	....
M. S and N. I, 1 M. S. F	....	103	103	....	....	....
" 2 M	99½	....	....	....	....	....
Mariposa Mining Co	....	....	4½	....	....	....
" pref	5½	....	6½	6½	....	....
" Tr. ctfs	....	....	....	....	....	....
Milw. and St. Paul	60½	....	....	61	61½	61½
" pref	80½	....	....	80½	80½	81½
" 1st mort	....	....	....	....	90½	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	107½	107½	108
" 7 3-10s con	95½	....	....	....	95½	94½
Missouri 6s	96	95½	96	96½	96½	96½
" H. & St. J. iss	....	....	....	....	95½	....
Morris and Essex	93½	93½	....	....	93½	....
" 1st mort	105	....	....	105	....	....
" 2d mort	99½	....	....	99½	....	99
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	106
" 6s, S.F. 1883	....	....	....	94½	....	....
" 6s, S.F. 1887	....	....	....	....	91	....
N. Y. Cen. & Hud. Riv.	98½	98½	97½	97½	97½	98½
" certificates	94½	94½	93½	....	94½	94½
N. York and Harlem	128½	....	128½	....	....	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	28½	....	....	....	....	....
Ohio and Miss	45½	....	....	....	45½	45½
" pref	79	....	....	....	79	79
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co	51½	51½	49½	49½	51½	51½
Panama	65½	....	....	63	62½	....
Phila. and Reading	114½	114½	114	113½	....	114½
Pitts., Ft. W. & Chi.	....	....	....	....	100	....
" 1 M	106	....	....	....	....	106
" 2 M	....	....	100	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	13	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	85½	....	....	86	....	....
" Income bds	78	....	77½	78	....	....
Tennessee 6s, old	....	....	....	....	75½	....
" new	....	75½	....	....	75½	75½
Tol., Wab. & Western	63	63½	63	62½	62½	63½
" pref	....	....	....	....	....	....
" 1 M	95	96½	....	....	....	....
" 2 M	....	....	....	....	....	91½
" Equipment	....	....	....	....	....	85
" St. Lou. Div	86	....	....	....	....	....
Union Pacific	32½	....	....	32	32½	32
" 1st mort	88	88½	88½	88½	....	88½
" L. Gt. 7s	84	84½	....	....	....	....
" Inc. 10s	87	87	....	....	....	....
Virginia 6s, old	....	....	....	62½	....	....
" new	....	....	64½	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	114¼	....	....	114¼	....	114⅜
U. S. 5s, 10-40s, reg	....	....	....	....	....	110¼
U. S. 6s, 1881, reg	118¼	119	....	....	119	....
U. S. 6s, 1881, coup	118¼	119⅜	....	119¼	119¼	119
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	114	114¼	....	....	....	113¾
U. S. 6s, 5-20s, reg. '64	..	114¼	....	....	....	....
U. S. 6s, 5-20s, c. 1864	..	114	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	114¼	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	114¼	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	113¼	113¾	113¾	....	....	....
U. S. 6s, 5-20s, c. n. '65	113¼	....	113¼	....	....	....
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	113¼	113¾	113¾	....	....	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	114¼	....	....
U. S. 6s, Pac. R. R. issue	115¾	116¼	116¼	116¼	116¼	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Catawissa	....	....	....	....	....	....
" preferred	47⅞	....	....	48	....	48¼
Camden and Amboy	128	128½	....	128½	129	129
" 6s, 1875	....	....	96	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	96	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38¼	38¼	38⅜	....	....	38¼
" 6s, 1884	....	....	....	88¼	....	88¼
" Gold L	91	91½	91	91¼	91½	91¼
" R. R. L	92	....	....	92½	....	....
" Conv. L	....	84	83	....	....	....
Lehigh Valley R. R	61¾	61¾	61¾	61¾	61¾	61¾
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	52¾	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	103	....	....	....	....	....
" 7s	99½	99¾	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	42
Oil Creek & Alleg. Riv.	49¾	49¾	49¾	49¾	....	49¾
" 7s	87½	....	....	87½	87½	....
Pennsylvania R. R	61¾	61¾	61¾	61¾	61¾	61¾
" 1st M	....	....	....	....	....	....
" 2d M	100¼	....	....	....	....	100¼
" Gen. mort	....	....	....	....	....	93¼
" " reg	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	105	....	105¼	....	....
" 6s, 3d series	....	....	107¼	....	....	....
" 6s, W L	100¾	....	....	....	....	100¼
Philadelphia City, 6s	....	101¼	101¼	101¼	....	....
" new	101¼	101¼	101¼	....	101¼	101¼
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	57¼	57¾	57¼	56¾	57¼	....
Philadelphia and Erie	28	28¼	....	....	28	28
" 6s	....	93	....	....	....	....
" 7s	....	....	....	87½	....	....
Schuylkill Navigation	....	....	8¼	8¼	....	....
" pref.	....	....	17¾	....	....	....
" 6s, 1882	80¼	....	....	....	80¾	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	80	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	93	....	....	....
Union Canal, 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	22¼	....	....	22¼	....
Chestnut & Wal.	....	....	....	53	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	24¼	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 22.

	W.16.	Th.17.	F.18	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875	100¼	....	100¼	100¼	....	....
" 1886	....	....	100	....	....	....
" 1890	100	99¾	100	....	99¾	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	100	....
Balt and Ohio	....	....	....	....	148	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	97¼	....	97	97	....	....
" 2d M	86	85	84¾	....	85	....
" 3d M. 8s	....	....	....	80	....	....
Northern Central	....	....	....	....	41¼	....
" bonds, 1885	91¾	....	....	....	....	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	22	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 23.

	Th.17.	F.18	Sat.19.	M.21.	Tu.22.	W.23
Boston and Albany	152¾	153	....	153	152¾	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	147	148	....	148	
Boston and Providence	....	147½	....	....	148	
Boston, Hartford & Erie	2¼	....	....	2¼	....	....
" 7s, new	....	28¾	28¾	28¾	28¾	28¾
Cheshire, pref	....	....	85	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	118¼	....	118¼	118¼	118¼	118¼
Fitchburg	....	....	....	....	....	138½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120½	....	120¾	....	120½	120¾
Northern, N. H	....	....	116½	....	....	117
Ogdens. & Lake Champ	90¼	....	....	90	....	90¼
" pref	....	....	....	....	....	....
Old Colony & Newport	....	....	104¾	....	....	....
Ph., Wil. & Baltimore	....	....	54¼	....	....	54¼
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	31¾	....	32¼	30¼
" 6s	....	....	87¼	87¼	87¾	87¾
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	....	....	....	82½	....
Vermont & Canada	....	....	101¼	....	....	101¼
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	103
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	10¼	....	10	10	....	10
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	4¾	....	....	....	....	4¾
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Aug. 11.	Aug. 4.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	88 — 92	88 — 92
Do. do., 2d mort., 1881	78 — 82	78 — 82
Do. Penn., 1st mort., 1877	88 — 92	88 — 92
Do. do., 2d mort., 1882	78 — 82	78 — 82
Do. Consol. 7 per cent. mort. 1890	41¼ — 42¼	41¼ — 42¼
Detroit and Milwaukee 1st mort. 7s	69 — 71	69 — 71
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	24¼ — 25	23¾ — 24¼
Do. sterig 6 p. c. convertible bonds	66 — 68	66 — 68
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	108 —109	107 —108
Panama General mort. 7s, 1897	75 — 80	75 — 80
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	94¼ — 95	94¼ — 94¾
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	96 — 98	95 — 97
Do. with option to be paid in Phila.	96 — 98	95 — 97

American Railroad Journal.

Saturday, August 26, 1871.

Stock Exchange and Money Market.

The Money movement has been quite steady through the week as to rates, though against the city bank resources, which have been seriously reduced, in the specie line, by the customs drain; and in the legal tender form, by the outflow of funds to the interior for crop forwarding purposes. The demand from street borrowers for accommodation has not been urgent, and has been promptly met, at the ruling figures. The mercantile inquiry has been fairly active, chiefly in connection with the Fall trade. The current quotations for Money at the close were 2@5 mainly 3 per cent., on call and at 5@8½, per cent. per annum on very choice to fair business credits, with the bulk of the business in the latter reported in mercantile notes, grading strictly choice to prime, and rated at 5@7 per cent. per annum. The city banks, in their last weekly exhibit, show a loss of 2¼ millions of legal tender notes, nearly three millions of specie, and nearly four millions of deposits, with an increase of about 2½ millions in their loan and discount averages, and a reduction of $37,857 in their item of circulation. The U. S. Sub Treasury increased its currency balance $269,017, and its coin reserve, over two millions as the result of the week's business. The city bank exchanges, last week, averaged $75,923,511; and thus far, this week, 72 millions daily. The banks now hold $10,131,050 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The receipts of the U. S. Sub-Treasury office were $5,054,426 in coin, and $3,826,642 in currency; payments, $2,983,975 in coin, and $3,557,625 in currency. The office received $1,406,000 in coin or its equivalent, from customs; and disbursed $491,512 of coin interest.

The specie reserve of the city banks according to the latest return is $9,408,805, against $20,733,346 same time last year. The city bank deposits are now $247,257,470 against $205,531,818 week ending August 29, 1870. The legal tender reserve amounts to $70,098,500 against $50,853,286 same time last year. The circulation now stands at $30,247,552, against $32,839 567 same time last year. The loans are now $304,537,429, against $275,772,982 at this date last year.

The U. S. Sub-Treasurer retired, last week, $8,996,375 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $9,548,974 in currency, and $64,293,526 in coin against a balance a week previous of $9,548,974 currency, and $64,293,526 coin.

Government revenues show a liberal yield in the line of customs. The excises yielded last week about 2¼ millions, and thus far since July 1, $21,816,561. The customs at the port of New York, last week were $4,309 375; and at the outports, equal to about 1½ millions more, all in coin, or coin certificates.

The features of the Gold movement, during the week, has been the speculative activity in Gold loans, which have been made at exceptionally high rates, as high on Tuesday as ½@1 per cent. a day, as against parties short of Gold for prompt delivery. When the speculative manipulators of the supply had worked the price for the immediate use of coin up to these oppressive figures, Government on having been apprised of the state of affairs, ordered the weekly sale of at least $2,000,000 to take place on Wednesday, in place of Thursday. The purchases of $1,000,000 U. S. 5-20s were made at the same time in regular course. Apart from this "corner in cash Gold," the business in the Gold Exchange was comparatively uninteresting. The main regular demand was for custom house purposes. The export call was light. The supply of Gold on Wednesday, after the Government sale, was more liberal, relieving the pressure in the loan market. At the close, 2@4 per cent. per annum was paid for carrying gold. The range of the price during the week, has been from 112¼@113¼, and the closing quotation on Wednesday was 112¼@112⅝ against 112⅜ the preceding Wednesday. The specie outflow, last week, was $647,340; on Tuesday of this week, $31,700; and on Wednesday, $128,000. The Gold Exchange Bank clearances have been as follows: August 17, $33,156,000; August 18, $53,878,000; August 19, $75,826,000; August 21, $47,750,000; August 22, $69,950,000; August 23, $84,082,000. On Wednesday Government marketed two millions of Gold at 112 17@112 38⅛. The proposal amounted to $6,036,000.

The customs at this port on Wednesday were $941,000.

Government disbursed through the U. S. Sub-

Treasury here, on account of the coin interest on the public debt from Jan. 1, to Aug. 19, 1871 $61,090,565, against $62,192,466 same time in 1870.

Of the September coin interest on the 10-40 Loan, under orders from Secretary Boutwell, the Sub-Treasury disbursed $950,000 on Tuesday (when the anticipatory payment was begun); and $670,000 on Wednesday of the current week.

The customs demand for Gold last week, averaged $734,396 a day; thus far, this week, it has averaged $587,500 a day, or equal to a weekly aggregate of $3,525,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $42,619, and since Jan. 1, 1871, $7,405,207 against $7,552,480 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $101,984,954 against $86,798,740 same time in 1870.

The export drain was $647,340 last week, against $2,284,637, same week preceding year The shipments since January 1, 1871, have been $52,877,856, against $42,990,445 same time in 1870.

Foreign Exchange has been depressed and unsettled, mainly by the speculative pinch in the Gold market. The demand has been limited. Bankers' sixty day bills on London closed on Wednesday decidedly firmer, however, with a better inquiry at 108⅜@109⅛; sight bills on London, 109¼@109⅝.

The produce exports from this port, week ending with Aug. 22, were to the currency value of $4,729,487.

The specie exports from San Francisco, from Jan. 1, to Aug. 3, were $10,703,399; against $22,-415,837 same time last year. The customs receipts at San Francisco were $4,347,603, against $4,892,304 same time in 1870.

Under the official programme for August, Government proposed to sell Gold, during the month, as follows: Thursday, August 31, $2,000,000. And buy in of Five Twenties, as follows: Wednesday, August 30, $1,000,000.

On Wednesday, Government bought in a million of Five-Twenties at 111 88@112 28, ex-interest. The amount of bonds offered was $3,374,350 at 111 88@112 48.

Government securities have been in very good request, and quoted firmer in price, influenced by the prompt success of the Five per cent. funding Loan in Europe, where the whole $80,000,000 assigned to the London syndicate was applied for on Wednesday, the first day of the opening of the books. It was deemed likely that the subscriptions would close on Wednesday in place of Thursday, as had been previously announced, and that the amounts applied for would have to be scaled. The American $50,000,000 is being rapidly applied for by the National Banks. This privilege will also be closed in a few days, if the whole amount is so soon applied for, as seems now more than probable. The rule is first come first served, without reference to amount, and six days, in place, of sixty days, may complete the negotiation. The home demand for the old Loans has been mainly for the bonds, which have the largest time to run, and on which the best prices have been made.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118¾@119; U. S. Five-Twenties of 1862, 114@114⅜; U. S. Five-Twenties of 1864 at 114@114¼; U. S. Five-Twenties of 1865, 114@114¼; U. S. Five-Twenties of 1865 consolidated, 113⅛@113¼; U. S. Five-Twenties of 1867, 113⅛@113⅜; U. S. Five-Twenties of 1868, 114@114¼; U. S. Ten-forties at 114¼@114½; U. S. Six per cent. currency bonds, 116½@116⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 9.	Aug. 16.	Aug. 23.
Consols	93¾	93 11/16	93 11/16
U. S. 5-20's of 1862..	93⅞	93 11/16	93¼
U. S. 5-20s, 1865....	93⅝	93⅜	93¼
" 1867	92⅝	92 7/16	92⅞
" 10-40s	93	93	*90 13/16
Erie.	24⅝	25	24⅞
Central Pacific 6s....	——	81½	——
Union " " ...	——	69¾	——

* Ex September coupon.

State bonds have been in quite moderate demand at irregular prices.

Railway bonds have been in good investment demand at stronger prices for the favorites of the older loans. The chief business has been through the commission houses. Central Pacific Sixes closed on Wednesday at 99¼@99½. The Chesapeake and Ohio Six per Cent. Bonds have been actively sought after, and considerable amounts of the Loan have been taken by investment buyers, directly by purchase, or through conversions of United States Bonds, at the ruling price of 92 per cent. and accrued interest.

Business in Railway and miscellaneous share property has been fairly active, with, however, considerable irregularity in values, closing on Wednesday.

We learn from Messrs. Tanner & Co., financial agents for the St. Joseph and Denver City eight per cent. gold bonds, that the total sales at the close of business on Wednesday were nearly 2½ millions. The total amount of this loan is $5,-500,000, and nearly half of this sum has been sold in the space of twenty days, the loan having been opened on August 1. The price of the bonds at present is 97½ and accrued interest in currency, with the probability that it will be advanced by order of the Company. The bonds are a first mortgage on 1,500,000 acres of the finest agricultural lands in the State, as well as on the railroad with all its franchises and properties. The Union Pacific Land Company's sales average $4 35 per acre for lands inferior to those of the St. Joseph and Denver City road. At this low valuation the St. Joseph and Denver City Company's lands will realize about $1,000,000 more than the whole of the company's first mortgage bonds. The bonds of the Eastern Division loan, which was closed some time ago, are now selling at a large premium.

General business has shown less activity. The Gold pinch has been against the export trade. Cotton, Flour, Corn, Pork and Lard closed firmer on Wednesday; Wheat, rather heavily. Middling upland cotton closed on Wednesday at 19⅛ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,972,125 bales, against 2 842,360 bales same time last year; exports 3,143,363 bales, against 2,194,348 bales same time last year; stock at the ports at latest dates 135,828 bales, against 85,714 bales same date 1870.

At the Live Stock Markets, Beeves have been in moderate request at from 8@12½ cts.; Veals at 4@10 cts.; Sheep at 4@6½ cts.; Lambs at 6@9 cts.; Swine, 5@5⅜ cts per lb., all live weight. The week's receipt were 7,856 Beeves, 1,949 Veal Calves, 30,708 Sheep and Lambs; and 16,397 Swine.

Foreign goods have been in moderate demand at fairly supported prices. The week's imports of foreign goods reached $7,168,065, including $3,-236,154 of dry goods.

Ocean freights have been less active, rates having been quoted firmer on a reduced supply of room.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Missouri 1st mort., 84½; Albany and Susq. 2d mort., 94⅛; Pacific 7s, guar. by Mo., 100½; Bellville and Southern Illinois 1st mort. 8s, 97; Toledo, Wabash and Western 1st mort., St. Louis Div., 86½; St Louis and Iron Mt. R. R., 58; do. 1st mort., 91½; Ohio and Miss. consol. bonds, 93¾; Am. Dock and Imp. 7s, 98; Toledo, Peoria and Warsaw 1st mort., W. D., 86¾; do. 2d mort., 79; Morris and Essex const. bonds, 92; Central of New Jersey new bonds, 101⅜; Chicago and Milwaukee 1st mort., 95; New York Central sub. bonds, 91; Chicago and Northwestern Int. bonds, 92; Mil. and St. Paul 1st mort., Iowa Div., 93⅜; Cedar Falls and Minn. 1st mort., 84; New Jersey R. R., 125; Rome, Watertown and Ogdensburg R. R., 115; New York and New Haven R. R., 156; Louisiana 6s, new, 61½; Alabama 8s, 100; Georgia 7s, gold, 98⅜; South Carolina 6s, new, Jan. and July, 57½; North Carolina Fund Act, 1866, 33; Adams Exp., 82½; Wells-Fargo Exp., 48¼; U. S. Exp., 57; Am. Mer. Union Exp., 58½; Western Union Tel., 61½; Quicksilver pref., 20; Cumberland Coal and Iron, 41; Am. Coal, 54; La Crosse gold, 0.19; Black Hawk gold, 0.35.

Philadelphia.—Allegheny Valley 7 3-10s, 95¼; Huntingdon and Broad Top Mt. R. R., 9; do. 2d mort., 85⅞; Belvidere Delaware 3d mort., 82; Chesapeake and Delaware Canal 1st mort., 95; Wilmington and Reading 1st mort. 7s, 99; Pennsylvania and New York Canal, 7s, 96½; Perkiomen R. R. bonds 81; Camden and Atlantic pref., 36; New Jersey State 6s, exempt, 105. The latest quotations are: City 6s, 101¾@101⅞; do. free of tax, 101@101½; State 5s, coupon, 100@100; do. 6s, W. L., 100@101; do. 1st series, 103@103; do. 2d series, 105¼@105½; do. 3d series, 107@108; Reading, 57⅛@57¼; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 92@95; Camden and Amboy, 129@129½; do. mort. 6s, 1889, 95¾@96; do. 1883, 89@90; do. 1889, 89@90; Pennsylvania R. R., 61⅞@62; do. 1st mort., 100@101; do. 2d mort., 100¼@101¼; do. General mort. coupon, 93@93¼; do. reg., 96¼@97½; Little Schuylkill R.R., 46@46½; Morris Canal, 51@52; do. pref., 120@125; do. 6s, 90@91½; Susquehanna Canal, 9½@11; do. 6s, 63@64¾; Schuylkill Nav., 8¾@9; do. pref., 17⅝@18; do. 6s, 1882, 80½@80½; Elmira and Williamsport pref., 42@—; do. 7s, 1878, 94¾@96; do. 5s, 61@—; Lehigh Coal and Navigation, 38½@38⅝; do. 6s, 1884, 88½@88¾; do. R. R. Loan, 92½@92⅝; do. Gold Loan, 91@91¼; North Pennsylvania, 50½@51; do. 6s, 102¼@103; do., 7s, —@99½; do. Chattle 10s, 112½@116; Philadelphia and Erie, 27⅝@28; do. 6s, 92¾@95;

Minehill, 53@53; Catawissa, 17@20¾; do. pref., 48⅛@48⅜; Lehigh Valley, 61⅝@61¾; do. 6s, 97⅛@98¼; Fifth and Sixth streets, (horse,) 45@45; Second and Third, 66@67—; Thirteenth and Fifteenth, 24@24⅛; Spruce and Pine, 31¾@32; Green and Coates, 44½@—; Chestnut and Walnut, 52@52; Hestonville, 22@22¼; Union, 60@—; Germantown, 33@35.

Boston.—Vermont Central 1st mort., 87½; Eastern R. R. 6s, 1874, 98¾; Grand River Valley 2d mort. 8s, 1879, 104½; Framingham and Lowell R. R. 7s, 1891, 90; Missouri River, Ft. Scott and Gulf 1st mort., 10s, 100; Cedar Rapids and Missouri 7s, 1916, 90; Leavenworth, Lawrence and Galveston 1st mort., 10s, 96; Kalamazoo, Allegan and Grand Rapids 8s, 95½; Stanstead, Shefford and Chambly 7s, 83; Vermont Central and Vermont and Canada 8s, short, 101; Cincinnati, Sandusky and Cleveland R. R., 23¾; Portsmouth, Gt. Falls and Conway R. R., 112¼; Indianapolis and Cincinnati R.R., 7¾; Rutland R. R., 88¾; do. pref., 84¾; Norwich and Worcester R.R., 116; Conn. and Pass. Rivers pref., 92; do. 6s, 92½; Nashua and Lowell R. R., 149¼; Worcester and Nashua R. R., 135½; Taunton Branch, 110¼; Boston Water Power Co., 44½; Cary Imp., 16; Waverly Land, 4; Chelsea 6s, 1891, 100½; Hartford 6s, 1876, 97½; do. 1893, 99¾; Chicago 7s, 1881, 101¼; do. 1892, 101⅛; St. Louis County 7s, 1885, 100½; Chicago 7s, 1890 101⅜; Roxbury 6s, 1876, 101; Boston 5s, 1878 gold, 100; do. 6s, 1880, gold, 102; Cook County Ills., 7s, 100¾; Calumet and Hecla, 102; Dana 90c.; Hancock, 8; Humboldt, 95c.; Petherick, 1¾; Ridge, 2¼.

Baltimore.—Maryland Defense Loan, 106¼; Virginia Consolidated 6s, 65¼; do. 6s, 1866, reg., 68; do. 1867, 66; do. 6s, old, 52½; do. Deferred Certificates, 29; do. 6s, old, coupon 62¾; Northern Central 6s, 1900, gold, 91¾; Pittsburg and Connellsville bonds, 94¾; Marietta and Cincinnati 2d pref., 11. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¾@95; Baltimore and Ohio, 142½@143; do. 6s 1875, 96@96¼; do. 1880, 95@—; do. 1885, 96@—; Northern Central, 41½@42; do. 6s, 1885, 92@92⅛; do. 1900, 89@90; do. 6s, 1900, gold, 91⅝@91¾; N. W. Va. 1st mort., 99@—; do. 2d mort., 98@100; do. 3d mort., 1885, 90@92; Marietta and Cincinnati 7s, 1892, 96¾@97; do. 2d mort., 85@85⅞; do. 3d mort., 79@80; Central Ohio, 28½@30; do. 1st mort., 87¾@88; Western Md. 1st mort. 6s, 1890, 80@80½; do. guar. by Baltimore City, 92@92¼; do. 2d mort. guar., 91¾@92¼; do. 2d mort. pref., 61@—; do. 6s, guar. by Washington Co., 84@85; Richmond and Danville bonds, 79½@80¾; Orange and Alexandria 1st mort. 6s, 90@91; do. 2d mort. 6s, 80@85; do. 3d mort. 8s, 87@87½; do. 4th mort. 8s, 85@85¾; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 8s, 87@90; do. 6s, 1st mort., 87@95; do. 6s, 2d mort., 77@80; Baltimore 6s, 1875, 100⅛@100½; do. 1884, 99@99; do. 1886, 99@99¾; do. 1890, 99¾@99⅞; do. 1893, 98⅝@99; do. 1900, 99¾@100; do. 5s, 1838-'70, 80@82; Memphis City 6s, 59½@60½; Maryland Defense Loan, 1883, 106@106½; City Passenger R. R., 21⅝@22¾; George's Creek Coal, 70@75; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1.00@2.00.

INVESTMENT SECURITIES.

JAY COOKE & Co. are now selling, and recommend as a profitable and safe investment for all classes, the First Mortgage 7-30 Gold Bonds of the Northern Pacific Railroad Company. They have 30 years to run, bear Seven and Three-Tenths per cent. gold interest (more than 8 per cent. currency), and are secured by first and only mortgage on the ENTIRE ROAD AND ITS EQUIPMENTS, and also, as fast as the Road is completed, on 23,000 Acres of Land to every mile of track, or 500 acres for each $1,000 Bond. They are exempt from United States tax; principal and interest are payable in gold. Denominations; Coupons, $100 to $1,000; Registered, $100 to $10,000.

Northern Pacific 7-30s are at all times receivable, at TEN PER CENT. ABOVE PAR, in exchange for the Company's lands, at their lowest cash price.

The proceeds of all sales of lands are required to be devoted to the repurchase and cancellation of the First Mortgage Bonds of the Company. The Land Grant of the Road exceeds Fifty Million Acres in the most fertile portion of the Northwest, and the demand for the Company's lands for settlement already exceeds the ability of the Government to complete the surveys. This immense Sinking Fund will undoubtedly cancel the principal of the Company's bonded debt before it falls due.

Holders of U. S. Five-Twenties, who wish to convert them into a first-class railroad security, can do so at a present profit of about 12 per cent., while increasing their interest income nearly one-fourth, by exchanging them for Northern Pacific 7-30s.

All marketable stocks and bonds will be received in exchange at their highest current price. Full information, maps, pamphlets, etc., will be furnished on application to any agent for the loan, or to JAY COOKE & Co., New York, Philadelphia or Washington.

Barrow Hematite Steel Company.

Besides a general and continual increase in the capacity and efficiency of these works, the important addition of a twelfth blast furnace has been erected. The producing power of Barrow knows no limit. New markets open up and more efforts are made to produce the required supply. The great French iron manufacturer and statesman, Schneider, of Creusot celebrity, says of these works, "They are marvellous."—*Globe.*

☞ Chief Engineer W. Milner Roberts, in a published card, pays a warm tribute to the venerable Edwin F. Johnston, the original Chief Engineer and at present Consulting Engineer of the Northern Pacific Railroad, who as early as 1854 made a report upon the route, and has since labored unceasingly for the advancement of the road.

☞ The engineering and surveying party of the Catskill and Schoharie Valley Railroad commenced operations on the 14th inst.

BANKING AND FINANCIAL.

NEW YORK, Aug. 22, 1871.

☞ OFFICE OF FISK & HATCH,
BANKERS, No. 5 NASSAU ST.

Five-twenty Bonds are to day selling at.....114
Central Pacific Sixes at.....100
Chesapeake and Ohio Sixes at.....92 and interest

Holders of 5-20s, by conversion into Centrals, retain the same interest and increase their capital 14 *per cent.*, or into the Chesapeake and Ohios with an increase of 20 *per cent.*; or holders of Centrals can exchange for Chesapeake and Ohios, and increase their capital about 7 *per cent.* The popularity of the Centrals, their availability and quick market at all money centres in the world *so soon after the completion of the road*, are very gratifying to us, and must be also to all holders of the bonds; that the same popularity and availability will attach to the Chesapeake and Ohios, and that they will command equal price with the Centrals in due time, we have no doubt. The near approach of the time when the Secretary of the Treasury will call in a vast amount of Five-twenties and pay them in gold, behooves all holders to be looking for new investments; and to all such we recommend the *Six per cent. Gold Bonds, principal and interest, of the* CHESAPEAKE AND OHIO RAILROAD COMPANY.

Length of road, 427 miles.

Finished and running, 227 miles.

Additional to be completed by Oct. 1, ninety-five miles.

Leaving 105 miles, which will be completed Sept. 1, 1872.

Total amount of this loan, $15,000,000.

Total cost of road, depots, equipments, &c., $30,000,000.

The amount remaining unsold, about $7,000,000, will soon be absorbed. They are issued in denominations of $1,000, $500, and $100.

FISK & HATCH.

HARVEY FISK.
A. S. HATCH.

☞ The Harlan and Hollingsworth Company, of Wilmington, Del., are constructing an iron steamship, of 2,300 tons capacity, for the Old Dominion Steamship Company, of New York, to run between New York City and Richmond, Va., via City Point and Norfolk. The vessel is 265 feet long on deck; 41½ feet beam; 23½ feet hold; beam engine, cylinder, 75 inches in diameter, stroke, 11 feet.

☞ Messrs. C. C. & E. G. SMITH, J. H. Gardener and C. L. Chase, have closed a contract with the officers of the Jacksonville, Pensacola and Mobile Railroad Company, for constructing 250 miles of their road from Quincy, Florida, to Mobile, Alabama. This is a link in the great route between New Orleans and New York—185 miles between Jacksonville and Quincy being now in operation.

☞ The contract for the grading, masonry and bridging of the Emmittsburg railroad has been awarded to Mr. Donahugh, who has just completed his work on the Western Maryland railroad, near Monterey. Mr. J. S. Gitt, the engineer, is staking out the work preparatory to the commencement of the grading of the road, which is to commence on Monday next.

Journal of Railroad Law.

RAILROAD COMPANIES—NEGLIGENCE OF PERSONS INJURED NOT ALWAYS A BAR TO RECOVERY—RULE OF LAW AS TO CONTRIBUTIVE NEGLIGENCE.

The facts in the recent case of The Chicago, Burlington and Quincy Railroad Company *vs.* Thomas Payne, administrator, &c., (49 Ill., 499), are fully and clearly stated in the following opinion by

WALKER, J.—This was an action brought by appellee, as administrator of Albert Y. Payne, to recover compensation, under the act of 1853, for the alleged killing of Payne by the negligence of the employees of appellants. It appears from the evidence that the deceased was driving in a covered buggy upon the highway, and at a place where the road intersected with the railway of appellants, and came in contact with a passing train, and was instantly killed.

It is averred in the various counts of the declaration, that the railway company kept no warning board at the crossing, that no bell was rung or whistle sounded to give notice of the approach of the train, as required by law, and the engineer in charge of the train was drunk at the time the accident occurred. The company denied negligence on their part, and allege that there was a want of ordinary care on the part of deceased as he approached the railroad.

On the trial in the Court below, there was a large amount of evidence introduced by each party, but inasmuch as the case will have to be submitted to another jury, we deem it improper to discuss its weight or whether it supported the verdict. From a careful examination of the instructions given the jury, we are satisfied they do not announce the law to the jury so clearly and distinctly that we can see that they were not misled in arriving at their verdict. They seem to conflict, and to leave the jury a choice as to which class they should adopt. A party has the right to have the law applicable to his case fairly, clearly and distinctly stated in the instructions given to the jury. It is not sufficient to say the law in the case is correctly announced in a part of the instructions, if it is incorrectly stated in others.

This is the second of the plaintiff's instructions which the Court gave to the jury.

"If the jury believe, from the evidence, that the defendant was guilty of gross negligence, under all the facts before them, in running its train to and over the common highway crossing, and thereby the death of Albert Y. Payne was caused, then, even though the deceased did approach such crossing with some and a less degree of negligence, while traveling on the highway, such negligence of the deceased would not destroy the plaintiff's right to recover in this action."

The third instruction given for appellees is this:

"Even if the jury believe, from the evidence, that the deceased, Payne, did with some negligence, on a highway, approach the railroad crossing of the same, yet, if the defendant recklessly and with gross negligence, approached with its train to and crossed said highway, and thereby caused the death of the said Payne, as charged in the declaration, such negligence of deceased would not justify such gross negligence of the defendant."

Appellee's fifth instruction is this:

"It was the duty of the defendant to operate its train in coming to and crossing said highway with due care and precaution to avoid injury to persons passing on said highway, and if by sounding the whistle of the locomotive or ringing the bell thereof, in such manner as could have been reasonably done under the circumstances, injury to the deceased would have been prevented, and by wrongful failure so to do, the death of said Payne, resulted as alleged in plaintiff's declaration, then the jury should find the defendant guilty."

Appellee's sixth instruction is this:

"If the defendant had erected and maintained a post on its track, some 80 rods east from said highway crossing, at and from which its trains in approaching said crossing were accustomed, by whistle or ringing of a bell, to give notice of its approach to such crossing, and such whistle or ringing of bell would reasonably have prevented the accident in evidence, and on the occasion in evidence the defendant failed to ring a bell or sound a whistle, and that thereby, and the negligence of the defendant, the death of the deceased, Payne, was caused, as alleged in the declaration, then the jury should find defendant guilty."

It is the established doctrine of this Court that, although a plaintiff may be guilty of negligence, still the defendant will be held liable if his negligence is greater than that of the plaintiff. Where the negligence producing the injury is equal or nearly so, or that of plaintiff is greater, then he cannot recover. Although he may be guilty of negligence, yet if that of the defendant is greater, amounting to gross negligence, he would be liable. Negligence resulting in injury is comparative and it is not required that the plaintiff shall be free from all negligence, or that he shall exercise the highest possible degree of prudence and caution, to entitle him to recover, if the defendant is shown to be guilty of a higher degree of negligence.

In the case of the Galena and Chicago Union R. R. Co. *vs.* Dill, 22 Ill., 264, it was said that where the company have erected the proper signs and notices at the point of intersection, the highway traveler should, under ordinary circumstances, heed its warning, and use proper precaution to avoid a collision, and failing to do so, negligence more gross on the part of the company only will render them liable for injuries received. It was also held, in that case, that each party had the right to use their respective roads, but in doing so they were required to use all reasonable precautions to prevent injury to the other. That the traveler on the highway had the same but no greater right, to travel the highway over the track of the company than the latter had to pass over the highway, and that both should exercise prudence in the enjoyment of their several rights. But that the road was not required by statute to ring a bell or sound a whistle.

If an individual in crossing a railroad track, is guilty of negligence, that does not authorize the employees to wantonly kill such individual. His negligence may be a wrong to the company, but he does not thereby forfeit his life. If his negligence produces injury to the company, the Courts are open to them for redress. And it would be monstrous to hold that because a person is careless in regard to his safety, he thereby renders himself liable to destruction with impunity, by persons operating railroad trains. Such a doctrine can never be sanctioned in a court of justice. In such a case, the employees of the road should use every reasonable effort to prevent the destruction of the individual, although he is negligent. But at the same time, if the deceased so acted that it was not within the power of the engine-driver to prevent the collision by the employment of reasonable diligence and effort, then the company are not liable.

It will be observed that the instructions given for the plaintiff, and which we have quoted, do not recognize the rule here announced; and although they would probably not mislead members of the profession, still, to men not versed in the rules of law, they were calculated to, and may have misled the jury in this case.

It will be observed that these instructions do not state the rule of comparative negligence. The second only announces a rule that a less degree of negligence on the part of the deceased would leave the company liable. This instruction does not define the degrees of negligence with accuracy. If the deceased was guilty of negligence, then the negligence of the company should have been so much greater as to clearly preponderate, as was said in the case of Chicago, Burlington and Quincy R. R. Co. *vs.* Dewey, supra. But, taken alone and disconnected from the other instructions given for appellants, this instruction might not have been so far objectionable as to require a reversal.

The third is, however, more objectionable. It informs the jury that if deceased was guilty of some negligence, yet if appellants recklessly and with gross negligence crossed the highway and caused the injury, the company would be liable. The expression "some negligence" is indefinite, and embraces every degree of negligence except the highest and most gross. Even if deceased had been guilty of negligence approaching the most gross, the jury would have been warranted in finding for appellee, and that, too, although greater than the negligence of the employees of the company. Even though they are guilty of recklessness and gross negligence, the company would not be liable. And this instruction is liable to that construction.

The fifth instruction correctly defines the duty of the road, but entirely ignores the duty of the deceased. And as the defense was based on the theory of negligence of deceased, to the degree that would exonerate the company, this instruction should have been modified so as to announce the proper rule as to comparative negligence.

The sixth instruction fails to announce the rule as to comparative negligence.

Although the fourth instruction asked by appellants was incorrect and should not have been given, still it was not accurate as modified by the Court before it was given. As modified it ignored relative negligence of the parties, and failed to announce the proper rule and may have contributed to mislead the jury. While the instructions given for appellants laid down a different rule from that announced on appellee's instructions, still the jury were, by all the instructions before them, left to select and act upon either rule as it might strike them as being most proper. In this the instructions were wrong, and should, when taken together, have been consistent and have

presented the law of the case with accuracy and precision that the jury might have received aid thereby in arriving at a true verdict.

For the error in giving these instructions for appellee, and the giving of appellee's fourth instruction as modified, the judgment of the Court below must be reversed and the cause remanded.

Judgment reversed.

Atlantic and Great Western Railway.

With the release of the Atlantic and Great Western railway from the baleful influences to which it has been subjected, and the virtual control secured to its Proprietary through the sale to trustees acting as their agents, added to the complete success of the financial portion of the reorganisation scheme, the undertaking is placed in an entirely new position. Its transfer only awaits certain formalities, and under new directorial guidance and management, we shall learn for the first time the earning power of this fine property. Through the provision made for meeting all financial contingencies consequent on the action taken, litigation has been stopped, and the fractional portion of dissentients in the States, led on by parties whose interests were antagonistic to the welfare of the Proprietary, have been silenced by the payment of their coupons. The trustees representing bonds and debentures to the amount of $58,372,510, within a fraction of the total indebtednees of the Company, and fortified with the proceeds of the subscriptions to the 7 per cent. reorganisation stock, were in a position to defy all competitors. The sale in question, which we need scarcely say would not have been possible with a British railway, for this whatever its financial difficulties, must not be sold, sets aside, in accordance with New York, Pennsylvania and Ohio State laws, all pre-existing deeds; and the reorganisation having been sanctioned by the American courts on the basis of the official scheme the purchasers, thus unencumbered, will be free to deal with their property as they choose. The transaction as absolutely legal, bears an unchallengeable character. So much has been said of the conflicting jurisdiction and corruption of District Courts in the case of the Erie, that an impression has gained ground that any American railway is liable to be entangled hopelessly in their meshes. But we notice that the decrees by which the sale and foreclosure of the Atlantic and Great Western have been effected, in conformity to the laws of New York, Pennsylvania, and Ohio, are those of the State Courts, the judges of which, together with those of the Supreme Court, have always been free from the suspicion of degrading their functions to individual or partisan interests. Besides, there is no *locus standi* for any opposing party. Even Erie is conciliated, an important point in view of the conterminousness lines of the two Companies. The trustees whose business it will be to re transfer the line to the new Company, are General George B. McClellan, William Butler Duncan (Messrs. Duncan, Sherman and Co.), and the Hon. Allen G. Thurman, United States Senator, from Ohio. The success thus ensured, its one object being to rescue the property and put it under good and efficient management, whilst securing the returns to the rightful owners, is creditable to the energy and administrative skill of the President, Mr. James McHenry. The unanimity by the bond and Shareholders in the preliminary stages of the reorganisation scheme, will tell on after management. With the formation of the new Company, and the appointment of a Board of Directors, of whom it is arranged that General McClellan, known as an able administrator, shall be chairman, we shall look with interest for the report of the financial position and the resources of a line, the present revenue of which, there is good evidence to show, is already capable of giving a fair return on capital; we shall learn at the same time the full extent of Erie injustice and mis-management. Mr. James McHenry, who, as President, is thoroughly conversant with the line, after stating the amount required for coupons and bonds and preference shares at $3,500,000 per annum, adds "The net revenue, allowing 60 per cent. for working expenses, being estimated at over $4,000,000 per annum, leaves a large and increasing margin for dividends on the common stock." Further he remarks "It is incredible that a railway so located, traversing territory containing one-quarter of the population of the United States, through the best cultivated agricultural, the richest coal and iron, and the only petroleum districts in the country, under capable and honest management, should have any difficulty in meeting its engagements with the utmost regularity." The above estimate is confirmed by the earnings of lines connected with the Atlantic and Great Western as feeders, or running through the same States. The depreciatory State official figures supplied by the Erie, but never submitted to rectification, do not invite reliance when we find that the Cincinnati, Hamilton, and Dayton railroad a line of only sixty miles, but which connects at the further extremity the Atlantic and Great Western to Cincinnati, has a total net revenue of upwards of two-thirds of the amount set down to the latter. The total net revenue of the Pennsylvania Central, of 601 miles, is no less than $8 295 240, and that of the New York Central, of 842 miles, is nearly $8,295,240. At the same time we are prepared to believe that with such lessees, and with such management as the Erie has displayed, the line could never have been worked up to its full capacity, and that under a receiver for the lessees there could be but languid supervision. The gross earnings of the New York Central (842 miles) is $22,303,710; of the Baltimore and Ohio (588 miles) $9,000,317, with proportionate gains; whilst those of the Atlantic and Great Western are set down at less than half the last amount, and the working expenses are simply incredible. The official figures of the Company show that the augmentation of traffic has been at the rate of nearly a third of a million tons per annum. The holders of securities now look with confidence to the realisation of those expectations with which the enterprise was undertaken. Time has certainly worked in its favour, not merely through the increase of the population, wealth, trade, and industry of the United States generally, but particularly of the three States to which it pertains. There has been a large augmentation of the trade of the East and West, for which it forms a highway, connecting by aid of other conterminous lines the commercial emporium of New York with Lake Erie and St. Louis, and the whole surrounding net work of lines; local production on its route, in grain and coal, has advanced; the carrying trade for petroleum is an ever enlarging source of revenue, and the growth of the inland centres of consumption and distribution must make continuously fresh demands on the movement of produce and goods. Much importance is to be attached to the improvement of relations that will attend the new management, with connecting lines, the disturbance of which in the past has seriously operated to divert traffic.

The removal of the difficulties in the way of the realisation of the reorganisation scheme invests its features with additional interest. Neither the financial details nor the other provisions appear in any way complicated.

In this scheme, the financial operations of which have been carried on by Messrs. Bischoffsheim and Goldschmidt, it was arranged that the capital of the new Company should be $65,000,000 (£13,000,000). The new securities made exchangeable for divisional bonds and overdue coupons thereon, and also for 25 per cent. of the certificates of debenture of 1864, consist of first general mortgage bonds for $10,500,000; second general mortgage bonds for $7,000,000; third general mortgage bonds for $22,500,000 secured by corresponding mortgages on the whole road, rolling stock, &c., the bonds bearing 7 per cent. interest, payable in gold half-yearly, for a term of 30 years, 30 per cent. of the first two series having the power of foreclosure, in default of payment of two consecutive half-years' coupons, which renders the whole of the bond and interest due and payable. Of the capital of the new Company the holders of first and second old divisional bonds receive respectively the first and second mortgage bonds, whilst the holders of certificates of debenture of 1864 receive in exchange 25 per cent. in each of the series of mortgage bonds and ordinary shares, and are entitled to about 3½ per cent. this year in addition to 1¼ per cent. already paid on account of other securities deposited in trust for them. Consolidated bondholders receive the third mortgage bonds for the amount of the principal and 5 per cent. preference shares for the overdue coupons, and the holders of certificates of debenture of 1868 obtain 25 per cent. of the third mortgage bonds, 25 per cent. preference shares, and 50 per cent. ordinary shares. The scrip for the new securities, in exchange for the bankers' receipts, provides the means of identifying the old and new securities. Under capitalisation with interest, for each 100 dollars the owners of New York First Mortgage Bonds are entitled to $131 50; of Pennsylvania do. to $133.25; of Ohio to $133.25; of New York Second Mortgage Bonds to $133.25; of Pennsylvania and Ohio do. $131.50; of Third General Mortgage Bonds of the Consolidated Stock, $100; of Preference Shares, $24.20 5 6ths; of coupons due prior to January 17, 1867, $100; of debentures of 1864, $25; ordinary shares, $25; of debentures of 1868, $25; ordinary shares, $50.

The first issue of 7 per cent. reorganisation stock so successfully carried out, was for the payment of the overdue coupons of the Dutch holders, and making effective provision for the harmonious working with the Erie Company under changed conditions. Issued at £75 per £100 it is redeemable at par in three years, a choice being given to the holder of converting them into the first mortgage bonds of the reorganised Company at the price of £80 per £100; these bonds, as those of the other classes, representing arrears of interest.

The second and final issue of £400,000 7 per cent. reorganisation stock, and similiarly convertible into first general mortgage bonds, identical in form, has been made for the purpose of furnishing the means to conclude the reorganisation of the Company, the surplus beyond meeting claims being applicable to the purchase of rolling stock and other requirements. The issue price was £80 per £100, this sum including the £5 premium, and the premium being credited to the trustees, the complication of creating two classes of securities has been avoided.

The reorganisation scheme gives power to the trustees to aid and supervise the proposed conversion of securities, to appoint provisionally Managers and Directors, and hereafter to concern themselves with given general protection to the interests of the different classes of creditors. The Directors of the Company will be nine in number, and with a road possessing the earning powers indicated, with a route through the richest districts of the Union, whether regarded from an agricultural or mineral point of view and entitled to a large share in the through traffic between East and West,—a railroad moreover, not unduly weighted with liabilities, as compared with other and prosperous lines, must, when exempted from past misgovernment, under the guidance of an efficient executive, rendering the vast network of lines, north, south, east, and west tributary to its revenue, yield ample returns.—*Herapath.*

☞ The Wayesboro' (Pa.) *Record* has undoubted authority for the statement that the contract for the grading of the Miramar Railroad between Shippensburg and Bridgeport was given out on Monday, and that the work is to be pushed forward vigorously.

☞ Messrs. Wallace and Co., of St. Paul, Minn., have the contract for grading, tying and laying the iron on the branch line of the St. Paul and Pacific road from Sauk Rapids to Brainard.

Pennsylvania Company.

The Philadelphia *Ledger* says that the "Pennsylvania Railroad company" and the "Pennsylvania Company" are two distinct corporations, and then adds:

The former is the well known railroad that, by its original charter, connects Harrisburg with Pittsburgh, and by various leasing and control of other lines now connects Philadelphia with almost all points in the interior out to the western end of the Union Pacific Railroad. It is, as it stands to-day, the most extended and important railroad in the world. The "Pennsylvania Company" is a comparatively new corporation, having been created some two years ago, and though believed to be in the immediate interest of the Pennsylvania Railroad Company, it is nevertheless distinct and alone responsible for the liabilities created in its name, though it is really but a Bureau representing the Pennsylvania Railroad Company's interest west of Pittsburgh. It is this "Pennsylvania Company" that has just completed the negotiations for the lease of the Jeffersonville, Madison and Indianapolis Railroad, and has also secured a controlling interest in the Ohio River Bridge at Louisville. By this arrangement the "Pennsylvania Company" secures control of all lines crossing the Ohio river at Cincinnati and Louisville to the south and northwest. It is understood that liberal arrangements will be made with the Ohio and Mississippi Railroad for the use by the latter of the bridge at Louisville.

Pittsburgh and Connellsville Branch Roads.

The follow items of intelligence from the Cumberland (Md.) *News* of the 15th inst., show how rapidly as well as effectually the Pittsburgh and Connellsville railroad is building up the country along its route:

The branch railroad from Mineral Point, on the Connellsville railroad, to the town of Somerset in Somerset county, ten miles in length, has been graded and ballasted, and the work of laying the rails was begun yesterday, and will be completed by September 2d, if no unforeseen event occurs to interfere.

The branch road from Garrett Station to Berline, in Somerset county, distance eight miles, has been let, and is to be completed within ninety days.

A large part of the grading on the branch from Meyer's Mills, near Dale City, to Salisbury, has been completed, and work is progressing quite vigorously.

☞ The contracts for the construction of the first ten miles of the Pittsburg, Virginia and Charleston Railroad have been awarded to Messrs. F. Gwinner & Co., E. Howard, C. H. Love, Utzy, Scott & Wheeler, P. & T. Collins and D. W. Williams. The contract for the trestle work was awarded to G. W. Bitner.

☞ Engineers have commenced the survey of the route for the proposed Maryland Central railroad, commencing at Belair and running through Long Green and Dulaney's Valleys, in Baltimore county, to some point at the city limits. The work will be rapidly pushed.

☞ The postage to Germany is to be reduced October 1st, for prepaid letters, from 10 to 7 cents per half ounce. Postage on other matter remains unchanged.

☞ Geo. M. Miller has been elected President and John T. Bush treasurer of the Newport and Wickford Railroad and Steamboat Company.

☞ A formal celebration of the opening of the Connecticut Valley railroad was held at Saybrook Point on the 24th inst.

☞ Hon. C. P. HUNTINGTON, Vice-President of the Central Pacific Railroad Company, and President of the Chesapeake and Ohio Railroad Company, has just returned from California, after an absence of nearly three months. His trip to the Pacific had for its object the conclusion of arrangements for the consummation of several important railway projects, and important combinations on the Pacific slope. Mr. HUNTINGTON reports great progress made in the building of the Chesapeake and Ohio Railroad, and also in the new town of Huntington, the western terminus of the Ohio River of the Chesapeake and Ohio, as well as three other railroads. Mr. HUNTINGTON it is said, will place, without delay, before the directors of the Chesapeake and Ohio Railroad Company, applications from British capitalists and iron masters, who have bought tracts of iron and coal lands on the line of the road, with the view of expending at least a million dollars in the manufacture of iron. These gentlemen wish to have the rates of freight for iron and coal fixed on a permanent basis for a term of ten years, and it is believed that the Chesapeake and Ohio Railroad Company will act liberally in this matter, as their policy is to attract capital and settlers on the line of the road. The Company has received a proposition from one of the leading manufacturers of iron in Pennsylvania to erect iron-works and furnace at the town of Huntington, which is situated in the centre of one of the richest coal and iron districts of the country, and already gives promise of rapid growth into a manufacturing city of the first rank.

☞ The Parkersburg, Ripley and Charleston Railroad Company was organized at Charleston, W. Va., on the 14th inst., by the election of a board of directors with J. Brisbin as President; John J. Jackson, Vice President; and C. C. Lewis, Secretary and Treasurer. Stock to the amount of $50,200 was taken. Mr. A. J. Vosburgh has been appointed by the board of directors chief engineer of the road. The survey for the location of the road will be commenced immediately.

☞ The Somerset and Worcester Railroad Company are now levelling and finishing their road-bed, preparatory to contracting for the iron. This railroad commences at Newtown, on the Pocomoke river, twenty miles below Snow Hill, and is to connect with the Eastern Shore Railroad at King's creek, some four or five miles from Princes Anne.

☞ The Buffalo, New York and Philadelphia Railroad (formerly the Buffalo and Washington) has been mortgaged for $3 000,000 to Joseph Seligman of New York, and Henry Martin of Buffalo. The mortgage covers the entire line of railroad.

☞ A daily freight train is running regularly on the Frederick and Pennsylvania Line railroad between Taneytown and Littlestown. The formal opening of the road to Taneytown will take place in a short time.

☞ The earnings of the Chesapeake and Ohio Canal for the month of July were $47,132 79, and the expenses $16,699 64, leaving net revenue $30,433 15. The number of tons of coal transported during the month of July was 82,685.07.

St. Louis and Iron Mt. Railroad.

The distance from St. Louis to Little Rock, Arkansas, via the Iron Mountain railroad is 340 miles, of which 116 miles of continuous line south of St. Louis is in operation, to Des Arc, 30 miles below Pilot Knob, and of the 98 miles to the State line, 28 miles more is ready for the track, in Missouri; and in Arkansas 20 miles of track is laid, and 30 miles more is ready for the iron. Of the 340 miles necessary to connect St. Louis and Little Rock, about 136 miles are in operation, 70 miles ready for the iron, and 134 miles to be graded and finished. The whole work is under contract, to be completed, and the cars running from St. Louis to Little Rock, by the 1st July, 1872.

☞ The Portland correspondent of the Boston *Journal* says that an important railroad enterprise is in contemplation for the benefit of the coast towns of Maine. The project is for a railroad from Calais, passing through the towns of Robbinston, Pembroke, Dennysville, Edmunds, Whiting, East Machias, Machias, Whitneyville, Jonesboro', Columbia, Harrington, Cherryfield, Millbridge, Steuben, No. 7 Hannock Township Sullivan, Hancock to Ellsworth. There two lines for connection with the West are in view, one to Bangor through Dedham, Orrington and Brewer, about eighteen miles, or one to Castine through Surry, Bluehill and Brooksville, about twenty-five miles, to connect at Castine with the Portland steamers.

☞ Mr. Richard B. Roane, Chief Engineer, is now engaged in making the final survey of the proposed road to be built by the Radford Iron Company in Pulaski Co., Va., prior to letting out the contracts for different sections of the work. The starting point of Mr. Roane is on the Virginia and Tennessee railroad, about ten miles below Dublin. The road is strictly a private enterprise on the part of the iron company above mentioned. It will be a narrow gauge—2½ feet wide—and run through the iron regions of Pulaski—said to be the richest in the State—to the company's furnaces and beyond to Carroll county, a distance of 18 miles.

☞ The Chatham *Tribune* says that there are upwards of 600 hands at work on the Lynchburg and Danville railroad between the White Oak mountain and Staunton river, and about the same number between the river and Lynchburg, and that these forces will be rapidly increased. The company intend to have their trains running from Lynchburg to Staunton river by the first of June, 1872, to Pittsylvania Court House by the first of September, and to Danville by the first of November following. From present indications, and from the remarkable energy with which the work is being prosecuted, there is little doubt but that this will be done.

☞ The Waynesburg and New Holland Company has been projected, to build a road from Waynesburg westward to a connection with either the Pennsylvania Railroad or the Reading and Columbia. From Waynesburg to New Holland, about ten miles, the route has been located. The amount necessary to grade it is nearly subscribed, and it is expected that work will be commenced on it in a few months.

☞ The contract for building the Middletown and Delhi Railroad, a branch of the Rondout and Oswego Road, has been awarded to F. C. Crowley, of New York. The road will be 30 miles long, running entirely in Delaware County, and will be speedily completed.

☞ John Thomson, Esq., of East Boston, has been chosen Superintendent of the Eastern Railroad, to take the place of Jeremiah Prescott, Esq., resigned.

Notice to Contractors.

PROPOSALS for grading and masonry, or the materials for masonry, for about thirty-two miles of the extension of the Boston and Maine Railroad to Portland, will be received at this office, or at the office of HENRY BACON, the Engineer, at Saco, Me., until the evening of the 15th of September next.

Proposals may be made for grading one or more sections into which the work will be divided.

Profiles and specifications may be seen at the Office of the Engineer on and after September 8.

The Corporation reserves the right of rejecting any proposals. F. COGSWELL, President.

Boston, August 21, 1871.

FORTIETH DIVIDEND

WASHINGTON INSURANCE CO.,

No. 172 BROADWAY,

NEW YORK, July 28, 1871.

A DIVIDEND of FIVE PER CENT. has been declared, payable Aug. 1, free of tax.

WM. K. LOTHROP, Secretary.

CIVIL AND MECHANICAL ENGINEERING, at the Rensselaer Polytechnic Institute, Troy, N. Y. A higher and more practical Course of Instruction will be given here than has ever been attempted elsewhere in this country. Re-opens Sept. 13th. For the Annual Register, containing improved Course of Study, and full particulars, apply to PROF. CHARLES DROWNE, Director.

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Manufacture every style of envelope, from the smallest drug size to the largest official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

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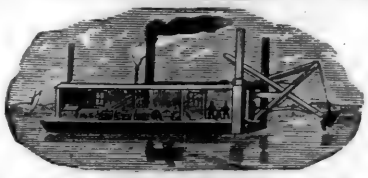
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54 Cliff Street,

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TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

NOTICE TO CONTRACTORS AND BRIDGE BUILDERS.

DEPARTMENT OF SURVEYS,
224 South Fifth Street, Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until three o'clock P. M. of September 6, 1871, for the construction of a Bridge over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, with approaches to Twenty fifth and Spring Garden streets, in the Fifteenth ward, and to a point about 144 feet westward of Thirtieth street, in the Twenty-fourth ward, as follows:

First. For the Bridge superstructure over the river, including all materials, workmanship, and erecting ready for use. It will be of wrought iron, 348 feet from centre to centre of end posts, and 34 8-10 feet from centre of lower to centre of top chord, and also two trusses for Thirtieth street, to be 84 feet from centre to centre of end posts, and 10 5-10 feet from centre of lower to centre of top chord, also of wrought iron. Detailed plans with complete strain sheets for these bridges, conforming to specifications, to accompany proposals, which on main Bridge shall give prices for both a two and three truss bridge.

Second. For all the iron work on *approaches* to be erected complete, as per plans and specifications.

Third. For the gradation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of the contract. The City reserves the privilege of rejecting any and all bids that may not be satisfactory, and each proposal as herein divided will be considered separately and will be so allotted.

Payments will be made monthly in bonds of the City of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond for the sum of five hundred ($500) dollars has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock

Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained, on and after the 22nd day of July, inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

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RAILROAD IRON.

1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale by

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NEW YORK
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FIRST MORTGAGE
GOLD BONDS

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RONDOUT AND OSWEGO RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,

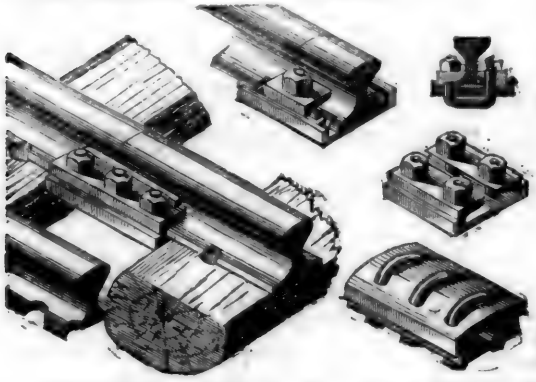
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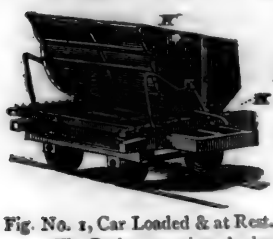
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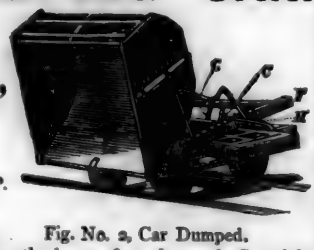


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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Steamer JAPAN will leave San Francisco, Sept. 1, for Japan and China.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York Saturday, September 2, 1871.

☞ THE NEW SHORT ROUTE BETWEEN THE ATLANTIC AND PACIFIC STATES.

It is scarcely one month since we placed on the market the FIRST MORTGAGE SINKING FUND LAND GRANT BONDS of the ST. JOSEPH AND DENVER CITY RAILROAD COMPANY, Western Division, and the rapidity with which investors have absorbed the Loan has fully justified our expectations.

The Loan, which was originally for $5,500,000, is already assuming small proportions, and bids fair to be closed out at an early day. We introduced this Loan to the public with our full and cordial indorsement, knowing that it possessed merits rarely found in a railway loan, and that it *combined a high rate of interest* with *perfect security* for both principal and interest, as well as a profit in the future by the enhancement of the market value of the Bonds after the entire Loan was absorbed. The United States Government, through Congress, realizing the importance of this Road, granted the Company a LIBERAL LAND GRANT, AMOUNTING IN THE AGGREGATE TO 1,500,000 ACRES.

The Company's lands are located in Kansas and Nebraska, where the soil is excellent for farming and all other purposes, and the section through which the St. Joseph and Denver City Railroad runs *is known as the Garden Spot of the New West.* The prairie of Nebraska is exceedingly valuable, as its rolling formation effects a natural drainage for the surface water. *All the lands of the Company, as well as the road and its equipments, are pledged for the security of these bonds.* At the present market value of the lands, the land grant would realize an amount considerably in excess of the entire bonded debt of the Company. By expressed stipulation, the lands cannot be sold for less than $4 per acre. The trustees for the mortgage are directed to retire the bonds of the Company with the proceeds of the land sales, when the same can be purchased at or under 115. The Chicago, Burlington and Quincy 8 per cent. bonds are selling at 112, and Michigan Central 8 per cent. bonds at 120, and there is every reason to believe that the ST. JOSEPH AND DENVER CITY RAILROAD COMPANY'S 8 per cent. Gold Bonds *will eventually sell as high.* The operations of a liberal sinking fund under the land sales will accelerate the advance in the market price of these Bonds in the future. In regard to the road itself, it is only necessary to remark that the distance from Fort Kearney on the Union Pacific to St. Joseph, by the St. Joseph and Denver City Road, is 80 miles shorter than *via* Omaha, while from Fort Kearney to New York *via* St. Louis, the saving is equal to 100 miles, and *via* Hannibal it is over 200 miles. It will be seen, therefore, that the St. Joseph and Denver City Road forms what may be called an air line between the Atlantic and Pacific States. It will form a great and important link in our railway system, and must divert to itself a very large portion of the traffic in freight and passengers between the Atlantic and Pacific. The line of the road is well populated, and in many parts densely so; an existing trade, therefore, awaits its completion. In the year 1860, Hon. Schuyler Colfax, the present Vice-President of the United States, recommended *St Joseph*, on the Missouri River, as *the terminus of the Union Pacific Railroad*, but the civil war prevented the building of that road on the very line now occupied by the St Joseph and Denver City Company. The Eastern Division of the road is completed, and in successful operation from St. Joseph to Marysville, a distance of 112 miles. The bonds of this division were closed out at 97½ by our firm, and have since advanced to 102, and at any time since the bonds were all sold the holders have always had a ready market for the same at an advance upon their cost price.

This early and remarkable success of a new railway loan is without a parallel, and we refer to it with the utmost satisfaction. We feel confident that the bonds of the Western Division will form no exception to those of the Eastern Division, but that when the loan is closed out all the bonds of the St. Joseph and Denver City Railroad Company will advance in price, and eventually stand as high as those of the Chicago, Burlington and Quincy and the Michigan Central—say 112 to 120. The Bonds, both principal and interest in Gold, are offered for the present at 97½ and accrued interest in currency, with the reserved right to advance the price without notice. Five-twenty bonds and all marketable securities will be received at their current market price, without commission, in payment for these bonds. In exchanging the five-twenty bonds for those of the St. Joseph and Denver City Railroad Company, the investor realizes 15 per cent. more on the principal and 3 per cent. gold in interest per annum more than by exchanging for the Government new 5 per cent. loan. Expressage relating to the Loan will be free.

TANNER & CO., Bankers,
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Vineyard Sound Railroad.

The Boston *Journal* says that the project of constructing a railroad from Cohasset Narrows, east of Wareham, to Wood's Hole in Vineyard Sound, a distance of about eighteen miles, has finally resolved itself into the certainty of execution. The road is to be built by the Cape Cod Railroad Company, and branching from that line will run along the eastern shore of Buzzard's Bay, passing through the villages of Pocasset and South Pocasset, in the westerly part of the town of Sandwich, thence through North and West Falmouth and Falmouth village, and near Falmouth Heights, the seat of a new land enterprise, to the harbor of Wood's Hole, where it will connect with steamers for Martha's Vineyard. The road will pass through picturesque localities, eligible as sites for the erection of sea-side residences, and from

its directness and convenience of connection with the Vineyard, cannot fail to become the most popular route between Boston and the "great religious watering place." The line is now being located by S. L. Minot, Esq., civil engineer, of Boston, Mass.

Gauge of Canadian Railroads.

The existing railways of the Dominion are mostly on the 5-feet 6 inch gauge. We give the length and gauge of each of the lines of any consequence:

5 FEET 6 INCHES.

	Miles.
Grand Trunk	1,377
Northern	100
London and Port Stanley	25
Cobourg and Peterboro	26
European and North American	108
Western Extension	88
New Brunswick and Canada	138
Windsor and Annapolis	85
Brockville and Ottawa	90
Welland	25
Midland	79
Erie and Niagara	31
Nova Scotia	145
Canada Central	28
	2,345

4 FEET 8½ INCHES.

Great Western	355
St. Lawrence and Ottawa	54
Massawippi Valley	34
Quebec and Gosford	27
Montreal and Vermont Junction	26
Stanstead, Shefford and Chambly	42
Province Line	32
Wellington, Grey and Bruce	23
	593

3 FEET 6 INCHES.

Toronto, Grey and Bruce	72
Toronto and Nipissing	32
	104

In the western part of Ontario two important lines, the Canadian Air Line and the Canadian Southern are being built on the 4 feet 8½ inch gauge; the Wellington, Grey and Bruce is being extended on the same gauge; the Intercolonial, Toronto and Muskoka, North Grey, Canada Central, and probably other lines are being constructed on the Canadian standard—5 feet 6 inches. The London and Port Stanley is likely to be reduced to 4 feet 8½ inches, and it is said the Whitby and Port Perry will be of this width.—*Canadian Monetary Times.*

Lake Tahoe and Central Pacific Tunnel.

It is truly surprising that such a gigantic work as that of the Mount Cennis Tunnel, one which from its difficulty and novelty has attracted the attention of the civilized world for years past, should be so quickly followed in the far and newly populated Occident by the inauguration of a similarly difficult undertaking. It is but another illustration of the indomitable energy and determined onward progress of the American nation. Much has been said and written of late as to the Lake Tahoe project of Colonel Von Schimdt, as to its feasibility, its legality, and the prospect of the work, if carried out, being a success financially. The two former may be considered as settled and the last presents so favorable a prospect as to leave no doubt as to the speedy completion of the work. In order to bring the water from the Lake in the most convenient and desirable manner, it was found that a tunnel would have to be cut through the western summit of the Sierras. This tunnel would be of about five miles in length, and even if of small dimensions would have involved a very heavy outlay.

A happy community of interests has led to a contract between the Central Pacific Railroad Company and Col. Von Schmidt, by which it is arranged that this able and indefatigable engineer shall construct a tunnel of such dimensions as shall admit of the passage of trains, thus enabling the Central Pacific to shorten its road seven miles, lower the line of the railroad upwards of 1,000 feet, and dispense with twenty miles of snow sheds, which last are, from their expense and danger, the most objectionable feature of the line. These were advantages not be overlooked by the able management of the Central Pacific, who have thus availed themselves of Col. Von Schmidt's genius and administrative talent for their own benefit while assisting him in the carrying out of his own grand project. The precise points at which the tunnel will enter the mountains have not yet been precisely located, and for the purpose of deciding this, Col. Von Schmidt and Chief Engineer Montague, of the Central Pacific, have just proceeded to the spot. It will, however, enter the mountain on Cold steam, close to Truckee, on the eastern slope, and on the north fork of the American River on the western side. The entire length of the tunnel will be about, or a little less than, five miles. For one-third of this distance it will be ventilated by shafts sunk from the slope of the mountain, and this and other improvements which have been designed will obviate all those difficulties of imperfect ventilation which has been the cause of so much inconvenience and annoyance in the Mount Cennis Tunnel. Those who know Col. Von Schmidt's ability, know that with him there is no such thing as failure His plans, even to the minutest detail, being prearranged in the most perfect and systematic manner.

The stipulated size of the tunnel is 19 feet high by 21 feet in width, and is to be completed in five years; but Col. Von Schmidt fully believes he will complete it in three years, and he is proverbially correct in his estimates, both of time and cost. The cost will be $1,500,000. Carefully made examinations show that less than a mile of the boring will be through granite, which is very much less than was expected; the remainder is for the most part cement, easily removable by the pick without resorting to blasting. The boring will be performed by an instrument of Col. Von Schmidt's invention, consisting of diamond pointed drills operating upon a surface of eight feet in diameter, and worked by means of compressed air, which, penetrating the centre, leaves easy work for blasting the lateral portions on either side. Beneath the railroad track will be laid two pipes of six feet in diameter for the passage of water. This will give a supply of nearly 800,000,000 gallons of water per diem, or 1,333 gallons per day for each man woman and child in the State of California. Such an undertaking is in a new country wonderful, and that one of the main difficulties of its execution has been so greatly lessened by a coalition of the interests of the Railroad and Lake Tahoe Water Company is a matter of congratulation.—*San Francisco News Letter.*

Narrow Gauge Railroad.

The narrow gauge railroad recently put in operation to connect Alexander's iron banks with the Atlantic and Pacific Railroad is a complete success, with some slight improvement in the locomotive, which was the first of narrow gauge ever built in St. Louis. We have here a practical illustration of economy of the narrow gauge. The track is thirty-six inches wide. The cars are built entirely of iron; the sides of the bed being ¼ inch, and the bottom (doors) ⅜ inch iron. The cars are about 5 feet long and 3½ feet wide, and cost in St. Louis $155 each. One of these cars, weighing 1,440 pounds, carries 2½ gross tons of ore; four cars, weighing 5,760 pounds, will easily carry 10 gross tons, while a common railroad car, weighing 16,000 pounds, only carries 10 gross tons; hence there is three times the amount of dead weight in a large car to carry the same freight as one of narrow gauge. When the road way was planned, the company contemplated using horse power, and put down a light T rail—only 15 pounds to the yard—which is now used for steam narrow gauge, but proves too light, and rails 25 or 28 pounds to the yard will be substituted.—*St. Louis Jour. of Com.*

State-aid to Arkansas Railroads.

The following statement of the amount of State-aid bonds issued to different railroads in Arkansas is from the Little Rock *Gazette*:

M., O. AND R. R. ROAD.

October 21, 1870	$150,000
November 29, 1870	150,000
January 19, 1871	150,000
Total	$450,000

MEMPHIS AND LITTLE ROCK ROAD.

April 20, 1869	$250,000
July 13, 1869	150,000
July 25, 1870	500,000
August 12, 1870	100,000
September 5, 1870	50,000
March 7, 1871	100,000
April 5, 1871	50,000
Total	$1,200,000

ARKANSAS CENTRAL ROAD.

April 20, 1871	$150,000
July 19, 1871	150,000
Total	$300,000

L. R., P. B. AND N. O. ROAD.

April 25, 1860	$150,000
September 1, 1870	150,000
October 18, 1870	300,000
January 17, 1871	50,000
Total	$650,000

L. R. AND F. S. ROAD.

March 27, 1860	$200,000
May 3, 1870	160,000
May 13, 1870	140,000
September 6, 1870	300,000
January 21, 1871	100,000
Total	$900,000

Pittsburg and Connellsville Railroad.

The gross earnings for the two years ended October 31, 1869 and 1870, compare as follows:

	1869.	1870.
Passenger	$166,675 75	$178,357 49
Freight	430,016 88	467,288 53
Mail	3,650 00	3,600 00
Miscellaneous	8,576 06	6,490 09
Total	$608,918 69	$655,736 11

The operating expenses amounted to—

Transportation	$94,819 76	$101,030 69
Motive power	116,708 08	129,795 26
Cars	36 011 79	31,273 15
Roadway	137,165 36	137,819 02
General	16,860 08	19,969 48
Total	$401,564 97	$469,887 60
Net earnings	$207,353 72	$185,848 51

The gross earnings are apportioned to the different ports of the road as shown in the following abstract:

	1869.	1870.
Pittsburg & Port Perry, 10.6 miles	$142,985 63	$152,938 85
Port Perry & Connellsville, 47.8 miles	434,325 69	468,937 44
Fayette County branch, about 12 miles	31,607 37	33,859 82
Total, 70.4 miles	$608,918 69	$655,736 11

In addition to the 70.4 miles as above the company own 8.98 miles of sidings, and individuals 11.04 miles, making the total length of equivalent single track in use at the close of the fiscal year 90.42 miles.

At close of said year there were on the road 7 first class engines, 5 second class, 6 third class, and one switching—in all 19 engines. These engines were run—with passenger trains 174,619, with freight trains 347,425, and with ballast trains 20,659, or a total of 542,703 miles. Cost per mile (including engineers' and firemen's pay) 19.73 cents.

The car equipment was as follows—8 wheel cars: passenger 14, baggage 4, house freight 35, gondolas 72, and rack 2;—4-wheel cars: dumping 26; and one rigger's (8-wheel) car; or a total of 154 cars. Total wheels 1,128, equal to 141 eight-wheel cars. The acquisitions during the year were—one 1st class passenger car, 24 gondolas, 2 rack and 3 house freight cars. There were also constructed at the company's shops 7 road trucks and 10 hand cars. Maintenance of cars, 5.76 cents per mile run.

The total number of passengers carried and the number of tons of freight moved in the two last fiscal years compare as follows:

	1868 69.	1869-70.
Passengers carried	462,124	531,011
Average distance carried	10.6 m.	10.7 m.
Freight (tons) moved	515,879	580,070
Average distance moved	31.6 m.	31.8 m.

The increase in the number of passengers is shown to have been 68,881 and in passenger earnings $11,681 74. The increase was principally made upon the portion of the line nearest Pittsburg, where the average fares are lowest. The increase in tonnage amounts to 64,196 tons, and in charges $47,311 74, or about 12 per cent. in both tonnage and charges. Nearly all the staple products and manufactures of the region traversed by the road have continued from year to year to show an increase, consequent on the development rapidly going on. In coal and coke the increase last year was about 15 per cent.; in groceries and dry-goods about 25 per cent.; in whisky about 100 per cent.; in live stock over 17 per cent., and in manufactured iron about 50 per cent. In the meantime the road and equipment has been steadily improved, and a general preparation made for the influx of business expected upon the completion of the line—all which will account for the increase of expenditures shown in the table of operating expenses, said expenses having risen from 66 per cent. in 1869-69 to 72 per cent. in 1869-70.

The following is a statement of the business operations and results therefrom for 10 years:

	—Carried one mile— Passengers.	Tonnage.	Gross earnings.	Net earnings.
1860-61.	860,497	1,696,177	$70,105	$28 704
1861-62.	1,894,222	2,654,802	129,917	39,437
1862-63.	3,336,631	4,361,392	215,589	105,356
1863-64.	4,615 024	5,712,879	315,923	115,351
1864-65.	4,682,284	6,386.206	394,363	130,361
1865-66.	4,587,116	8,156,431	467,163	156,932
1866-67.	4,776,155	10,080,344	498,181	172.973
1867-68.	4,481,033	12,592,663	508,626	181.065
1868-69.	4,912,503	16,286,331	608,919	207,354
1869-70.	5,702,355	18,473,176	655,736	185,848

In the year 1860-61 only the main line 47.8 miles long was in operation, the extension to Pittsburg 10.6 miles was opened October 10, 1861, and the Fayette county Railroad came into the company's possession November 1, 1861.

The general account of the company dated October 31, 1870, shows their financial condition at date to have been as follows:

Capital stock		$1,795,253 05
Bonds for real estate.	$100,000 00	
Baltimore City Loan.	1,000,000 00	
First mortgage bonds	4,000,000 00	
Turtle Creek Div. b'ds	400,000 00	
		5,500,000 00
Bills payable		204,313 77
Transportation department		1,305,754 40
Sundry accounts payable, including labor, pay-rolls and vouchers for Oct. 10, 1870 ($138,222 42); also retained per centage from estimates and other amounts due upon the Cumberland extension ($1,235,924 94)		1,374,147 36
Total		$10,179,468 58
Preliminary surveys and organization expenses		8,965 47
Constr'ct'n—old road.	$1,083,906 47	
Construction—Cumberland extension.	2,145,678 20	
		3,229,584 67
Railway tracks—old road	$1,108,507 86	
Railway tr'ks—Cumberland extension	153,107 65	
		1,261,615 51
Depot grounds and build'gs—old road.	$126,098 26	
Depot grounds and build'gs—Cumberland extension	4,438 99	
		130,537 25
Rolling stock		409,250 51
Engineering—old road.	$128,531 40	
" —Cumberland extension	83,478 50	
		212,009 90
General exp.—old road	374,980 43	
" " —Cumberland extension	9,912 71	
		384,893 14
Profit and loss		698,336 79
Interest account		754,032 28
Securities on hand or hypothecated, viz:		
1st mortgage bonds.	$2,775,000 00	
Other bonds	53,900 00	
Bills receivable	804 18	
		2,829,704 18
Debts due company		260,538 88
Total		$10,179,468 58

The charges to construction and equipment (exclusive of general expenses, profit and loss and interest) amounted on August 31, 1870, to $5,268,720 72, of which $2,606,959 86 had been charged to the old line and $2,661,760 86 to the Cumberland Extension. The payments in the year then ended amount—on account of the old line, $144,984 58, and of the Extension, $1,869,093 54. The cost of the line to completion and its full equipment will be not less than $10,000,000.

The following table compiled from the Company's Reports to the State Auditor of Pennsylvania for the past 10 years shows the financial status of the company at the dates indicated:

Aug. 31.	Stock.	Bonds.	Debt.	Cost of road, &c.
1861..	$1,756,636	$1,500,000	$85,312	$1,973,029
1862..	1,763,122	1,500.000	110,417	2,154,349
1863..	1,767,873	1,500,000	82.530	2,197,786
1864..	1,770,414	1.500.000	69,233	2,272,100
1865..	1,774,623	1,500,000	64,207	2,328,489
1866..	1,776,129	1,500,000	73,108	2,432,068
1867..	1,776,129	1,500,000	74,862	2,518,067
1868..	1,793,926	1,891,000	75,584	2,590 070
1869..	1,794,576	1,891,000	294,917	2,595,257
1870..	1,794,576	5,500,000	818,538	5,030,988

It will be seen that the "bonds" are here stated without deduction for bonds on hand and hypothecated, and in so far differ from the statement in the general account as given above. The "floating debt," also differing from the general account statement, is given in its net form, *i. e.* with the deduction of credits applicable to its satisfaction.

In April, 1871, the line of the Pittsburg and Connellsville Railroad was completed to Cumberland, 149 miles from Pittsburg, and since then the whole road has been operated as a Division of the Baltimore and Ohio Railroad. This is the third branch belonging to that great thoroughfare reaching the Ohio River—the termini now being Pittsburg, Wheeling and Parkersburg, at each of which it has valuable connections reaching all commercial points north and west. The Pittsburg termini will, however, be the most valuable, as there it reaches the great lines terminating at Cleveland, Toledo, Chicago, &c., and the great arms stretching from those centres. From Pittsburg will also be constructed a great and independent line to Chicago, which will eventually give to Baltimore a more direct and a shorter connection with the north and west than possessed by any other Atlantic port. The surveys of this new line are already far advanced, and in a few years the line as projected will be in full operation.

In connection with the Pittsburg and Connellsville Railroad there are also several important branches being constructed or already in operation. The Belle Vernon Branch, which will be completed with the current year, leaves the main road at or near West Newton, and will probably be extended to Washington, Pa., and in connection with the Hempfield Railroad (recently purchased by the Baltimore and Ohio Company) form a new and favorable line to Wheeling, W. Va. The Mount Pleasant and Broad Ford Railroad was opened for business in April of this year and is now operated under lease by the Pittsburg and Connellsville Company. The Fayette County railroad is to be extended to the West Virginia line and immediately to the Fair-Chance Iron Works. The Somerset and Mineral Point Railroad, also to be operated under lease, is in course of construction; and the Bedford Branch (Bedford to Bridgeport 22 miles) is rapidly progressing to completion and will probably be opened before winter. Each of these new lines, all of which will be controlled by the Pittsburg and Connellsville Company, will undoubtedly bring a valuable traffic to the whole line between Pittsburg and Baltimore.

The company have also under contract a "cut-off," leaving their road at Nine-Mile Run, and joining the Allegheny Valley Railroad, *via* Negley's Run, a distance of only six miles. This short cut will save a detour of 12 miles in travel and transportation over the route *via* Pittsburg.

President.—William Oden Hughart, Pittsburg.

Directors elected on the first Monday of Dec., 1870—William Oden Hughart, William Phillips, William Baldwin, William S. Bissell, and G. L. B. Fetterman, of Pittsburg; Cyrus Myers, of Somerset; C. P. Markle, of West Newton; and Hugh Sisson, Johns Hopkins, Hazeltine G. Vickery, William H. Perkins, and Israel Cohen, of Baltimore.

Secretary and Treasurer.—John H. Page, Jr., Pittsburg.

Chief Engineer.—Benjamin H. Latrobe, Baltimore.

General Agent.—Wm. B. Stout, Connellsville.

Solicitor.—George Shiras, Jr., Pittsburg.

Engineer and Master of Road.—F. W. Smith, Pittsburg.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355 000	J. & J.	Jul. '71 3½
American Central..... 100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,546,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar. '71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,360,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J. A J&O	July '71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun. '71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,300	.....	.....
Do. do. pref.100	1,340.400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J A. J.O.	July '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	May '71 3
Brooklyn City & New'n.100	399,800	.....	July '70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	May '71 3½
Buffalo and Erie..... ...100	5,00°,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,69	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J & J.	Jul'71 $2½
Cape May and Millville* .. 50	447,000	J. & D.	June '71 3
Catawissa..... 50	1,1 9,500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	July '71 4
Central Ohio.....100	2,426,000	J & D.	June '71 3
Do. pref.....100	400,000	J & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref...100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy .. 50	14,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,600,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68$2
" Street.....	.....	J. & J.	Jan.'68$2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Aug '71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,788,800	M.J.S.D.	June'71 2
Concord 50	1,500,000	M. & N.	May '71 5
Concord & Ports., guar.... 100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn R.R.	500,000	.....	.....
Conn. & Passum'c. R. pref. 00	2,084,200	F. & A.	Aug.'71 3
Connecticut Riv. 50	1,100,000	J. & J.	July '71 5
Cumberland Val'y 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	.....	.....
Delaware*.....50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'ow. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	July'71 2
Do do. pref.100	.....	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,600	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga....100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ..100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers & Cannand*..100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	500,000	M. & N	May'71 2½
Do do. pref. 50	500,00	J. & J.	Jan. '71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg.....50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.*50	1,143,445	.....	.....
Fitchburg 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Phila) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,166,000	J. & J.	Jan. '71 4
Germantown (Phila.)..... 50	112,245	J. & J.	July '71 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '71 3
Grante..... 100	.....	M. & S.	Mar.'71 4
Green and Coates St.(P . 50	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A J&O	July '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn. '68 3½
Illinois Central 100	25,280,240	J. & J.	Aug. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*..... 100	1,500,000	J. A J&O	July'71 1½
Joliet & North. Indiana*..100	500,000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar. 100	533,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,163,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y '67 5
Lehigh Valley 50	17,716,400	J. A J&O	July'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J. S.D.	June'71 2
Little Schuylkill*..... 50	2,046,100	J. & J.	July'71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '71 8
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western 100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" 2d pref. 50	4,480,368	M. & S.	Sep. '66 3
Marsawippi..... 100	400,000	F. & A.	Dec. '70 3
Memphis and Charleston..100	6,312,725	.....	June 69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225,848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '71 (
Millville and Glassboro' ..10C	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July '71 3½
Mobile and Ohio	4,269,820	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J	July '71 4
Nashua and Lowell..... 100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck..... 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	600,000	A. & O.	Apl. '71 4
New Haven & N. London..100	738,538	.....	.....
N. Haven & Northampton.100	1.800,000	J. & J.	Jan. '68 3
New Jersey..... 100	7,297,200	F. & A.	Aug. '71 3
New London Northern....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '71 4
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Petersb'g guar..100	137,500	J. & J.	July '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,250,450	J.A.J&O	July'71 2½
Old Colony & Newport ...100	4,959,025	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama..... 100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630 000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... 100	1,32 ,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Jun. '71 3
Phila. and Trenton*..... .100	1,099,120	F. & A.	Aug '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 50	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July'70 2½
Pittsb., Ft.W. & Chi. gtd.*100	19,665,0.0	J.A J&O	July'71 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '71 3
Portland and Kennebec....100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th...100	$1,500.000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway 100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,460	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred..... 100	1,831,400	F. & A.	A'g 71 3½
St. L., Alt. and T. Haute..100	2,300.000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Potts.* 50	869,450	F. & A.	Feb.'71 3
Shore Line..... 100	656,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 –
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia.*100	3,939,900	F. & A.	Feb.'71 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267 300	M. & N.	May'70 3
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana..100	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.)....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (S. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700 000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July'71
Utica and Black River..... 100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	June'71 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	2,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'71 4
West Philadelphia..... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon..... 100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. 71 3
Warren 100	1,547,650	.....	..... 3½
Worcester and Nashua ... 7s	1,400,555	J. & J.	July'71 3½

CANALS.

Chesapeake and Delaware 50	1,083,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug 71 4
Delaware and Hudson.....100	15 000 000	F. & A.	Aug '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739 800	M. & N.	M'y '67 5
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Aug.'71 2
" (preferred)..... 100	1 175,000	F. & A.	Aug.'71 5
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 888,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,748	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000.000	M.J&S.D.	Sept.'69 3
West'n Union Telegraph..100	35,000.000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Ashburton 50	2,000,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & J.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	.....	J & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FM A & N	Aug'71 5
Roaring Brook Coal.....	200,000	.....	Dec.'68 2½
Short Mt. Coal..... 50	800.000	.....	Jan. '70 5
Spring Mountain Coal 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Jan. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	6,000,000	FM A & N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	.....	Aug.'71 5

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Aug. 1, 1871.					
Loan of June 14, 1858 ..... registered	$8,045,000	5	Jan. & July.	1874	105¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,707,000	6	Jan. & July.	1880	118¾
.. .. coupon	4,708,000	6	" "	1880	118¾
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861 ..... registered	124,547,900	6	Jan. & July	1881	118¾
.. .. coupon	64,773,200	6	" "	1881	118¾
Loan of Feb. 25, 1862 (5-20s) ..... registered	81,418,800	6	May & Nov.	1882	113¾
.. .. .. (5-20s) ..... coupon	389,981,700	6	" "	1882	114¾
Loan of March 3, 1863 ..... registered	53,294,950	6	Jan. & July.	1881	118¾
.. .. coupon	21,705,050	6	" "	1881	118¾
Loan of March 3, 1864 (5-20s) ..... registered	2,519,600	6	May & Nov.	1884	114¾
Loan of June 30, 1864 (5-20s) ..... registered	42,283,000	6	May & Nov.	1884	114¾
.. .. .. (5-20s) ..... coupon	43,133,350	6	" "	1884	114
Loan of March 3, 1865 (5-20s) ..... registered	45,544,450	6	May & Nov.	1885	114¾
.. .. .. (5-20s) ..... coupon	121,095,850	6	" "	1885	114¾
.. .. 2d series (5-20s) ..... registered	65,419,250	6	Jan. & July.	1885	113¾
.. .. .. (5-20s) ..... coupon	174,488,900	6	" "	1885	113¾
.. .. 3d series (5-20s) ..... registered	89,921,200	6	Jan. & July.	1887	113¾
.. .. .. (5-20s) ..... coupon	237,834,650	6	" "	1887	113¾
.. .. 4th series (5-20s) ..... registered	11,914,600	6	Jan. & July.	1888	114
.. .. .. (5-20s) ..... coupon	27,498,500	6	" "	1888	114¾
Loan of March 3, 1864, (10-40s) ..... registered	137,589,150	5	Mar. & Sept.	1904	111
.. .. .. (10-40s) ..... coupon	56,980,150	5	" "	1904	114¾
Consols of July 14, '70 & Jan. 20, '71 .registered	53,400,000	5	F. M. A. & N.	1881	....
.. .. coupon	7,340,000	5	" "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	30,300,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,618,832	6	Jan. & July.	'95-'99	116¾
U. S. Notes and Fractional Currency.....	395,177,113	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	70
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'88-'88	100
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54¼
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112¾
.. .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	....
.. .. .. of 1863, (20s)..	5,927,000	6	" "	1883	....
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	106¾
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	84
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	92
.. —Atl. and Gulf R. R. 1858 to 1860.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	98½
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	360,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	70
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	....
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	101¼
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	101¼
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855 335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	106½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	74-'86	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.).....	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	91-'98	99
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	73-'8	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1885	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	97½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	99½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	101½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	71- 74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'99	105
.. — .. of 1864.....	593,400	6	" "	97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	106¾
.. — .. Bonds.....	21,089,000	7	" "	1877	108½
.. —General Fund Stocks.....	1,910,982	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	107½
.. —	2,099,000	6	" "	1874	107
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	45½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new)..	2,626,000	6	Jan. & July.	'92-'98	28½
.. — .. .. (new)..	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1900	35½
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	19½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (").....	1,600,000	6	" "	1875	103½
.. — .. (").....	4,095,350	6	" "	1881	105
.. — .. (").....	2,400,000	6	" "	1886	108½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	102½
.. —	90,400	5	" "	1877	....
.. —	7,890,550	6	" "	1877	105½
.. —	726,950	5	" "	1882	....
.. —	9,237,050	6	" "	1882	107
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	100½
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	101½
.. — .. of 1863.....	736,000	6	Jan. & July.	1883	101½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	76
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869...	1,265,800	6	J. A. J. & O.	1888	58
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	60
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	75
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,009,503	6	" "	"	75
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	63
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	....
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	70
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$350,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	94½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1868	4,000,000	7.3	Jan. & July.	New York.	1896	95½
1st Mortgage, Eastern Ex.	45,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1863	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	96
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	86
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	...	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	gold 3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)	gold 7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	585,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1890	90
Loan of 1853	1,710,500	6	April & Oct.	"	1885	90½
Loan of 1870	sterling 3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1890	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	550,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1858	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	492,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	624,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	230,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	14,000,000	7	Jan. & July.	"	1899	27½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga.	gold 3,630,000	6*	April & Oct.	New York.	1898	....
2d Mort. sinking fund	gold 2,350,000	7*	" "	" "	1899	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	95
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	97½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	96
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	96
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	89½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota Ill. C.:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	90
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1900	101½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87½
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'85-'99	101
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	....
Charlotte and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	500,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sink g fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	93
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1909	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	10
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage sk g fund	2,876,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, sk g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1560	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	800,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar	600,000	8	May & Nov.	" "	1879	....
Dix., Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1880	97½
Illinois Gr. Trunk RR (44m) guar	968,000	8	April & Oct.	" "	1890	....
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	....
Ott., Osw. & Fox Rv. V. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	100
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	92
1st Mortgage General (193 m.)	3,592,500	7	Feb. & Aug.	" "	1885	98
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	138,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	855,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,077,000	7	May & Nov.	" "	1915	92½
Equipment Mortgage	825,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
3d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	" "	1870	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,129,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	354,000	7	" "	" "	1888	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage gold	25,000pm	7	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102½
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gunr. and tax free. gold	5,000,000	7	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev, Col. and Cinc. (C. C.C.& I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., U. and C. R. R.).	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Buff. and Ind.R.R.).	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	95
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	84
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	96
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	101½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	89
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	89½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	..
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	$74,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	475,000	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	481,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St. Jo.(K.C'y,St.J.)						
1st Mortgage	500,000	7	Jan. & July.	New York	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1866	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	863,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,000	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1889	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776.000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Stamf. to Delmer) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	....
2d Mort. (General)	1,633,000	7	March & Sept	" "	1881	99
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	....
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	720,000	8	Jan. & July	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,916 6:9	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150,867	6*	May & Nov	NY&London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1956	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1900	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1553	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1858	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	" "	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	99½
Loan of 1865	160,000	6	April & Oct.	"	1885	98
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	97½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	....
Eastern Shore (Md.):						
1st Mortgage	400,000	....	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	....	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	....
3d Mortgage	6,000,000	7	" "	" "	1883	16
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	89½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	....
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1852	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G. 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	615,000	7	Jan. & July.	Augusta.	'71-86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W.&C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264.	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210.	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	....	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6	—— & ——	"	1873	....
Mortgage Bonds	618,066	6	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½	—— & ——	"	1878	....
Mortgage Bonds	4 866	5	—— & ——	"	1881	....
Gt. Western of Illinois(T.W & Wy						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	1,813,000	7	Feb. & Aug.	" "	1888	92½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	" "	1893	87½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley(Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	378,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	6 ,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	88
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	5, 000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	96½
Mo. State Loan, 1859	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	" "	1885	104½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	....
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 18 0	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	500,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 18.0 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	102
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1896	47½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	108
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.& W.						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage (J. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1588	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1904	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	597,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R (LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1889	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1898	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	M rch & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,0(0,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,276,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul(C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1896	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1890	....
S. Fund Bonds(LS&MSo1.013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.R.R.521m)	5,256,000	7	May & Nov.	" "	1885	....
2d Mort. (" ")	2,693,000	7	" "	" "	1877	....
1st Mort. (Junc. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(S.& Three Riv.R.R.)..	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Al.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	500,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	96
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	98
1st Mort. (Hazleton R.R.)of 1862	132,600	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18-0	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & W'urn.).....	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1879	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	533,000	6	April & Oct.	" "	1883	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	18 5	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112 000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	96
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,464,528	7	" "	" Baltimore.	1891	98½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	80
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1900	79
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1900	....
Baltimore Loan to Union R. R.	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1880....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1896	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1876	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1886	....
Tenn. Loan.....	1,817,937	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 600,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mort. 111 miles, guaranteed.	1,900,000	8	May & Nov.	Boston.	1889	....
1st Mort. 11 miles, assumed.....	200,000	8	" "	"	1889	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	567,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund.....	2,591,500	8	" "	" "	1882	120½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	" "	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	....
1st Mort. (Mich. Air Line R.R.)	200,000	8	May & Nov.	Boston.	1889	....
1st Mort. (Kal.& So.HavenR.R.)	640,000	8	" "	New York.	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1860	....
Michigan Southern & North. Ind.						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown,Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1308	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1808	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	93½
1st Mortgage (Minn. Cent)....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	....
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1308	93
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	....
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,9:0	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (259,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1890	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	100
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct	" "	1890	...
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	...
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endor ed by Ala..	149,000	7	—— & ——	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	...
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1892	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1876	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,000	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1893	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1868, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,000	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1900	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July.	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000.....	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	125,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
New H., Middlet'n & Williaman.						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1909	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,005pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage o 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1920	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	...
New York Central:						
Debt Certif. & Premium Bonds.	5,036,626	6	May & Nov.	New York.	1883	93½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101½
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	91
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" " ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" " ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1890	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Bonds of 1871.....	3,094	6	Jan. & July.	Shops, N. C.	1871	....
Bonds of 1865-'72	25,500	7	" "	" "	1872	....
Bonds of 1879-'98.....	266,500	8	" "	" "	'79-'98	....
North Eastern:						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1865	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	84½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	102½
Chattel Mortgage	300,000	10	April & Oct.	"	1877	....
2d Mortgage	1,246,000	7	May & Nov.	"	1896	99
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	92
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458,000	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ").	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	...
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,000	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1889	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	86
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	100½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	94
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	87½
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	....
Plain Bonds	1,000	6	March & Sept.	"	1874	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	....
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1900	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80½
3d Mort. " "	595,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	56
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	80½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse D.L.& W.:						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'76-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & For R.V.(CB&A):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1900	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug	New York.	1880	....
1st Mortgage	7,000,000	7	Jan. & July.	" "	1880	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,800	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.8b.	740,959	7	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100½
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,900	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	96
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	96
1st Mortgage	1,500,000	7	" "	"	1896	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	81
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6	March & Sept.	Philadelphia.	1881	92½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	88½
3d Mortgage	3,698,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6	April & Oct.	"	1877	....
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	....
Debenture Loan of 1870	2,625,000	7	" "	"	1900	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1856	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106
Sterling Loan of 1836	182,400	5	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6	" "	"	1880	....
Sterling Loan of 1836	268,000	7	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1900	....
2d Mort. conv.(Steubenv. & Ind.)	3,320,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B.& O.)						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1880	....
Turtle Creek Div. bond	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	27,645	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv. gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1892	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1880	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.:						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	158,100	6	" "	" "	1875	....
Consolidated, Mort	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	—— & ——	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,000	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st Mortgage, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	....
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	....
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	100½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.R.(K.C,St.J.&C.B.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	....
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C.)W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97¾
St. Lawrence & Industry (Cen.):						
1st Mortgage, 56,000 to 500	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	91½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(P.& M.):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	7*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York. " "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	—— & ——	New York.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	—— & ——	" "	....	....
ni and Sioux City:						
Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
ter.):						
guar	100,000	6	Jan. & July.	Philadelphia.	1878	....
(B. & L.):						
	226,900	6	Feb. & Aug.	Boston.	1878	....
ark(B&O.)						
& O	2,307,000	7	Jan. & July.	Baltimore.	1909	....
S.):						
	400,000	7	March & Sept.	New York.	1886	....
	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	506,000	6	March & Sept.	" "	....	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	246,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	800,000	7	May & Nov.	Baltimore.	1891	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	—— & ——	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	—— & ——	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	—— & ——	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheyboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	—— & ——	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina.						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,782	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	—— & ——	New York.	1890	....
2d Mort. " " "	200,000	7	—— & ——	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st Mort., consol. 1st pref	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	705,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1885	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	500,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	500,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	—— & ——	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	—— & ——	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	—— & ——	Camden.	....	....
Syracuse, Bing. & N.Y.(DL&W):						
1st Mortgage	1,675,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,800,000	7	June & Dec.	New York.	1894	89
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	86½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1900	90½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1900	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	85
Consol. M. (T., W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	....
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	86½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guarnteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	5	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	380,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	89½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1899	83½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	8*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—E. D. (see K. Pac.:						
Union Pacific—S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87½
2d Mortgage	1,500,000	7	" "	"	1891	41½
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	102½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	....	88
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	....
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,263,000	7	April & Oct.	"	1890	....
Special Loan	226,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa. & O."						....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	4,000	6	" "	" "	1869	....
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	138,500	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	87½
Registered Certificates	116,129	8	" "	"	1880	....
Interest Funding Bonds	204,200	8	" "	Richmond. New York.	1880	....
Wallkill Valley (Erie)						
1st Mortgage	350,000	7	Jan. & July.	New York.	1884	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.)						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	55,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000		7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama.						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1875	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	100
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar	400,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1890	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000		7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	98½
2d Mortgage	262,200	7	Jan. &* July.	"	1903	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1861	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1896	90
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1900	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	5,000,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1565	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	88
Mortgage Loan	2,000,000	6	" "	"	1897	92½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	950,000	6*	" "	"	1894	91½
Convertible Loan	1,996,879	6	" "	"	1877	83
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	256,963	7	" "	" "	1885	....
Dividend Scrip	108,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	80
2d Mortgage	4,008,670	6	Jan. & July.	"	1882	80
Plain Bonds	171,364	6	— & —	"	1876	....
Improvement bonds	305,500	6	May & Nov.	"	1870	....
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	83
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	200,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750 000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	92
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	ps.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	2	56	Adirondac ..... New York	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga..... Alabama	10,500,000	*			2,700,000	7,893,000	2,500,009	—	296.0						—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶ ...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	....
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	264,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—					Ashuelot..... New Hampshire.	506,000		.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe.... Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 18 1	88 0	—	...	172.0	...	...	...	...	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	86.7	—	8.9	—	16	6	6	104	Atlanta and West Point ..... Alabama.	1,200,261	*	.....	151,902	1,232,200	32,000	5,364	82,599	86.7	.....	.....	.....	467,956	192,058	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West..N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	25,999,000	.....	.....	565.8	4,351,608	54,139,269	232,363,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,611	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶..... Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—					Atlantic and St. Lawrence.Me.,N.H.& Vt	9,329,287		.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	*	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—					Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	148
Sept. 30, 1870	30.0	—	30.0	—					Washington Branch ¶ .....Maryland.	1,650,000			375,984	1,650,000	20,000		365,924	30.0	.....	.....	.....	381,924	152,686	10	100	....
Sept. 30, 1870	103.5	—	17.0	—					Parkersburg Branch.. ....W. Virginia.	.....				5,680,685		1,893,629		103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	...	...	...	...	Baltimore and Potomac..... Maryland.	5,000,000	*			2,000,000	3,000,000			—						—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake..... Maine.	950,000	50,000			625,000	150,000	105,000		—				36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2		60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941		600,000	99,000			267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.0	—	...	...	...	...	Bellville and Southern Illinois....Illinois.	.....				.....	1,100,000	.....		—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware ..... New Jersey.	4,125,365	*		.....	995,800	2,244,500	970,468		80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	....	....	....	....	80	Berkshire..... Massachusetts.	500,000	100,000			600,000				—				42,000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—					Blossburg and Corning..... New York.	582,346				250,000	48,000			—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,765,987	863,186	10	100	151½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	20	Boston, Clinton and Fitchburg ..... Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	....
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	37	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	3,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	41	Bos., Hart. and Erie ¶. M.,R.L.,Ct. & N.Y.	.....				.....	.....			177.0	.....	.....	10 mos.	470,732	110,948	—	100	2
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	765,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186 879	8	100	....
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,996	*	302,258	450,000	4,471,274		450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	147½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,700,169	*	462,130	287,510	3,700,000		225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	147½
Jun 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*			4,898,000	5,980,000			—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	*		.....	2,286,000	583,500			—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664		43.2	136,547	2,467,160	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—					Buffalo and Lake Huron..... Canada.	6,492,790		.....	.....	2,625,000	3,867,790	.....		—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....		—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552		107,655		....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....		—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*..... Iowa.	11,381,183	1,478,678	133,071	.....	1,638,182	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	....
May 31, 1871	55.0	—	—	125.0					Burlington and Missouri River..Nebraska.	.....		.....	.....	.....	3,360,000	.....		—	(Operat	ed by Bur	lington &	Mo.River	.)	.....	—	100	....
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....		.....	.....	1,000,000	400,000	.....		—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific..... California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....		141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—					Camden and Amboy..... New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....		—	.....	.....	.....	.....	.....	10	100	128½
Dec. 31, 1870	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	715,362		.....	.....	332,925	338,000	44,437		—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic..... New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	75
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville..... New Jersey.	818,449	*			447,000	200,000	211,274		—	(Leased	and oper.b	y West J	ersey.)		6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville..... Penn.	742,157	*			426,900				24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	586	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	...
Sept. 30, 1870	34.6	—	3.4	—					Cayuga and Susquehanna.....New York.	589,110			.....	589,110				—	(Leased	and oper.	by Dela.,L	. and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*			281,164	200,000			14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—					Cedar Falls and Minnesota ..... Iowa.	3,174,000				1,587,000	1,587,000			—	(Leased	and oper.b	y Illinois	Central.)		—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—					*Cedar Rapids and Missouri River*...Iowa.	11,235,000	*			7,620,000	3,615,000			—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br. Union Pacific R.R....Kansas.	3,723,700	*			1,000,000	3,200,000			100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,562	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa..... Iowa.	8,510,000	*			5,550,000	2,960,000			—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,077	Central of New Jersey..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043		97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	108½
Dec. 31, 1870	137.0	—	17.9	—					Central Ohio..... Ohio.	5,500,000	*		.....	3,000,000	2,500,000			—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	64,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	106½
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	580,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—					Chemung..... New York.	400,000				380,000				—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina.	600,000	*			392,011	225,000	42,300		40.0	.....	.....	.....	32.290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—					Cherry Valley, Sharon & Albany...N. Y.	600,000				275,000	300,000	10,000		—	(Leased	& oper.by	Del. & Hud	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio..... Va. & W. Va.	8,376,734	751,588	35,680	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,266	44,000	193,490	2,085,925	807,000		168,872	53.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—					Chester Valley ..... Pennsylvania.	1,371,900		.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,187,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2,063,299	10	100	120
Apr. 30, 1871	307.0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,560,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	140

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	90.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg .....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	406.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	111½
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	136	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	128½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	84.2	—	47.9	—					Little Miami.....Ohio.	3,887,854	—	425,660	.....	3,572,400	1,480,000	.....	.....	] 196.5	(Operated by	L. M. and	Col. & X	enia.)		—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1. 1	869 to Pb	g Cin.&S	t. L.at$4	80,000p.a.	]	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	50	....
Oct. 31, 1869	28.3	3.0	24.7	—					Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	196.5	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	66
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington..Ky.	6,820,251	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,706	*	3,555 951	1,176,690	8,680,912	8,478,000	805,465	74 8.977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,118	7	100	74½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.... Massachusetts.	363,158	—	.....	15,133	200,000	67,700	11,529	3,603	—	—	—	—	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	.....	600,000	—	—	10,000	—	(Leased by	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—					McMinnville and Manchester.¶.Tennessee.	525,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	20.7	24.5	—					Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49.500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	50	80
Mar. 31, 1869	22.4	—	2.9	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	23,999	1,000,000	—	5,009	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	146
Mar. 31, 1870	19.0	—	1.6	—					Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	.....	276.8	1,408,000	.....	.....	1,291,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,601,286	1,245,848	530,814	1,016,329	5,212,725	4,110,937	555,544	139,864	291.0	954,510	.....	.....	1,549,000	468,661	—	100	88
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarksv. and Louisv. ¶...Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	—	82.6	299 091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	—	130.6	457 576	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	.....	.....	.....	.....	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction.]	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,029,989	175,433	805,723	329.3	2,561,902	.....	.....	4,707,288	1,694,177	10	100	120½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—					Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50.966	.....		(Oper.	by Erie.)	.....	44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—					Millstone and New Brunswick..N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	.....		(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14a	100	62½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,356,450	—	—	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	106½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,953	.....	236.0	.....	.....	.....	.....	.....	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	294,206	85,468	1,232,728	531,500	50.643	.....	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,014	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	—	.....	.....	1.000 000	—	—	.....	23.0	24,1 8	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	169	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	53,477	1,644,224	1,183,900	289,427	.....	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	.....	(Leased	to Dela., L	acka. and	West'n.)		7	100	94½
Sept.30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78,675	720,000	—	—	126,747	43.0	224,938	7,499,849	5,191,427	411,980	83,473	10	100	140½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,891	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Louisville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	99	New Bedford and Taunton.....Mass.	500,000	*	199,154	.....	500,000	172,500	—	124,078	38.4	69,252	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	(In han	ds of bon	dholder	s.)	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—					Newcastle and Beaver Valley.....Penn.	424,468	—	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P. Ft. W. &	Chicago.)		11½	100	....
Oct. 31, 1869	6.0	—	....	—					Newcastle and Frenchtown....Delaware.	150,000	—	.....	.....	150,000	—	—	—	—	(Owned	& oper. by	P., W. & B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1,800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	.....	(In	cluded in	United Co	mpanies)	.....	10	100	125
Dec. 31, 1869	73.8	6.5	7.1	—	.....	.....	.....	.....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,642,919	375,766	65.493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	20	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	84
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶..La.	2,050,000	—	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	.....	.....	—	100	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15 586,616	6,531,131	8	100	
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,640	.....	.....	842.2	7,885,910	313,188,904	589,362,876	22,071,553	9,244,621	8	100	99½
Sept. 30, 1869	5.0	—	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	63,962	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,980	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	131
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,480	6,736,230	2,160,561	837,115	10	100	153
Sept. 30, 1869	123.0	21.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	.....	(In cour	se of con-t	ruction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—					Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60 000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,330	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1860	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,176	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	264,164	108,725	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in *Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union †.South Carolina.	1,340,882	*	*	.....	751,296	547,380	125,000	.....	68 0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	160.000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700.000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	124	Sterling Mountain.....New York.	502.468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.8	—	—	—	—	—	Stock...ge and Pittsfield.....Mass.	444,000	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267.300	*	.....	634	267,300	.....	.....	634	—	.....	.....	.....	.....	.....	7	100	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	.....	.....	.....	8,591	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	(In pro	gress to be	completed	June 187	0.)	.....	—	50	....
Sept. 30, 1869	81.0	—	10·6	—	12	16	3	274	Syracuse, Binghamton and N. York.N.Y.	3,550,000	*	.....	.....	1,470,130	1,707,050	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form	a part	of the	Rondout	and Os	wego Li	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,224	400 000	.....	22,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	110½
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620.000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	346,000	163,913	1,049,355	84.0	503.198	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	1,279,043	671,445	12	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	18	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	454.8	46.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,800,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	1,072,995	.....	—	100	....
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	274,400	.....	.....	.....	—	.....	.....	.....	4,252,343	1,200,938	—	100	67
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,906	.....	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	49½
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania	914,000	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt	& Mass.	R. R.)	52,000	—	100	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,580	swamped	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	100	32½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,680,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	1,582,850	.....	.....	.....	—	54,450	2,244,178	784,753	165,494	76,892	6	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	—	(Leased	by Vermo	nt Central.)	.....	.....	8	100	101½
Sept. 30, 1870	60.3	10.8	9.0	—	15	7	10	2.8	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543.331	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	750,000	199,627	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	85
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian*.....Mississippi.	3,200,000	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	2	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee †.....Virginia.	8,012,873	*	.....	.....	357,408	3,200,000	98,417	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	18.3	—	2.8	—	—	—	—	—	Warren.....New Jersey.	2,069,060	*	.....	.....	3,064,300	2,499,450	501,741	2,515,014	213.5	550,307	8,727,610	17,624,855	483,537	162,479	—	100	....
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'in.)	929,186	318,688	—	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George.D. C. & Va.	.....	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	454,758	154,618	7	100	87½
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of r	eceiver.)	.....	.....	.....	.....	7.0	.....	.....	.....	58,123	18,448	7	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	5	100	....
Sept. 30, 1868	—	—	....	93.0	—	—	—	—	West Shore Hudson River....New York.	619,446	.....	525,578	.....	526,700	684,046	957 600	97,500	35.5	201,280	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	612,300	6,024	.....	—	[in	progress.]	.....	330,571	63,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	.....	.....	.....	.....	138.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,550,000	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	181.0	5	6	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	.....	.....	6,500,000	.....	36,000	.....	.....	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	78,814	.....	1,022,450	1,800,000	304,413	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[No	w forming	a divis	ion of th	e Milwau	kee and	St. Paul	—	No retu	rns for ye	ar.]	.....	.....	—	50	81
Aug. 31, 1869	94.0	—	....	86.6	—	—	—	—	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,209,000	1,716,500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operat	ed during	construct'	n by M. &	St. Pa'l.)	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(No	return.)	.....	.....	.....	.....	20.0	13,430	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	200,000	.....	.....	.....	—	(Leased	to Boston,	Con.and M	ontreal.)	12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	.....	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	(W & M.	RR.sold	Jan.5, '70	$525,000.	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	5,000,000	.....	.....	.....	5,000,000	.....	.....	.....	—	[no	returns.]	.....	139,261	82,376	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	15	16	14	262	Wilmington and Weldon †...N. Carolina.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	1,857	(Leased t	o Northern	Central.)	.....	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,936	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	283,000	*	.....	.....	213,000	.....	.....	.....	—	(Recen't	y opened.)	.....	1,254	.....	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	950,000	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	14,000	7	100	....
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	1,806,128	.....	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,198,226	452,547	156,880	10	100	135½
										.....	.....	.....	.....	317,050	.....	76,845	.....	—	(Le	ased[to N	orthern C	entral.)	.....	—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	.....	641,532	112,080	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	493,210	342,827	6	50	75
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	106,751	8	50	98
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	.....	.....	.....	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	110,610	.....	10	100	120
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	.....	.....	.....	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	.....	.....	.....	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	.....	.....	.....	64,000	899,759	662,246	.....	161.0	.....	.....	.....	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	.....	.....	3,739,800	14,375,891	.....	.....	48.0	.....	.....	.....	405,174	213,374	—	50	77
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 373,611	.....	.....	94,140	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n preferre	d stock.)	431,246	184,848	—	100	53
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	.....	.....	.....	4,300,000	1,961,000	.....	.....	354.0	.....	.....	.....	736,303	258,436	—	50	44
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	.....	109.2	.....	.....	.....	1,159,085	598,519	—	50	17½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	.....	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	.....	.....	.....	167,435	81,714	—	50	20
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	.....	.....	.....	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	.....	.....	.....	1,100,000	708,000	86,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	13
31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	600,000	600,000	.....	.....	—	.....	.....	.....	124,895	59,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.95	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	21.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	22½
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.86	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	706	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	.....	...	B'klyn Flatbh & Coney Isl.N.Y.	100,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	.....	...	Brooklyn & Rockaway Bh..N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	103
Sept. 30,'70	8.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	99,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	240	50	Citizens'(10th&11th sts.)(Ph.)Pa.	707,264	192,750	—	—	251,773	76,780	36.3	50	194	....
Oct. 31,'70	9.00	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	15	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia .....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	.....	...	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	29,200	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	.....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	10 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	33½
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,686	6.0	50	17	45
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,146	2	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	48
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	22½
Sept. 30,'70	3.50	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,530	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	220	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	48	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'70	33.66	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	75½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	78
Dec. 31,'70	3.40	.....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,19	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	.....	...	Passenger (Cin.) .....O	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	90	15	Peoples' street (Scranton)...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,886	52,994	21.8	50	15	53
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	1,000	8,000	4.0	20	20	12
Dec. 31,'70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	31½
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	15
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,628	60,000	20,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	....
Dec. 31,'70	34.00	550	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	66
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	21
Sept. 30,'70	8.38	550	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	230	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	72½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	264,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.56	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	63½
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	197½
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.)..Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	23½
Dec. 31,'70	3.60	.....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	88,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	o Troy &	Lansb.	—	100	100	....
Sept. 30,'70	27.00	537	98	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	70
Sept. 30,'70	—	514	54	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	10,447	8	100	100	100
Sept. 30,'70	15.50	55	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,455	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	558,938	400,000	100,000	—	376,444	57,813	10.0	50	50	68
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	10	8	Williamsport .....Pa.	72,580	16,600	5,000	41,489	9,530	—	—	25	25	....
Oct. 31,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	8,200	3,010	4	100	100	18
Oct. 31,'70	5.55	40	16	Worcester .....Mass.	76,205	40,000	20,000	5,056	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BOND

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Latest Price.
	$	p. c.			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J.&D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage	50,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage	379,000	7	M.& N	1878	....
Brooklyn and Jamaica: 1st Mortgage	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1891	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	80½
Grand st. and Newtown: 1st Mortgage	90,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	88½
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	76½
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	87
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Brond street	100,000	6	J.& J.	1890	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1891	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1893	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1921	83½
Philadelphia and Darby: 1st Mortgage	57,000	7	M.& N	1897	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	A.&O	1874	....
Quincy: Plain bonds	60,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	25,000	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): Real estate	600,000	7	J.& J.	1876	....
	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	165,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	300,000	7	J.& J.	1886	....
Utica, Clinton & Bingham: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	150,000	7	J.& J.	1892	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	99½
Worcester: 1st Mortgage	20,000	6	A.&O	1873	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,019,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	70
Catawissa,* pref. and guar.	2,200,000	7	7	98
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung, guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	86½
Chicago and Alton, pref.	2,425,400	7	10	124
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	91½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	394,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	1[illegible]368	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	90
Erie, preferred	8,536,910	7	7	60
Evansville and Crawfordsville pref.	100,000	...	...	..
Hannibal and St. Joseph, pref.	5,078,224	...	...	85½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar.	1,500,000	8	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	24
" " 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	128
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,995,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	84½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60
Sandusky and Cincinnati, pref.	445,516	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	589,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref.	2,888,997	6	6	35½
Union, preferred	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	6½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 —	@ 36 50
Pig, American, No. 1		36 —	@ 37 —
Pig, American, No. 2		34 —	@ 35 —
Pig, American, Forge		33 —	@ 34 —
Bar, Refined, English and American		76 —	@ 77 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
Store Prices.			
Bar, Swedes, ordinary sizes		107 50	@120 50
Bar, Refined		82 50	@ — —
Bar, Common		— —	@ — —
Scroll		102 50	@132 50
Ovals and Half-round		100 —	@125 —
Band		— —	@ 97 50
Horse Shoe		97 50	@102 50
Rods, ⅜@3-16 inch		87 50	@122 50
Hoop		105 —	@147 50
Nail Rod	per lb.	— —	@ — 7
Sheet, Russia, as to No.'s	(gold)	13½	@ — 13½
Sheet, Single D. and T. Common		— 4½	@ — 5½
Rails, English	(gold) per ton.	57 —	@ — 58
Rails, American, at Works in Penna.	c'y.	69 —	@ 71 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11	@ — 13
English German (2d and 1st quality)		— 10½	@ — 12
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— 15	@ — 16
American, Spring, do.		— 9	@ — 11
American Machinery do.		— 10	@ — 11
American German do.		— 9	@ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb	4 35	@ — —
Cut Spikes, all sizes		4 50	@ — —
Clinch		5 75	@ — —
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19	@ — 31
Copper		— 36	@ — 38

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 40½	@ — 41
Straits	(gold).	— 36½	@ — 36½
English	(gold).	— 35	@ — 35½

Plates—Fair to good brands.	(Gold.)	(Currency.)
I. C. Charcoal per box.	8 62½@ 9 —	10 25 @ 10 75
I. C. Coke	7 50 @ 8 50	9 — @ 10 —
Coke Terne	6 25 @ 7 50	7 25 @ 9 —
Charcoal Terne	8 — @ 8 50	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).	per gall.	— 13½	@ — 14
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 15
Refined, Standard White (in ship'g order)		— 24½	@ — 24½
Refined, prime White (in shipping order)		— —	@ — 25
Refined, S. W. (in jobbing lots)		— —	@ — 26
Refined, S. W. (in tin)		— 28½	@ — 29½
Naptha, Refined, (65 @ 73 gravity)		— 9½	@ — 10½
Residuum	per bbl.	4 —	@ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.) per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @13 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @26 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30
Canton Co.	....	....	100	101½	100½	100½
Central Pacific 6s. 100	.....	100½	101½	100½	100½	
Central of N. Jersey. 106½	107½	108½	108	107½	108½	
Chicago & Alton	120	120	....	....	....	
" pref.	....	....	....	....	....	
" 1 M.	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Inc. bds.	95	....	....	....	....	
Chicago, Burl. & Q.	....	....	....	....	....	
" 8s, 1883	....	....	....	112	....	
Chic. & Northwestern . 70½	70½	71½	71½	71½	71½	
" pref. 92	....	92½	....	91½	....	
" 1st M.	98½	....	....	....	....	
" S. F.	....	....	....	....	....	
" Consol. 92½	92½	92½	93	....	92½	
Chic., Rock Isl. & Pac. 109½	....	111½	111½	110½	111½	
Chi., R. I. & Pa. 7s, 1906. 103	....	....	....	....	....	
Clev., Col., C. and Ind.	88	88½	90½	91	....	
Clev. and Pittsburg	118½	118½	118½	119	....	
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	....	....	
" 4 M. 84	....	....	....	....	....	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s. 101½	....	....	....	....	....	
Col., Chi., & Ind. C.	19½	20½	20½	20½	....	
" 1 M. 83½	88½	89½	88½	88½	88½	
" 2 M.	09½	....	....	....	....	
Cumberland Coal pref.	....	....	....	....	....	
Del. & Hudson Canal . 119	....	....	....	....	120	
Del. Lack. & Western. 108	109	109½	109½	109½	109½	
" 1 M. 7s.	....	....	....	....	....	
" 2 M 7s.	....	....	....	....	....	
Dubuque & Sioux City	....	....	....	....	....	
Erie Railway	30½	30½	30	30½	30½	30½
" pref. 60	....	....	60	....	....	
" 1 M. 7s, 1897.	....	....	....	....	....	
" 2 M. 7s, 1879.	....	....	....	....	....	
" 3 M. 7s, 1883.	....	....	....	....	....	
" 4 M. 7s, 1880 89½	....	....	....	....	....	
" 5 M. 7s, 1888.	....	....	....	....	....	
Great Western 2d mort.	....	87½	....	....	....	
Hannibal & St. Joseph. 70½	70	70½	70½	....	71	
" pref. 81½	....	....	....	....	82½	
" 8s, conv.	....	104	....	....	104½	
Hudson River	....	....	....	....	....	
" 2 M. S. F.	104	....	....	....	....	
" 3 M 7s, 1875.	....	....	....	....	....	
Illinois Central	....	....	....	....	....	
" bonds	....	....	....	....	....	
Lake Shore & Mich. S'th. 111½	110½	110½	110½	....	....	
Lake Shore Div. bonds.	....	....	....	....	....	
Marietta & Cin. 1st pref.	....	24	....	....	....	
" 2d pref.	....	....	....	....	....	
Michigan Central	....	....	....	....	....	
" S. F. 8s, 1882.	....	....	....	....	....	
M. S and N. I. 1 M. S. F.	....	....	....	....	....	104
" 2 M.	....	....	....	....	....	
Mariposa Mining Co.	....	....	....	....	....	
" pref.	7½	6	....	....	....	
" Tr. 10s ctfs.	....	....	....	....	....	
Milw. and St. Paul. 61½	61½	61½	61½	62½	....	
" pref. 81	81	81½	....	81½	....	
" 1st mort.	93½	....	....	94	....	
" 2d mort.	....	....	....	....	....	
" 8s. 107½	....	....	....	....	....	
" 7 3-10s con.	95½	95½	....	....	....	
Missouri 6s	....	97	97	....	97½	
" H. & St. J. 1ss. 96	....	96½	....	....	....	
Morris and Essex 93½	....	93½	....	94	94	
" 1st mort. 105	....	....	....	....	....	
" 2d mort.	90	....	....	....	....	
New York Central	....	....	....	....	....	
" 7s, S.F. 1876.	....	....	....	101½	....	
" 6s. S.F. 1883.	....	....	....	93	....	
" 6s. S.F. 1887.	....	....	....	....	....	
N. Y. Cen. & Hud. Riv. 98½	....	98½	98½	....	....	99
" certificates. 95½	94½	....	....	....	....	95
N. York and Harlem.	128½	....	....	....	....	129
" pref.	....	....	....	....	....	
" 1 M. 7s, 1873.	....	....	....	....	....	
N. Carolina 6s, old.	45½	....	....	....	....	
" new	....	....	....	....	....	
Ohio and Miss.	45	45½	45½	46	....	
" pref. 79	....	79	....	79	....	
" 1st M.	....	....	....	100½	....	
Pacific Mail S. S. Co.	52½	52½	52½	52½	52½	
Panama	66	67	74½	72	72	74
Phila. and Reading. 114½	114	114	....	114½	115½	
Pitts., Ft. W. & Chi. gtd.	....	99½	....	....	100	
" 1 M.	....	....	....	....	....	
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	....	....	
Quicksilver Mining Co. 13	13	13	....	13½	....	
St. L., Alton & T. H.	....	....	....	....	....	
" pref.	59	....	....	60	....	
" 1 M.	100	....	....	....	....	
" 2 M. pref. 86	....	....	....	....	88	
" Income bds.	....	....	....	....	....	
Tennessee 6s, old. 75½	75	....	....	75	75½	
" new.	75½	75	75½	....	75½	
Tol., Wab. & Western. 63½	63½	....	64½	64½	66½	
" pref.	....	....	....	....	....	
" 1 M.	....	....	96½	....	....	
" 2 M.	....	....	....	....	....	
" Equipment.	....	....	....	....	....	
" St. Lou. Div. 86½	86½	86½	86½	86½	....	
Union Pacific. 32½	32½	32½	32½	32½	32½	
" 1st mort. 88½	88½	88½	88½	87	89½	
" L. Gt. 7s. 83½	....	....	....	....	83½	
" Inc. 10s.	87	....	87	....	87	
Virginia 6s, old.	....	....	63½	....	62½	
" new	....	....	....	....	70	

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	114¼	....	....	114¼	....	114¼
U. S. 5s, 10-40s, reg	....	....	....	....	....	....
U. S. 6s, 1881, reg	....	....	....	118	....	....
U. S. 6s, 1881, coup	118⅛	....	118⅛	....	118⅛	....
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	114¼	....	114¼	114¼	114¼	114¼
U. S. 6s, 5-20s, reg. '64	..	..	....	....	....	114¼
U. S. 6s, 5-20s, c. 1864	114	114¼	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	114¼	....	....	....	....
U. S. 6s, 5-20s, c. 1865	114¼	114¼	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	113¼	....	....	....
U. S. 6s, 5-20s, c. n. '65	113¼	113¼	....	113¼	....	113¼
U. S. 6s, 5-20s, reg. '67	....	....	....	113¼	113¼	....
U. S. 6s, 5-20s, c. 1867	113¼	113¼	113¼	113¼	113¼	113¼
U. S. 6s, 5-20s, reg. '68	....	....	114	....	....	....
U. S. 6s, 5-20s, c. '68	114¼	....	114	....	114¼	114¼
U. S. 6s, Pac.R.R.issue	116¼	116⅛	....	116¼	116	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	....	....	48¼
Camden and Amboy	128¼	128	128¼	128¼	129	128¼
" 6s, 1875	....	....	....	....	96	....
" 6s, 1883	....	....	89¼	89¼	....	....
" 6s, 1889	90	....	....	....	....	....
" mort. 6s, '89	....	96	....	....	96	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38¼	38¼	38¼	....	38¼	38¼
" 6s, 1884	88¼	88¼	....	....	....	88
" Gold L.	91¼	91¼	91¼	....	91	91¼
" R. R. L.	92¼	....	....	....	9?¼	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	61¼	61¼	61¼	61¼	....	61¼
" 6s new coup	....	....	....	....	....	....
" 6s new reg.	95	....	.. ..	....	....	....
Little Schuylkill R.R.	46¼	....	....	....	46¼	....
" 7s	....	....	....	....	....	....
Minehill	....	53	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	120
" 1st mort	....	....	....	....	....	....
North Pennsylvania	50¼	....	....	....	....	50¼
" 6s, 1880	....	102½	....	....	....	....
" 7s	....	....	....	....	99	99
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	49¼	50	50	....	50	50¼
" 7s	....	....	87¼	87¼	87¼	87¼
Pennsylvania R. R.	61¼	61¼	61¼	62	61¼	61¼
" 1st M.	101¼	....	....	....	....	....
" 2d M.	....	....	....	....	....	....
" Gen. mort.	93¼	....	....	....	93¼	....
" " reg.	....	....	96¼	....	....	96¼
Penn. State, 6s, 1st series	102¼	....	....	....	....	....
" 6s, 2d series	105¼	....	....	....	....	....
" 6s, 3d series	....	....	....	107	....	....
" 6s, W L.	....	....	....	....	....	100¼
Philadelphia City, 6s	....	....	....	....	....	101¼
" new	101¼	101¼	101¼	102	102	102
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	57¼	57¼	57¼	57¼	57¼	57¼
Philadelphia and Erie	....	27¼	....	....	....	....
" 6s	....	....	....	....	....	92¼
" 7s	....	....	....	....	....	88¼
Schuylkill Navigation	....	....	....	....	....	....
" pref.	17¼	....	....	....	....	....
" 6s, 1882	....	....	....	80¼	80¼	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	22¼	....	22¼	....	23¼	22¼
Chestnut & Wal.	....	....	....	53	53	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	66	....	....	....	....	....
Spruce and Pine	31¼	....	....	....	....	....
15th and 16th sts.	....	....	....	....	23¼	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Baltimore City 6s, 1875	100¼	....	....	100¼	100¼	
" 1886	99¼	....	....	....	....	....
" 1890	100	100	....	....	100	99¾
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	96¾	97	....	95¾	....	
" 2d M.	85	85¼	....	....	86	86
" 3d M. 8s	....	79¼	....	....	....	79
Northern Central	41¼	....	....	....	....	....
" bonds, 1885.	92	....	....	....	....	....
" " 1900.	89¼	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	22¼

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

	Th.24.	F.25	Sat.26.	M.28.	Tu.29.	W.30
Boston and Albany	....	....	152½	....	151½	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	147¾	....	....	147¾	
Boston and Providence	....	147½	....	....	147½	
Boston, Hartford & Erie	2	....	....	....	....	....
" 7s, new	28¼	28¼	....	28	....	27½
Cheshire, pref.	....	....	86¼	....	....	....
Concord	76	....	....	....	79½	
Connecticut River	....	....	....	....	....	....
Eastern	....	118	115	112½	111	
Fitchburg	138¾	....	138¾	....	138	
Manchester & Lawr'ce	146	....	....	....	....	....
Michigan Central	120¾	120¾	....	120¾	120¾	
Northern, N. H.	....	....	....	....	117½	
Ogdens. & Lake Champ	....	90¾	....	....	90¾	
" pref.	....	....	....	....	....	....
Old Colony & Newport	....	....	....	104½	104¾	
Ph., Wil. & Baltimore	....	....	....	....	54¼	
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	32¼	
" 6s	87¼	87¼	....	88¼	....	
" Land Grant 7s	....	81¼	81¼	....	....	
" Income 10s	....	....	82¼	....	....	
Vermont & Canada	101¼	....	101¼	101¼	....	101¼
Vermont & Mass	....	....	....	....	85	85
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	20	....	....	....	....	....
Copper Falls	....	10¼	....	....	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Quincy	....	28¼	....	28¼	....	

London Stock Exchange.

	Closing Prices. Aug. 11.	Aug. 18.
All. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	88 — 92	88 — 92
Do. do., 2d mort., 1881	78 — 82	78 — 82
Do. Penn., 1st mort., 1877	88 — 92	88 — 92
Do. do., 2d mort., 1882	78 — 82	78 — 82
Do. Consol. 7 per cent. mort. 1890	41¼— 42¼	42 — 43
Detroit and Milwaukee 1st mort. 7s	69 — 71	69 — 71
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	24¼— 25	24 — 24¼
Do. sterl. 6 p. c. convertible bonds	66 — 68	66 — 68
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	108 —109	109¾—110¼
Panama General mort. 7s, 1897	75 — 80	75 — 80
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	94¼— 95	94¾— 95½
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, September 2, 1871.

Stock Exchange and Money Market.

The Money market shows increasing animation, but with a very free offering of funds to the principal borrowers, there is but little difference noticeable in rates, though toward the close, the tendency is toward more firmness. The current quotations for Money at the close were 2@5 mainly 3@4 per cent. on call, and at 5@8½ per cent. per annum on very choice to fair business credits The speculative inquiry is somewhat brisker, and the mercantile demand is also rather more urgent, chiefly for the Fall trade purposes. The city banks make a more favorable exhibit, in their last weekly return; and the U. S. Treasury office here reports a gain in its currency reserve. The Treasury Department programme for September has been eagerly looked for, now that the new $200,000,000 Five per cent. Funding Loan has been officially announced as having been all successfully marketed, through the agencies of the European and American syndicates, quite recently organized. The city banks, in their last weekly exhibit, show a loss of $609,000 of legal tender notes, with a gain of $1,313,245 of specie, and $1,452,330 of deposits; also an increase of $510,252 in their loan and discount averages, and a reduction of $48,732 in their item of circulation. The U. S. Sub Treasury increased its currency balance $319,641, and reduced its coin reserve $396,798, as the result of the week's business. The city bank exchanges, last week, averaged $77,336,367; and thus far, this week, 77 millions daily. The banks now hold $10,484,395 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The receipts of the U. S. Sub-Treasury office were $4,716,747 in coin, and $3,957,435 in currency; payments, $5,113,540 in coin, and $3,687,795 in currency. The office received $4,024,000 in coin or its equivalent, from customs; and disbursed $402,305 of coin interest, on the regular account, and $1,875,000 of the September interest on the 10.40 Loan, which was to have been charged off on Friday the 1st inst.

The specie reserve of the city banks according to the latest return is $10,722,050, against $19,639,384 same time last year. The city bank deposits are now $248,709,800 against $201,966,700 week ending August 27, 1870. The legal tender reserve amounts to $69,489,500 against $48,959,713 same time last year. The circulation now stands at $30,198,820, against $32,904,906 same time last year. The loans are now $305,047,680, against $273,986,974 at this date last year.

The U. S. Sub-Treasurer retired, last week, $3,719,324 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $9,017,098 in currency, and $65,289,556 in coin against a balance a week previous of $9,548,974 currency, and $64,293,526 coin.

Government revenues have been yielding encouragingly, since our last, the customs keeping remarkably well up, in productiveness. The excises yielded last week about 2½ millions, and thus far since July 1, about 23½ millions. The customs at the port of New York, last week were $3,917,324; and at the outports, equal to about 1½ millions more, all in coin, or coin certificates.

Gold, though strong and inclined to buoyancy in price, has not been active, during the week. The speculative demand has been moderate, and the export inquiry very light. The customs call has been up to a liberal aggregate, and has been the chief drain on the supply in the open market. The market closed on Wednesday with indications of a renewal of speculative activity. The range of the price during the week, has been from 112¼ @112⅝, and the closing quotation on Wednesday was 112¾ against 112⅝ the preceding Wednesday. The specie outflow, last week, was $431,478; on Tuesday of this week, $37,000; and on Wednesday, $146,000. The Gold Exchange Bank clearances have been as follows: August 24, $45,370,000; August 25, 36,628,000; August 26, $27,629,000; August 28, $16,328,000; August 29, $20,469,000; August 30, $36,355,000.

The customs at this port on Wednesday were $557,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Aug. 26, 1871, $61,522,870, against $62,459,368 same time in 1870.

Of the September coin interest on the 10-40 Loan, under orders from Secretary Boutwell, the Sub-Treasury disbursed last week, $1,875,000.

The customs demand for Gold last week, ave-

raged $670 667 a day; thus far, this week, it has averaged $685,000 a day, or equal to a weekly aggregate of $4,110,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $38,683, and since Jan. 1, 1871, $7,561,163 against $7,522,732 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $104,011,797 against $90,313,690 same time in 1870.

The coin reserve of the Treasury Department on Tuesday was $90,466,000, including $18,054,,000 represented by outstanding coin certificates of deposit.

The export drain was $431,478 last week, against $1,197,162, same week preceding year The shipments since January 1, 1871, have been $53,309,334, against $42,187,607 same time in 1870

Foreign Exchange has shown less activity and less buoyancy, closing dull. Bankers' sixty day bills on London closed on Wednesday at 108¾@109⅛; sight bills on London, 109⅛@109⅛

The produce exports from this port, week ending with Aug. 29, were to the currency value of $3,955,742.

Government securities of the older issues have been offered very sparingly all through the week, and have been quoted strong in price, especially on the long date bonds, with a moderate demand noted. On Tuesday, the announcement was made that the new Five per cent. funding Loan of $200,000,000 had all been successfully disposed of, and the books closed.

On Wednesday, Government bought in a million of Five-Twenties at 112 41@112 62, ex-interest. The amount of bonds offered was $2,991,400 at 112 41@112 89.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118⅝@119; U. S. Five-Twenties of 1862, 114⅛@114⅞; U. S. Five-Twenties of 1864 at 114⅛@114⅛; U. S. Five-Twenties of 1865, 113⅛@113⅝; U. S. Five-Twenties of 1865 consolidated, 113⅛@113⅝; U. S. Five-Twenties of 1867, 113⅝@113¾; U. S. Five-Twenties of 1868, 114@114¼; U. S. Ten-forties at 114⅛@114¾; U. S. Six per cent. currency bonds, 115⅞@116.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 16.	Aug. 23.	Aug. 30.
Consols	93 11/16	93 11/16	93⅛
U. S. 5-20's of 1862..	93 11/16	93¼	92 15/16
U. S. 5-20s, 1865	93 3/16	93¼	92¾
" 1867	92 7/16	92⅞	92 11/16
" 10-40s	93	90 13/16	*90¾
Erie.	25	24⅞	24½
Central Pacific 6s....	81⅛	——	——
Union " " ...	69¾	——	——

* Ex September coupon.

State bonds have been in fairly active demand at about steady prices.

Railway bonds have met with a good investment inquiry at generally firmer prices for the more substantial of the old loans. Central Pacific Sixes have been quite readily purchased, closing firmly at 100¾@101. Very few of these bonds have been offered of late in the open market. The prevailing active call for the Chesapeake and Ohio Six per cent. Bonds has led to an advance in the price to 93 per cent. and accrued interest. Bonds to the amount of nearly two millions of this Loan have been marketed within the current month of August. The sales having largely exceeded the money wants of the Company, the President of the road, Mr. C. P. Huntington, on behalf of the Board of Directors, has addressed a note to the financial agent of the Company, Messrs. Fisk & Hatch, ordering the price of the Bonds to be advanced to the present figures, and adding that "the Western Division from the Ohio River to the Falls of Kanawha (ninety-five miles) will be completed in October, and the work on the remainder of the road is now so far advanced that there is no doubt of the completion of the whole line in the summer of 1872, when all these securities should readily bring par."

Further considerable progress has been made in the work of marketing the St. Joseph and Denver City eight per cent. gold bonds, that the total sales at the close of business on Wednesday exceeded half the amount of the Loan, the total of which is $5,500,000. The loan was opened on August 1. The price of the bonds at present is 97½ and accrued interest in currency. The bonds of the Eastern Division loan, which was closed some time ago, now command a liberal premium. The Loan, after careful investigation, is recommended by the financial agents of the Company, Messrs. Tanner & Co., as a first class investment.

Business in Railway and miscellaneous share property has been devoid of remarkable activity, yet values have been well supported, and the present promise is of a brisk and buoyant Fall market.

General business has been less active and values in most instances, have been less firm. Bread stuffs and Provisions closed heavily. Middling upland cotton closed on Wednesday at 19⅜ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,979,578 bales, against 2 847,708 bales same time last year; exports 3,157,376 bales, against 2,197,105 bales same time last year; stock at the ports at latest dates, 123,197 bales, against 75,949 bales same date 1870.

At the regular monthly sale of Scranton Coal on Wednesday, 140,000 tons were disposed of at generally steady prices, ranging from $4 to $5.60, as against $4.25@$5.55 at the July sale.

At the Live Stock Markets, Beeves continue in moderate request at from 7@12½ cts.; Veals at 4@10 cts.½; Sheep at 4@6½ cts.; Lambs at 6 @9 cts.; Swine, 5¼@5½ cts per lb., all live weight. The week's receipts were 7,537 Beeves, 3,019 Veal Calves, 35,771 Sheep and Lambs; and 23,930 Swine.

Foreign goods have been in fair demand at generally steady prices. The week's imports of foreign goods reached $10,883,922, including $5,-285,140 of dry goods.

Ocean freights have been fairly active and rates have been quoted firmer on a limited supply of room, particularly for grain.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo, New York and Erie 1st mort., 95; Bellville and Southern Illinois 1st mort. 8s, 87½; Toledo, Peoria and Warsaw 2d mort., 80; Morris and Essex const. bonds, 93¼; Ohio and Miss. consol. bonds, 94; St Louis and Iron Mt. R. R., 59; do. 1st mort., 91½; New Jersey Southern 1st mort., 75; Long Dock bonds, 92; Cleveland and Pittsburg consol. bonds, 96; Albany and Susq. 2d mort., 94¾; Galena and Chicago 1st mort., 100¼; Cedar Falls and Minn. 1st mort., 85; Gt. Western 1st mort. 1888, 92½; Am. Dock and Imp. 7s, 98; North Missouri 1st mort., 84½; Peninsular R. R. 1st mort., 96; New York and New Haven R. R., 153; South Carolina 6s, new, Jan. and July, 58; Georgia 7s, gold, 98½; North Carolina Fund Act, 1866, 35½; New York State 7s, B. L., reg., 108½; Ohio 6s, 1881, 105; do. 1886, 106½; do. 1875, 103½; California 7s, 112½; Arkansas 7s, issued to L. R. and F. S. R. R., 55½; do. 6s, Fund Act, 54½; Brooklyn 6s, W. L., 96¼; Spring Mt. Coal, 74; Consol. Coal, Md., 42⅞; Am. Coal, 58; Pennsylvania Coal, 220; Western Union Tel., 61⅞; Quicksilver pref., 20⅛; Adams Exp., 84⅞; Wells-Fargo Exp., 51¼; Am. Mer. Union Exp., 57¾; U. S. Exp., 56; La Crosse gold, 0.20.

Philadelphia.—Wilmington and Reading 1st mort. 7s, 98¾; Warren and Franklin 1st mort., 91; 2d mort., 100¾; Pennsylvania and New York Canal, 7s, 96; Huntingdon and Broad Top Mt., 1st mort., 102; do. 2d mort., 86; do. consol. bonds, 47½; Belvidere Delaware 2d mort., 85; West Jersey R. R. 7s, 103; do. 6s, 98; Connecting R. R. bonds 88; Union Pass. R. R., 70; Delaware Division Canal, 46½; Camden and Atlantic pref., 35; Allegheny County 5s, 77½. The latest quotations are: City 6s, 101@101; do. free of tax, 102@102⅛; State 5s, coupon, 100@100; do. 6s, W. L., 100½@101; do. 1st series, 103@103¼; do. 2d series, 105¼@105½; do. 3d series, 107@107; Reading, 57⅜@57⅝; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 92@94; Camden and Amboy, 128¾@128¾; do. mort. 6s, 1889, 95½@96; do. 1883, 89@89½; do. 1889, 89@90; Pennsylvania R. R., 62⅛@62¼; do. 1st mort., 101@101½; do. 2d mort., 101@102; do. General mort. coupon, 93@94; do. reg., 95¾@96¼; Little Schuylkill R. R., 46@46¾; Morris Canal, 51@52; do. pref., 120@125; do. 6s, 92@—; Susquehanna Canal, 9@10; do. 6s, 62½@70; Schuylkill Nav., 8¾@9⅞; do. pref., 17⅝@17¾; do. 6s, 1882, 80¼@80⅜; Elmira and Williamsport pref., 42@—; do. 7s, 1873, 94½@95; do. 5s, 61@—; Lehigh Coal and Navigation, 38⅜@38½; do. 6s, 1884, 88@88½; do. R. R. Loan, 92⅛@92½; do. Gold Loan, 91@91¼; North Pennsylvania, 50@51; do. 6s, 101¾@102¼; do., 7s, 99@99½; do. Chattle 10s, 113@116; Philadelphia and Erie, 27⅞@28; do. 6s, 92½@93; Minehill, 53@53; Catawissa, 18@20½; do. pref., 49⅜@49⅝; Lehigh Valley, 61¾@61¾; do. 6s, 97@98; Fifth and Sixth streets, (horse,) 44@45; Second and Third, 66@68—; Thirteenth and Fifteenth, 23½@23¾; Spruce and Pine, 32@32; Green and Coates, 45½@—; Chestnut and Walnut, 51@54; Hestonville, 22½@22⅝; Union, 70@—; Germantown, 33¼@35.

Boston.—Eastern R. R. 6s, 1874, 99¼; do. 1889, 97½; Missouri River, Ft. Scott and Gulf 1st mort 10s, 100; Leavenworth, Lawrence and Galveston 1st mort., 10s, 96½; Cedar Rapids and Missouri 7s, 1894, 90⅜; do. 1916, 89¾; Mansfield and Framingham 7s, 95; Vermont Central 1st mort., 87¼; Cincinnati, Sandusky and Cleveland 6s,

1900, 77⅜; Cheshire 6s, 1880, 96; Indianapolis and Cincinnati R. R., 7⅛; do. 7s, 1882, 71; Norwich and Worcester R. R., 116¼; Rutland pref., 84¼; Conn. and Pass. Rivers pref., 92; Portsmouth, Gt. Falls and Conway R. R., 112; Cape Cod R. R., 75; Boston Water Power, 44⅜; Cary Imp., 15⅜; Waverly Land, 4; Chicago 7s, 1898, 101¼; do. 6s, 1882, 95; Cook County, Ills., 7s, 101¼; Boston 6s, 1884, 101¾; Roxbury 6s, 1876, 101; Hancock Mining Co, 8; Humboldt, 95c.

Baltimore.—Virginia Consolidated 6s, 65¼; do. reg., 64¾; Virginia 6s, old coupon, 63; do. 6s, 1866, reg., 68½; Virginia Deferred Certificates, 29⅛; Memphis City 6s, 60½; Pittsburg and Connellsville 7s, 94¾; Orange and Alexandria 2d mort. 6s, 80½; do. 4th mort. 8s, 86; Virginia and Tennessee 8s, 87½; Western Maryland 2d mort. guar., 92; do. 3d mort. guar., 91½; Orange, Alex. and Manassas bonds, 80⅜; Central Ohio R. R., 29½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@94¾; Baltimore and Ohio, 142@142½; do. 6s, 1875, 96¼@96¼; do. 1880, 95@—; do. 1885, 96½@—; Northern Central, 41⅝@42; do. 6s, 1885, 91¾@—; do. 1900, 89@90; do. 6s, 1900, gold, 91½@91⅞; N. W. Va. 1st mort., 99@100; do. 2d mort., 98@100; do. 3d mort., 1885, 90@90⅞; Marietta and Cincinnati 7s, 1892, 96½@97; do. 2d mort., 86@87; do. 3d mort., 79⅜@79½; Central Ohio, 29@30; do. 1st mort., 87½@88; Western Md. 1st mort. 6s, 1890, 80@80½; do. guar. by Baltimore City, 92@92¼; do. 2d mort. guar., 91½@93; do. 2d mort. pref., 61@—; do. 6s, guar. by Washington Co., 84@85; Richmond and Danville bonds, 79¼@80½; Orange and Alexandria 1st mort. 6s, 90@91; do. 2d mort. 6s, 80@80½; do. 3d mort. 8s, 88@90; do. 4th mort. 8s, 85@87; Orange, Alex. and Manassas 7s, 80½@81¾; Virginia and Tennessee 8s, 87½@88; do. 6s, 1st mort., 87@95; do. 6s, 2d mort., 77@80; Baltimore 6s, 1875, 100@100½; do. 1884, 99@99; do. 1886, 99⅛@99¾; do. 1890, 99¾@100; do. 1893, 98⅝@99; do. 1900, 99⅛@100⅛; do. 5s, 1838-'70, 80@82; Memphis City 6s, 60⅜@60⅝; Maryland Defense Loan, 1883, 106@106½; City Passenger R. R., 22½@24; George's Creek Coal, 70@75; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1.00@2.00.

Baxter Steam Street Car.

The Baxter Steam Street Car was brought from the factory of Messrs. Bolen & Crane last evening, and after a successful trip up and down Broad street, went up Market street to the depot of the Springfield avenue line, where it will be placed upon duty to carry passengers from the depot to Irvington.

The trip can be made in four or five minutes each way, and thus do away with the necessity of horse cars upon that end of the route. It is the intention of the Company to run steam cars at least as far as the Court House on Market street, if permission is obtained from the Common Council. Much interest was felt last evening to see how the car would get up the hill by the Court House, and great satisfaction expressed at the ease with which the ascent was made, although but forty pounds of steam was used, while the usual running power will be about one hundred and fifty pounds. Mr. Baxter, the patentee, and Mr. Paul Buchanan, President of the Springfield avenue line, accompanied the car upon the very successful trips last night.—*Newark N. J.) Register.*

Steam on the Canals.

The Buffalo *Courier*, of 23d ult., gives the following account of the new steam canal boat which is entered as pioneer competitor for the prize of $100,000 offered by the State of New York for the best canal motor:

The new canal steamer George Barnard, about which so much has been said in the journals of the State, arrived here yesterday, and attracted considerable attention. Her running time from New York to Albany was 47 hours, and from Albany to this city eight days of 24 hours each. Sundays not included. She brought with her 180 tons of lump coal, minus 30 tons unloaded at Syracuse on account of the shallow water west. She is commanded by Captain Thomas Main, and is owned by Messrs. Main and McMillan. An ordinary screw propeller is arranged in an opening situated in the bow of the boat. The opening is tapering in shape, and terminates about twenty feet from the bow. The propeller is driven by a simple upright engine, 12 inches in diameter, with 12 inch stroke, which is supplied by steam from an upright boiler four feet in diameter by ten feet high, the boiler being fed by an upright steam pump; the whole being very compact, and occupying a space on the floor of the boat only ten by four feet, and, including water in the boiler, weighs only five tons. The opening of the screw reduces the displacement only five tons, so that the application of steam power reduces the carrying capacity only ten tons. The consumption of fuel is about one ton of coal in twenty-four hours. The boat can be managed by three hands, or four if running all night, and her ability to get through the locks gracefully may be inferred when we say that she came through the five locks at Lockport in twenty-five minutes. The machinery used on the Barnard, it is claimed, can be applied to any canal boat at a cost of about $600 for altering the boat in addition to the price of machinery, giving to it twice the speed of the present loaded boats towed with horses.

Elizabethtown and Paducah Railroad.

The contractors are actively at work on the Elizabethtown and Paducah road this side of the Tennessee river. James Benson, as we have before stated, took the contract from Paducah to Clark's river, and has commenced work with a good force out near the Paducah and Gulf railroad depot. Mr. Bearden is at work on the trestling on this end. A. S. Jones has a force of over three hundred hands in the hills beyond Clark's river, which he will increase to five hundred at an early day. Garrett Johns is pushing his contract for the trestle work this side of the Tennessee river. The work on the Tennessee and Cumberland river bridges is being pushed with all the force that can be employed. There is not much doubt that the road will be completed by the first of July, 1872.—*Paducah Kentuckian.*

☞ A company is to be formed for the purpose of constructing a railroad from Eagle Bridge to Rome, N. Y., that being the only link necessary to complete the chain of roads from Boston to the Lakes. Over $100,000 has already been subscribed.

☞ A meeting to organize the Prescott River Falls and Northern Railroad Company, will be held at River Falls, Wis., on the 6th of September.

☞ The contract has been let for grading the Chicago, Dubuque and Minnesota railroad from Lansing, Iowa, on the Minnesota State line. Cars will soon be running as far up as Guttenburg.

☞ The Governor has accepted the offer of W. D. O'Brien to build the Prince Edward Island Railroad for £4,355 per mile.

Railroads of Arkansas.

The Agent of the State of Arkansas has recently written a letter giving information in reference to the bonds authorized to be issued by the authorities of Arkansas in aid of certain railroads. From this letter it appears that the total amount of bonds which may be issued is $11,400,000, of which only $3,450,000 have been received by the railroads and thrown on the market. The particulars of these transactions are as follows;

The Memphis and Little Rock Railroad, one hundred and thirty miles long, is completed and has received $1,200,000, the full amount to which it is entitled. The Little Rock and Fort Smith Railroad, one hundred and fifty miles long, has eighty miles in running order, and has fifty miles graded and ready for the track, and has received $900,000, being entitled, when completed, to $1,500,000. The Little Rock, Pine Bluff and New Orleans Railroad one hundred and sixty miles long, has twenty miles finished and has sixty-two miles graded and ready for the track, and has received $750,000, being entitled, when completed, to $2,400,000. The Mississippi, Ouachita and Red River Railroad, one hundred and seventy miles long, has twenty miles finished, and twenty-two miles graded and ready for the track, and sixty-eight miles graded, and has received $450,000, being entitled when completed, to $2,550,000. The Arkansas Central, one hundred and fifty miles long, has received $150,000, and is entitled to $2,250,000. The Kansas City and Fort Smith Railroad, one hundred miles long, is entitled to $1,500,000, but has received no bonds. The Cairo and Fulton Railroad has twenty miles in running operation, and twenty miles graded and ready for the track, but has declined the $3,000,000 awarded to it by the State. By the terms of the law the State bonds can be issued to the railroad companies only as sections of ten miles of road are graded and prepared for the rails, and upon each application for bonds a rigid showing is required of the uses to which the bonds previously given have been applied.

Port Royal Railroad.

Work has been commenced on this road in the vicinity of Yemassee, and as we are informed by Mr. Gage, the engineer, fifty men are already preparing the road for use. Three hundred tons of rails have been purchased in New York and will shortly be *en route* for Battery Point. The chairs have been ordered from Richmond, and will shortly arrive. Seven hundred tons of rails, contracted for by the old *regime*, were to have sailed from Europe by the 21st of June, direct to Charleston, but as yet no tidings have been heard of the vessel. Upon her arrival at the latter port, she will be ordered to discharge her cargo at Whale Branch, midway between Yemassee and Beaufort. —*Beaufort Republican.*

☞ It has been already stated that the Pennsylvania divisions of the Bachman Valley road are under contract, and will be completed from Klinefeltersville across the Hanover branch and to the State line by Christmas this year. It is now said that that part of the road extending from the Pennsylvania line to Chestnut Hill ore mines, in Carroll county, will shortly be put under contract and the work pushed rapidly forward to completion.

☞ The St. Louis *Times* says that over two thousand men will be put to work on the Cairo and Fulton railroad early in September, and the entire half from the State line to Little Rock will be completed next summer.

☞ The Hudson River railroad company have now a continuous double track of the best stee from Albany to New York.

Journal of Railroad Law.

RAILROAD COMPANIES—WHAT CONSTITUTES NEGLIGENCE—FAILURE TO RING BELL OR SOUND WHISTLE AT PUBLIC CROSSINGS—PRESUMPTIVE EVIDENCE.

The recent case of The St. Louis, Jacksonville and Chicago Railroad Company *vs.* Terhune (50 Ill., 151,) was an action on the case brought by Terhune against the St. Louis, Jacksonville and Chicago Railroad Company, to recover for damages resulting from an alleged violation of the statute, imposing upon the railroad companies the duty to ring the bell or sound the whistle upon the engine at the crossing of public highways, as therein provided. The plaintiff alleged that by reason of the failure of the defendant to comply with the statute in that regard, two cows, property of the plaintiff, of the value of $300, were run over and killed. On the trial the jury returned a verdict for the plaintiff, and assessed his damages at $150. A motion for a new trial was overruled, and final judgment rendered upon the verdict. The defendants bring the cause to this Court on appeal, and assign various errors upon which they rely for reversal.

The following is the opinion of the Court delivered by

WALKER, J.—The question of the weight of evidence was for the jury, and they having determined it, we will not disturb their finding, unless it is not supported by the proof. It is their province to weigh and reconcile where it may be done, and if not, then to give it such effect as it is entitled to receive, rejecting such portions as may be unworthy of belief, and giving due weight to such as they may believe to be true. In this case there was a conflict of evidence as to whether a bell was rung or a whistle sounded for the distance required by law before reaching the road crossing where the cattle were killed. The jury having found there was not, we are not prepared to hold their finding is not supported by the evidence.

Appellants insist that the Court below erred in giving appellee's third instruction. It informed the jury that the omission to ring a bell or sound a whistle at the road crossing as required by the statute, was *prima facie* evidence of negligence. In the case of the Galena and Chicago Union R. R. Co. *vs.* Dill, 22 Ill., 271, it was held that it was a question of fact, to be determined by the jury, whether such an omission is negligence. In that case, the statute imposing that duty on railroad companies had been repealed as to that road, and hence it was a question arising under the common law, whether such an omission was negligence. That case is not therefore an authority in this, as the question presented by this instruction is whether the omission of a duty imposed by the statute constitutes *prima facie* negligence, or whether in such a case the plaintiff is bound to prove other omissions of duty which constitute negligence. In the case of The Great Western R. R. Co. *vs.* Geddis, 33 Ill., 304, which was similar in its facts to this, it was held that the failure to ring a bell or sound a whistle at a road crossing was negligence that should render the company liable for injuries growing out of the omission, that might be occasioned by their engines, to persons or property; that the omission to perform an act imposed by the statute was negligence. In that case the cases of the Illinois Central R. R. Co. *vs.* Phelps, 29 Ill., 447, and The Illinois Central R. R. Co. *vs.* Goodwin, 30 Ill., 117, were referred to and distinguished from Geddis' case. It was said of those cases, that the animals were killed at a place where the statute did not require the signal to be given, whilst in Geddis' case the injury to the animal was at a highway crossing where the signal was required.

That case was in point and must govern this. The Court below did not err in giving this instruction. No error being perceived in this record the judgment of the Court below must be affirmed.

Judgment affirmed.

The Bonded Car System.

PRACTICAL WORKING OF THE NEW LAW.

Under the provisions of the tariff and internal tax act of July 14, 1870, Congress voted to certain interior cities and cities on the coast that are either not furnished with facilities for the proper transaction of trade with foreign countries or desire a more direct communication overland, the privilege of importing goods in bond direct through other ports, without delay for examination and appraisement at the original landing. Those cities are as follows:

New York, Boston, Providence, Philadelphia, Baltimore, Norfolk, Charleston, Savannah, New Orleans, Portland (Me.), Portland (Oregon), Buffalo, Chicago, Cincinnati, St. Louis, Evansville, Milwaukee, Louisville, Cleveland, Memphis, Mobile, San Francisco, to and from Europe and Asia, and the islands adjacent thereto via the United States.

In framing the part of the law relating to this subject, Congress seemed at the time to be actuated solely by a desire to accommodate the cities of the West, and went blindly forward without a well-considered method of operation. The new legislation is an experiment, and while the law contains many incongruities, impracticabilities and blunders, it is also characterized by a number of omissions which are now quite noticeable.

With the law for a basis, the Secretary of the Treasury, to whom the power was delegated, directed his experts to prepare a series of regulations for the government of the new system. After they had prepared them, the Secretary and Assistant Secretary revised and corrected them until they believed they had done the best they could to make it successful as a system, convenient and useful to the merchants, and safe for the government. But the whole thing is new. No expert has confidence in results, and in fact every one of them has predicted that the law would prove a failure. The main point to be covered was in the distinction between the old and new systems. Under the old plan goods could be sent in bond to points within a collection district, but the entire vessel or car freight was placed under government supervision. The new plan was intended to exert a supervision only over a space necessary to carry the amount of bonded goods to be transported, a part of a vessel or a part of a car, where a full load of goods were not bonded.

The safeguards for the protection of the government were to originate with the Secretary of the Treasury, and his regulations were to be clothed with full force and effect of law. His imaginative mind conceived the idea of appointing an army of inspectors, with generous salaries, to be paid by the railroad companies. Special iron cars were to be made for the purpose, and a lock was to be placed wherever there was room to nail a hasp. A patriotic band of brothers were to supply the great "American seal lock" for each crack where a robber could peep through, at a liberally remunerative cost, to be paid by the railroad companies. Intricate machinery for vigilant inspection at each way station, and expenses and drawbacks to success marked the body and seemed the pith of each paragraph in the regulations. Bonds that were stronger than the cars themselves were to be given for the performance of the contract by the fortunate parties who were to become "common carriers" within the spirit of the law and the distinct terms of the Secretary's regulations.

The caution with which transportation companies approached the scheme and the rapidity with which they went away reminded one of fish nibbling at a hook. The first bait did not answer. Some three important railroad companies came forward and the Secretary thought they would bite, but nine months elapsed and not a single transportation company in the United States agreed to comply with the terms. It was then discovered that the conditions were too stringent. The Secretary trimmed the regulations, allowed railroad companies to use ordinary box cars, and reduced the number of locks required to two for each car. He also reduced the number of inspectors, gaugers and other officers to a limit where necessity placed it. Where in crossing a river it becomes necessary to transfer the cars or goods to a steamboat, a more liberal system of transfer is now addressed to that particular emergency. Measures for facilitating the delivery of goods from ocean steamer to common carrier have been taken, and the details are being arranged to make the whole experiment successful in accomplishing its object, so far as the meagre and incoherent provisions of law will permit.

Since these amendments to the regulations have gone into effect two railroad companies—the Camden and Amboy and the Merchants' Dispatch Transportation Company—have accepted the conditions, executed their bonds, and are now carrying goods under the system. The Camden and Amboy company operates only between New York and Philadelphia, but has been carrying bonded goods several weeks. The Merchants' Dispatch Transportation Company operates from New York to Boston, Providence, Portland (Me.), Portland (Oregon), Buffalo, Chicago, Cincinnati, St. Louis, Evansville, Milwaukee, Louisville, Cleveland, San Francisco, Memphis, Mobile, and from and to Europe and Asia and the islands adjacent thereto, taking through invoices across the continent. By their mode of operations they take goods off the steamer and send them part way to destination the same day they arrive from a foreign port. They are exempt from warehousing, cartage charges, examination and appraisement, weighing and measuring gauging, and general order. The Merchants' Dispatch line has just received 1,000 new cars, specially constructed for this business. It is said that they are as fine and substantial a set of box cars as have ever been built anywhere. This company believe the bonded transportation system will be a perfect success, and the fact of their having bought at once so many cars, looks very much like abiding faith in the enterprise. It might be remarked that J. C. Fargo, Augustus Schell, Wm. H. Vanderbilt, Horace F. Clark, Jared Chittenden and others of the New York Central Railroad Company are the corporators of the new company, and it is believed that the Central folks are really the new concern.

It is probable that the Pennsylvania railroad will bond. That will depend greatly upon the success or failure of the other line to make it pay. If the present efforts are successful the competition between the Pennsylvania and New York Central will be quite lively. The Erie Railway cannot bond with profit, for the reason that at each change of gauge the goods must be changed from car to car under the supervision of government inspectors, who are to be paid by the Company. Thus, in shipping a through carload to Chicago, it would go on a broad gauge road to Buffalo, then strike a narrow gauge road, and at Cleveland would again meet the broad gauge. It would probably require the continuous services of eight industrious government employees at those two breaks at an average salary of $2,000

each, aggregating $16,000 per annum, which would cut deeply into the profits. But the Erie road is not at all anxious to go into the business at present.

THE TEA TRADE WITH CHINA AND JAPAN.

Mr. Webb and Mr. Holladay expect great things to come from the new through European-Asiatic trans-continental traffic. Arrangements have been made whereby tea will be put down in San Francisco from China and Japan by the shortest sea route that can be found. Experiments have shown that tea does not absorbed enough extra moisture to injure it on the twenty-two days trip to San Francisco, and that in its passage east over the Pacific roads the rarefied atmosphere of the plains effects a change that restores it to the perfect condition in which it left China. If it is a fact and not a theory of imagination that these greatly desired results are reached in the passage, it will be a decided benefit to the Pacific Mail steamers and our trans continental trunk roads. A new aid will be furnished to the central trans continental route, and competition created between that and the Southern Pacific, which will tend to reduce through freights, while benefitting not only the roads themselves, but also the localities through which they pass. It may be interesting to know that the Pacific Mail steamships are now driving a brisk trade, both in freight and passengers. An Austrian nobleman, a tourist who passed through, from Japan to Austria by the American steamers and railroads to New York, says emphatically that the route furnishes better facilities and more comforts to the passenger, besides the grand sights seen on the trip, than any route in the world, and that no route between Europe and Asia can compare with it in respect of quickness, comfort, convenience, or enjoyment to the passenger. He told President Grant he would publish the fact throughout his country and all parts of the world he may hereafter visit. When foreigners become enthusiastic over our travel system, we have great reason to be proud of our achievements, and to believe that the Asiatic trade, for which we have contended so long, will soon be transferred to our merchants and carriers.

THE SEAL LOCK BUSINESS.

The Merchants' Dispatch Company complain that the Secretary of the Treasury has ordered them to put two "American seal locks," at a cost of $16.30 on each of their 1,000 new cars. The first train for the West went off some days ago locked as ordered. The Company do not like the locks, and think that if the Secretary of the Treasury admires them so much the government ought to pay for them, and not force the companies to do it, to pay a bounty to the "lock ring." As another instance of this injustice, petroleum exports furnish a startling exhibit. Petroleum costs about $50 a car load at the oil wells and the freight to the seaboard costs about the same ($50). Thus it will be seen that half the value of petroleum in New York is made by freight charges. A great deal of it is carried in bond through the border of Canada and back into the United States by rail to New York. Secretary Boutwell has ordered that each petroleum car be locked with the American seal lock at a cost of $22 per car. In view of the fact that all the companies have any quantity of the old shackle seal locks that have never yet been picked (except by collusion among the government officials), which never wear out, and were furnished at a cost of 50 cents each, this imposition on the petroleum exporters is a very suggestive fact. The exporter of petroleum finally pays for the locks in increased freight charges, and the natural effect of a few more such impositions would be to divert trade in petroleum through Canada to Europe, instead of through New York. The lock exaction itself will send many a cargo down the St. Lawrence river, to the unnecessary injury of New York.

In establishing safeguards for the protection of the government there are three considerations to be taken into account:

First—Character of transportation companies. Thefts on the part of a transportation company would result in their own loss. They are obliged to pay the owner the value of the goods and to pay the government the amount of duty. While the government has an average interest of 35 per cent. in the goods being transported in bond, the transportation company, have an interest of 135 per cent. in the same goods, besides the reputation of the company, which is always at stake. No transportation company in this country have ever been known to steal bonded goods. The care of the government then must be exercised to prevent the possibility of exchange of packages. If a system or single act of exchanging, for example, *facsimile* package of toys or straw, for a package of silks or velvets were undertaken by the company, the act would require collusion of the owner with every officer of the company, from the president to the brakeman. The conclusion then is, that transportation companies are necessarily, and in fact, honest, so for as smuggling is concerned.

Second—Safeguards against robbers. Every officer and employee of the transportation company is a watchman against robbers. So should the government officials be. But when a robber comes along he quickly jerks the hasp out with a "jimmy" and the lock drops down intact, leaving a free entrance to the car through the door. He would not even stop to unlock a common padlock requiring an ordinary key, or that could easily be opened with a nail. Therefore no car lock is a safeguard against robbers.

Third—Collusion among government officials. The only manner in which the present government locks have been picked within the many years of their past use has been through collusion between government officials. The seals have been put on and taken off and goods removed and replaced by similar looking packages, and the seals on the locks restamped. Therefore the danger in the case is from the men sent by the government to guard its interests. No lock in the world could prevent collusion among the men who hold the keys to it.

PROBABLE EFFECT OF THE NEW SYSTEM HERE.

Opinions differ about the probable effect of the new system of bonding goods without appraisement, from seaport to seaport or to the interior. Many merchants of the interior say they will not make use of the privilege, for the reason that they are obliged in any event, to patronize New York in buying gold for payment of duties, and the cost of transporting gold is about equivalent to the broker's fee; while the only advantage gained is in avoiding delays here in Custom House business that is done more quickly in cities where there is less of that business transacted. The special government agents on this forwarding business, paid by transportation companies, take an entry at once and watch the goods from steamer to depot, thus getting them off to final destination the same day they arrive. They avoid the three or four days delay here, and the same work is done in one, two or three days at the port of final delivery.

This forwarding will take from New York some business of Custom House brokers, appraisers, inspectors, weighers, gauges, warehousemen, draymen, general order stores, and others. And some of our merchants contend that it will encourage direct purchases between the West and Europe, thus injuring their trade in some degree. The friends of the scheme say the advantages to New York to be gained by opening an Asiatic-European trade across our Continent will more than make up for the possible losses in other ways. They contend that every shipment must benefit in greater or less degree the cities of New York and San Francisco, and that considerable handling will be necessary at both those points. They further argue that New York will be certain to receive the freights destined to ports along the Mississippi river whose foreign supplies have heretofore reached them, from New Orleans. The landing of the vessels and emigrants is much to a city in a commercial point of view. Whether thes predictions, or any of them, will prove true is a matter of conjecture. A few weeks will probably determine the success or failure of the enterprise.—*N. Y. Journal of Commerce.*

Augusta and Hartwell Railroad.

We publish in our advertising columns this morning an advertisement from the contractors of the Augusta and Hartwell Railroad. They are prepared to let contracts for grubbing, etc. This looks like business. We have been informed that if no difficulty is experienced in obtaining the right of way through this city and vicinity that ground will be broken by the first of September, in a little less than two weeks time. We earnestly hope the road will be commenced and pushed to an early completion. It is a line which, when finished, will benefit Augusta more than any other Railroad that could be constructed. It will give us the shortest route to Cincinnati and the granaries of the West that can be found, and will give to us also the trade of counties in our own State, which has hitherto found its way to other markets. We hope that when the first day of September arrives work will begin, and not stop until the iron horse enters Clayton.—*Augusta Chronicle, Aug.* 28.

☞ Mr. Cyrus Diller, of Hanover, Pa., has received the contract for the grading and masonry of the Pennsylvania division of the Bachman Valley railroad, commencing at the Hanover Branch railroad, near Leib's mill, thence following a branch of Codorus creek, to Klinefeltersville, and thence on to the State line. The work of grading was commenced on Tuesday. Mr. Gitt is now completing the location from the State line to the Chesnut Hill ore banks, which is shortly to be let, and the entire work of grading is to go on and be pushed forward as rapidly as possible.

☞ It is stated that the Texas Pacific Railroad Company have resolved to establish the Eastern manufacturing and machine shop of the road at Shreveport, provided the city will give the needed grounds (25 acres) and loan to the company the twenty years' bonds of the city to the amount of $100,000. It has also been resolved to begin the construction of the Texas Pacific Road at Shreveport, and the building of the road toward Vicksburg will be be run at the same time, and continued *pari passu* with the road to the West.

☞ The Boonsboro' (Md.) *Odd-Fellow* learns that the eastern section of the Miramar railroad, from the Susquehanna river, forty miles, is to be finished ready for rolling stock by September, 1872. As heretofore explain d, an additional section of forty-five miles, passing through the towns of Waynesboro' and Boonsboro', will reach to the Potomac.

☞ The Russian Government has appointed a special commission, which has already commenced its labors, to inquire into and report upon the expediency of adopting the narrow gauge for all the railways in the empire.

☞ The Framingham and Lowell Railroad was formally opened for travel on the 22d inst. The road is 26 miles long, and has been built in nine months.

☞ The laying of the ties and rails on the Cumberland Valley Railroad Extension between Hagerstown and Williamsport has been commenced.

Commerce of New York.

The foreign imports at New York for the month of July, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.	$13,579,723	$16,410,318
Do. for warehousing	10,042,048	12,468,220
Free goods	988,444	1,985,993
Specie and bullion	194,990	176,640
Total entered at port...	$24,805,205	$31,041,171
Withdrawn fr. wareh'use	8,463,853	9,940,489

The foreign imports at New York for the seven months from January 1, were:

	1870.	1871.
Entered for consumpt'n.	$93,455,750	$120,054,380
Do. for warehousing...	75,422,130	90,093,323
Free goods	7,430,190	17,808,800
Specie and bullion.....	7,857,949	4,918,692
Total entered at port...	$183,666,019	$232,875,195
Withdrawn fr. wareh'se	68,898,225	73,138,814

The revenue from customs at New York for July, and for seven months from January 1, has been as follows:

	1870.	1871.
In July.....	$10,592,841 37	$11,934,957 33
Add 6 mos.....	67,581,811 10	73,692,107 93
Six mos..... ...	$78,174,652 47	$85,627,065 26

The exports from New York to foreign ports in the month of July, were:

	1870.	1871.
Domestic produce.....	$15,965,557	$17,147,740
Foreign free goods.....	24,522	121,536
Do. dutiable.....	727,794	600,377
Specie and bullion.....	16,922,451	11,233,695
Total exports	$33,640,324	$29,103,348
Do. exclusive of specie.	16,717,873	17,869,653

The exports from New York to foreign ports for seven months from January 1, were:

	1870.	1871.
Domestic produce.....	$98,665,180	$127,413,323
Foreign free goods....	298,328	654,636
Do. dutiable	6,045,179	4,863,641
Specie and bullion....	33,763,051	52,788,317
Total exports.....	$138,771,788	$185,719,917
Do. exclusive of specie.	105,008,687	132,931,600

☞ The Manchester and McMinnville railroad was sold at Manchester, Tenn., on the 17th ult. The Memphis and Charleston Railroad Company was the purchaser. Favorable terms were obtained by the stockholders of the former company. The purchasers have agreed to extend the road to Sparta, Tenn., and to have it in running order to that point within eighteen months, and to extend it south from Manchester or Tullahoma to Huntsville, Ala.

☞ The rails of the Knox and Lincoln Railroad have been laid beyond Waldoborough, and the work of ballasting between Waldoborough and Damariscotta is going on, and passenger trains will commence to run from Waldoborough to Bath this week.

☞ Grading is nearly completed on the new Holyoke and Westfield (Mass.) Railroad, and the laying of the rails will be begun by the first of September, and it is expected the road will be ready for business by the first of October.

☞ The whole of the Western Railroad, from Montgomery to West Point and Columbus, is being relaid with new fishbar rails. About thirty miles are already completed.

Census of the United States.

The aggregate Population of the States and Territories—and as White, Colored, Chinese, Indians, etc.—as shown by the Ninth Census, is as follows:

	Aggregate.	White.	Colored.	Chinese.	Indians.
Alabama	996,992	521,384	475,510	....	98
Arizona Territory	9,658	9,581	56	20	31
Arkansas.....	484,471	367,115	122,169	98	89
California.....	560,247	499,424	4,272	49,310	7,241
Colorado Territory.....	39,864	39,221	456	7	180
Connecticut...	537,454	527,549	9,668	2	235
Dakota Territory.....	14,181	12,887	94	....	1,200
Delaware.....	125,015	102,221	22,794	....	....
Dist. Columbia	131,700	88,278	43,404	5	15
Florida.....	187,748	96,057	91,689	....	2
Georgia.....	1,184,109	638,926	545,142	1	40
Idaho Territ'y	14,999	10,618	60	4,274	47
Illinois	2,539,891	2,511,096	28,762	1	32
Indiana	1,680,637	1,655,837	24,560	....	240
Iowa.....	1,191,792	1,185,979	5,762	3	48
Kansas.....	364,399	346,377	17,108	....	914
Kentucky	1,321,011	1,098,692	222,210	1	108
Louisiana	726,915	362,065	364,210	71	569
Maine.....	626,915	624,809	1,606	1	499
Maryland	780,894	605,497	175,391	2	4
Massachusetts	1,457,351	1,443,156	13,947	97	151
Michigan.....	1,184,059	1,167,282	11,849	2	4,926
Minnesota ...	439,706	438,207	759	....	690
Mississippi ...	827,922	382,896	444,201	16	809
Missouri.....	1,721,295	1,603,146	118,071	5	75
Montana Territory.....	20,595	18,206	183	1,949	157
Nebraska.....	122,993	122,117	789	....	87
Nevada.....	42,491	38,959	357	3,152	23
New Hampshire.....	318,300	317,697	580	....	23
New Jersey ..	906,096	875,407	30,658	15	16
New Mexico Territory...	91,874	90,393	172	....	1,309
New York....	4,382,759	4,330,210	52,081	29	439
N'th Carolina.	1,071,361	678,470	391,650	....	1,241
Ohio.....	2,665,260	2,601,946	63,213	1	100
Oregon.....	90,923	86,829	346	3,330	318
Pennsylvania.	3,521,791	3,486,449	65,294	14	34
Rhode Island.	217,353	212,219	4,980	....	154
SouthCarolina	705,606	289,667	415,814	1	124
Tennessee....	1,258,520	936,119	322,331	....	70
Texas	818,579	564,700	253,475	25	379
Utah Territory	86,786	86,044	118	445	179
Vermont.....	330,551	329,613	924	....	14
Virginia.....	1,225,163	712,089	512,841	4	229
Washington...	23,955	22,195	207	234	1,319
West Virginia	442,014	424,033	17,980	....	1
Wisconsin....	1,054,670	1,051,351	2,113	....	1,206
Wyoming Territory	9,118	8,726	183	143	66
Total.....	38,555,983	33,586,960	4,880,609	63,254	25,731

The returns for Chinese, from California, includes 33 Japanese. Massachusetts reports 10, New Jersey 10, Michigan 1, and Pennsylvania 1.

"Indians not taxed" are not included in the basis of representation, and are consequently not embraced in the above enumeration. Our entire Indian population was stated in the last report of the Indian Commissioner to be 305,319.

Steam on the Canals.

The prize of $100,000, offered by the State of New York for the best motor for canal navigation, while it has attracted very general attention throughout the country, has been misapprehended as to some of the conditions attached. It is supposed that any plan, to receive the approval of the commission, must wholly avoid the washing of the canal banks. The commissioners ignore this condition. They seek a plan for navigating the canals, with the present depth of water and size of locks, which will be economical and certain, and as speedy as possible—which will successfully meet the rivalry of the railroads. Thus far no motor power, other than animal power, has been successfully applied to the navigation of the canals. All the plans which propose the introduction of steam or other motors for this purpose have been either inoperative, too slow, or too expensive, or both of them combined. The question of wash, we suppose, will be considered as an item under the head of economy, as the safety of the embankment will certainly be a consideration.

☞ The Toledo *Blade* learns that the survey for the Baltimore, Pittsburg and Chicago railroad is completed from Pittsburg to Havana, a small station on the Lake Erie division of the Baltimore and Ohio railroad, eighty miles south of Monroeville, Ohio. Thence, it is expected, according to the programme now being pursued, the line will run to Defiance, on the Toledo, Wabash and Western railroad, crossing on its way the Dayton and Michigan railroad at a point now called Ellsworth. From Defiance it is expected that the engineers will work their way along to Bryan and through Lagrange and Steuben counties to Laporte, Indiana.

☞ The Newark *Daily Advertiser* says a dispatch was received from the Chancellor on Thursday evening stating that the argument on the rule to show cause why an injunction should not be granted to prevent the United Railroad Companies of New Jersey from leasing their works to the Pennsylvania Railroad Company would be heard on the 12th day of September.

☞ The Hempfield railroad now runs from Wheeling, West Virginia, to the county seat of Washington county, Pa. It has been proposed to extend it to a point on the Pittsburg and Connellsville railroad. The Washington *Review* says that a committee which waited upon President Hughart a few days since was assured by him that a corps of engineers would be upon the line in a short time, and that the road would certainly be built very soon.

☞ At a recent meeting of the corporation of St. George's Valley Railroad Company, at Union, Me., Mr. W. H. Hunt of Liberty was chosen President.

☞ The ten per cent. interest law, enacted by the last Legislature of Kentucky, will go into effect on the first of September.

Intercolonial Railway.

THE Commissioners appointed to construct the Intercolonial Railway, hereby give public notice that they are prepared to receive Tenders for Track laying and ballasting on 75½ miles of line, being sections 4, 7, and 12, in the province of Nova Scotia. Tenders may be for the whole distance or for separate Sections.

Specification and forms of tender can be obtained at the Commissioners' Office, Ottawa, and at the Offices of the Engineers at Truro and Amherst.

Sealed Tenders marked "Tenders," and addressed to the Commissioners, will be received at their Office in Ottawa up to 12 o'clock noon, on Monday, the 25th day of September, 1871.

Tenders will also be received at the same time and place for 800 tons of Spikes according to samples, to be seen at the above named Offices.

Tenders to state price per ton of 2,240 lbs., delivered in equal quantities at Truro and Amherst Railway Stations. 50 Tons to be delivered at Amherst by the 16th of October, and 50 Tons by the 1st November next. Balance of delivery by 1st July, 1872.

A. WALSH,
ED. B CHANDLER,
C. J. BRYDGES,
A. W. McLEAN,
Commissioners.

INTERCOLONIAL RAILWAY,
Commissioners' Office,
Ottawa, 14th August, 1871.

aug28 4i

Notice to Contractors.

PROPOSALS for grading and masonry, or the materials for masonry, for about thirty-two miles of the extension of the Boston and Maine Railroad to Portland, will be received at this office, or at the office of HENRY BACON, the Engineer, at Saco, Me., until the evening of the 15th of September next.

Proposals may be made for grading one or more sections into which the work will be divided.

Profiles and specifications may be seen at the Office of the Engineer on and after September 8.

The Corporation reserves the right of rejecting any proposals. F. COGSWELL, President.

Boston, August 21, 1871.

Notice to Contractors.

PROPOSALS will be received by the undersigned for Grading, Bridging and Superstructure, (including rails and cross-ties,) for the Lancaster Railroad, until September 30, 1871. Profiles and specifications can be seen at the office of the Engineer, C. C. F. BENT, Lancaster, Mass.

GEO. A. PARKER, Pres't.

A CIVIL ENGINEER wants a situation on the construction of a new road or making preliminary surveys. Address F. E., Office of the Railroad Journal. 2t35*

FORTIETH DIVIDEND

WASHINGTON INSURANCE CO.,

No. 172 BROADWAY,

NEW YORK, July 28, 1871.

A DIVIDEND of FIVE PER CENT. has been declared, payable Aug. 1, free of tax.

WM. K. LOTHROP, Secretary.

CIVIL AND MECHANICAL ENGINEERING, at the Rensselaer Polytechnic Institute, Troy, N. Y. A higher and more practical Course of Instruction will be given here than has ever been attempted elsewhere in this country. Re-opens Sept. 13th. For the Annual Register, containing improved Course of Study, and full particulars, apply to PROF. CHARLES DROWNE, Director.

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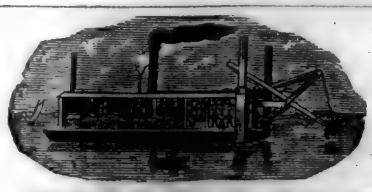
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NOTICE TO CONTRACTORS AND BRIDGE BUILDERS.

DEPARTMENT OF SURVEYS,
224 South Fifth Street, Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until three o'clock P. M. of September 6, 1871, for the construction of a Bridge over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, with approaches to Twenty fifth and Spring Garden streets, in the Fifteenth ward, and to a point about 144 feet westward of Thirtieth street, in the Twenty-fourth ward, as follows:

First. For the Bridge superstructure over the river, including all materials, workmanship, and erecting ready for use. It will be of wrought iron, 348 feet from centre to centre of end posts, and 34 8-10 feet from centre of lower to centre of top chord, and also two trusses for Thirtieth street, to be 84 feet from centre to centre of end posts, and 10 5-10 feet from centre of lower to centre of top chord, also of wrought iron. Detailed plans with complete strain sheets for these bridges, conforming to specifications, to accompany proposals, which on main Bridge shall give prices for both a two and three truss bridge.

Second. For all the iron work on *approaches* to be erected complete, as per plans and specifications.

Third. For the gradation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of the contract. The City reserves the privilege of rejecting any and all bids that may not be satisfactory, and each proposal as herein divided will be considered separately and will be so allotted.

Payments will be made monthly in bonds of the City of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond for the sum of five hundred ($500) dollars has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock

Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained, on and after the 22nd day of July, inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

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ESTABLISHED IN 1852.

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Narrow Gauge Cars

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SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

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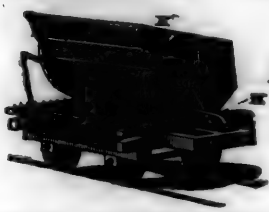
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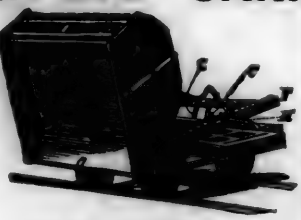


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

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Sept. 15, steamer RISING STAR, Capt. H. P. Conner, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall via Kingston, connecting at Panama with steamer COLORADO, Capt. ——, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Sept. 13

Steamer CHINA will leave San Francisco, Sept. 30, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXVII., No. 36.] SATURDAY, SEPTEMBER 9, 1871. [WHOLE No. 1,846, VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 9, 1871.

☞ FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY.

IN DENOMINATIONS OF $1,000 $500, AND $100, can now be had from the undersigned or through the principal banks and bankers of the United States. The attention of investors is invited to the merits of these bonds, secured by a first and only mortgage on the road, equipments, franchise, and property of a trunk line of railroad which will shorten the distance between New York and San Francisco some 280 miles, and in addition the mortgage to secure the bonds covers a land-grant of 1,500,000 acres of the most fertile land in the West, which is prohibited from being sold at less than four ($4) dollars per acre by the terms of the mortgage deed, and according to the present market price of the Illinois Central Company's lands is worth $18,750,000. This loan was originally for $5,500,000, but has been largely reduced by subscriptions of actual investors. The remaining balance of the loan is offered at 97½ and accrued interest, but the right is reserved to advance the price at any time, without notice.

The bonds have thirty years to run; bear 8 per cent. interest, payable in New York, London or Frankfort-on-the-Main, at the option of the holder, without notice, free of taxes. BOTH PRINCIPAL AND INTEREST ARE PAYABLE IN GOLD. They are Coupon Bonds, but can be registered with the coupons on, or can be registered with the coupons off, and interest paid to registered owner. Interest payable Aug. 15 and Feb. 15. A liberal sinking fund, formed from the entire land sales, in payment for which the bonds will be received at par and accrued interest, provides for the early extinguishment of this loan.

Trustees—Farmers' Loan and Trust Company.

These bonds offer favorable inducements to parties desiring to fund their Five-Twenties, or other high-priced securities.

In converting Five-Twenties the investors realize 17 per cent. profit on the principal; 2 per cent. per annum excess of interest; and at the same time get a perfect security.

Maps, circulars, documents, and full information furnished on application.

Though acting as agents for the sale of this loan, our firm buy and sell in their regular business the bonds of the St. Joseph and Denver City Railroad Company, those of the Eastern Division being now quoted at 102 and accrued interest. These were originally placed by us at 97½.

TANNER & CO., Bankers,
No. 11 Wall-st.

☞ The new branch railway now building by the Central Railway Company of New Jersey from Newark to Elizabeth, will be completed in about three months. Two miles of the road commencing at Brill's farm have been finished.

Steinard Steam Brake.

A trial test of the Steinard Steam Brake was made on Tuesday, the 5th inst., on the Flushing and North Side Railroad, in the presence of a large number of railway officials, engineers, etc. The train, consisting of an engine, tender and six cars, left Hunter's Point about 11 O'clock, A. M., and when a speed of 20 miles per hour was attained the engineer applied the steam brake. There was no shock or bumping of the cars, but a gradual diminution of speed to 6 miles per hour, when the brake was released and the speed increased. This was repeated several times, until the train passed Flushing, and a long stretch of straight track was reached. The passengers then left the cars and stood at the side of the track. The train was then moved backward to the top of an up grade, distant about one-quarter of a mile. The train then moved forward and attained a speed of 45 miles per hour, when, at a signal from the track side, steam was shut off and the brake applied; the train stopped without a jar in 700 feet. The test was repeated once, with the same success. The passengers then entered the cars, the train ran back, and the test was again made with the same result.

The principle of the Steinard brake is the same as that of the Loughridge steam brake. A cylinder and piston beneath the engineer's cab on the locomotive, take steam by a pipe from the boiler. A short chain traveling over guide wheels, connects the outer end of the piston with iron rods so arranged beneath the cars, that when steam enters the cylinder and the piston is forced back, the short chain acts directly on the rods beneath the cars, closing the brake shoes against the wheels and checking the speed. The rods are connected between the cars by compensating bars, thus dispensing with the hook and chain formerly used. There is, therefore no slack chain to be taken up when the brake is applied before an effect is produced. Another feature is that the pressure is the same on the wheels of the rear car as on the leading ones. The entire command over the speed of the train is thus placed completely in the hands of the engineer on the engine. He can increase or diminish the pressure on the wheels at will, thus avoiding the unintentional passage of stations and the application of two great and irregular power.

All who witnessed the tests seemed unanimous in their approval of the brake and its operation. The brake on each car being independent of the one behind it, if a car becomes detached, those ahead of it can be perfectly controlled. The brake has been placed on all the engines and cars

of the Flushing and North Side road, where it has been in successful operation since last April.

Redemption of Five-Twenties of 1862.

The following three months' notice of the redemption of $100,000,000 of Five Twenty Bonds of 1862, was issued by the Treasury Department on the 1st inst:

TREASURY DEPARTMENT, September 1, 1871.

By virtue of the authority given by an act of Congress approved July 14, 1870, entitled "An act to authorize the refunding of the national debt," I hereby give notice that the principal and accrued interest of the bonds herein below designated, known as five-twenty bonds will be paid at the treasury of the United States in the city of Washington, on or after the first day of December next, and that the interest on said bonds will cease on that day—that is to say:

Coupon bonds known as the first series, act of February 25, 1862, dated May 1, 1862, numbered as follows; 1 to 30,699 inclusive, of 50 dollars each; 1 to 43,572 inclusive, of 100 dollars each; 1 to 40,011 inclusive, of 500 dollars each; 1 to 74, 104 inclusive, of 1,000 dollars each.

And registered bonds of the same act: 1 to 595 inclusive, of 50 dollars each; 1 to 4,103 inclusive, of 100 dollars each; 1 to 1,899 inclusive, of 500 dollars each; 1 to 8,906 inclusive, of 1,000 dollars each; 1 to 2,665 inclusive, of 5,000 dollars each; 1 to 2 906 inclusive, of 10,000 dollars each.

The amount outstanding embraced in the numbers as above is one hundred million dollars.

The coupons of the act of February 25, 1862, were issued in four distinct series. The bonds of the first series, embracing those described above, do not bear the series designation upon them, while those of the second, third and fourth series are distinctly marked on the face of the bonds. United States securities forwarded for redemption should be addressed to the Loan Division, Secretary's office.

(Signed), J. F. HARTLEY, Acting Secretary.

Richmond, Fredericksburg and Potomac Railroad.

The gross earnings of this company from operations in the two years ending September 30, 1869 and 1870, respectively, compare as shown in the following statement—

	1869.	1870.
Passengers—through	$204,045 03	$186,658 86
" local	45,659 93	52,188 06
U. S. mail	13,100 00	13,100 00
U. S. transportation	6,679 17	2,125 15
Express	16,504 29	25,932 49
Freight—through	1,811 90	8,398 05
" local	43,105 97	38,122 11
Rents of real estate	1,119 13	1,608 99
Total earnings	$332,025 42	$328,128 71
The expenses of operating, repairs, &c., were—		
Ordinary	$176,422 47	$188,443 11
Extraordinary	23,111 30	71,440 84
Total expenses	$199,533 77	$259,883 95
Net earnings	$132,491 65	$68,244 76
From which residues after expenses were paid:		
Interest	$41,081 75	$37,583 75
Div. on guaranteed stock	21,932 83	26,926 90
Total int. and divedind.	$63,014 58	$64,460 65
Leaving a net profit of	$69,477 07	$3,784 11

The falling off in receipts is remarkable, in the face of a large increase in the business of the road. The expenses in the meanwhile have largely increased, there being charged to this account all the improvements of a permanent nature on the line of the road and also the cost of new engines and cars. These causes leave the net earnings at only one half the amount as shown in the previous year and the absolute profits at scarcely 20 per cent., as compared with said previous year.

The business of the road however demanded this sacrifice of income, in order to bring it up to a safe and economical working condition.

The business of the road for the same two years compares as follows:

	1869.	1870.
Miles run by passenger trains.	130,667	141,801
" " by freight trains	50,885	31 200
" " by all trains	181,552	173 001
Passengers carried	82,370	140,980
" " one mile	4,044,544	4,787,532
Freight moved	28,053	39,866
" " one mile	658,882	904,930

The average amount received per passenger per mile was 5.04 cents, and the average cost 4.22 cents. The average amount received per ton per mile was 22.70 cents and the average cost 6.62 cents. Train expenses—freight 192.00 cents, and passenger 141.00 cents; mean cost per mile of all trains, 150.21.

The following table shows the earnings, expenses and net revenue for the five years since the close of the war:

	Receipts.	Operating.	Net rev.
1865–66	$403,723	$330,136	$73 597
1866–67	301,077	212,006	89,071
1867–68	296,726	193,984	102,742
1868–99	332,025	199,534	132,491
1869–70	328,129	259,884	68,245

The Richmond, Fredericksburg and Potomac Railroad is a link in the seaboard line, and has a present length of 75½ miles, terminating on the north at Acquia Creek, where connection is made with the Potomac Steamboat Company's steamers to and from Washington, D. C. The company are now constructing a branch which, leaving the main line at Brooke's Station, will extend to Quantico, a distance of 11.41 miles, and form a connection with the projected Alexandria and Fredericksburg Railroad, which is designed to fill up the existing gap in the railroads of the north and south and give an all-railroad line between the two sections of the union. By this line the distance between Washington and Richmond will be reduced to 116 miles, and between Baltimore and Richmond to 154 miles. The time between New York and Richmond will be reduced to fourteen hours. The cost of the branch now being constructed will be about $275,000.

The company own twelve locomotives, of which two were purchased during the last year. They own also a dummy engine.

The car equipment at the close of 1868–69 and of 1869–70 was as follows:

	1868–69.	1869–70.
Through train passenger cars	12	15
" " mail-baggage cars.	8	10
Company passenger cars	4	6
" baggage cars	1	2
Freight cars (8-wheel)	12	23
" " (4-wheel)	40	39
Wood cars (4-wheel)	51	46
Flat cars (8-wheel)	15	15
Coal cars (4-wheel)	7	7
Company cars (8 wheel)	2	2

The cost of new rolling stock during the last year was $57,301 14, which amount is included in operating expenses. The through train cars are owned conjointly with the Richmond and Petersburg and the Petersburg and Weldon Companies, this company owning 47 per cent. of the whole stock.

The financial condition of the company on the 30th September, 1870, as shown in general account, was as follows:

Capital stock, old	$700,000 00
" " new	300,000 00
" " issued for dividends	82,128 60
Guaranteed 7 p. c. stock	412,600 00
" 6 p. c. stock	19,400 00
	$1,464,128 60
Funded debt ($466,694 57) viz:	
Coupon bonds 6 p. c. stg 1875	$67,776 78
" " 6 p. c. cur. 1875	21 000 00
" " 7 p. c. " 1875	172,800 00
Debt certific'ts 6 p. c. " 1857 & 69	47,916 55
" " 7 p. c. " 1879	98,190 40
" " 6 p. c. " 1882	23,490 25
" " 6 p. c. " 1887	30,021 58
Convertible bonds 6 & 7 p. c. 1880	5,499 06
Debts due by company	34,949 41
Profit and loss	557,817 21
Total	$2,523,589 79
Cost of road and property	$2,303,423 71
Stocks and bonds	97,618 13
Debt to company	115,267 07
Cash on hand	7,280 88
Total	$2,523,589 79

The State of Virginia owns 2,752 shares, or $275,200 of the Common (old) Stock of the company.

President.—PETER V. DANIEL, Jr.

Directors on part of Stockholders—R. W. HAXALL and C. S. MILLS, of Richmond; Elihu Chauncey, of Philadelphia; and John M. Robinson, of Richmond.

Director on part of State.—Andrew Johnson, of Richmond.

Secretary and Treasurer.—J. B. WINSTON.

Chief Engineer and Sup't.—E. T. D. MYERS.

Auditor.—J. B. GENTRY.

Purchasing Agent.—T. L. COURTNEY.

Atlantic and Great Western Railroad.

At noon of Friday, September 1, the Atlantic and Great Western Railway, with all the property connected with that organization, was formally transferred by the receiver to the trustees under the reorganization of the company. The transfer took place at Akron, and on its completion the three trustees, General McClellan, Judge Thurman, of Ohio, and Mr. Duncan of New York, took possession of the railroad and all its appurtenances in behalf of the newly organized Atlantic and Great Western Railroad Company.

The new organization comprises all the various classes of bondholders, with the exception of a portion of the bonds held in Holland, and so many of the stockholders as signed the agreement and consented to the scaling down of their stock. It is believed that by far the greater portion of the stockholders have come into the arrangement. There is no opposition to the scheme on the bart of the bond and stockholders who have not come into the arrangement, they merely preferring to take their chances outside of the arrangement. The Dutch bondholders have been paid their overdue interest, and are now working in harmony with the new organization. The stockholders who stand out to do so because they think the investment is good, and that after the bonds have all been provided for there will be more value left in the common stock than is allowed for it now in scaling down for the new organization.

The trustees who now have temporary control of the property, during the berfectment of the reorganization, will probably surrender their trust within thirty days to the company, when General McClellan will become its president.

All arrangements with the Erie Railroad Company ceased at noon on Friday, and the two lines are now merely connecting roads. This, however, will work no inconvenience to the traveling or business public, who will have the same facilities as before, to say the least. Important changes are in contemplation, and will be commenced at once,

the object of which is to make the Atlantic and Great Western independent of the Erie, while maintaining friendly relations with it.—*Cleveland Herald, September 2.*

Great Western Railway of Canada.

It is gratifying to find the large measure of prosperity that is now setting in for this Canadian line, but it must be remembered that over and above Canadian or local traffic the line enjoys a great through traffic with America, and in fact competes against the American Lake Shore line, whose business is so enormous that it is said the line actually pays, or has paid, on its capital cost as much as 35 per cent. per annum dividend, a dividend that is still high on its "watered" stock. Nor is the future of the Great Western of Canada less promising on this account. By means of the Air Line they are constructing, their splendid permanent way and rolling stock equipments, the tunnel under the River at Detroit, the Buffalo Bridge, and the shortening of the line of their ally, the Michigan Central, henceforth the Great Western of Canada will be in a position to compete with increased force for a share of the vast through traffic between Chicago and New York and Boston. The geographical position of the Great Western of Canada for taking a large share of the traffic from the "Great West" to New York and Boston is peculiarly favorable, while the adoption of the narrow or national gauge of America, and the excellence of the Great Western of Canada permanent way and rolling stock, together with the power of their allies, are calculated to make the most of their superior route.—*Herapath.*

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$201,755 87	$352 150 01
" merchandise	467,378 51	675,373 52
" mails	11,160 00	14,432 91
" rents	1,658 65	4,188 03
" express	7,500 00	11,670 83
" miscellaneous	175 00	.....
	$689,628 03	$1,057,815 30
Expenses, viz.:		
Passenger department	$28 506 33	$40,386 27
Merchandise "	50,287 07	64,475 25
Locomotive "	127,337 87	331,435 22
Maintenance of way	89,527 06	200,539 52
General expenses	15,480 76	31,447 04
Miscellaneous expenses	35,187 58	53,447 54
State tax	49,889 84	69,502 37
United States tax	4,990 20	8,421 31
	$401,156 21	$699,654 52
Balance of earnings	$288,471 82	$358,160 78
Less new rail account	32,199 90	65,954 01
Net earnings	$256,271 92	$292,206 77
Add balance of income per last report		258,972 02
Add balance of interest account		5,525 31
Total income		$556,704 10
Paid Concord road on settlement under contract	$111,958 90	
Dividend Dec. 1, 1870, $4 per share	119,924 00	
Dividend June 1, 1871, $4 per share, and U. S. tax	121,789 03	
U. S tax on earnings of previous year	1,193 59	
		354,865 52
Balance of income account		$201,338 58

The above statement includes the joint operation of the Northern and the Concord roads, under the contract of April 29, 1870, from that date to September 12, 1870. The subsequent decision of the Court being adverse to that contract, no further joint operation of the roads was had under it; and all accounts between the parties arising therefrom have been fully adjusted and settled.

There have been purchased and cancelled during the past year, $9,800 of the Bonds of the company, leaving outstanding, March 31, 1871, only $105,200 payable April 1, 1874.

The contingent fund is increased to $88,175 07, and remains invested as heretofore.

The amount of travel and freight over the Northern road, during the past year, has been greater than in former years; but there has not been a corresponding increase of receipts. The causes of this result are, the reductions which have been made in our local tariffs, and, more importantly, the very low rates on Western business, which competition by other lines has rendered necessary on this line in order to retain that business. We hope that more favorable rates, hereafter, will in some degree obviate this difficulty.

The gross receipts on the Northern road, during the year, exceed those of the preceding year. But the net income of this year is $76,024 05 less than that of last year. The great increase of expenditures during the past year, which has produced this resul, will appear from the following items:

New bridge at West Lebanon	$21,642 03
Purchase of land and improvements at same place	14,640 88
Excess of new rails and sleepers in track, over last year	40,708 15
Increase of fuel expense	17,716 97
Repairs of damages to locomotives from accident near Canaan	6,400 00
	$101,108 03

The new bridge over the Connecticut river, at West Lebanon, has been completed, and in a superior manner. No further expenditure, of considerable amount, will therefore be required on that account, for several years to come.

Proper accommodations for the business of the road, at the same place, have required the purchase of additional land and the making of permanent improvements there. And they have been done at the cost above stated.

During the year 1,355 tons of new rails (including 100 tons of steel) and 55,367 sleepers, have been placed in the track; and 2,900 tons of rails have been taken up, repaired and relaid. These make 670 tons of new rails, and 37,012 new sleepers, more than were used during the preceding year; and place the road in a correspondingly improved condition.

We have built one new passenger locomotive, thirteen merchandise cars, and twenty-one gravel cars, which are an addition to the equipment of the road. We have also built one mail and smoking car and twenty-two merchandise cars to replace old ones; and the road and furniture in other respects have been kept in good order.

But for the extra expenditures above mentioned, the net income of the year would have been sufficient to pay dividends during the year to the usual amount of eight per cent.; and under the circumstances, the directors have thought proper to declare dividends to that amount—the necessary addition to net income, for that purpose, being taken from the reserved funds of former years.

The grading and masonry of the Sugar River Railroad, in which this road is largely interested, are far advanced; and the laying of the track has been commenced. It will be ready for operation to Newport this fall, and perhaps to Claremont village within the present year. The completion of that road will be advantageous to the interests this road.

The equipment of the road March 31, 1871, was as follows: 11 passenger and 14 freight locomotives, 406 long and 107 short merchandise cars, 15 passenger, 5 baggage and 30 gravel cars. Number of miles run by passenger trains, 174,430; by freight trains, 294,658; by other trains, 6,555—total, 475,643. Number of passengers carried 171,082; do., carried one mile, 6,754,169. Tons of merchandise carried, 393,946; do., carried one mile, 24,707,234.

Trial Balance, March 31, 1871.

Construction		$3,068,400 00
Rails	$21,011 67	
Oil	808 95	
Waste	60 00	
Fuel	52,020 82	
Shop stock	49,752 19	
		123,653 63
703 shares Northern Railroad, N. H.		37 228 34
Contracts		120,230 69
Cash		102,362 34
Bills receivable		25,435 33
Agent's department		23,119 19
United States tax		6 66
U. S. Post Office Department		1,876 73
Boston, Nashua and Lowell R. R.		18,978 53
Contingent fund		274 93
		$3,521,566 87
Stock		$3,068,400 00
Income		201,838 58
Bonds due April 1, 1874		105,200 00
Dividends unpaid	$9,652 76	
Coupons unpaid	288 00	
Coupons, April 1, 1870	3,156 00	
		13,096 76
Bills payable		11,000 00
Minot & Co		242 00
Dividend, June 1, 1871		121,789 03
		$3,521,566 87

President.—Onslow Stearns.

Directors.—Onslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Joseph W. Clark.

Treasurer pro tem.—Uriel Crocker.

Superintendent.—George E. Todd.

Lake Tahoe Tunnel.

Col. Von Schmidt has just returned to town from his camp on the Truckee, and reports progress in his herculean task of introducing the waters of the lofty mountain lake to the valley of the Sacramento and the cities of the Pacific slope. The entrance to, and mouth of the tunnel being fixed upon, arrangements for the immediate commencement of the work are now completed. In a day or two gangs of one hundred each will begin operations at either end of the tunnel, and the number increased as the work progresses. By spring there will be some four hundred laborers employed under the superintendence of competent and efficient foremen. Depots for provisions and stores are established on both sides of the summit.—*Alta California, August 26.*

The Overland Tea Movement.

The facilities offered by the Pacific Railroad for the quick shipment of teas to this market has had the effect of stimulating the tea trade beyond the expectations of the most sanguine importers. The steamers "Alaska," which arrived at San Francisco Saturday, brought 54,665 packages of teas, the largest quantity ever landed by any one vessel in an American port. Of this large cargo, 33,747 packages are destined for New York overland. The British steamer "Cleato" has been chartered at Shanghai, and is now on her way to San Francisco with 1,200 tons of teas, all of which are intended for this market. Other vessels in addition to the regular line of steamers are being chartered for the same destination.

☞ Engineers are now engaged in surveying the route of the new railroad which is to be built from Williamstown, in Gloucester county, N. J., to Atco, on the Camden and Atlantic Railroad. The grading was to have been commenced on the 1st inst. at Atco, by the contractor, and it is asserted that the whole road from Atco to Glassboro' will be completed by February 1, 1872.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,365,000	J. & J.	Jul. '71 3½
American Central..... 100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref.. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar. '71 2
Augusta and Savannah ...100	733,700	J. & J	Jan. '70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,350,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J. A J. & O	July '71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jan. '71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,900	.....	.....
Do., do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J. A J. O.	July '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	May '71 3
Brooklyn City & Newt'n.100	399,800	.....	July '70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May '71 3½
Buffalo and Erie..... 100	5,00 ,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar. '71 10
" " pref.100	383,000	March.	Mar. '71 10
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,69	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	915,577	J. & J.	Jul '71 2½
Cape May and Millvi le* . 50	447,000	J. & D.	June '71 3
Catawissa, ... 50	1,1 9,600	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May '71 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia..... 100	4,666,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	July '71 4
Central Ohio..... 100	2,425,000	J. & D.	June '71 3
Do. pref..... 100	400,000	J. & D.	Jun. '71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 66 2½
Chemung*..... 100	380,000	J. A. J & O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton..... 100	8,925,500	M. & S.	Sept. '71 5
" " pref..100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*..100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*.100	2,2 7,000	.....	.....
Chicago & N. Western.....100	14,6 3,629	J. & D.	June '71 5
" " pref.100	20,370,295	J. & D.	June '71 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	.....	J'n & J'ly	Jan. '68 2
" Street	.....	J. & J.	Jan. '6 2½
Cin., Sand. & Clev. pref... 50	428,640	M. & N.	May '71 3
Citizens' Passenger (Phi.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug '71 3½
Cleveland & Mahoning*... 50	2,056,750	M. & N	May '71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Aug '71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	June '71 2
Concord 50	1,500,000	M. & N.	May '71 5
Concord & Ports., guar.... 100	350,000	J. & J.	July '71 3½
Coney Island & Brooklyn 1st	500,000	.....	.....
Conn. & Passum.. v. pref. 00	2,084,200	F. & A	Aug. '71 3
Connecticut River..... ...	1,7 0,000	J. & J.	July '71 5
Cumberland Val'y 8	1,316,900	A. & O.	Oct. '70 4
Danbury and Norw'k 5	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.... 100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec. '70 6e
Des Moines Valley..... 100	1,820,200	.....	.....
Detroit & Milwaukee..... 100	452,350	.....	.....
" " pref.100	2,093,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May '70 2½
Dubuque and Sioux City*.101	5,000,000	J. & J.	July '71 2
Do do. pref.100	.....	J. & J.	July '71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.)..... 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
East Pennsylvania 50	1,300,200	.....	July '71 3
East Tenn., Va. and Ga 100	1,989,524	.....	.....
Eighth Avenue (N. Y.) 100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb' 71 2½
Elmira & Williamsport*. 50	500,000	M. & N	May' 71 2½
Do. do. pref. 50	500,00.	J. & J.	Jun. '71 3½
Erie Railway 100	75,000,000	F. & A.	Feb. '66 4
Do. pref..... 100	8,539,910	Annual	Dec' 69 7
Erie & Pittsburg 50	999,780	M.J.S.D.	Dec' 70 1½
Evansville & Crawfordsv.100	2,143,445	.....	.....
Fitchburg 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	760,000	M. & N.	May '70 5
Frankf. and Southw.(Phi.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	Jan. '71 4
Germantown (Phila.)..... 50	112,248	J. & J.	July '71 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '71 3
Granite..... 100	.....	M. & S.	Mar. '71 4
Grand and Coates St. D. . 50	160,000	J. & J.	July '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J. A. J&O	July '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug' 70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jan. 68 3½
Illinois Central..... 100	25,280,240	J. & J.	Aug. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '6 5
Joliet and Chicago*..... 100	1,500,000	J. A J&O	July' 71 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar.100	833,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N	M'y '67 5
Lehigh Valley 50	17,716,400	J. A. J&O	July' 71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan. '69 4
Little Miami.*..... 50	3,572,400	M. J. S. D.	June' 71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July' 71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F. M. A. N.	Aug. '66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref.100	848,700	J. & J.	Jul. '70 4½
Louisville and Nashville,..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N. Alb. & Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western..... 100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount n* 50	1,676,915	.....	.....
Maine Central..... 100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati.... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,710	M. & S.	Sep. '68 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....	400,000	F. & A.	Dec. '70 2
Memphis and Charleston..100	5,512,725	.....	June' 69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston)..... 100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225 848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '71 4
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul..... 100	11,422,664	.....	Dec. '70 7s
" " " pref..... 100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July '71 3½
Mobile and Ohio 100	4,289,820	.....	.....
Montgomery & W. Point..100	1,644,101	J. & D.	Dec. '67 4
Morris and Essex* 50	11,900,950	.....	Jun. '71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J	July '71 4
Nashua and Lowell..... 100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck..... 100	1,518,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	600,000	A. & O	Apl. '71 4
New Haven & N London..100	738,585	.....	.....
N Haven & Northampton.100	1 860,000	J. & J.	Jan. '68 3
New Jersey..... 100	7,297,200	F. & A.	Aug. '71 3
New London Northern..... 100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	8,500,000	J. & J	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Peterab'g guar.100	137,500	J. & J.	July '70 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5 000,000	M. & N	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh...100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.' 71 5
Norwich & Worcester 100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J	July' 71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi..... 100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.' 71 3½
Oil Creek & Allegheny R. 50	4,250,450	J. A. J&O	July' 71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.' 71 4
Pacific of Missouri..... 100	3,711,196	.....	.....
Panama..... 100	7,000,000	J. A J&O	Jan. '71 3
Paterson and Ramapo..... 100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630 000	J. & J.	July '71 4
Pennsylvania 50	38,850,000	M. & N.	May '71 3
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... 100	1,32 ,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J. S. D.	Jun. '71 3
Phila. and Trenton*..... 100	1 099,120	F. & A.	Aug '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July '71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Dar'y ... 50	100,000	J. @ J.	July '70 —
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '70 2½
Pittsb., Ft. W. & Chi. std.*100	19,665,000	J. A. J&O	July' 71 1½
Pittsfield and N. Adams...100	460,000	J. @ J.	July '71 5
Portland and Kennebec...100	816,700	J. & J.	July '71 3
Do. Yarmouth Stock..100	204,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun. '71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July '71 4
Providence & Worcester..100	2,000,000	J. & J.	July' 71 5
Raleigh and Gaston.....	.....	.....	July' 71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct. '70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Peterab g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.' 67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred..... 100	1,831,400	F. & A.	A'g '71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2 640.000	Annual.	June' 70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark..100	905,222	.....	.....
Savannah and Charleston..100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jan' 71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.' 70 4
Second Avenue (N. Y.)....100	670,000	.....	July' 70 2
17th & 19th streets (Ph.)... 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	569,450	F. & A.	Feb. '71 3
Shore Line..... 100	638,200	J. & J.	Jul.' 71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 —
Somerville 100	75,000	M. & N.	May' 71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia.*100	3,939,900	F. & A.	Feb.' 71 4
Staten Island..... 100	600,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May' 70 3
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Aug' 71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July' 71 4
Tennessee and Alabama .100	595,927	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.)....100	1,750,000	.....	May '70
Thirteenth and Fif (Ph.).. 50	.....	J. @ J.	July' 71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11 4
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May' 70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun' 71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.' 70 4
Union (Phila.) 50	291,475	J. @ J.	July' 71
Utica and Black River 100	1,686,000	J. & J.	July' 70 3
Vermont and Canada*.....100	2,500 000	J. & D.	June' 71 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July' 71 2
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	2,353,679	.....	.....
Virginia and Tennessee...100	3,500,300	.....	.....
Western Union 100	2,707,893	.....	.....
West Jersey 50	1,200,000	F. & A.	Aug.' 71 4
West Philadelphia..... ... 50	249,100	J. & J.	July' 71 5
Wilm. and Weldon..... 100	1,463,775	.....	.....
Winchester and Potomac.....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July' 71 3½
CANALS.			
Chesapeake and Delaware 50	1,983,563	J. & D.	June' 71 3
Chesapeake and Ohio 25	8,225,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. 71 4
Delaware and Hudson.....100	15 000 000	F. & A	Aug' 71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.' 71 3
Erie of Pennsylvania..... 50	54,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728,100	J. & J.	July' 70 3
Morris (consolidated..... 10	1,025,000	F. & A.	Aug.' 71 2
" (preferred..... 100	1 175,000	F. & A.	Aug.' 71 5
Pennsylvania 50	4,800,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.' 67 6
" " (pref.). 50	2,838,977	F. & A.	Feb.' 67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,007,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '68 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p.....100	20,000,000	MJS&D.	Sept.' 69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.' 70 2
American Coal..... 25	1,500,000	M. & S.	Sept.' 71 3
Ashburton 50	2,500,000	J. & D.	Dec.' 66 4
Butler Coal..... 25	800,000	J. & D.	Dec.' 70 2
Central Coal 100	2,000,000	J. & J.	July' 65 5
Fulton Coal.....	.....	J & J.	Jan.' 71 4
Lackawanna Coal.....	200,000	J. & J.	Jan' 69 2½
Mt. Pleasant Coal..... 50	250,000	.....	Dec' 68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug' 71 5
Roaring Brook Coal.....	200,000	.....	Dec' 68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.' 70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.' 67 5
Wilkesbarre Coal..... 100	2,400,000	M. & N.	Nov.' 69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '68
Adams Express..... 100	10,000,000	.....	Jun. '71 2
Am Merchants Union Exp.100	18,000,000	.....	July' 71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	Aug.' 71 4

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Sept. 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	105½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,714,000	6	Jan. & July.	1880	117½
.. .. coupon	4,701,000	6	" "	1880	119½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861 ..... registered	124,788,600	6	Jan. & July	1881	117½
.. .. coupon	64,532,500	6	" "	1881	119½
Loan of Feb. 25, 1862 (5-20s) ..... registered	81,057,550	6	May & Nov.	1882	114½
.. .. .. (5-20s) ..... coupon	381,465,050	6	" "	1882	115½
Loan of March 3, 1863 ..... registered	53,346,650	6	Jan. & July.	1881	117½
.. .. coupon	21,653,350	6	" "	1881	119½
Loan of March 3, 1864 (5-20s) ..... registered	2,518,600	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s) ..... registered	41,732,200	6	May & Nov.	1884	114½
.. .. .. (5-20s) ..... coupon	42,600,200	6	" "	1884	114½
Loan of March 3, 1865 (5-20s) ..... registered	45,423,900	6	May & Nov.	1885	115½
.. .. .. (5-20s) ..... coupon	121,024,050	6	" "	1885	115
.. .. 2d series (5-20s) ..... registered	65,391,700	6	Jan. & July.	1885	113½
.. .. .. (5-20s) ..... coupon	172,880,300	6	" "	1885	114
.. .. 3d series (5-20s) ..... registered	90,849,250	6	Jan. & July.	1887	113½
.. .. .. (5-20s) ..... coupon	236,829,550	6	" "	1887	114½
.. .. 4th series (5-20s) ..... registered	12,279,500	6	Jan. & July.	1888	114½
.. .. .. (5-20s) ..... coupon	27,498,500	6	" "	1888	114½
Loan of March 3, 1864, (10-40s) ..... registered	137,647,200	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s) ..... coupon	56,920,100	5	" "	1904	111½
Consols of July 14, '70 & Jan. 20, '71 ..... registered	54,269,800	5	F. M. A. & N.	1881	....
.. .. coupon	7,869,750	5	" "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	28,340 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,618,832	6	Jan. & July.	'95-'99	116½
U. S. Notes and Fractional Currency	394,493,586	mtl.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	70
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	100
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	54½
.. — .. (Aid R. R's)	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	112½
.. — 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s) ..	5,927,000	6	" "	1883	....
.. — .. of 1864, (10-20s) ..		6	April & Oct.	1884	100½
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1887	....
.. —Railroad Loans $16,000 per mile	.....	6	" "	..	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	84
.. — " " " 1842 to 1848	273,000	7	Various.	'72-'74	91
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865)	8,700,000	7	Jan. & July.	1890	98½
Illinois—Interest Bonds of 1847	980,698	6	" "	1877	100
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1906	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'80	....
.. — .. military	176,000	7	" "	1880	....
Kentucky—State Bonds of 1841-42	913,000	6	April & Oct.	'71-'72	90½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'00	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. — 1867	4,000,000	6	May & Nov.	1907	70
.. — 1870	3,000,000	8	Mar. & Sept.	1875	55
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'89	....
.. —Funded Floating Debt	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1900	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	....
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	102
.. — .. .. of Mar. 26, 1863 ..... (cur)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,560	6	June & Dec.	1550	....
.. —Municipal War Debts assumed. (cur.)	3,084,400	6	April & Oct.	1889	101½
Maryland—Balt. & Ohio R. R Loans, Stg.	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.	1,855,335	5	" "	1890	....
.. — .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. of 1834 ..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	260,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1965	....
.. — .. .. .. converted	715,822	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	100½
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	....
.. — .. of 1864	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. —	986,500	5	" "	'91-'96	99
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	6	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds	260,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	97½
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	96
Nebraska—(No Debt)	.....	..	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	101½
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	101
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	105
.. — .. of 1864	583,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	109
.. — .. Bonds	21,089,000	7	" "	1877	108½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	100
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	107½
.. —	2,099,000	6	" "	1874	107
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,788,800	6	Jan. & July.	'71-'91	44½
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	25
.. — .. .. (new) ..	1,759,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	34½
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds	11,407,000	6	" "	1899	19½
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	....
.. — .. (")	1,600,000	6	" "	1875	103½
.. — .. (")	4,095,399	6	" "	1881	105
.. — .. (")	2,400,000	6	" "	1886	106½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	103
.. —	90,400	5	" "	1877	....
.. —	7,890,560	5	" "	1877	105½
.. —	726,950	5	" "	1882	....
.. —	9,237,059	6	" "	1882	107
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107
.. —Military Loan	2,760,250	6	Feb. & Aug.	1871	100½
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	....
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old)	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	101½
.. — .. of 1863	736,000	6	Jan. & July.	1893	101½
.. — .. of 1863	239,000	6	April & Oct.	1883	....
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,345	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'76	....
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	74½
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	58
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	61½
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	73½
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	74
Texas—No legal debt	.....	..	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	65½
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	....
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	70
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia	.....	..	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1850	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	94½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1860	4,000,000	7.3	Jan. & July.	New York.	1896	95½
1st Mortgage, Eastern Ex.	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1863	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free gold	15,000pm	7*	Jan. & July.	New York.	1900	85
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870 gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N.Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	...	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
3d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	90½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '59 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co. gold	150,000	6	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C.C.C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	498,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	.....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	624,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	14,000,000	7	Jan. & July.	"	1899	25½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1500	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1550	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	98
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	97½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	96
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	96
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	89½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	480,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota Il. C.:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	90
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	16,000pm	7*	Jan. & July.	New York.	1900	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	103½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	103½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	....
Charlotte and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	500,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	90
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1905	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	101
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,876,000	5	Jan. & July.	New York.	1883	112
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	800,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	....
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1869	97½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	....
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	....
Ott., Osw. & Fox Rv. V. L. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	100
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	92
1st Mortgage General (193 m.)	3,592,500	7	Feb. & Aug.	" "	1885	98
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	138,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	855,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,077,000	7	May & Nov.	" "	1915	92½
Equipment Mortgage	825,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	597,000	7	May & Nov.	" "	1874	....
3d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	" "	1870	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,129,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	354,000	7	" "	" "	1888	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage gold	25,000pm	7	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	104
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051.861	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1890	....
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Buff. and Ind.R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	98
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage	1,104.844	6	Jan. & July.	" "	1892	84
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	101½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	91
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	69½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,245,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1900	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	475,000	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	481,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	93
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Conn. Bluffs & St. Jo.(K.C'y,St.J.	500,000	7	Jan. & July.	New York	1880	....
1st Mortgage	150,000	10	" "	" "	1872	....
2d Mortgage						
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844.000	7	" "	" "	1893	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770.000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr. assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Dany., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135.000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170.000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Stamf. to Delmer) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	102½
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	90
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	....
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1880	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628.525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377.115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,916.659	6	" "	N.Y.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150.867	6*	May & Nov.	N.Y.& London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1856	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1893	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Sks Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. sks fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	99
Loan of 1865	160,000	6	April & Oct.	"	1885	96
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	97½
Essex Railroad 1st Mortga e	194,400	6	Jan. & July.	"	1876	....
Eastern Shore (Md.):						
1st Mortgage	400,000	...	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	...	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	86
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	90½
5th Mortgage convertible	928,500	7	June & Dec.	" "	1888	....
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,074,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n,1st on 65m.&2d on5m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1880	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin.(F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	615,000	7	Jan. & July.	Augusta.	'71-86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P. F. W.& C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1893	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1909	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,855,606	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6	—— & ——	"	1873	....
Mortgage Bonds	618,066	6	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½	—— & ——	"	1877	....
Mortgage Bonds	501,733	5½	—— & ——	"	1878	....
Mortgage Bonds	4 866	5	—— & ——	"	1881	....
Gt. Western of Illinois(T. W.& W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	1,513,000	7	Feb. & Aug.	" "	1888	93
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	" "	1893	88

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley(Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,769	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	88
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	5,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	90
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,709,500	8	" "	" "	1885	100½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	....
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	500,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sks fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.:						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	103
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	106
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W.& W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,599,500	7	April & Oct.	New York.	1888	....
1st Mortgage (J. C. & I.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J. M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D. L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian. :						
1st Mortgage of Oct. 1, 1886.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	97,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton) :						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis) :						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia :						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
1st Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater :						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg. & Gr.R (L.S&MSo.)						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.) :						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe :						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1910	....
Kan. City, St. Jo. & Coun. Bluffs :						
1st Mortgage (consolid) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.) :						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.) :						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1'65.....	257,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn. :						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul(C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg :						
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W.)						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss. :						
1st Mortgage.....	1,800,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming. :						
1st Mprtgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville :						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1893	...
Lake Shore & Michigan So. :						
Sunbury B'ds (CP& ARR95¼m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m	1,500,000	7	" "	" "	1899	....
S. Fund Bonds(LS&MSo1.013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,250,000	7	May & Nov.	" "	1885	....
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	....
1st Mort. (Junc. R.R. 49¼ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund, Clev.& Tol.R.R.162¼m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(S.& Three Riv.R.R.)..	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Ali.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi :						
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	96½
Lehigh and Lackawanna :						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley :						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).tres	3,343,000	6	June & Dec.	"	1898	98
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	98
1st Mort, (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.) :						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia :						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18-0	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & W'trn.).....	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith :						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O. :						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.) :						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.						
1st Mortgage.....gold	1,500,000	6	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore :						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island :						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1889	....
Louisville & Miss. Riv. (Ch.& Al) :						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1880	....
Louisville, Cincin. and Lexington :						
1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1880	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'85	....
Louisv. Loan (")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville :						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	71-'75	....
1st Mortgage(Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	80-'85	....
Louisville Loan (Leb. Br. Ext.).	323,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.) :						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick :						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western :						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage :						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central :						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1896	....
Mort. (Ext.) for $500,000....gold	112 000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	93½
Marietta and Cincinnati :						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg :						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon :						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware :						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston :						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,817,937	6	" "	" "	1890	....
Memphis and Little Rock :						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis :						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.) :						
1st Mort. 111 miles, guaranteed.	1,900,000	8	May & Nov.	Boston.	1889	....
1st Mort. 11 miles, assumed.....	200,000	8	" "	"	1889	....
Michigan Central :						
1st *Mortgage*, sterling	467,489	6	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	567,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund.....	2,591,500	8	" "	" "	1882	120½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	" "	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	104½
1st Mort. (Mich. Air Line R.R.)	200,000	8	May & Nov.	Boston.	1889	....
1st Mort. (Kal.& So.Haven R.R.)	640,000	8	" "	New York.	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	110½
Michigan Southern & North. Ind.						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1985	104
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown, Unionville & W.Gap						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage.....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.)						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488.000	7	Jan. & July.	New York.	1893	94
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	..
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	93⅜
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	....
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	96
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	....
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247.000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148 000	7	various.	" "	....	....
Incumbrances assumed.....	36,075	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct	" "	1863	....
Tennessee Loan bonds	1,278,000	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (250,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	...
Consolidated Mortgage of 1866..	1,170,500	8	March & Sept.	" "	81-'95	...
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)S.F	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	...
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	100
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct	" "	1890	...
Missouri Valley (K.C.S. J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	..
Mobile Lo'n $1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	199,000	7	—— & ——	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	...
Mobile and Montgomery:						
1st Mortgage of 1868.....	1.250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,000	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	...
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640.000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18 0	....
1st Mortgage.....	298.000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000.000	7	March & Sept.	New York.	1914	105
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93¼
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,846,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	25.000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July.	New York.	1892	....
2d Mortgage	500.000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000.....	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	125,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172 500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
New H., Middlet'n & Williaman.						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	" "	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	1.0,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage..... gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1860...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3 000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51.000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	3 0,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	250,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,005pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856..gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1.500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage o 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, sky fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, sky fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,836,626	6	May & Nov.	New York.	1883	93¾
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101¼
Bonds for B. & N. Falls R.R.S't.	76.000	8	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	8	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,000,000	6	June & Dec.	" "	1887	91
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	112.305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396.000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Bonds of 1871.....	3,094	6	Jan. & July.	Shops, N. C.	1871	....
Bonds of 1865-'72	25,500	7	" "	" "	1872	....
Bonds of 1879-'98.....	266,500	8	" "	" "	'79-'98	....
North Eastern:						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	" "	1868	....
General Mortgage 1st Preference	773,000	7	" "	" "	1899	....
General Mortgage 2d Preference	141,500	7	" "	" "	1899	....
Funded Interest.....	117,495	7	" "	" "	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	84½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	101¾
Chattel Mortgage	360,000	10	April & Oct.	"	1877	113
2d Mortgage	1,248,000	7	May & Nov.	"	1896	99
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	92
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,000	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,000	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	86
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	100½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv.	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	88
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	103¾
Plain Bonds	1,000	6	March & Sept.	"	1874	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	....
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	86
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse D.L.& W.:						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&A):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug	New York.	1880	....
1st Mortgage.....gold	7,000,000	7	Jan. & July.	" "	1880	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,800	6	Feb. & Aug.	"	71-'73	....
Panama.						
Sterling Bonds £152,775 at 4.85	740,959	7	Feb. & Aug.	London.	1872	....
Sterling Bonds £19.350 at 4.85	93,847	7	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage.....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	10'¼
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102
2d M. stg.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93¾
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	96
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	95½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C. R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phi'a. & Rdg.):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,590	8	" "	" "	79-'9	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	92½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	88½
3d Mortgage	3,998,000	6	" "	"	1910	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	....
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	....
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106
Sterling Loan of 1836	182,400	5	Jan. & July	London.	1880	....
Sterling Loan of 1843	976,800	6	" "	"	1880	....
Sterling Loan of 1836	288,000	7	" "	"	72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bond	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	700,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	....	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg fd conv. ....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O):						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'7.	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	89
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$850,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	....
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'76-'90	80½
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund.	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1890	....
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	....
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept	"	1880	100½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,500	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept	Boston.	1892	....
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	....
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C.)(W.D.160m):						
1st M. RR.lands of M'y14, 70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97¾
St. Lawrence & Industry (Cen.):						
1st Mortgage, $6,000 to 500	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	91¾
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(P.& M.):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	7*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York. " "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W. Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres.	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.).						
1st Mortgage guar.	223,000	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	506,000	6	March & Sept.	" "	....	....
Int. b'ds (C.& S.R.R.)guar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st *Mortgage*, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1886	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheyboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	...
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)...cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina.						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1868—'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	242,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868.	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,752	7	various.	"	71-'91	..
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	...
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $25,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	899,000	7	various.	Macon.	'77-'80	...
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July	Charleston.	....	....
1st Mortgage not endorsed	168,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.& W):						
1st Mortgage	1,675,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	86¾
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1900	96½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1900	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	86
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	88½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	380,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	92
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	84½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	85
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—K. D. (see K. Pac.:						
Union Pacific—S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1869	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1686	87
2d Mortgage	1,500,000	7	" "	"	1891	41½
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	102½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	....	84
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	....
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,263,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia.Central see "Chesa. & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	4,000	6	" "	" "	1869	....
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	138,500	6	" "	" "	1880	....
4th Mortgage	846,000	8	" "	" "	1900	87½
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (Erie):						
1st Mortgage	350,000	7	Jan. & July.	New York.	1884	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000		7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	100
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79½
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	400,000	6	April & Oct.	Philadelphia.	1892	....
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Union (M.& St. L.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	103
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., etg. conv. £800,000		7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	98½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	95
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	88½
Mortgage Loan	2,000,000	6	" "	"	1897	92½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	980,000	6*	" "	"	1894	91½
Convertible Loan	1,996,879	6	" "	"	1877	83
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,965	7	" "	" "	1885	....
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	80
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	80½
Plain Bonds	171,354	6	—— & ——	"	1876	61
Improvement bonds	305,500	6	May & Nov.	"	1870	....
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	63
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	92
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	....
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	86.7	—	8.9	—	16	6	6	104	Atlanta and West Point.....Alabama.	1,200,261	*	.....	151,902	1,232,200	32,000	5,364	82,599	86.7	.....	.....	.....	467,956	192,058	8	100	....
Dec. 31, 1870	387.5	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West..N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	25,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶.....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	141½
Sept. 30, 1870	30.0	—	30.0	—	.....	.....	.....	.....	Washington Branch ¶.....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	....
Sept. 30, 1870	103.5	—	17.0	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	.....	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	.....	.....	.....	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	42,000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,340	.....	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	FallBrook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	151½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass	1,205,983	395,035	100,000	68,700	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	....
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,918	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	2½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	138
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	147½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	147½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & operated by	Erie.)	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	.....	.....	.....	.....	Buffalo and Lake Huron.....Canada.	6,492,790	.....	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	153,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	....
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River.)	.....	—	100	....
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Bur	lington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	10	100	128½
Dec. 31, 1870	23.0	7.1	2.3	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,530	209,162	1,120,795	990,100	159,475	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	75
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	327,491	.....	.....	655,212	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—	.....	.....	.....	.....	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	.....	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	110
Dec. 31, 1870	137.0	—	17.9	—	.....	.....	.....	.....	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,880,146	—	100	106½
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia &Aug.N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	764,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	.....	.....	.....	.....	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centri.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	20.9	—	0.8	—	.....	.....	.....	.....	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hu	d.C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	25	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	-	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	.....	.....	.....	.....	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	69	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	118½
Apr. 30, 1871	307.0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,357,163	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594.10	100	137½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)					—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased and oper. by Mich'gan Central.)			—	—	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,867,946	70,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	138,250,631	4,054,335	1,614,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶...S. Carolina.	3,080,963	—	—	—	1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	—	(Leased & oper by Tol. Wab. & Wester			—	—	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.			—	—	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	77½
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,772,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			—	—	7	50	...
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	675,644	.....	.....	2,412,150	843,903	12	100	...
Dec. 31, 1870	122.4	0.8	16.9	—	26	35	17	371	Hartford, Prov. and Fishkill ¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	—	—	—	20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. P'a'l.)			—	—	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	—	284,082	131,451	2,000,000	341,000	135,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	.....	.....	2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	.....	.....	834,550	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	...
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	—	—	—	—	2,750,000	2,750,000	—	—	—	(Under construction at $35,000 p.m.)			—	—	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)			—	—	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette. Indiana.	17,333,514	*	.....	.....	7,685,497	7,891,500	1,756,517	.....	179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	84
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	—	—	—	—	—	—	—	—	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)			—	—	—	100	....
Apl. 30, 1871	66.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)			—	—	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129 550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 21, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,2 3	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In course of construction.)			.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recently completed.)			.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)			—	—	7	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)			—	—	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	.....	.....	3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	10	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	—	—	42.0	(Recently completed.)			.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	—	—	—	(Leased & oper. by L. Sh. & Mich. So.)			.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	—	(Leased & oper. by Michigan Central.)			—	—	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	—	—	2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	—	—	—	—	Kansas City and Santa Fe.....Kansas.	—	—	—	—	—	—	—	—	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	28,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,200,000	—	—	112.0	(Operated by bondholders.)			.....	.....	—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	—	—	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	—	—	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	—	—	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,825,000	625,000	.....	.....	1.335,000	2 279,335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	—	—	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	—	—	—	(Under construction.)			—	—	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	599,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O. Ind. Ill.	44,967,820	9,128,431	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	169,390,937	569,833,666	13,457,541	5,088,720	8	100	113½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	—	—	—	—	(Under construction on at $33,000 p. m.)			—	—	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	.....	.....	5,000,000	4,500,000	—	—	—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49,507	—	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	10	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	—	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)			2,248,229	824,464	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	124
Dec. 31, 1870	—	—	55.2	—	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000			—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia ....Ohio	6,000,663	974,391			5,871,450	2,528,000			196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	....	73.0	10	4	2	—	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	(No returns—Is near completion.)			.....	.....	—	100	....
Dec. 31, 1870	18.0	—	92.0	—	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000			—	(Under cons. to be comp. to P. Bl. 70 m.)			.....	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,288	—	915,658	.....	2,646,100	783,000			38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	92½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1.500,000	1,500,000			—	(Under cons. to be completed in 1871.)			.....	.....	—	100	....
Sept. 30, 1870	94.6	64.0	15.8	....	22	45	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	....
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)			—	—	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,889,520	1,245,770	350,337	171.1	620,896	13,955,245	12,174,094	948,748	221 845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	—	—	—	289.0	(No returns of operations published.)			.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L..Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,265	—	15,128	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			—	—	6	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶..South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68 0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stock...ge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	—	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	.....	634	267,300	.....	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	634	—	.....	.....	.....	8,501	7,956	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	(In progress to be completed June 187 0.)						—	50	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York..N.Y.	3,550,000	*	.....	.....	1,470,130	1,707,050	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the		Rondout	and Oswego Line.)			81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,224	400,000	.....	23,557	45,841	11.1	65,846	1,933,322	849,113	102,173	22,935	8	100	110½
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	345,000	163,913	1,049,365	84.0	503,198	.....	.....	.....	.....	—	50	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	1,279,043	671,445	12	100	....
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	464.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western..O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	1,072,995	.....	—	100	....
Sept. 30, 1869	35.0	—	8·8	—	13	18	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	4,252,343	1,200,938	—	100	67½
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			529,680	236,987	7	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt & Mass. R. R.)			.....	.....	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	32,000	—	100	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,945,978	.....	5,691,000	654,530	33,762,300	107,967,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]			8,407,553	4,203,926	—	100	33½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased by Vermont Central.)			.....	.....	—	100	....
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	.....	.....	.....	.....	.....	8	100	101½
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	109.8	225,166	4,271,585	3,358,273	456,651	.....	—	100	85
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98,417	.....	—	(Leased to Rutland.)			.....	.....	2	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶.....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	140.0	.....	.....	.....	483,537	162,479	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	18.3	(Leased by Del. La. & W'n.)			454,758	154,618	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	.....	.....	.....	.....	.....	.....	.....	.....	10.3	(Operated by Erie.)			58,123	18,448	7	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	—	—	....	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of		Georgia.)	.....	.....	.....	—	[In progress.]			.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	526,700	612,300	6,024	.....	158.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	6,500,000	.....	36,000	.....	—	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	1,022,450	1,800,000	304,413	.....	—	(Leased to Pennsylvania.)			.....	.....	—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	[Now forming a division of the Milwaukee and St. Paul						—	No returns for year.]					—	100	....
Aug. 31, 1869	94.0	—	....	86.0	.....	.....	.....	.....	West Wisconsin .....West Wisconsin.	3,500,000	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Dec. 31, 1869	20.0	—	—	51.0	.....	.....	.....	.....	Whitehall and Plattsburg ¶...New York.	.....	.....	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operated during construct'n by M. & St. Pa'l.)			.....	.....	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	.....	.....	.....	.....	White Mountains.....New Hampshire.	200,000	.....	(No return.)	.....	.....	.....	.....	.....	20.0	13,482	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	200,000	.....	.....	.....	—	(Leased to Boston, Con. and Montreal.)			12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no returns.)			.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W. & M. R.R. sold Jan. 5, '70 $525,000.	.....	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	5,000,000	.....	.....	.....	—	[no returns.]			139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	5,076,968	*	11,662	184,126	734,812	789,300	.....	.....	19.3	1,857	(Leased to Northern Central.)		.....	.....	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,985	80,873	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	213,000	.....	.....	.....	—	(Recen'l y opened.)		1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	135½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	393,536	.....	.....	.....	317,050	.....	76,845	.....	—	(Leased to Northern Central.)			.....	.....	—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,308,019	.....	641,582	112,080	1,983,563	2,080,400	.....	.....	13.6	.....	.....	.....	495,210	342,827	6	50	78
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	6,899,068	.....	.....	.....	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	110,610	.....	10	100	124
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,647,683	.....	.....	.....	4,999,600	(See Cam. & Amb. R.R.)			161.0	.....	.....	.....	1,055,380	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	.....	.....	.....	64,000	899,759	662,246	.....	161.0	.....	.....	.....	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	.....	.....	8,739,800	14,375,891	.....	.....	48.0	.....	.....	.....	405,174	213,374	—	50	78
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	.....	.....	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. on preferred stock.)			431,246	184,848	—	100	53
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	.....	.....	.....	4,300,000	1,961,000	.....	.....	354.0	.....	.....	.....	-735,303	258,436	—	50	40
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	.....	109.2	.....	.....	.....	1,159,085	598,519	—	50	173
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,741,293	.....	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	.....	.....	.....	167,435	81,714	—	50	20
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	.....	.....	.....	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	.....	.....	.....	1.100,000	708,000	86,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	50	13
31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	900,000	600,000	.....	.....	—	.....	.....	.....	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	91	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	22½
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	197	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	196	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	.....	...	B'klyn Flatbh & Coney Isl.N.Y.	108,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	.....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	103¼
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens' (10th&11th sts.)(Ph.).Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn)...N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	519	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	.....	...	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	.....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20,296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31, '70	34.25	500	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	35
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	45
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	43
Sept. 30,'70	10.00	112	24	Harlm. Br., Morr. & F'dham.N.Y.	260,682	114,010	134.000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	236	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	23
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,630	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	259	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	—
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	—
Sept. 30,'70	4.88	43	8	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	75½
Sept. 30,'70	7.20	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	85
Dec. 31, '70	3.40	.....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,220	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	.....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.00	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	53
Dec. 31, '70	5.45	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	12
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	31½
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,264	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	936	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	80	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	15
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	....
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	66½
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	18	21
Sept. 30,'70	8.38	690	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	41	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	72½
Sept. 30,'70	7.25	280	41	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	6,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	4	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,280	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ....N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	63¾
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,900	1,680,000	75,000	1,432,738	177,250	16	100	100	197½
Dec. 31, '70	7.66	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	23½
Dec. 31, '70	3.60	.....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	70
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss.	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	72½
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,333	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	8 600	3,010	4	100	100	18
Oct. 31, '70	3 88	80	16	Worcester .....Mass.	46,205	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1851	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage	379,000	7	M&N	1878	....
Brooklyn and Jamaica: 1st Mortgage	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1876	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	86½
Grand st. and Newtown: 1st Mortgage	90,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	186,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	88
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	87
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1901	88
Philadelphia and Darby: 1st Mortgage	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	A.&O	1874	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1886	....
Salem: 1st Mortgage	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1876	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet. 1st Mortgage	150,000	7	J.& J.	1885	....
West Hoboken: 1st Mortgage	81,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1876	96½
Worcester: 1st Mortgage	20,000	6	A.&O	1873	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed.	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	783,695	7	...	70
Catawissa,* pref. and guar.	2,200,000	7	7	100
Cayuga and Susquehanna,* guar.	589,110	...	4	....
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	....
Central Ohio, preferred.	400,000	7	7	29
Chemung,* guar.	380,000	8	4	....
Cheshire, pr. ferred.	2,017,815	7	3	86
Chicago and Alton, pref.	2,425,400	7	10	124
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	94
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred.	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed.	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed.	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	90
Erie, preferred	8,536,910	7	7	65
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	86
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	24
" " 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed.	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	83½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	252,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	128
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	79½
Paterson and Hudson,* guar.	530,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,790	...	...	....
Philadelphia and Reading, pref.	1,651,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	204,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	....
Rochester and Genesee Valley*	557,500	...	7	....
Rutland, preferred	.....	7	7	83½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60
Sandusky and Cincinnati, pref.	445,586	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref.	2,888,997	6	6	35½
Union, preferred.	.. ..	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	9½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 — @ 36 50
Pig, American, No. 1		36 — @ 37 —
Pig, American, No. 2		34 — @ 36 —
Pig, American, Forge		33 — @ 34 —
Bar, Refined, English and American		76 — @ 77 —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —

	Store Prices.	
Bar, Swedes, ordinary sizes	107 50	@122 50
Bar, Refined	82 50	@ — —
Bar, Common	— —	@ — —
Scroll	102 50	@132 50
Ovals and Half-round	100 —	@125 —
Band	— —	@ 97 50
Horse Shoe	97 50	@102 50
Rods, ⅜@3-16 inch	87 50	@122 50
Hoop	105 —	@147 50
Nail Rod (per lb. — 6¼@ — 7)		
Sheet, Russia, as to No.'s (gold)	— —	@ — 13½
Sheet, Single D. and T. Common	— 4½	@ — 5½
Rails, English (gold) per ton.	68 —	@ — —
Rails, American, at Works in Penna. c'y.	69 —	@ 71 —
Anvils, (Eagle) per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11 @ — 13
English German (2d and 1st quality)		— 10½@ — 12
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 15 @ — 18
American, Spring, do.		— 9 @ — 11
American Machinery do.		— 10 @ — 11
American German do.		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb	4 25 @ — —
Cut Spikes, all sizes		4 50 @ — —
Clinch		5 75 @ 6 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 31
Copper		— 36 @ — 38

TIN—Duty, Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 40½@ — 41
Straits	(gold).	— 36½@ — 36½
English	(gold).	— 35 @ — —

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 62½@ 9 —	10 25 @ 10 75
I. C. Coke	7 50 @ 8 50	9 — @ 10 —
Coke Terne	6 37½@ 7 50	7 25 @ 9 —
Charcoal Terne	8 — @ 8 50	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall. — — @ — 13½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 18
Refined, Standard White (in ship'g order).	— 24½@ — 24½
Refined, prime White (in shipping order).	— — @ — 26
Refined, S. W. (in jobbing lots)	— — @ — 26
Refined, S. W. (in tin)	— 28 @ — 29
Naptha, Refined, (65 @ 73 gravity)	— 10 @ — 10½
Residuum	per bbl. 4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 55	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	26 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
Canton Co.	....	80½	81	....	81½	....
Central Pacific 6s.	101	101½	102¾	102½	103½	103¾
Central of N. Jersey.	....	....	106½	108¾	109½	110
Chicago & Alton.	....	....	119	119	118¾	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	148½	138	....	....	137¾	137¾
" 8s, 1883	....	112	....	....	....	....
Chic. & Northwestern.	71¾	73	72¾	73¾	74¼	74¼
" pref.	92	92½	93¼	94¼	94	94¼
" 1st M.	98	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	112	112	112	112½	112¼	112¾
Chi., R. I. & Pa. 7s, 1896	....	103	....	....	104	....
Clev., Col., C. and Ind.	90½	....	90¼	91¼	91¾	93
Clev. and Pittsburg.	122	....	122	123¾	124	124¼
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	20¾	21¼	....	....	21¼	21¼
" 1 M.	89	89¾	89¼	....	90	90¼
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	120½	121	121¼	122¾	123¾	124
Del. Lack. & Western.	109¾	109¾	110	110½	110¾	....
" 1 M. 7s.	....	....	....	102½	....	....
" 2 M 7s.	....	....	....	....	....	....
Dubuque & Sioux City.	....	....	....	....	....	....
Erie Railway.	31½	31¾	31¾	32¾	34	34¼
" pref.	....	....	60¼	....	....	....
" 1 M. 7s, 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	95	95¼
" 3 M. 7s, 1883.	....	....	....	....	....	....
" 4 M. 7s, 1880.	....	....	....	90	90	....
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	....	....	88	....	88	88
Hannibal & St. Joseph.	75½	76¾	77	....	77¾	77¼
" pref.	85¼	....	....	....	....	86
" 8s, conv.	....	....	100¼	100½	....	....
Hudson River.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central.	134	134¾	....	....	....	135
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	111¾	112¾	112¾	112¾	113¾	113¼
Lake Shore Div. bonds.	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	....	....	120¼	120¾	....	120½
" S.F. 8s, 1882.	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	103	....	....	104	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	6¼	6¼	....	6¼	6¼	6¼
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul.	62¾	....	63	63¾	63¾	63¼
" pref.	82	82½	82¼	82¼	83¼	83
" 1st mort.	....	....	....	....	....	94
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	96	....	....	....	....	....
Missouri 6s.	97¼	97¼	97¼	....	97	97¼
" H. & St. J. iss.	....	....	....	96	....	....
Morris and Essex.	94¼	....	94¼	94¾	95	....
" 1st mort.	....	....	108	....	....	....
" 2d mort.	....	....	....	99¾	....	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 6s. S.F. 1883.	....	....	93¼	93¾	....	....
" 6s, S.F. 1887.	....	....	....	....	91	....
N. Y. Cen. & Hud. Riv.	99½	99¾	99¼	100¾	101¼	101¼
" certificates.	95¾	....	95¾	96	96¼	96
N. York and Harlem.	130½	130¾	....	130¾	132¾	132¾
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	....	....	....
N. Carolina 6s, old.	....	44¼	....	44¼	....	....
" new	....	....	....	....	....	25
Ohio and Miss.	46¼	46¾	47¼	48	48¾	47¾
" pref.	79	79	79	79¾	79¾	79¼
" 1st M.	....	....	....	....	....	100¾
Pacific Mail S. S. Co.	....	53¾	55¾	54¼	54¾	55¼
Panama	72	71	74	72	72	72
Phila. and Reading.	....	115¾	....	115¾	116¾	116¾
Pitts., Ft. W. & Chi. gtd.	100½	100¼	....	100	....	100¼
" 1 M.	....	....	....	....	....	....
" 2 M.	....	102	....	102	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	14	15	15¼	16¼	....
St. L., Alton & T. H.	....	26	26	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	87	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old.	75	75	74¾	....	....	74
" new.	75	....	75	73	....	....
Tol., Wab. & Western.	67¼	66¼	66¼	66¾	68¼	68¼
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	92	....	....	92¾	93¼	93
" Equipment.	....	....	85	....	....	....
" St. Lou. Div.	....	....	....	....	....	88
Union Pacific.	33¾	33¾	33	33¾	35¼	33¾
" 1st mort.	90	90¾	90¼	90¾	91¾	91¾
" L. Gt. 7s.	84	84¼	....	....	84¾	84¾
" Inc. 10s.	87	....	....	....	84¾	85
Virginia 6s, old.	63	....	....	64¼	63¼	63¼
" new	70	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	114⅜	....	111¾	....	....	....
U. S. 5s, 10-40s, reg	111	....	....	....	111¼	....
U. S. 6s, 1881, reg	....	....	117¼x	117⅜	117⅜	117⅜
U. S. 6s, 1881, coup	118⅜	118⅜	119	119	119	119⅛
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	114⅜	....
U. S. 6s, 5-20s, c. 1862	114⅜	114⅜	....	114⅜	114⅜	115
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	114⅜	114⅜	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	114⅜	115
U. S. 6s, 5-20s, c. 1865	114⅜	114⅜	114⅜	115	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	113⅜	....	....	....
U. S. 6s, 5-20s, c. n. '65	113⅜	113⅜	113⅜	....	....	....
U. S. 6s, 5-20s, reg. '67	....	....	....	114	113⅜	....
U. S. 6s, 5-20s, c. 1867	113⅜	113⅜	113⅜	114	114	114⅛
U. S. 6s, 5-20s, reg. '68	114⅛	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114⅛	114⅛	114⅛	....	....	114⅜
U. S. 6s, Pac.R.R.Issue	116⅛	116⅜	....	....	116⅛	116⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5
Catawissa	....	....	....	....	....	....
" preferred	49	50	50	50	50	....
Camden and Amboy	128⅜	128⅜	128⅜	....	....	128⅜
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	89⅛	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	....	....	96
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	94⅛	....	....	....	....
Lehigh Navigation	38⅜	38⅜	38⅞	38⅜	38⅞	38⅜
" 6s, 1884	....	....	....	....	....	....
" Gold L	91⅛	....	91⅛	91⅛	91⅛	91⅛
" R. R. L	....	....	92⅛	92⅛	92⅛	92⅛
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	61⅛	62	62	62	62	62
" 6s new coup	....	98	....	97⅛	98	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	46⅛	....	....
" 7s	....	....	....	....	....	....
Minehill	53⅛	53⅛	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	50⅛	....	....	....
" 6s, 1880	....	....	....	....	101	....
" 7s	99	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	42	....
Oil Creek & Alleg. Riv.	50⅛	50⅛	51⅛	51⅛	52	52⅛
" 7s	....	....	88	....	....	....
Pennsylvania R. R	61⅛	62⅛	62⅛	62⅛	62⅛	62⅛
" 1st M	....	....	....	....	....	....
" 2d M	....	....	....	....	....	102
" Gen. mort	....	....	....	....	....	93⅛
" " reg	96⅛	....	....	....	96⅛	96⅛
Penn. State, 6s, 1st series	....	103	....	....	103	....
" 6s, 2d series	105⅛	....	....	....	105⅛	....
" 6s, 3d series	....	....	....	....	....	107
" 6s, W L	100⅛	....	....	....	....	....
Philadelphia City, 6s	101⅛	....	....	....	101	....
" new	102	102	102	102	102	102
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	57⅛	57⅛	57⅞	57⅞	58	58⅛
Philadelphia and Erie	28⅛	....	....	....	....	28⅛
" 6s	....	....	....	....	....	....
" 7s	....	....	....	88	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	17⅛	....	....	....	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	23	....	....	....	23⅛	22
Chestnut & Wal.	....	....	....	....	....	58
Green & Coates	....	....	....	....	....	....
2d and 3d streets	66	66	....	66⅛	....	66⅛
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	23⅛	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5
Baltimore City 6s, 1875	....	....	....	....	....	100
" 1886	99⅛	....	....	....	....	99⅛
" 1890	99⅛	99⅛	99⅛	....	99⅛	99⅛
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	142⅛	141⅞
" bonds, 1875	....	....	....	....	....	96⅛
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	98⅛	....	....
Marietta & Cin. 1st M	96⅛	....	....	96⅛	97	97
" 2d M	86	....	....	....	....	85⅛
" 3d M. 8s	79⅛	....	....	....	....	....
Northern Central	....	....	....	....	....	42⅛
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.

	Th.31.	F.1	Sat.2.	M.4.	Tu.5.	W.6
Boston and Albany	151⅛	151⅛	151	151	....	151⅛
Boston and Lowell	....	....	....	....	138	....
Boston and Maine	....	....	....	....	....	147⅛
Boston and Providence	147	147⅛	147	....	147⅛	....
Boston, Hartford & Erie	....	....	....	3⅛	....	2⅞
" 7s, new	27	26⅞	26⅞	27⅛	28	28⅛
Cheshire, pref	....	....	....	86	....	86
Concord	....	....	....	....	....	78⅛
Connecticut River	....	....	....	....	....	....
Eastern	110⅛	100	109	110	109⅞	110
Fitchburg	138⅛	....	....	139	....	139⅞
Manchester & Lawr'ce	....	....	....	....	....	151⅞
Michigan Central	120	120⅜	120⅜	120¼	120⅜	120⅞
Northern, N. H	....	117⅛	....	....	....	....
Ogdens. & Lake Champ	90	....	90⅛	....	90⅛	90⅞
" pref	....	....	....	....	....	....
Old Colony & Newport	104	....	104	104	....	104
Ph., Wil. & Baltimore	54	....	....	....	54⅛	54⅛
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	32⅜	....	....	....	....	33⅛
" 6s	....	....	89⅛	89⅜	89⅜	90
" Land Grant 7s	81⅛	....	....	....	....	81⅛
" Income 10s	....	82⅛	....	....	83⅜	84
Vermont & Canada	....	....	....	101½	....	101
Vermont & Mass	85	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	103⅛	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	85	....	85
Central Mining Co	....	....	....	....	....	....
Copper Falls	10⅛	10⅛	10⅛	....	....	11
Franklin	5⅛	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	4⅛	....	....	....	5	....
Quincy	28⅛	....	28	....	....	....

London Stock Exchange.

	—Closing Prices.— Aug. 25.	Aug. 18.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	88 — 92	88 — 92
Do. do., 2d mort., 1881	78 — 82	78 — 82
Do. Penn., 1st mort., 1877	88 — 92	88 — 92
Do. do., 2d mort., 1882	78 — 82	78 — 82
Do. Consol. 7 per cent. mort. 1890	42 — 43	42 — 43
Detroit and Milwaukee 1st mort. 7s	70 — 72	69 — 71
Do. 2d mort. 8 p. c	69 — 72	69 — 72
Erie shares 100 dol. all paid	24⅛ — 24⅜	24 — 24⅛
Do. sterlg. 6 p. c. convertible bonds	66 — 68	66 — 68
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	108⅛—109⅛	109⅛—110⅛
Panama General mort. 7s, 1897	75 — 80	75 — 80
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	95⅛ — 96	94⅞ — 95⅛
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal

Saturday, September 9, 1871.

Stock Exchange and Money Market.

The demand for Money has been somewhat brisker, on both speculative and mercantile account, and more steadiness has been noted in rates, though, at the ruling figures, the available supply has been quite liberal, and lenders have been prompt in responding to the calls of all responsible borrowers, on the basis of 3@5 mainly 3@4 per cent. in a temporary form, and at 5@8½ per cent. per annum on very choice to fair business credits. The inquiry for funds from the interior has been rather more urgent, and both the city banks and the U. S. Sub-Treasury report a material falling off in their legal tender and currency balances. The Treasury programme for September contemplates the purchase of One Million of Bonds on each of the four Wednesdays, and the sale of Two Millions of Gold on each of the four Thursdays of the month. This programme, if strictly carried out, will take out of the Banks some $4,500,000 Currency, and will furnish about half the Gold required for customs. The city banks, in their last weekly exhibit, show a loss of $1,105,000 of legal tender notes, with a gain of $1,576,500 of specie, and $1,064,500 of deposits; also an increase of $1,998,920 in their loan and discount averages, and a reduction of $40,238 in their item of circulation. The U. S. Sub-Treasury reduced its currency balance $1,600,938, and increased its coin reserve $656,486, as the result of the week's business. The city bank exchanges, last week, averaged $79,545,955; and thus far, this week, 101½ millions daily. The banks now hold $10,699,828 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The receipts of the U. S. Sub-Treasury office were $5,326,306 in coin, and $3,328,922 in currency; payments, $4,669,820 in coin, and $4,929,859 in currency. The office received $4,127,000 in coin or its equivalent, from customs; and disbursed $2,477,000 of coin interest.

The specie reserve of the city banks according to the latest return is $12,298,550, against $18,285,629 same time last year. The city bank deposits are now $249,774,300 against $200,691,553 week ending Sept. 3, 1870. The legal tender reserve amounts to $68,384,500 against $49,730,772 same time last year. The circulation now stands at $30,158,587, against $32,736,625 same time last year. The loans are now $307,046,600, against $271,914,145 at this date last year.

The U. S. Sub-Treasurer retired, last week, $3,520,817 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $7,901,862 in currency, and $66,409,522 in coin, against a balance a week previous of $9,017,098 currency, and $65,239,556 coin.

Government revenues yielded liberally during the week. The excises yielded last week about three millions, and thus far since July 1, about $26,700,256. The customs at the port of New York, last week were $3,754,827; and at the outports, equal to about 1¼ millions more, all in coin, or coin certificates.

The receipts of the U. S. Treasury in August were $48,700,069, including $17,545,240 in coin from customs; payments, $40,920,936 including $2,044,250 of coin interest.

The amount of United States currency outstanding at this date, as telegraphed from Washington is $395,460,749.

The amount drawn from the Treasury Department during August on warrants in favor of the several departments was $19,789,674, as follows: War Department, $5,890,109; Navy Department, $3,149,991; Interior, Pensions and Indians, $5,637,056; Civil and miscellaneous, $5,112,518.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $364,153,000; and as security for deposits of public money, United States bonds for $5,691,500. The amount of National bank notes in actual circulation at this date is $321,750,225.

Under the September programme of the Treasury Department, Government will buy in four millions of U. S, Five-Twenties as follows: Wednesday, September 6—One Million; Wednesday, September 13—One Million; Wednesday, September 20—One Million; Wednesday, September 27—One Million. And will sell eight millions of Gold as follows, Thursday, September 7—Two Millions; Thursday, September 14—Two Millions; Thursday, September 21—Two Millions; Thursday, September 28—Two Millions. Proposals for the sale of bonds must not include any of the Coupon or Registered Bonds of the Act of Feb-

ruary 25, 1862, as numbered and described in the Department notice of redemption of $100,000,000 5-20 Bonds, dated September 1, 1871, as they will not be accepted upon any award that may be made.

The specie shipments from San Francisco from Jan. 1, to Aug. 24, were $11,187,447, against $22,217,159 same time last year.

There has been a more confident speculative movement in Gold, stimulated, in part, by the Treasury programme for September, which provides for the sale of only $8,000,000 Gold by the Department during the month, as against $20,000,000 to $22,000,000 likely to be received for Customs. The customs drain has been quite liberal through the week. The export call has been light. The course of the market has been upward. The range of the price during the week, has been from 112⅝@113⅜, and the closing quotation on Wednesday was 113⅜ against 112¾ the preceding Wednesday. The specie outflow, last week, was $564,762; on Tuesday of this week, $71,300; and on Wednesday, $92,576. The Gold Exchange Bank clearances have been as follows: August 31, $43,072,000; September 1, 29,872,000; September 2, $27,554,000; September 4, $42,923,000; September 5, $52,742,000; September 6, $45,451,000.

The customs at this port on Wednesday were $798,000.

Government disbursed through the U. S. Sub Treasury here, on account of the coin interest on the public debt from Jan. 1, to Sept. 2, 1871, $63,739,378, against $65,269,021 same time in 1870.

The customs demand for Gold last week, averaged $686,834 a day; thus far, this week, it has averaged $604,000 a day, or equal to a weekly aggregate of $3,624,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $24,638, and since Jan. 1, 1871, $7,585,801 against $7,682,033 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $107,962,168 against $94,073,748 same time in 1870.

The export drain was $564,762 last week, against $1,021,603, same week preceding year The shipments since January 1, 1871, have been $53,874,096, against $45,226,452 same time in 1870.

There has been a more liberal supply of foreign exchange available and rates have been lower, without leading to free purchases. Bankers' sixty day bills on London closed on Wednesday at 108⅝@108¾; sight bills on London, 109@109¼.

The produce exports from this port, week ending with Sept. 5, were to the currency value of $4,894,046.

Government securities have been in light supply and quoted higher, with a fair inquiry, largely from investment buyers.

The Treasury Department has made the formal announcement that $100,000,000 of the original 5-20s, of 1862, bearing 6 per cent. will cease to bear interest after first of December next, on or after which date they will be redeemed at par and accrued interest, in Gold, at the Department.

The U. S. Assistant Treasurer has given notice in connection with the weekly purchases of United States 5-20s for the Sinking Fund, that no tenders of the Bonds or Registered Stock of 1862 advertised to be redeemed on 1st of December will be considered. The Bonds thus advertised embraced the whole of the original or first series of the Coupon Bonds of 1862, the series not being stamped, as in the case of the subsequently-issued Series No. 2, No. 3, and No. 4, on the face of the bonds. The Registered Certificates advertised to be redeemed are at follows: No. 1 to 595, $50 each; No. 1 to 4,103, $100 each; No. 1 to 1,899, $500 each; No. 1 to 890 $1,000 each; No. 1 to 2,665, $5,000 each; No. 1 to 2,906, $10,000 each.

On Wednesday, Government bought in a million of Five-Twenties at 112 65@112 95, ex-interest. The amount of bonds offered was $4,020,550 at 112 65@113 28.

U. S. sixes of 1881 closed here on Wednesday of the current week at 119@119¼; U. S. Five-Twenties of 1862, 115@115¼; U. S. Five-Twenties of 1864 at 115@115¼; U. S. Five-Twenties of 1865, 115@115¼; U. S. Five-Twenties of 1865 consolidated, 114@114¼; U. S. Five-Twenties of 1867, 114⅛@114¼; U. S. Five-Twenties of 1868, 114⅛@114¾; U. S. Ten-forties at 111¾@112; U. S. Six per cent. currency bonds, 116@116¼.

The last exhibit of the Public Debt shows a further liquidation of $9,206,280 in August.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 23.	Aug. 30.	Sept. 6.
Consols	93 11/16	93⅛	93⅜
U. S. 5-20's of 1862..	93¼	92 15/16	93⅝
U. S. 5-20s, 1865....	93¼	92¾	93½
" 1867	92⅞	92 11/16	92¾
" 10-40s	90 13/16	90¾	90⅞
Erie.	24⅜	24½	27½

State bonds have been moderately sought after at firm prices.

Railway bonds have been in good request, chiefly on investment account, at generally stronger prices for the more substantial of the old loans. Central Pacific Sixes have been actively sought after and have advanced sharply, closing firmly at 103¼@103½. For the Chesapeake and Ohio Sixes there has been an animated call from home investment buyers, with quite liberal sales reported on the basis of 93 per cent. and accrued interest. Of this loan less than one-third of the aggregate amount of the bonds remains to be disposed of, which at the present rate of sale, will all be marketed in a very short time. The road has progressed so far that no doubt is now entertained of its completion in the summer of the ensuing year. The formal opening of the line, through from the James to the Ohio River, will be promptly met by a large and lucrative traffic that must greatly enhance the credit of the company.

More than half the aggregate issue of the St. Joseph and Denver City eight per cent. gold bonds had been marketed prior to Wednesday. The total of the Loan is $5,500,000. The loan was opened on August 1, and fully 50 per cent. of it was disposed of within the month. The price of the bonds at present is 97½ and accrued interest in currency. The bonds are confidently recommended as a first class, secure, and lucrative investment, by the financial agents, Messrs. TANNER & Co., who, some time since, successfully marketed the bonds of the Eastern Division loan, which now command a handsome premium.

Business in Railway and miscellaneous share property has been more active and generally much firmer in price, the speculative inquiry having been more confident. The market closed with a buoyant look, though with some irregularity as to values.

General business has been fairly active in the leading lines. Breadstuffs have been freely dealt in, closing more firmly. Cotton has met with a ready sale. Provisions have been rather more sought after. Middling upland cotton closed on Wednesday at 20⅝ cts. per lb. The receipts at all the ports, year ending Sept. 1, were 8,987,457 bales, against 2 854,427 bales the preceding year; exports 8,169,009 bales, against 2,204,889 bales in the previous year; stock at the ports at latest dates, 118,966 bales, against 59,768 bales same date 1870.

At the Live Stock Markets, Beeves have been in more request at from 7½@13 cts.; Veals at 4½@10½ cts.; Sheep at 4@6½ cts.; Lambs at 6 @9 cts.; Swine, 5¼@5½ cts per lb., all live weight. The week's receipts were 7,937 Beeves, 2,706 Veal Calves, 27,729 Sheep and Lambs; and 24,272 Swine.

Foreign goods have been in more general demand at steadier prices. The week's imports of foreign goods reached $8,771,076, including $3,915,677 of dry goods.

Ocean freights have been moderately active chiefly in the line of grain shipments, and rates have been quoted higher on a scant supply of room.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Virginia 6s, consol., 45½; North Carolina 6s, special tax, 19½; Fund Act, 1866, 84¾; South Carolina 6s, old, 74½; do., new, Jan. and July, 58; do. Apl. and Oct., 61½; New York State 7s, B. L., reg., 109; Georgia 7s, 91; do. 7s, gold, 98⅜; Arkansas 7s, (L. R., P. B. and N. O. R. R.,) 49; Brooklyn 6s, W. L., 96¾; Jersey City W. L., 96½; Gt. Western 1st mort. 1888, 98; Cedar Falls and Minn. 1st mort., 86; Cleveland, Painsville and Ashtabula new bonds, 98; Quincy, and Toledo 1st mort., 89; Central of New Jersey new bonds, 103½; Cleveland and Pittsburg consol. bonds, 95; Am. Dock and Imp. 7s, 98; Bellville and Southern Illinois 1st mort. 8s, 87¼; Toledo, Wabash and Western consol. bonds, 89; Rensselaer and Saratoga R. R., 101½; St Louis and Iron Mt. R. R., 59⅜; do. 1st mort., 91¾; Spring Mt. Coal, 78; Consol. Coal, Md., 41¾; Am. Coal, 54; Maryland Coal, 81; Pennsylvania Coal, 220; Wells-Fargo Exp., 54¾; Am. Mer. Union Exp., 50; U. S. Exp., 59; Adams Exp., 87½; Quicksilver pref., 23¼; Western Union Tel., 78¼; do. 7s, 96½; Smith and Parmalee gold, 0.23; La Crosse gold, 0.19; Consol Gregory gold, 0.30.

Philadelphia.—Huntingdon and Broad Top Mt., 1st mort., 103; Pennsylvania and New York Canal, 7s, 96¼; West Jersey R. R. 7s, 103; Phila. and Reading 6s, 1880, 92; do. 7s, 106; Perkiomen R. R. 6s, 82; Junction R. R. 2d mort., 90; Belvidere Delaware 3d mort., 82; Connecting R. R. 6s, 88; Delaware Division Canal, 46; Pennsylvania Canal, 20; Germantown Pass. R. R., 35; Union Pass. R. R., 70; West Philadelphia R. R., 72½; Nesquehoning R. R., 56; Pittsburg 5s, 73; Allegheny County 5s, 77⅝. The latest quota-

tions are: City 6s, 101@101; do. free of tax, 102@102; State 5s, coupon, 100@100; do. 6s, W. L., 100¾@101⅛; do. 1st series, 103¼@103¾; do. 2d series, 105@105½; do. 3d series, 107@107; Reading, 58¼@58¼; do. 7s, 1893, 106@106; do. mort. 6s, 1880, 92@93; Camden and Amboy, 128¾@129; do. mort. 6s, 1889, 95¾@96¼; do. 1883, 89@89½; do. 1889, 89@90; Pennsylvania R. R., 63⅜@63½; do. 1st mort., 101@102; do. 2d mort., 102½@—; do. General mort. coupon, 93½@93¾; do. reg., 96@96¼; Little Schuylkill R. R., 46¼@46½; Morris Canal, 51@52; do. pref., 120@125; do. 6s, 93@—; Susquehanna Canal, 9@10; do. 6s, 63@66; Schuylkill Nav., 8¾@9; do. pref., 17½@18; do. 6s, 1882, 80@80¼; Elmira and Williamsport pref., 41@42; do. 7s, 1873, 94½@95; do. 5s, 61@—; Lehigh Coal and Navigation, 89@89¼; do. 6s, 1884, 88@88½; do. R. R. Loan, 92⅜@92½; do. Gold Loan, 91½@91⅝; North Pennsylvania, 50@50½; do. 6s, 101@102; do., 7s, 99@99½; do. Chattle 10s, 113@116; Philadelphia and Erie, 28⅜@28½; do. 6s, 92@93; Minehill, 53@53; Catawissa, 18@20½; do. pref., 50@50; Lehigh Valley, 61⅞@62; do. 6s, 97½@98; Fifth and Sixth streets, (horse,) 45@45; Second and Third, 66@70; Thirteenth and Fifteenth, 23½@24; Spruce and Pine, 32@35; Green and Coates, 46@—; Chestnut and Walnut, 51@55; Hestonville, 22¾@22⅞; Union, 70@70½; Germantown, 33½@35.

Boston.—Vermont Central 1st mort., 87; Michigan Central 8s, 1890, 110⅜; Framingham and Lowell 7s, 1891, 90; Grand River Valley 2d mort. 8s, 1879, 104¼; Eastern R. R. 6s, 1874, 99; Old Colony and Newport 7s, 1877, 103¾; Vermont and Massachusetts R. R. 6s, 92; Stanstead, Shefford and Chambly 7s, 84; Mansfield and Framingham 1st mort. 7s, 93¾; Vermont Central and Vermont and Canada 8s, 101; Indianapolis and Cincinnati R. R., 8⅛; Rutland pref., 83⅜; Cincinnati, Sandusky and Cleveland R. R., 24; Eastern (N. H.) R. R., 109¼; Boston Water Power, 47¾; Waverly Land, 4⅜; Cary Imp., 15½; New Hampshire 6s, 1874, 101; Maine 6s, 102; Chelsea 6s, 1891, 100; St. Louis 6s, 1888, 92¼; Cincinnati 7s, 1886, 105; do. 7 3-10s, 1888, 106⅞; Cook County, Ills., 7s, 101½; Charlestown 6s, 1891, 100⅞; Bath 6s, 1891, 90¾; Chicago 7s, 1872, 101⅛; Boston 5s, 1882, gold, 99¼; Brooklyn 7s, 1885, 102¾; Bath 6s, 1891, R. R. Loan, 90⅞; Calumet and Hecla Mining Co, 99½; Dana, 80c.; Humboldt, 1; Petherick, 2.

Baltimore.—Virginia Consolidated 6s, 65⅜; do. reg., 65⅜; do. Deferred Certificates, 29⅜; do. 6s, old, reg., 52⅛; do. 6s, 1866, reg., 69; do. 6s, 1867, reg., 66; Memphis City 6s, 60½; Baltimore 5s, 82½; Western Maryland R.R. 1st mort., 79¾; Northern Central 6s, gold, 1900, 92; Central Ohio 1st mort., 85⅞; Pittsburg and Connellsville bonds, 94½; Orange, Alexandria and Manassas bonds, 81; Richmond and Danville bonds, 80½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94½@94¼; Baltimore and Ohio, 142@142½; do. 6s, 1875, 96@96⅛; do. 1880, 95@96½; do. 1885, 96½@97; Northern Central, 40@42½; do. 6s, 1885, 92@92½; do. 1900, 89@90; do. 6s, 1900, gold, 91¾@92; N. W. Va. 1st mort., 99@100; do. 2d mort., 98@100; do. 3d mort., 1885, 90¾@90⅞; Marietta and Cincinnati 7s, 1892, 96½@97½; do. 2d mort., 85¼@85¾; do. 3d mort., 79⅜@79½; Central Ohio, 28⅝@30; do. 1st mort., 84⅞@86; Western Md. 1st mort. 6s, 1890, 80½@80½; do. guar. by Baltimore City, 92@92¼; do. 2d mort. guar., 91½@93; do. 2d mort. pref., 61@—; do. 6s, guar. by Washington Co., 84½@85; Richmond and Danville bonds, 80½@80½; Orange and Alexandria 1st mort. 6s, 90@94; do. 2d mort. 6s, 80@81; do. 3d mort. 8s, 89@90; do. 4th mort. 8s, 82@82½; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 8s, 88@89; do. 6s, 1st mort., 87@95; do. 6s, 2d mort., 77@80; Baltimore 6s, 1875, 99½@100; do. 1884, 99½@100; do. 1886, 99¾@100; do. 1890, 99¾@100; do. 1893, 98⅝@99; do. 1900, 99½@100; do. 5s, 1838-'70, 80@82; Memphis City 6s, 60½@60⅝; Maryland 6s, 1870, 105½@107; do. Defense Loan, 1883, 106@106½; City Passenger R. R., 22½@24; George's Creek Coal, 70½@75; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1.00@2.00.

INVESTMENT SECURITIES.

JAY COOKE & Co. are now selling, and recommend as a profitable and safe investment for all classes, the First Mortgage 7-30 Gold Bonds of the Northern Pacific Railroad Company. They have 30 years to run, bear Seven and Three-Tenths per cent. gold interest (more than 8 per cent. currency), and are secured by first and only mortgage on the ENTIRE ROAD AND ITS EQUIPMENTS, and also, as fast as the Road is completed, on 23,000 Acres of Land to every mile of track, or 500 acres for each $1,000 Bond. They are exempt from United States tax; principal and interest are payable in gold. Denominations; Coupons, $100 to $1,000; Registered, $100 to $10,000.

Northern Pacific 7-30s are at all times receivable, at TEN PER CENT. ABOVE PAR, in exchange for the Company's lands, at their lowest cash price.

The proceeds of all sales of lands are required to be devoted to the repurchase and cancellation of the First Mortgage Bonds of the Company. The Land Grant of the Road exceeds Fifty Million Acres in the most fertile portion of the Northwest, and the demand for the Company's lands for settlement already exceeds the ability of the Government to complete the surveys. This immense Sinking Fund will undoubtedly cancel the principal of the Company's bonded debt before it falls due.

Holders of U. S. Five-Twenties, who wish to convert them into a first-class railroad security, can do so at a present profit of about 12 per cent., while increasing their interest income nearly one-fourth, by exchanging them for Northern Pacific 7-30s.

All marketable stocks and bonds will be received in exchange at their highest current price. Full information, maps, pamphlets, etc., will be furnished on application to any agent for the loan, or to JAY COOKE & Co., New York, Philadelphia or Washington.

☞ FUNDING FIVE-TWENTY BONDS.

OFFICE OF FISK & HATCH,
No. 5 NASSAU ST.,
NEW YORK, Sept. 6, 1871.

The Government have notified the holders of ONE HUNDRED MILLIONS OF FIVE-TWENTY BONDS that they will be paid in gold, and after Dec. 1 the interest will cease. All holders of the issues of 1862, '64, '65, and new '65s, should at once decide whether they will hold and take the gold when called on, or convert into new Government 5s, 4½s and 4s, or *exchange for other securities.* As it is possible the premium on gold may soon be much less on account of these heavy payments, it clearly becomes the duty of all holders of Five-Twenties to take the matter into serious consideration.

We are strongly recommending in exchange the six per cent. gold bonds (principal and interest) of the Chesapeake and Ohio Railroad Company, now selling at 93 and interest, of which we have only some $5,000,000 still unsold. The total amount of the loan is $15,000,000. The Chesapeake and Ohio Bonds are issued in denominations of $1,000, $500 and $100, coupon and registered, interest six per cent., May and November; principal and interest payable in New York City, in U. S. gold coin.

We also furnish the Western Pacific sixes at the market price, now about 95. The Western Pacific Bonds are all Coupon Bonds of $1,000, interest six per cent., January and July; principal and interest payable in New York City, in U. S. gold coin.

Also, the Central Pacific Sixes, at the market price, now about 102½. The Central Pacific Bonds are all Coupon Bonds of $1,000, interest Six per Cent., January and July; principal and interest payable in New York City, in U. S. gold coin.

The Central Pacifics, amounting to $25,885,000, are in sharp demand for the home and German markets, and any amount can be sold as readily as so many Five-Twenty Bonds; they are freely dealt in at all the prominent Stock Exchanges in the world, and will soon advance to a large premium; that the same result will follow with the Chesapeake and Ohio bonds, on the completion of the road, we have no doubt.

Holders of 5-20s, by conversion into Centrals, retain the same interest and increase their capital about 18 per cent. By converting into the Westerns the increase will be about 19 per cent.; into the Chesapeake and Ohios, the increase will be about 20 per cent.

Holders of Centrals can exchange for Westerns or Chesapeake and Ohios, and increase their capital from 6 to 7 per cent., and in either case have a bond just as sure to be paid, principal and interest, as a Five-Twenty bond.

As the amount of Chesapeake and Ohios remaining unsold is so small, and the demand very great, they will soon be absorbed. There are very few Centrals and Westerns on the market, and they will soon largely advance in price.

Accounts of Banks, Bankers, and others received, on which we allow four per cent. interest.

Certificates of Deposit issued and Collections made in all parts of the Union.

FISK & HATCH.

HARVEY FISK.
A. S. HATCH.

Journal of Railroad Law.

RAILROAD COMPANIES RESPONSIBLE FOR WANT OF SKILL AND PRUDENTIAL FORESIGHT IN SELECTION OF MACHINERY AND GENERAL MANAGEMENT OF THEIR FRANCHISES—EXPLOSION OF STEAM ENGINE PRESUMPTIVE EVIDENCE OF NEGLIGENCE.

The facts in the late case of The Illinois Central Railroad Company *vs.* Phillips (49 Ill., 234) are clearly and fully stated in the following opinion by

WALKER, J.—This was an action on the case, brought in the Court below, by appellee, against appellants, to recover damages for injuries alleged to have been sustained by him in consequence of the explosion of the boiler of one of appellants' engines, in the Union Depot at Chicago. The declaration contains two counts, in both of which it is averred that the explosion was occasioned by reason that the engine and boiler were "old, weak, worn out, insecure, and wholly unfit for use," and that the company did not, by their servants, employ due and proper care in its management and use. In both counts, appellee is stated to have been a bystander, accidentally in the vicinity when the injury occurred.

It appears that the engine was one usually employed in the freight service on the road of the company. In October, 1867, it was withdrawn from the service, in consequence of an injury to its machinery,—but it does not appear that it was to the boiler,—and was placed in the shops of the company, and was repaired. Witnesses testify, that before leaving the shop, on the 19th of October, 1867, it was tested under a pressure of 140 pounds of steam to the square inch, without detecting any defect. It was employed from that time until the day the boiler exploded, in the freight business about the city. On that day it was put in the place of another engine, and was run to Hyde Park and back. After its return, and while standing on the track in the depot, after the passengers were discharged, and while waiting till the track could become clear, so that it could be backed out, it seems, without any warning the boiler exploded, rending it in many fragments, some thrown to a considerable distance. It appears that appellee was at the time walking along the platform inside of the depot, and within a few feet of the engine. He was thrown down by the explosion, receiving a bruise on his head, was drenched with dirty water, and was confused by the concussion. It is claimed that symptoms of paralysis have resulted from the injury thus received. The jury rendered a verdict for $7,000 against appellants, on the trial. A motion for a new trial was entered, but was overruled by the Court, and judgment rendered on the verdict, and this appeal is prosecuted for its reversal.

The Court below was asked, but refused, to give for appellants their twelfth instruction in the series. It is this:

"If the jury believe, from the evidence, that within a reasonable time before the explosion of the boiler in question, the defendants made a careful and thorough examination of the engine and boiler, by skillful and qualified mechanics in that branch of business, and that the same was then in sound and good condition, and so continued up to the time of explosion, so far as could be discovered; that there was at the time of the explosion, a proper quantity of water in the boiler, and only an ordinary amount of steam, and that said engine was under the management of a careful and skillful engineer, and that the explosion was from causes which could not have been ascertained by any known and recognized means, then the injury, if any, to the plaintiff, must be borne by him, as one of that class of injuries for which the law affords no redress, and the jury should find for the defendants."

This instruction presents the question of extent of care and diligence the law requires of railroad companies, in exercising their franchises, for the safety of the community at large, not under their control as passengers. When their charters were granted and they accepted them, they assume the performance of a variety of duties to the public, among which was one undertaking to use their franchises in such a manner as not to endanger the security of persons, so far as the employment of human sagacity and foresight could reasonably anticipate and prevent. They are required to employ experienced, efficient, skillful and prudent agents, servants and artizans. They must provide and use properly constructed machinery, well constructed, by competent and skillful workmen, when manufactured by the company, and from good materials. They must employ competent, skillful, prudent and sober men to use such machinery, and in doing so, they must be careful and vigilant in its examination, to see that it is in proper repair and in a safe condition.

On the other hand, they cannot be held to answer for latent defects in the materials employed in the construction of their machinery, which the usual and well recognized tests of science and art afford for the purpose but failed to detect. Nor are they liable for accidents occurring by which injury ensues, when skill and experience are not able to foresee and avoid them; nor for the acts of persons not in their employment, and over whom they have no control, or where they have exercised judgment and skill in selecting the materials, manufacturing their machinery, and in its use upon the roads, or in selecting machinery manufactured by others.

But when they are employing so dangerous an element as steam for their gain and profit, a proper regard for human life and safety does require that a high degree of care and skill should be employed. From the very nature of its use, large numbers of persons are necessarily exposed to the danger, whether upon their trains or going to or from their depots, either as passengers, on business with the company, with persons at those places, or are taken there to meet friends or otherwise. By the exercise of their franchises, they invite large concourses of people to the depots, which, on the arrival and departure of trains, are open and free to the public. And to permit negligence or a want of skill, the use of illy constructed, worn-out, or defective machinery, to the danger of persons thus brought together, would be a failure of duty, and a reckless disregard for the safety of the community.

While, however, this degree of diligence and care is required, these bodies are not, nor does the law require that they should be, responsible for the safety of persons thus in and about their depots, at all hazards. When they have so far as this employment of reasonable skill and experience enables them, employed experienced, skillful and prudent servants in the use of their machinery, have selected good and safe machinery, so far as known and well recognized tests can determine, constructed of proper material, free from defects, so far as like tests will disclose, neither reason nor justice requires that they should be held liable for injuries that may result from using their franchises.

It may be that as high a degree of diligence may not be required of them to secure the safety of persons not passengers or having business with the company as for those who are, but, if not, it would be difficult to define the line of separation. It follows, from the rule that we have here announced, that the twelfth of appellants' instructions should have been given. It announces these principles, in a clear, concise and very distinct manner, and by its refusal, the jury were not in possession of all the law governing the case. They may have been, and probably were, misled, in finding their verdict, by its refusal, and in this the Court erred.

It is urged, that the Court below erred in refusing to give appellants' fifth instruction, which is this:

"The mere fact that the boiler of the engine in question exploded, causing injury to the plaintiff, is not, in this case, and under the relations existing at that time, between the plaintiff and the defendants, as set forth in the declaration, even *prima facie* evidence of negligence, or want of due and proper care on the part of the defendants either in respect to the condition or management of said engine; and the jury are not authorized to find the existence of such negligence, or want of due and proper care, from the mere fact of such explosion and injury."

Circumstantial evidence depends almost alone upon human observation and experience for its value. It is, in fact, the knowledge of the relation of things and acts to each other or the knowledge of the motives which prompt acts, and the consequences of acts and causes. When, from observation, we have seen uniform results follow peculiar acts, we infer that such acts are the cause, and the results are their consequences. Observation teaches, that certain passions, emotions or feelings, usually lead to the performance of peculiar acts, among all men, and hence, we conclude that, if the passion existed and was excited to a particular degree, a certain act was the result, unless restrained by superior and controling circumstances. So with the natural laws governing inanimate matter. We know it has certain properties, and we also know that these laws are overcome by counter laws or forces. We know that it is a law of matter to cohere and remain united, in various degrees of compactness, depending upon the extent of its cohering power, be that what it may. The particles of iron cohere one with another, in different degrees, depending upon its freedom from impurities, its firmness and other properties. Scientific tests have determined the quality that is best adapted to the several branches of manufacture. Selections are made from the different varieties, for various uses, because of their different properties.

Experience in the manufacture and use of iron, for the various useful purposes, has taught that one variety is well suited to one purpose, while another variety is to another. Hence, iron of peculiar qualities has been found best adapted to

resist the force of steam. And the skillful and experienced manufacturer selects plates made from iron possessing those qualities, for that reason, when he constructs a steam boiler, if he desires safety and durability. He selects that quality in which there is the greatest tenacity of the particles, and hence, the greatest power of resistance to the force of steam. Some iron possesses this quality in a high degree, while other in a less degree, and some have it greatly improved by the mixture of the ores of different qualities. This being understood by the manufacturer of steam boilers and those engaged in repairing them, they usually select the peculiar quality suited to the purpose, which is known by the place of its manufacture.

Again, the manufacturer has tests, which are recognized by the scientific world as well as the practicable manufacturer, by which to detect latent defects, if they exist, thus securing safety and durability. And every day's experience teaches that, where the proper quality of iron has been selected under the usual tests, with reasonable care by skillful and experienced persons, they are safe in their use for practicable purposes. Knowing this, when an explosion has occurred, it is natural to conclude that there has been negligence in selecting, testing, or putting the materials together, when constructed into a boiler, or that it has been negligently used, by subjecting it to too high a degree of pressure by steam. It would, therefore, be improper to say that an explosion is not *prima facie* evidence of negligence. But when it is shown that the iron used in the construction of such a boiler is the kind usually employed, has been subjected to and stood the usual tests, and has been used by experienced persons with prudence and skill, this *prima facie* evidence is overcome, and the inference must be drawn that the explosion occurred from some latent defect, not detected by the usual and proper tests. And of all of these questions the jury must be the judges. It then follows, that the Court did not err in refusing to give this instruction. But for the error in refusing the twelfth instruction the judgment must be reversed and the cause remanded.

Judgment reversed.

Richmond and Danville Railroad.

The Board of Public Works, after being in session for two days, on yesterday evening concluded the business of transferring the State's interest in the Richmond and Danville railroad according to the terms of sale as fixed by the act of the General Assembly. The entire interest of the State was purchased by the stockholders of the company, and the functions of the State directors, Judge Hunter H. Marshall, W. T. Sutherlin and W. L. Owen, thereupon ceasing, they were re-elected as directors of the Richmond and Danville Company. —*Richmond Whig, September* 1.

Lehigh and Eastern Railroad.

The project of building a railroad from the Luzerne coal regions to the Hudson river, to connect with eastern roads, is now assuming a tangible form. A company has been formed known as the Lehigh and Eastern Railroad Company, and a board of officers and directors elected. The President is S. P. Kase, of Danville, Pa., and among the Directors are Homer Ramsdell, of Newburgh, the Hon. C. Burnett, of Stroudsburg, Pa., and the Hon. Harry White, of Indiana, Pa. The line of the road will be from Hazelton to Wilkesbarre, and thence an air line to Port Jervis, N. Y., through Ulster county to Fishkill. This will bring Boston in direct connection with the coal regions.—*N. Y. Tribune.*

Census of the United States.

The following table exhibits the totals of the population of the States and Territories, classified as native and foreign; the totals of classification into white, colored, Indian and Chinese, having already been published:—

	Total.	Native.	Foreign.
Alabama	996,992	987,030	9,962
Arkansas	484,471	479,445	5,026
California	560,247	356,416	209,831
Connecticut	537,454	423,815	113,639
Delaware	125,015	115,879	9,136
Florida	187,748	182,781	4,587
Georgia	1,184,109	1,172,982	11,127
Illinois	2,539,891	2,024,693	515,198
Indiana	1,680,637	1,539,163	141,474
Iowa	1,191,792	987,735	204,057
Kansas	364,399	316,207	48,392
Kentucky	1,321,011	1,257,613	63,398
Louisiana	726,915	665,088	61,827
Maine	626,915	578,034	48,881
Maryland	780,894	697,482	83,412
Massachusetts	1,457,351	1,104,032	353,319
Michigan	1,184,059	916,049	268,000
Minnesota	439,706	279,209	160,697
Mississippi	827,922	816,731	11,191
Missouri	1,721,295	1,499,028	222,267
Nebraska	122,993	92,245	30,748
Nevada	42,481	23,690	18,801
New Hampshire	318,390	288,689	29,611
New Jersey	906,096	717,153	188,943
New York	4,382,759	3,244,406	1,138,353
North Carolina	1,071,361	1,068,232	3,059
Ohio	2,665,260	2,292,767	372,493
Oregon	90,923	79,315	11,600
Pennsylvania	3,521,791	2,976,530	545,261
Rhode Island	217,853	161,957	55,396
South Carolina	705,606	697,532	8,074
Tennessee	1,258,520	1,239,204	19,316
Texas	818,579	756,168	62,411
Vermont	330,551	283,396	47,155
Virginia	1,225,163	1,211,400	13,754
West Virginia	442,014	424,923	17,091
Wisconsin	1,054,670	690,171	364,499
Total States	38,113,253	32,640,907	5,472,346
TERRITORIES.			
Arizona	9,658	3,849	5,809
Colorado	39,864	33,265	6,599
Dakota	14,181	9,366	4,815
District of Columbia	131,700	115,466	16,254
Idaho	14,999	7,114	7,885
Montana	20,595	12,616	7,979
New Mexico	91,874	86,254	5,626
Utah	86,786	56,084	30,102
Washington	23,905	18,931	5,024
Wyoming	9,118	5,605	3,513
Total Territories	442,730	348,530	94,200

SUMMARY.

Total population of the United States..38,555,983

Composed of—

Natives	32,989,437
Foreigners	5,566,446

For purposes of comparison, summarizing the tables already published, the total population of the United States may also be made to appear under the following classification:

White	33,586,989
Colored	4,880,009
Indian	25,731
Chinese	63,254
	38,555,983

Of the Indian and Chinese the Territories contain 4,303 of the former and 7,075 of the latter.

Note—The Indian Territory and Alaska are not included or mentioned in any of the census tables above epitomized.

State Debts and Liabilities.

We have not seen anywhere a tabular exhibit of State indebtedness, and have therefore been at considerable pains to make an accurate and reliable compilation, giving the aggregate debt of each State, at the date of its last official publication, as follows:

State.	Date.	Total.
Alabama	October 1, 1870	$16,958,010 75
Arkansas	April 27, 1871	6,150,000 00
California	May 1, 1871	8,506,000 00
Connecticut	April 1, 1871	6,775,900 00
Delaware	May 1, 1871	1,402,000 00
Florida	January 1, 1871	1,288,697 76
Georgia	January 1, 1871	7,514,500 00
Illinois	March 1, 1871	3,893,496 00
Indiana	October 31, 1870	4,167,507 94
Iowa	January 1, 1871	800,000 00
Kansas	December 31, 1870	1,341,675 00
Kentucky	October 10, 1870	3,072,677 00
Louisiana	January 1, 1870	22,560,238 00
Maine	January 1, 1871	8,067,900 00
Maryland*	September 30, 1870	13,317,475 78
Massachusetts*	January 1, 1871	16,682,068 00
Michigan	March 27, 1871	2,876,262 78
Minnesota	May 1, 1871	350,000 00
Missouri	January 1, 1871	17,866,000 00
Nevada	May 1, 1871	660,000 00
New Hampshire	January 1, 1870	2,752,200 00
New Jersey	November 1, 1870	2,896,200 00
New York*	October 1, 1870	32,409,144 42
North Carolina	October 1, 1870	29,960,045 00
Ohio	November 5, 1870	9,675,343 78
Oregon	September 5, 1870	106,633 00
Pennsylvania	December 1, 1870	31,107,186 85
Rhode Island†	April 1, 1871	2,774,000 00
South Carolina	October 31, 1870	7,665,908 98
Tennessee	January 1, 1871	38,945,852 00
Texas	January 1, 1871	930,000 00
Vermont	January 1, 1871	1,227,000 00
Virginia	December 31, 1870	47,390,839 96
Sum total		$344,090,787 90

* Less sinking fund.

† Since April 1, 1870, reduced by $142,000.

Mississippi, in 1838, created a debt to the amount of $7,000,000 for the establishment of banks. The State soon ceased to pay interest on these bonds, and has long since wholly repudiated them.

Nebraska has so far incurred no debt.

West Virginia has no State debt, except such portion of the debt of Virginia as might equitably fall to her share. West Virginia may assume such portion of that debt.

Wisconsin has no debts, except such as are invested in trust funds, created for the support of schools, benevolent institutions, etc., etc.

The above exhibit shows that the Western States, considering area, population and resources, are least in debt, and that local taxation, for many years to come, is likely to be much lighter in our section than in any other. Here, too, the number of inhabitants and the development of material advantages are augmenting at a ratio not paralleled in any other part of the country, making the burden of State debt easier and easier to be borne with every passing year. Indeed, it is altogether probable that all the Western States, with the exception of Ohio and Missouri, perhaps, will be completely out of debt before the close of the present decade.

State debts in New England, outside of Massachusetts, are generally confined to war loans, and are in process of extinguishment.

The large indebtedness of the Southern States has been created principally since the close of the war, by a reckless system of almost indiscriminate aid of railroads. Tennessee and North Carolina in particular have been brought to the verge of bankruptcy by this course of loaning their credit. Few of the roads so aided are paying the interest on the bonds issued to them, and some have literally swindled the State.—*Chicago Mercantile Journal.*

New Atmospheric Brake.

The Pittsburg and Connellsville Railroad Company have been trying a new air brake. It is called the Smith's patent, and is claimed to be a better one than any now in use. A description of this aparatus, which, it is asserted, can stop in a few seconds a train of cars at full speed, is as follows:

On the right hand side of the locomotive, fastened to the running board, and under the inspection of the engineers, is an upright direct air pump which is operated by steam supplied from the boiler, and pumps air into a reservoir hanging under the cab of the locomotive. This pump is entirely self-acting, and whenever there is a deficiency of pressure in the air reservoir it commences working until the equilibrium is restored. Under each car of the train is a cylinder firmly bolted in such a position that its piston acts directly on the lever used for the ordinary hand brake; but does not at all interfere with its use by hand.

The pressure of the air is conducted to these cylinders from the reservoir under the locomotive by a line of gas pipe, three-quarters of an inch in diameter, running the entire length of the train, and the connection with each cylinder is made from the main line with an elbow one quarter of an inch in diameter. From each end of the car the pipes are extended by three-ply rubber hose, which are connected when the cars are coupled together. Should a car become detached, the valves of the coupling immediately close, the brake continues applied, and the car is prevented from running back on a grade. An air gauge placed immediately above the steam gauge, indicates to the engineer the quantity of pressure in the reservoir, and the management of the train is placed in the engineer's hands by means of a three-way cock.

At a recent trial of this brake on the Missouri Pacific Railroad, a train three hundred feet long, traveling at a speed of thirty four miles an hour, was stopped in twenty seconds at a distance of one thousand feet from the point where the brake was applied. The train traveling at the same rate was subsequently stopped by brakemen with a hand-brake; but forty-five seconds were required, and the cars continued in motion for 1,750 feet.

A Fine Railway Region.

Mr. Bayard Taylor, in a letter from the Red River Country to the New York *Tribune*, says that the territory west of the Mississippi River is one of the most fertile in the world; and then adds:

The probabilities are that there lies, from St. Louis, northward far into the regions of Manitoba, and stretching westward to the base of the Rocky Mountains, the richest country in the world. All the railways in this region are succeeding beyond expectation, and surpass all precedent.

Iowa has especial claims to consideration, here the Chicago, Burlington and Quincy railroad; the Burlington Cedar Rapids and Minnesota, which is a continuation of the same, and other railways feeding these are among the most worthy of mention.

Jas. F. Joy, who is perhaps one of the safest railway men in the country, has selected this region wherein to make a demonstration of success. He invests almost daily in bonds of the Burlington, Cedar Rapids and Minnesota Railway by appropriating for that purpose, fifty per cent of the gross earnings of the Chicago, Burlington and Quincy Railroad, derived from the former. There can be no doubt that this region is among the best in the world for railways.

☞ The Iowa Central railroad is, by terms of contract, to be completed from Mason City to Northwood, Worth county, by the 10th of October.

☞ Lewis B. Parsons has been elected President of the North Missouri Railroad Company, *vice* Barton Bates.

The Public Debt Statement.

The following is a recapitulation of the public debt statement August 31, 1871:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds	$276,706,850 00
Six per cent. bonds	1,604 862,050 00
Total	$1,881,568,900 00
Accrued interest	34,106,488 56
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	$28,840,000 00
Navy Pension fund 3 per cent	14,000,000 00
Certificates at 4 per cent	678,000 00
Total	$43,518,000 00
Interest	310,407 79
Debt on which interest has ceased since maturity	$1,852,612 26
Interest	306,989 51
DEBT BEARING NO INTEREST.	
Demand and legal tender notes	$356,095,456 25
Fractional currency	38,398,130 60
Certificates of gold deposited	16,738,000 00
Total	$411,231,586 85
Unclaimed Pacific R.R. Interest	9,612 12
Total amount outstanding	$2,338,171,099 11
Total interest	34,733,497 90
Total debt, principal and interest, to date, including interest due and unpaid	$2,372,904,597 10
AMOUNT IN TREASURY.	
Coin	$90,813,691 06
Currency	7,968,345 66
Total	$98,782,036 72
Debt less amount in Treasury	$2,274,122,560 38
Debt less amount in Treasury August 1, 1871	2,283,328,857 98
Decrease of debt during the past month	$9,206 297 60
Decrease of debt since March 1st, 1869	$251,340,699 63

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236 512	$272 365 12
Kansas Pacific	6,303,000	63,030 00
Sioux City and Pacific	1,628,320	16,288 20
Central Pacific	25,881,000	258,810 00
Central Branch Union Pacific	1,600,000	16,000 00
Western Pacific	1,970,000	19,700 00
Totals	$64,618,832	$646,188 32
Interest paid by United States	$12,692,475 41	
Interest repaid by transportation of mails, etc.	3,139,106 82	
Balance of interest paid by United States	9,553,368 59	

☞ The Baltimore *American* says the Pennsylvania Railroad Company have acquired half the capital stock and have guaranteed the payment of the interest on the first mortgage bonds of the Pennsylvania and Delaware railroad. Martin Landenberger, Esq., has been appointed trustee or assignee of the old corporation, and all its assets, are to be placed in his hands. Under this arrangement the construction of the road will be rapidly pushed forward, and it is expected to have it completed by the first of February. The Pennsylvania Company will then operate the road, paying over to the Pennsylvania and Delaware Company all the excess over actual expenses.

Wooden Railroads.

On invitation of Major Ph. Lee Anthony, and in company with that gentleman, Judge English, Colonel Gordon N. Peay and Colonel Arnold Syberg, we paid a visit to Brown's mill, situated just over Fourche mountain, about six miles from the city, for the purpose of taking a look at his wooden railroad. It is over a mile in length, and has been in use about two years. Some of the rails, which are generally of white oak, twenty feet long, and two and a half by four inches in size, are well worn, but are still remarkably well preserved. The gauge of the road is three and a half feet. The cost of construction per mile is about $750. Mr. Brown uses a small flat car, drawn by a mule, with which he hauls timber from the swamp to his mill. The road is in every respect a success. And the question might very well be asked if one mile is a success, why wouldn't fifty miles be a success also?—*Arkansas Gazette.*

Railway Progress In India.

Two railway projects are reported upon by this mail. The preliminary surveys of the proposed railway from Nagpore, via Kamptee, through the Bundara district to Raepore, have been laid out and sanctioned; and the designs and estimates for the Wurdah and Wurrora Coalfield Railway have received the preliminary sanction of the Government of India. The formal sanction of the Secretary of State was expected to arrive shortly. Mr. Molesworth has been gazetted Consulting Engineer for State Railways in India.—*Homeward Mail.*

☞ The Springfield and Athol railroad, chartered by the last Massachusetts Legislature, will complete a new and direct route between Springfield and Concord, N. H., by supplying a link between Chicopee Falls and Barrett's Station (Belchertown), 18 miles. It will follow up the Chicopee river from Chicopee Falls through Indian Orchard and Jenksville to Ludlow Centre and Barrett's Station, to connect with the Athol and Enfield Railroad, now nearly completed and partly in operation, running northerly through Enfield and North Dana to Athol, where it connects with Winchendon, Peterboro, Hillsboro, and Concord, N. H.

☞ We invite attention to the Advertisement in another column, of Messrs. Atherton & Coles, stationers and printers, No. 16 Maiden Lane, this city, who keep constantly on hand Railroad and Banking Stationery, of the best quality. Lithographing and Printing done at reasonable rates. Those who wish any articles in their line, will do well to call and examine before purchasing elsewhere, as we feel confident they will not go away disappointed.

☞ The Columbia (S. C.) *Phœnix* says that the Pennsylvania Railroad Company has consummated another transaction in the Southwest, in the purchase of 1,200 shares in the Charlotte, Columbia and Augusta railroad, raising the interest of the Pennsylvania company, according to the same authority to 10,000 shares, or nearly a controlling interest in the company.

☞ Subscriptions are now being solicited for the purpose of extending the proposed Lancaster and Reading narrow gauge road to Lancaster. The proposed route is to cross the Conestoga, near Graeff's Landing, thence down the bank of that and other streams to Beaver Creek Valley.

☞ The first instalment of $15,000 of the Delaware City town bonds have been issued and paid to the President of the Delaware and Pennsylvania Railroad Co.

☞ W. G. Lapham, Assistant Superintendent of the New York Central and Hudson River rail road, has been appointed Consulting Engineer of the Cayuga Lake railroad connecting Cayuga with Ithaca. The appointment makes him substantially the arbitrator on any points of difference which may arise between the company and the contractors.

☞ It is reported from Little Rock, Ark., that a contract has been closed for the iron and equipments for the entire line of the Helena and Little Rock or Central Narrow Gauge railroad, including branches from Aberdeen to Clarendon.

☞ The Tuckerton road, which is to extend from Whiting's Junction to Barnegat and Tuckerton, will be completed this month.

THE WHARTON

Safety Railroad Switch.

☞ **BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.** ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R.R. Switch Co.,
28 South 3d St., Philada., Pa.
P. O. BOX, 2353, Phila.

Intercolonial Railway.

THE Commissioners appointed to construct the Intercolonial Railway, hereby give public notice that they are prepared to receive Tenders for Track laying and ballasting on 75½ miles of the line, being sections 4, 7, and 12, in the Province of Nova Scotia. Tenders may be for the whole distance or for separate Sections.

Specification and forms of tender can be obtained at the Commissioners' Office, Ottawa, and at the Offices of the Engineers at Truro and Amherst.

Sealed Tenders marked "Tenders," and addressed to the Commisssioners, will be received at their Office in Ottawa up to 12 o'clock noon, on Monday, the 25th day of September, 1871.

Tenders will also be received at the same time and place for 300 tons of Spikes according to samples, to be seen at the above named Offices.

Tenders to state price per ton of 2,240 lbs., delivered in equal quantities at Truro and Amherst Railway Stations. 50 Tons to be delivered at Amherst by the 16th October, and 50 Tons by the 1st November next. Balance of delivery by 1st July, 1872.

A. WALSH,
ED. B CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
Commissioners.

INTERCOLONIAL RAILWAY,
Commissioners' Office,
Ottawa, 14th August, 1871.

Atherton & Coles.

STATIONERS, PRINTERS, LITHOGRAPHERS
AND
Blank Book Manufacturers.

Particular attention paid to RAILROAD and BANKERS' STATIONERY and PRINTING.

16 Maiden Lane,
NEW YORK.

Park Gate Iron Rails,

(Manufactured in Yorkshire and the best rail made in England.)
For sale by
WM. BAILEY LANG & CO.,
54 Cliff Street,
NEW YORK.

Notice to Contractors.

PROPOSALS for grading and masonry, or the materials for masonry, for about thirty-two miles of the extension of the Boston and Maine Railroad to Portland, will be received at this office, or at the office of HENRY BACON, the Engineer, at Saco, Me., until the evening of the 15th of September next.

Proposals may be made for grading one or more sections into which the work will be divided.

Profiles and specifications may be seen at the Office of the Engineer on and after September 8.

The Corporation reserves the right of rejecting any proposals. F. COGSWELL, President.

Boston, August 21, 1871.

Notice to Contractors.

PROPOSALS will be received by the undersigned for Grading, Bridging and Superstructure, (including rails and cross-ties,) for the Lancaster Railroad, until September 30, 1871. Profiles and specifications can be seen at the office of the Engineer, C. C. F. BENT, Lancaster, Mass.

GEO. A. PARKER, Pres't.

A CIVIL ENGINEER wants a situation on the construction of a new road or making preliminary surveys. Address F. E., Office of the Railroad Journal. 2t35*

CIVIL AND MECHANICAL ENGINEERING, at the Rensselaer Polytechnic Institute, Troy, N. Y. A higher and more practical Course of Instruction will be given here than has ever been attempted elsewhere in this country. Re-opens Sept. 13th. For the Annual Register, containing improved Course of Study, and full particulars, apply to Prof. CHARLES DROWNE, Director.

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31 Pine Street,
NEW YORK.

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AND DEALERS IN
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SAMUEL FOX & CO'S
Bessemer Steel Rails.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

RAILROAD IRON.

1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale by
DANAS & LITCHFIELD,
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NEW YORK State Railroad Bonds.

A First-Class Home Investment.

FIRST MORTGAGE
GOLD BONDS
OF THE
RONDOUT AND OSWEGO RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

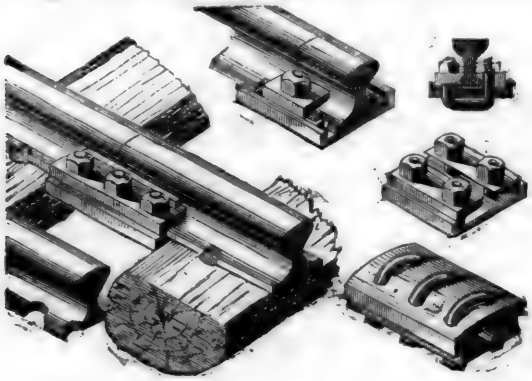
Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,
9 Wall Street, New York City,
Financial Agents of the R. & O. Company.



Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



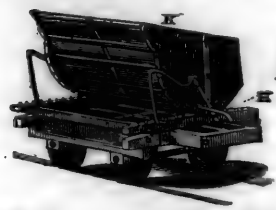
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Wrought Iron
RAIL JOINTS,
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TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,
of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.



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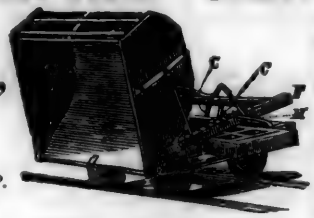


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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PACIFIC MAIL
Steamship Company's
LINE TO
California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Sept. 15, steamer RISING STAR, Capt. H. P. Conner, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall via Kingston, connecting at Panama with steamer COLORADO, Capt. ——, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Sept. 13

Steamer CHINA will leave San Francisco, Sept. 30, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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AND
SCOTCH
FIRE BRICK
In Store and to Arrive
AT NEW YORK, BOSTON AND PHILADELPHIA.

S. L. MERCHANT & Co.,
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AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

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Railroads, Bridges, Explorations.

☞ Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

RAILROAD IRON.
THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

PERKINS, LIVINGSTON & POST,
31 New St., cor. of Exchange Place, NEW YORK.

RAILROAD IRON.
THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

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59 Liberty St., New York.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 37.] SATURDAY, SEPTEMBER 16, 1871. [WHOLE No. 1,847 VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 16, 1871.

☞ FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY.

IN DENOMINATIONS OF $1,000 $500, AND $100, can now be had from the undersigned or through the principal banks and bankers of the United States. The attention of investors is invited to the merits of these bonds, secured by a first and only mortgage on the road, equipments, franchise, and property of a trunk line of railroad which will shorten the distance between New York and San Francisco some 220 miles, and in addition the mortgage to secure the bonds covers a land-grant of 1,500,000 acres of the most fertile land in the West, which is prohibited from being sold at less than four ($4) dollars per acre by the terms of the mortgage deed, and according to the present market price of the Illinois Central Company's lands is worth $18,750,000. This loan was originally for $5,500,000, but has been largely reduced by subscriptions of actual investors. The remaining balance of the loan is offered at 97½ and accrued interest, but the right is reserved to advance the price at any time, without notice.

The bonds have thirty years to run; bear 8 per cent. interest, payable in New York, London or Frankfort-on-the-Main, at the option of the holder, without notice, free of taxes. BOTH PRINCIPAL AND INTEREST ARE PAYABLE IN GOLD. They are Coupon Bonds, but can be registered with the coupons ON, or can be registered with the coupons OFF, and interest paid to registered owner. Interest payable Aug. 15 and Feb. 15. A liberal sinking fund, formed from the entire land sales, in payment for which the bonds will be received at par and accrued interest, provides for the early extinguishment of this loan.

Trustees—Farmers' Loan and Trust Company.

These bonds offer favorable inducements to parties desiring to fund their Five-Twenties, or other high-priced securities.

In converting Five-Twenties the investors realize 17 per cent. profit on the principal; 2 per cent. per annum excess of interest; and at the same time get a perfect security.

Maps, circulars, documents, and full information furnished on application.

Though acting as agents for the sale of this loan, our firm buy and sell in their regular business the bonds of the St. Joseph and Denver City Railroad Company, those of the Eastern Division being now quoted at 102 *and accrued interest. These were originally placed by us at* 97½.

TANNER & CO., Bankers,
No. 11 Wall-st.

☞ The Chicago and Southwestern railroad was finished on the 31st ult. It is leased to and will be operated by the Chicago, Rock Island and Pacific Railroad. It forms a through line from Chicago to Atchison and Leavenworth.

Denver and Rio Grande Railroad.

The published description of the country through which this important narrow-gauge road will pass states that the elevation of Denver City above tide is 5200 feet, that of Santa Fe 7100 feet, that of Chihuahua, 4368 feet, and that of the City of Mexico, 7990 feet. It is a mountain land of pine forests, broken by inclosed plains called parks, and extensive valleys of great beauty and fertility. Coal-beds crop along the eastern foot of the mountain range. The mountains themselves are rich in iron, gold, silver, lead, copper, zinc, limestone, granite, and clays. The road is intended to run from Denver City southward, along the outcrop of the coal, 100 miles past Colorado City; then enter and ascend the valley of the Arkansas River, southward, to Canon City, and westward, 40 miles, to Poncho Pass. Here it resumes its southerly course; crosses the mountain divide, and gets upon the extreme head-waters of the Rio Grande in Homan's Park. This part of the line is 30 miles long. The rest of its way the road follows the Rio Grande south, for 140 miles, crossing four considerable rivers, which enter the great river from the east; the last two of these branches being the Callora and the Aroyo Honda. The course of the road now becomes S. 30 deg. W., and still along the east bank of the great river; past San Juan, 60 miles, where it has Santa Fe to the east of it, distant 15 miles, Santa Felipe, Bernalillo, Atrisco, and Pajarito, where it crosses to the west bank of the river. This point is 250 miles south of the Arkansas River. Here the line crosses at right angles the proposed line of the Atlantic and Pacific Railroad, (coming up the Canadian Fork, and the headwaters of the Rio Pecos, by Fort Butler and Anton Chico, through the Canon Blanco, by Albuquerque.) The railway will be completed and in running order from Denver City to Colorado City, 80 miles, this month, securing the trade of the Platte canon, and of the mines and forests of the South Park. This secures also the Lake Pass, the only practicable crossing of the divide between the Platte and Arkansas rivers. Grading has been commenced in the Arkansas canon, 50 miles from Colorado City, the most important entrance into the park country, and into the southern and western mining districts of Colorado. The passenger and freight traffic of the Rio Grande will be at once diverted to this new route.

☞ The extension of the Bedford and Bridgeport railroad to the Maryland line, where it is to connect with a branch of the Cumberland and Pennsylvania railroad, was let last week. The length of the road is about nine miles, and the cost of construction is estimated at $150,000.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of August, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool.....	$3,349,144	$5,484,161
" cotton...	1,602,504	2,395,139
" silk	2,824,400	3,948,641
" flax	1,326,676	1,459,646
Miscellaneous dry goods..	1,043,476	1,360,829
Total entered for consump	$10,146,200	$14,648,416

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$2,115,269	$2,327,451
" cotton ...	424,143	641,037
" silk	795,347	1,307,492
" flax	602,214	524,791
Miscellaneous dry goods..	101,537	149,087
Total withdrawn from warehouse	$3,038,510	$4,949,858
Add entered for consump.	10,146,200	14,648,416
Tot. thrown on the market.	$14,184,710	$19,598,274

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$1,960 457	$2 376,906
" cotton ...	361,965	554,003
" silk.....	986,023	1,366,499
" flax	463 820	483,653
Miscellaneous dry goods..	84,017	203,231
Total entered for wareh'g..	$3,856,282	$4,984,292
Add entered for consump.	10,146,200	14,648,416
Total entered at the port.	$13,002,482	$19,632,708

The imports of foreign dry goods at New York for eight months from January 1, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool...	$12,803,361	$20,088,815
" cotton.	10,952,240	15,331,967
" silk ...	14,997,167	21,162.468
" flax ...	6,928,540	8,642,507
Miscellaneous dry goods	5,312,961	7,383,793
Total entered for cons'p.	$51,994,269	$72,609,550

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool ...	$7,959,544	$8,757,161
" cotton..	4,116,742	3,998,616
" silk	3,683,206	5,080,234
" flax	4,149,209	3,871,617
Miscellaneous dry goods.	1,023,165	1,082,576
Total withdrawn from warehouse	$20,931,866	$22,790,204
Add entered for consump.	51,994,269	72,609,550
Total thrown on the market....	$72,926,135	$95,399,754

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$8,047,836	$9,857,184
" cotton..	3,934,108	4,537,078
" silk	8,882,097	6,110,981
" flax	3 348,803	3,184,419
Miscellaneous dry goods.	1,007,782	1,377,496
Total entered warehouse.	$20,170,626	$25,067,158
Add entered for consump.	51,994,269	72,609,550
Total entered at the port..	$72,164,895	$97,676,708

☞ It is said that using part of the Annapolis and Elkridge route, the distance from Annapolis to Baltimore by the Drum Point railroad will be twenty-three miles. The Potomac road will not make it in less than twenty-six miles, whilst at present the distance by rail to Baltimore is thirty-eight. It will tap the Annapolis and Elkridge railroad at Crounsville, about seven miles from Annapolis, and will cross the Severn at Indian Landing.

The Tea Trade in a New Channel.

The San Francisco *Bulletin* of the 25th ult. gives the following interesting statement with regard to the tea trade, showing that the Pacific Road has got the lead of the Suez Canal in this trade:

For some months there has been a warm discussion in the commercial papers of the Atlantic and Western States concerning the tendency of the tea business to find new channels for transportation. New York claimed her old supremacy in this respect. Chicago hotly contested it. St. Louis made even a more emphatic denial. In the meantime cargo after cargo was being landed in this city, and dispatched across the continent by rail. It is said that eight hundred tons took this direction last week, and that in a few days twelve hundred tons will follow. These may be overestimates; but, reducing the figures to facts, they show what is the present drift of the tea trade. The exports by way of the Suez Canal have not been satisfactory to New York importers. Importation in sailing vessels by way of Cape Horn are nearly at an end. There is now a bonded transportation line which will probably connect with all the chief cities of the country. The complaints at the New York Custom House in the delay of goods, &c., charges in getting goods through with dispatch, which, it is said, amounted to five per cent. on the value of invoices, have all operated in favor of sending tea across the country by rail. While Eastern papers are busily engaged in writing the project down it ripens to an accomplished fact. Hereafter tea trains will be so frequent as hardly to attract attention. Merchants in New York receive invoices of tea from forty to sixty days sooner than in the old way. The great inland cities are not vexed with extra Custom House charges; time and money are saved, and these being the controlling considerations, the new drift cannot be turned aside. The great receiving depot hereafter for tea will be San Francisco.

Petersburg Railroad.

The earnings of this road in the years ending December 31, 1869 and 1870 compare as shown in the following exhibit:

	1869.	1870.
Passenger	$95,926 02	$94,255 69
Freight	128,843 01	148,411 55
Mail	9,750 00	9,750 00
Southern express.....	7,407 13	7,101 31
Miscellaneous	4,107 81	549 57
Total.....	$245,033 97	$260,113 12
Operating expenses....	147,659 21	142,215 32
Net earnings.....	$97,974 76	$117,897 80

These results are encouraging, showing as they do an improvement in net earnings in the year of 20 per cent. The expenditures are also reduced in a material degree, showing that the road is in a better condition than formerly.

This road extends south from Petersburg to Weldon, 61 miles, with a branch from Hicksford (4 miles south from Petersburg) to Gaston, 21.3 miles, connecting the railroad systems of Virginia and North Carolina, making a total length of 82.3 miles, or with its sidings, turnouts, &c., an equivalent track length of 88.62 miles. The rail is a light 50 lbs. iron.

The company own 11 locomotive engines, and cars as follows—passenger 8, baggage and express 3, box freight 64 and flats 32, or a total of 112 cars. Their proportion of cars in use as through trains between Fredericksburg and Weldon comprises 11 passenger, 4 baggage, and 6 mail and express. The company have also 12 small flat material cars.

Trains were run 164,357 miles. Passengers were carried—north 21,070, and south 19,589—total 40,399. Freight moved—north 28,328 and south 14,912—total 43,240 tons. In 1869 the total passengers numbered 40,343. Freight same year, 30,776 tons. This tonnage shows an increase of nearly 30 per cent.

The financial condition of the company as per Balance Sheet at commencement of 1871 was as follows:

Capital stock.....	$1,000,000 00
Preferred Stock	324,200 00
Funded debt.....	295,094 50
Bills payable.....	48,522 00
Interest and dividend on preferred stock due Jan. 1, 1871.....	16.852 50
Due other companies.....	7,288 20
Due Southern express.....	4,325 27
Old liabilities.....	11,048 78
Assets over liabilities.....	5,404 69
Total.....	$1,712,735 64
Railroad and equipment.....	$1,606,304 71
Company's proportion of through cars.....	26,483 75
Materials, &c	17,368 25
	$1,650,156 71
Due by other companies.....	20,984 92
Bills receivable.....	10.529 75
Lancaster, Brown & Co.	6,000 00
Cash on hand	25,064 56
Total.....	$1,712,735 94

President.—CHARLES F. COLLIER, Petersburg, Va.

Vice President.—A. G. MCILWAINE, Petersburg, Va.

Directors.—A. G. McIlwaine, J. P. Branch, D. B. Tennant, R. A. Martin, and T. T. Broocks.

Treasurer.—DAVID G. POTTS.

Auditor.—DAVID R. DUNN.

General Superintendent.—R. B. PEGRAM.

Sorel and Drummondville Railway.

A wooden railway on the 4. ft. 8½ in. gauge is being constructed from the town of Sorel, at the confluence of the Richelieu River with the St. Lawrence, through Drummondville, to Arthabaska, P. Q., by Mr. L. A. Senecal, contractor. The Montreal *Herald* gives a long account of a recent trip on the line. Upwards of 2,000 men were at work, and the rails are laid on a large portion of the road. An experimental trip was made, the train going at the rate of 25 miles per hour, and running with remarkable smoothness. The journal quoted furnishes the following interesting particulars:

The ties, which are of hemlock and tamarac, are now brought down on trucks from the woods through which the railway runs; they are put on a rollway, run up to most ingenious circular saws, so gauged that at one operation they are morticed the proper depth and distance, not the difference of a hair breadth being found between one and another. As fast as they are cut, and the operation is very fast indeed, the prepared ties are rolled over to a different siding from that on which they are received, an ordinary circular saw sides them, and they are loaded up to be run out to the place where they are wanted. The wedges for keying up the rails are also prepared here. The rails are of maple, four by seven inches, and fourteen feet long, the gauge of the line being four feet eight and a half inches. The cost of the line, in which cost are included stations, (nine in number), car and locomotive depot, engine and repairing shops, engine and tender, two passenger cars, eight grain cars, and twenty-five wood cars, is $5,000 a mile, in full for all but the Yamaska Bridge which cost

$35,000. It should be mentioned that land damages, fences, &c., are included also in this amount. In payment it was agreed Municipal and Government debentures should be taken at par, and nothing was to be paid except as work to the extent of $10,000 was finished.

Atlantic and Great Western Railroad.

The Cleveland *Herald* says that the first step, to be taken immediately, by the newly re-organized Atlantic and Great Western Railroad Company is the laying of a double track (narrow gauge), with steel rails, on the Cleveland branch (Cleveland and Mahoning). The rails taken up from the Cleveland branch will be used toward laying a third rail from Leavittsburg eastward, so that narrow gauge cars can pass over the main line east of Leavittsburg. Arrangements have already been perfected with the Philadelphia and Erie Railroad, by which narrow gauge traffic between Cleveland and the Atlantic cities can pass over the Atlantic and Great Western to Corry, and thence over the Philadelphia and Erie and its connecting lines. Connections will be made with the New York Central also, either over the Buffalo division of the Atlantic and Great Western, which in that case will be completed without delay, or over another line in course of construction. With these arrangements completed the Atlantic and Great Western will form part of a narrow gauge line by way of Corry, Harrisburg and Philadelphia, another narrow gauge line by way of Buffalo and the New York Central, and a broad gauge line by way of the Erie. The building of a short link, twelve or thirteen miles, from the Mahoning line to the Baltimore and Ohio extension, will open a new and mort route between Cleveland, Baltimore and Washington. Other projects are contemplated, by Which, without expenditure of capital, new outwets and feeders will be secured to the line and its value enhanced.

Delaware Railroad.

The earnings of this road for the fiscal years ended December 31, 1869 and 1870, compare as shown in the following exhibit:

	1869.	1870.
Passenger	$149,886 22	$127,448 02
Freight	197,314 32	248,125 40
Miscellaneous	7,569 51	8,394 15
Total gross earnings.	$354,270 05	$383,862 60
Operat'g exp., taxes, &c	292,328 41	323,188 27
Earnings less expenses.	$61,941 64	$60,674 33
Interest and dividends.	102,567 09	101,617 36
Loss to lessees	$40,625 45	$40,943 03

This road is operated under a contract of lease by the Philadelphia, Wilmington and Baltimore Company. Formerly the lessees operated the road at cost, and paid to the Delaware company 6 per cent. (tax free) on their stocks and bonds. For the last 9 months of 1870 the road was operated by the lessees under a modified contract which gave them 75 per cent. of the gross earnings as an equivalent for working expenses.

The Delaware road leaves the Philadelphia, Wilmington and Baltimore line at Delaware Junction through the Wilmington and Frenchtown branches; and extends thence to Delmar, the station on the south border of the State of Delaware, distant 84.5 miles, and there connects with the Eastern Shore R. R., also leased to the P., W. and B. Company, and forming in connection with a line of steamboats, the shortest commercial road to Norfolk, &c. A number of branches diverge from the Delaware Railroad into Eastern Maryland on the west and south, and to the sea on the east. A new road across the peninsula is also being constructed so as to continue the Vineland R. R. of New Jersey directly to Chesapeake Bay. These several improvements will give to Delaware and Maryland great advantages and rib the whole peninsula. The reports of the doings in travel and transportation are not as complete as is desirable, no statement of train mileage, passengers or tonnage being given in connection with the statements of earnings and expenses.

The following is an exhibit of the condition of the company as of January 1, 1870 and 1871:

	1870.	1871.
Capital stock	$891,206 17	$1,230,941 25
State donation	63,250 00	63,250 00
Funded debt	870,000 00	882,500 00
Sundries	79,781 75	136,476 17
Total	$1,894,237 92	$2,313,167 40
Cost of road, &c	$1,826,217 80	$2,141,299 88
Sundry accounts	33,834 07	137,515 02
Cash on hand	34,186 05	34,352 50
Total	$1,894,237 93	$2,313,167 40

The company's funded debt is described as follows:

1st mortgage 6 p. c. bonds, due 1875	$500,000
State loan 6 p. c. bonds, due 1876	170,000
Guaranteed 6 p. c. bonds, due 1875	100,000
1st mortgage extension 6 p. c. bonds	100,000
Loan of Dec. 18, 1856, 6 p. c.—balance	12,500
Total, as above	$882,500

On January 1, 1870, there was a sinking fund applicable to the State Loan, amounting to $105,508 08.

President.—S. M. Felton, Philadelphia.

Directors (elected Jan. 12, 1871).—S. M. Felton, Philadelphia; Isaac Hinckley, Wilmington; A. C. Gray, New Castle; Charles Warner, Joseph Bringhurst and Jesse Sharp, Wilmington; Isaac Jamp and M. Hayes, Dover; H. B. Fiddeman, Milford; Alex. Johnson, Farmington; Wm. H. Ross, Seaford; Albert Avory, Greenwood; and J. Turpin Moore, Laurel, Del.

Treasurer and Secretary.—M. Hays, Dover, Del.

General Sup't.—H. F. Kenney, Philadelphia.

Cumberland Valley Railroad.

The Hagerstown *Mail* has the following with regard to the work on the Cumberland Valley Road between Hagerstown and Williamsport:

The work of laying the rails upon the extension of the Franklin (a continuation of the Cumberland Valley) Railroad from Hagerstown, to Powell's Bend, on the Potomac river, is being vigorously executed under the direction of the Chief Engineer of the Company, Major Edward Watts. The graduation of the road, under the supervision of Major Watts, was executed by Mr. James March, a thorough railroad man, and is said to be a model piece of workmanship. Mr. March is now engaged on the filling and excavation of that portion of the same line which extends into Virginia, known as the Martinsburg and Potomac Railroad, and the Chief Engineer is, we understand, arranging his plans for the construction of the bridge across the Potomac river. We anticipate that a very few months will be permitted to pass before this road, or a portion of it, at least, will be open to the public. When completed it will be one of the most substantially constructed railways in the United States.

☞ The Portland and Oxford Central Railroad Company has decided to change the gauge of that road from five feet six inches to three feet, as early as new locomotives and cars can be substituted. It it said that the change insures the extension of the road from Canton to Dixfield, Peru and Rumford Falls. This is the first adoption of the three-foot gauge in New England.

Stinard's Steam Railway-Brake.

A writer in the Whitestone, N. J., *Herald* thus refers to this brake:

The engineer is the first person to see danger, and he is the proper person to have the control of stopping the train, which he can do very quickly if he has the Stinard brake applied to his engine and cars. Underneath the foot-board of the engine is a steam cylinder about eighteen inches long. There is a lever connected in the centre with the piston, one end made stationary, and the other end connected with a rod running under the car to a sway-bar; one end of the sway-bar has a rod running to and connecting with the Miller buffer, by means of an equalizing lever. The centre of the sway-bar being connected with a slide-bar that the hand-brake is connected to, the motion of the car is conveyed from the buffer to the sway-bar giving an opposite motion to the main rod, so that when the train spreads in starting, the rod, moving in an opposite direction, keeps a taut rod under all the cars, while the slide-bar stands perfectly still where the hand-brake is connected. Each car is provided with the same apparatus. Thus the whole device, when the power is applied, adjusts itself so that every brake is put on with the same power at the same instant. Having no chain connections, the steam throws off the brake as easily as it puts it on. The rods running under each car are connected together when the cars are coupled by means of a simple pin; thus making a continuous rod from the engine to the rear car of the train.

Hamilton and Loveland Railroad.

The Hamilton and Loveland Railroad Company, which has been incorporated some months, will employ Phineas Pomeroy, formely of Middletown, to survey their proposed route, as soon as he completes the survey of the Cincinnati, Twin Valley and Greenville Railroad, upon which he is now engaged. The Hamilton and Loveland Railroad is intended to accomplish two very important objects. One is to give a second and competing road to Cincinnati, and the other is to furnish a link to the Baltimore and Ohio route to the West and Northwest. It will intersect the Short Line, now building, at a point in the neighborhood of Sharon or West Chester, and thus enable the people of Hamilton to run trains to Cincinnati, over that road, making the distance but little greater, if any, than by the Cincinnati, Hamilton and Dayton Railroad. The connection at Loveland with the Baltimore and Ohio makes a direct line from Baltimore and the seaboard to St. Louis, Chicago and the great West. It is a much shorter line west than via Cincinnati, and saves reshipment, time and expense. The new road will run in a pretty direct line from Hamilton to Loveland, passing through a rich, fertile and thickly settled country.—*Lebanon, O., Patriot.*

☞ Articles of association of the Auburn and Deposit Railroad Company have been filled in the office of the Secretary at State of Albany. This road is to be constructed from Deposit, Delaware County, to Homer, Cortland County, a distance of 69 miles, through the countries of Delaware, Broome, Chenango, and Cortland. The capital stock is $1,000,000, divided into 10,000 shares. The road is to be begun at once, and to be completed as soon as possible.

☞ The preliminary survey of the Spirit Lake and Sioux Valley (Iowa) Railroad is now being made. The proposed line leaves the Lower Falls and Sioux City road near Storm Lake, in Buena Vista county, passing northward through Sioux Rapids, Spencer in Clay county, Milford and Spirit Lake, in Dickinson county, thence to Jackson, Minn., there to connect with the Jackson branch road, tapping the St. Paul and Sioux City road at Windom.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ..100	5,545,225	----------	----------
Atlantic & Gt. Western ..50	25,879,923	----------	----------
" " " pref..50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,360,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	J. & J.	July '71 4
Bay de Noquet & Marq..100	1,250,000	A. & O.	Apl.'68 2
Belvidere Delaware.....100	995,800	----------	----------
Berkshire*.....100	600,000	J.A J&O	July'71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jan.'71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,400	----------	----------
Do. do. pref.100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J A. J.O.	July'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June 70 3
Brooklyn City.....10	1,000,000	F.M.A.N	May '71 3
Brooklyn City & Newt'n.100	399,800	----------	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	980,000	M. & N.	May '71 3½
Buffalo and Erie.....100	5,00 ,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	----------	----------
" " pref. 50	753,89	----------	----------
Camden & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 50	915,577	J. & J.	Jul'71 2½
Cape May and Millvi le*.. 50	447,000	J. & D.	June '71 3
Catawissa.....50	1,159,500	----------	----------
Catawissa, pref.....50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	July '71 4
Central Ohio.....100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	----------	Oct. 61 2½
Chemung*.....100	350,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref...100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy .. 50	18,590,210	M. & S.	Sept '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western....100	14,876,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger	----------	J'n &J'ly	Jan.'68 2
" Street	----------	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,648	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind.....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Aug '71 2½
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	June'71 2
Concord.....50	1,500,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. R. pref. 60	2,084,200	F. & A.	Aug.'71 3
Connecticut River.....100	1,700,000	J. & J.	July '71 5
Cumberland Valley.....100	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,400,000	----------	----------
Delaware*.....50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	452,350	----------	----------
" " pref.100	2,095,000	----------	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*100	5,000,000	J. & J.	July'71 2
Do do. pref.100	----------	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
East Pennsylvania.....50	1,309,200	----------	July '71 3
East Tenn., Va. and Ga ...100	1,989,524	----------	----------
Eighth Avenue (N. Y.) ..100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000.	J. & J.	Jun.'71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,539,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,445	----------	----------
Fitchburg.....100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	Jan. '71 4
Germantown (Phila.)..... 50	112,246	J. & J.	July '71 3
Girard College (Phila.) ... 50	180,000	J. & J.	Jul. '71 3
Granite.....10	----------	M. & S.	Mar.'71 4
Green and Coates St.(P . 50	180,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	July '71 3
Hannibal and St. Joseph..100	4,151,700	----------	Aug'70 3½
Do. do pref.100	5,078,224	----------	Aug. '70 7
Hanover Branch, Pa.....50	116,850	M. & N.	May '71 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J	July '71 4
Huntingdon & B'd Top ... 50	615,950	----------	----------
" " pref. 50	212,350	J. & J.	Jan. '68 3½
Illinois Central.....100	25,280,240	J. & J.	Aug.'71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,800,000	J.A J&O	July'71 1½
Joliet & North. Indiana*.100	300 000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar.100	633,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 336,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y '67 5
Lehigh Valley 50	17,116,400	J.A.J&O	July'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	June'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71 3½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref.. 100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '71 5
Lowell Horse 100	55,850	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	3,400,500	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati.... 50	2,029,778	----------	----------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....	400,000	F. & A.	Dec. '70 5
Memphis and Charleston..100	5,312,725	----------	June'69 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225 848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	823,375	J. & J.	July'71 4
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	----------	Dec.'70 7s
" " " pref.....100	10,424,903	----------	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July '71 3½
Mobile and Ohio 100	4,289,820	----------	----------
Montgomery & W. Point..100	1.644.10	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	----------	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell.....	720,000	M. & N.	May '71 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	A. & O.	Apl. '71 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 5
New Jersey.....100	7,297,200	F. & A.	Aug. '71 3
New London Northern....100	1,003,500	----------	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 5
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,068,900	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	----------	Feb.'71 5s
Norwich & Worcester 100	2,384,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,995,847	----------	----------
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	July'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	----------	----------
Panama.....100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....105	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,501,900	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Sept.'71 3
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	160,000	J. @ J.	July '70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July'70 2½
Pittsb., Ft.W. & Chi. gtd.*100	19,666,000	J.A.J&O	July'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 3
Portland and Kennebec...100	618,700	J. & J.	July '71 3
Do. Yarmouth Stock..100	203,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	----------	----------	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041 800	----------	----------
Rockport 100	88,460	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland, preferred.....100	1.831,400	F. & A.	A'g '71 3½
St. L., Alt. and T. Haute..100	2,300 000	----------	----------
" " " pref.100	2.040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	448,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	----------	July'70 2
17th & 19th streets (Ph.).. 50	130,000	----------	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb. '71 3
Shore Line.....100	858,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	----------	May '70 –
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	255,685	----------	Jul. '68 3
South Western, Georgia.*100	3,939,900	F. & A.	Feb.'71 4
Staten Island.....100	600,000	J. & J.	Jul. '67 4
Stony Brook 100	267,500	M. & N.	May'70 3
Stockbridge & Pittsfield*100	448,700	----------	---------- 3½
Summit Branch.....50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.)....100	1,750,000	----------	May '70
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700 000	----------	----------
" " (E. D.) pref.100	1,700,000	January,	1870,11A
" " (W. D. pref.100	1,300,000	----------	----------
Tol., Wabash and West...100	14,700.000	----------	----------
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500.000	J. & D.	June'71 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,408	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,506,300	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 50	1,209.000	F. & A.	Aug.'71 4
West Philadelphia.....50	249,100	J. & J.	July '71 5
Wilm. and Weldon.....100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. 71 3
Warren.....100	1,547,650	----------	---------- 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 3½

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1.633,350	F. & A.	Aug. 71 4
Delaware and Hudson.....100	15,000 000	F. & A	Aug '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	8,739 800	M. & N.	M'y '67 3
Monongahela Navigation. 50	725 100	J. & J.	July'70 3
Morris (consolidated).....100	1,025,000	F. & A.	Sep.'71 1½
" (preferred).....100	1 175,000	F. & A.	Sep.'71 3½
Pennsylvania.....50	4,800,000	----------	----------
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union.....50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 50	2,000,000	J. & J.	July'65 5
Fulton Coal.....	----------	J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'71 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '68
Adams Express..... 100	10,000,000	----------	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	----------	July'71 3
United States Express 100	6,000,000	FMA&N	Nov.'69 2½
Wells, Fargo & Co. Exp...100	6,000,000	----------	Aug.'714

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Sept. 1, 1871.					
Loan of June 14, 1858 ..... registered	96,045,000	5	Jan. & July.	1874	105½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,714,000	6	Jan. & July.	1880	117½
.. .. coupon	4,701,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861.....registered	124,788,600	6	Jan. & July	1881	117½
.. .. coupon	64,532,500	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s).....registered	81,057,550	6	May & Nov.	1882	114½
(5-20s).....coupon	381,465,050	6	" "	1882	115½
Loan of March 3, 1863.....registered	53,346,650	6	Jan. & July.	1881	117½
.. .. coupon	21,653,350	6	" "	1881	118½
Loan of March 3, 1864 (5-20s).....registered	2,518,600	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s).....registered	41,732,200	6	May & Nov.	1884	114½
(5-20s).....coupon	42,600,200	6	" "	1884	115½
Loan of March 3, 1865 (5-20s).....registered	45,423,900	6	May & Nov.	1885	115½
(5-20s).....coupon	121,024,050	6	" "	1885	115½
.. .. .. 2d series (5-20s).....registered	65,391,700	6	Jan. & July.	1885	113½
(5-20s).....coupon	172,880,300	6	" "	1885	113½
.. .. .. 3d series (5-20s).....registered	90,849,250	6	Jan. & July.	1887	113½
(5-20s).....coupon	236,829,550	6	" "	1887	114½
.. .. .. 4th series (5-20s).....registered	12,279,500	6	Jan. & July.	1888	114½
(5-20s).....coupon	27,498,500	6	" "	1888	114½
Loan of March 3, 1864, (10-40s).....registered	137,647,250	5	Mar. & Sept.	1904	111½
(10-40s).....coupon	56,920,100	5	" "	1904	111½
Consols of July 14, '70 & Jan. 20, '71.registered	54,269,800	5	F. M. A. & N.	1881	....
coupon	7,869,750	5	" "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	28,340 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency	394,493,586	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	70
.. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. .. (sterling).....	688,000	6	June 1.	1870	....
.. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. .. (" ")...	712,800	5	" "	1886	....
.. .. (new).....	1,316,700	8	" "	'86-'88	100
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1900	54½
.. .. .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1000	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112½
.. .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	....
.. .. .. of 1863, (20s)..		6	" "	1883	....
.. .. .. of 1864, (10-20s)..	5,027,000	6	April & Oct.	1884	106½
.. .. .. of 1865, (20s) free..		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. .. .. 1869.....	200,000	8	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	84
.. .. " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	91
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	98½
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100
.. .. " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. ..	1,059,500	7	" "	'76-'89	....
.. .. .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. .. of 1843	160,000	5	" "	1873	....
.. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. ..	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. .. .. 1867.....	4,000,000	6	May & Nov.	1907	70
.. .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	55
.. —Funded coupons 1866	997,300	8	Jan. & July.	'88-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1900	92½
Maine—State Bonds	301,000	6	Various.	'76-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	102
.. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	101½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. .. converted	1,687,345	5	" "	1890	....
.. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	262,000	3	" "	1890	....
.. ..	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1885	....
.. .. converted	215,622	5	" "	1885	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	106½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74- '5	....
.. ..	275,000	5	April & Oct	'73-'74	....
.. ..	320,000	5	May & Nov.	'72-'80	97½
.. ..	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	111
.. .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	100½
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. ..	966,500	5	" "	'91-'98	99
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	97
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	90½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	101½
.. .. .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. .. .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	101
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. .. .. of 1863 (free).....	1,002,900	6	" "	'80-'90	105
.. .. .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	109
.. .. .. Bonds.....	21,089,000	7	" "	1877	109½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. ..	800,000	6	" "	1878	....
.. ..	348,000	5	" "	pleas.	....
.. ..	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. ..	8,150,100	6	" "	1873	....
.. ..	2,099,000	6	" "	1874	107½
.. ..	473,000	6	" "	1875	109
.. ..	880,000	6	" "	1877	....
.. ..	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	....
.. .. (old)..	3,639,400	6	April & Oct.	'71-'91	42½
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. .. .. (new).	1,739,000	6	April & Oct.	'92-'98	24
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. ..	1,821,400	6	April & Oct.	1899	34½
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	19½
.. .. .. (").....	1,600,000	6	" "	1875	....
.. .. .. (").....	4,095,399	6	" "	1881	103½
.. .. .. (").....	2,400,000	6	" "	1886	105
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	100½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. ..	4,731,300	6	" "	1872	95
.. ..	90,400	5	" "	1877	102½
.. ..	7,890,550	6	" "	1877	105
.. ..	726,950	5	" "	1882	105½
.. ..	9,237,050	6	" "	1882	106½
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	100½
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. .. .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. .. .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. .. .. of 1863.....	736,000	6	Jan. & July.	1893	101
.. .. .. of 1863.....	239,000	6	April & Oct.	1883	101
.. .. .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. .. .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	77
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'99	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	77
.. —Conversion Bonds of 1869....	1,266,800	6	J. A. J. & O.	1888	....
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	57½
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	61½
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	73½
.. —*Funding Bonds	4,069,503	6	" "	"	73½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101
.. —.. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	68
.. .. .. Bonds.....coupon	11,108,000	6	" "	"	....
.. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. .. .. Bonds of 1866.....coupon	1,473,000	6	" "	"	70
.. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,900	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	95½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	95
1st Mortgage, Eastern Ex.	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1863	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1899	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free gold	16,000pm	7*	Jan. & July.	New York.	1900	85
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870 gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	....	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
3d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	90½
Loan of 1860	579,500	6	" "	"	1880	90
Loan of 1853	1,710,500	6	April & Oct.	"	1885	97
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (Camden and)	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1895	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	624,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	14,000,000	7	Jan. & July.	"	1899	28½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	386,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1878	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1863	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	95
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	96
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	96
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	89
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	95½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota Ill. C.:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	90
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	103
Central Ohio (B. & O.:						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	....	.....	" "	.....	.....
Charlotte and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	500,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1999	60
1st Mort. (Va. Con. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1900	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,876,000	8	Jan. & July.	New York.	1883	112½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	800,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	97½
Dix., Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	97½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	....
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	....
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (198 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	100
Interest (f'ded coup.) b'ds(193m.)	755,000	7	May & Nov.	" "	1883	92
1st Mortgage General (193 m.) ..	3,592,500	7	Feb. & Aug.	" "	1886	98
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200.000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	138.000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	855,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,077,000	7	May & Nov.	" "	1915	92½
Equipment Mortgage	825,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
3d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	" "	1870	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,129,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	354,000	7	" "	" "	1888	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage .....gold	25,000pm	7	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	103
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. guar. and tax free .gold	5,000,000	7	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund..	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....gold	20,000pm	7	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1899	84
1st Mort. (San., Day. and Cin.)..	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $26,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Buff. and Ind.R.R.)..	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000.....gold	143,000	7	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	100
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	98½
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	86½
Consol. sk'g f'd Mort. $5,000,000..	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	101½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund..	15,000,000	7	April & Oct.	New York.	1908	91½
2d Mortgage Consol. sk'g fund..	5,000,000	7	Jan & July.	" "	1909	72
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	475,000	6	June & Dec.	Boston.	1876	97½
Notes payable, coupon tax free.	481,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St. Jo.(K.C'y,St.J.)						
1st Mortgage	500,000	7	Jan. & July.	New York	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100.000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Stamf. to Delmer) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	102
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7	May & Nov.	New York.	1907	....
Des Moines Valley:						
1st Mortgage (on 164 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1895	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	....
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	500,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,916,629	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.)	150,867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	99
Loan of 1865	160,000	6	April & Oct.	"	1885	98
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	97½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	....
Eastern Shore (Md.):						
1st Mortgage	400,000	....	Jan. & Ju'y.	Baltimore.	1880	....
2d Mortgage	180,000	....	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	93
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	92
5th Mortgage convertible	926,700	7	June & Dec.	" "	1888	....
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	615,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27.855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	....	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6	—— & ——	"	1873	....
Mortgage Bonds	618,066	6	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½	—— & ——	"	1878	....
Mortgage Bonds	4 866	5	—— & ——	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	1,813,000	7	Feb. & Aug.	" "	1888	93
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	" "	1893	89

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley(Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	89
Hannibal & Con.Mo.(C.& Alton):						
1st Mortgage guaranteed	5, 000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	90½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	"	1885	90
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	....
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	500,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	106½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.& W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,600,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (J. C. & I.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	....
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1893	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,0 0	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	297,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortg ge.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R (LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1859	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1898	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,0 0,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1 65.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul(C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1850	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1896	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95¼m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1900	98
S. Fund Bonds(LS&MSo1.013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,25 ,000	7	May & Nov.	" "	1885	10
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	100
1st Mort. (Junc. R.R. 49¼ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund ,Clev.& Tol.R.R.162¼m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1386	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(S.& Three Riv.R.R.)..	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8 F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	96½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of 70(reg.)for $8,000,000	1,050,000	7	" "	"	1900	99½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18 0	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1900	....
1st Mortgage (D. & W'rn.).....	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1900	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'westn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1900	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1895	....
General Mortgage of 1869.....	775,000	8	" "	" "	1949	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1880	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000 000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv. Loan (" ")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'90-'95	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	....	....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112 000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	93½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454.526	7	" "	Baltimore.	1891	97½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	70½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1876	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,817,937	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 600,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mort. 111 miles, guaranteed.	1,900,000	8	May & Nov.	Boston.	1889	....
1st Mort. 11 miles, assumed.....	200,000	8	" "	"	1889	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	567,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund.....	2,591.500	8	" "	" "	1882	120½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	" "	1886	....
2d Mort. (" " ")	500,000	8	April & Oct.	" "	1882	104½
1st Mort. (Mich. Air Line R R.)	200,000	8	May & Nov.	Boston.	1889	....
1st Mort. (Kal.& So.Haven R.R.)	640,000	8	" "	New York.	1889	....
2d Mort. (" " ")	70,000	8	Feb. & Aug.	" "	1890	109½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown,Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100.000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182.000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,6"4,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488.000	7	Jan. & July.	New York.	1893	94½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,"92,000	7	Jan. & July.	" "	1897	93½
1st Mortgage (Minn. Cent.).....	208.000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.).....	1,008.000	7	" "	" "	1898	90
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	95½
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	....
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148 500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	329,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,554,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25 000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,9 0	6	Jan. & July.	" "	1892	...
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000 pm	7*	—— & ——	New York.	1900	....
Land Mort. (259,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	81-'9.	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)S F	4,145.000	6	Jan. & July.	New York.	1889	....
1st M. (Tebo & Neosho)S. F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869. ...	5,000,000	10	Jan. & July.	New York.	1899	100
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct	" "	1890	100
Missouri Valley (K.C.S. J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endor ed by Ala..	199,000	7	—— & ——	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Intercst bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,000	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1880	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16.000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298.000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	101½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000.....	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	125,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1882	....
New Canaan:						
1st Mortgage....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven.	1888	....
New H., Middlet'n & Williaman.						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	" "	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertib e, tax fre-...	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	1,0,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3 000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,005pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856. gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1840	....
Income Mortgage o 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	93½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101½
Bonds for R. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E...	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	91
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1863, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	" Norfolk.	1893	....
North Carolina:						
Bonds of 1871.....	3,094	6	Jan. & July.	Shops, N. C.	1871	....
Bonds of 1865-'72.....	25,500	7	" "	" "	1872	....
Bonds of 1879-'98.....	266,500	8	" "	" "	'79-'98	....
North Eastern:						
1st Mortgage.....	31.500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	84½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	113
2d Mortgage	1,246,000	7	May & Nov.	"	1896	99
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	92
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,000	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90¾
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,000	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,800	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	86
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	100¼
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv.	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	88
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	103¾
Plain Bonds	1,000	6	March & Sept.	"	1874	96¾
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	....
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	81
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	86
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse D.L. & W.:						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&A):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	7	Jan. & July.	" "	1880	101
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,800	6	Feb. & Aug.	"	'71-'73	....
Panama.						
Sterling Bonds £152,775 at 4.85	740,959	7	Feb. & Aug.	London.	1872	....
Sterling Bonds £19 350 at 4.85	93,847	7	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Peki, Junc. & Decatur (TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mort. }	2,594,000	6	April & Oct.	"	1875	102
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	90
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1900	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1906	90½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C. R. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July	New York.	1894	....
2d Mort. of Oct. 1, 870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg.):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	81½
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	70-9	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	92½
2d Mortgage	3,000,000	7	Jan. & July	"	1888	88
3d Mortgage	3,598,000	6	" "	"	1910	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	....
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1895	....
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	96
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106
Sterling Loan of 1836	184,400	5	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6	" "	"	1880	....
Sterling Loan of 1836	288,000	7	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B. & O.)						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. Bond	400,000	6	Feb. & Aug.	New York.	1883	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1890	....
Portland and Kennebec:						
1st Mort. (K. & P. R. R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1881	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P. & K. R. R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv. ...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W. & O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	89
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	600,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	168,100	6	" "	" "	1875	....
Consolidated, Mort.	1,722,500	6	May & Nov.	N. Y. & Rich.	'75-'90	80½
4th Mortgage	84,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,000	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,4[illegible]	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis.						
1st Mortgage, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	799,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	....
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	....
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	100½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,000	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C.,St.J.&C.B.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	....
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C.(W.D.160m.):						
1st M. RR.lands of M'y 14, 7 ,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97¾
St. Lawrence & Industry (Cen.):						
1st Mortgage, 56,000 to 500	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	92¼
St. Louis, Jacksonville & Chicago:						
1st Mortgage o. Mar. 1 , 1864	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage of May 1, 18 8	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(P.& M.):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94- 96	....
St. Louis and St. Joseph (N. Mo.)						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	7*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.L.)						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 1st Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.... ..	7	Jan. & July.	" "	....	....
General Mort. R.R. & Lands stg	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.) or$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.).						
1st Mortgage guar.	228,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char.R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C. S.R.R.)guar by S.C.	500,000	6	March & Sept.	" "	....	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	240,746	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1896	....
Schene. tady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1906	....
Sch. ylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheyboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina.						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'73-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,732	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	7	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	6	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.& W):						
1st Mortgage	1,675,825	7	April & Oct.	New York.	1877	....
Tioga and Seneca (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1900	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	86½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1900	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1900	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	85
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90½
Decatur & East St. Louis 109 m	2,700,000	7	" "	" "	1900	89½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guarnnteed	380,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	90
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	84
Income Mortgage	10,000,000	10	March & Sept.	"	1874	84
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—E. D. (see K. Pac.):						
Union Pacific—S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1900	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1900	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87
2d Mortgage	1,500,000	7	" "	"	1891	41½
Equip. Loans of 1866–'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	102½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	....	84½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	....
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,263,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa. & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	4,000	6	" "	" "	1869	....
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	138,500	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	89
Registered Certificates	116,12[illegible]	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (Erie):						
1st Mortgage	350,000	7	Jan. & July.	New York.	1884	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1900	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (R. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	100
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79½
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	400,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93
Consolidated mort. Apr. 1, 1869	979,000	7	April & Oct.	"	1899	103
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000	.....	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1909	99
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	95
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,986	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Phi'adelphia.	1884	87½
Mortgage Loan	2,0[illegible]0,000	6	" "	"	1897	92½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	980,000	6*	" "	"	1894	91½
Convertible Loan	1,696,879	6	" "	"	1877	83
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Essking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,965	7	" "	" "	1885	....
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	80½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	80
Plain Bonds	171,354	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	....
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	623,650	7	— & —	"	1889	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,800	6	Jan. & July.	Philadelphia.	1894	63
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,870	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	602,000	6	Jan. & July.	Philadelphia.	1878	....

Miscellaneous.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750 000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	94
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,600,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad, in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Train Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York	2,881,918	*	.....	.....	3,763,000	950,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	93½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,614	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased and oper. by Cheshire.			7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	950,000	.....	.....	42.0	87,679	.....	.....	182,880	78,839	—	100	....
May 31, 1871	83 0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	86.7	—	8.9	—	16	6	6	104	Atlanta and West Point.....Alabama.	1,200,261	*	.....	151,902	1,232,200	32,000	5,364	82,599	86.7	.....	.....	.....	467,956	192,058	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	25,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1871	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	*	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased & oper. by Grand Trunk.			.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	483.0	—	324	164	35	5,438	Baltimore and Ohio ¶.....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,650,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	142½
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	....
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,593,029	.....	103.5	.....	.....	.....	561,585	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600.000	.....	.....	.....	.....	.....	.....	.....	42,000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250.000	48,000	.....	.....	—	(Leased & oper. by FallBrook Coal Co.)			12,500	5	—	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	152½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg.....Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	....
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal.....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	4	100	2
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	....
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186 879	8	100	138
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	147½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,736,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	147½
Jun 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	28.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased & operated by Erie.)			.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,867	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	.....	.....	.....	.....	Buffalo and Lake Huron.....Canada.	6,492,790	.....	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased & oper. by GrandTrunk.)			.....	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased & oper. by Erie.)			.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota.Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	....	.....	.....	2,156,846	1,041,042	—	100	....
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operated by Burlington & Mo.River.)			.....	.....	—	100	....
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern.Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated by Chicago, Burlington & Quincy			.....	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	....	.....	.....	.....	.....	.....	10	100	128½
Dec 31, 1870	23.0	7.1	2.3	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased & oper. by Camd and Amboy.)			42,432	6	—	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	996,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	75
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased and oper.by West Jersey.)			.....	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	327,491	.....	.....	655,812	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—	.....	.....	.....	.....	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased and oper. by Dela., L. and W.)			54,000	9	100	....	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased and oper.by Illinois Central.)			.....	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased and oper.by Chic. and N.W.)			479,675	.....	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	109½
Dec. 31, 1870	137.0	—	17.9	—	.....	.....	.....	.....	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased & oper. by B.& Ohio.)			842,436	68,323	—	100	29½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	108½
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	104.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	.....	.....	.....	.....	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Oper. by Erie & N.Centrl.)			30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	.....	.....	.....	.....	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased & oper.by Del. & Hud. C. Co.)			.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	.....	.....	.....	.....	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased and oper. by Phila.and Read.)			.....	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	119½
Apr. 30, 1871	307.0	206 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590,210	4,649,760	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,778	2,604,594	10	100	137½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	...	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)			.....	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—			492,000	1,500,000			—	(Leased and oper. by Michigan Central.)			—	—	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,634,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶.....S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—			750,000	675,000	.....		—	(Leased & oper. by Tol. Wab. & Western.)			.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri.Missouri	1,550,000	—			450,000	1,100,000			—	(Operated by Tol. Wabash & Western.)			.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,420,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275.0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	71
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension.....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	50	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—			1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			.....	.....	7	50	...
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	675 644	.....	.....	2,412,150	843,903	12	100	....
Dec. 31, 1870	122.4	0.8	16.9	—	25	36	17	371	Hartford, Prov. and Fishkill ¶.Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,386	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200.000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)					—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic.....Connecticut.	2,105,558	*	234.082	131,451	2,000.000	341,000	136,183	44,508	119.8	.....	.....	.....	752,067	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6.000.000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,550	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	....
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4,224	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25.296,880	6,869,500	.....	.....	1,109.6	5,337,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	137½
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—			2.750,000	2,750,000			—	(Under construction at $35,000 p.m.)			.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Commenced operations Sept. 1870.)					—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	84
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	—			.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034 668	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—			1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—			1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—			4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)			140,672	49.235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron.....Ohio.	275,668	47,000	12,800	29,992	1:9 550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400.000	130,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens.....New York.	268,386	—			286,730	—			—	(In course of construction.)			.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000	—			—	(Recently completed.)			.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*			6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—			1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)			—	7	—	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—			300,000	800,000			—	(Leased & oper. by Michigan Central.)			—	8	—	100	....
Jun. 30, 1870	98.0	25.0	5.0	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—			180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	.....	.....	.....	.....	.....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306.000	400,000	.....	.....	42.0	(Recently completed.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—			610,000	840.000			—	(Leased & oper. by L. Sh. & Mich. So.)			.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—			250,000	640.000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			—	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	—	—	—	—	Kansas City and Santa Fe.....Kansas.	.....	—			.....	.....			—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1 804,771	14,708,284	49.053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	—	.....	.....	.....	1,209,000	.....	.....	112.0	(Oper. by bondholders.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	—	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1.335,000	2 279,335	.....	.....	80.0	1.183.150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—			1,300,000	1,300,000			—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—			3,000,000	1,500,000			—	(Under construction.)			.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500.000			37.0	46.561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P.,O. Ind. Ill.	44,967,820	9,128,431	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	114½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—			4.000.000	—			—	(Under construction on at $33,000 p. m.)			.....	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4.500,000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence.....Pennsylvania.	619,944	—			260,250	360,000	5,000		—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49 507	—	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000.000	4.000.000		85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—			375,100	300,000	40,000		—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5.588,000	414,417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	124½
Dec. 31, 1870	—	—	—	55.2	.....	.....	.....	.....	Lexington and St. Louis.....Missouri.	.....	*			900,000	900.000			—	(Under constr. to be complt. in 1871.)			.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391			5,871,450	2,528,000			196.0	1,096 503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns—In near completion.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	.....	.....	.....	.....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)					—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783.000	.....	.....	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	98
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1.500,000	1,500,000			—	(Under cons. to be completed in 1871.)					—	100	....
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	....
Jun. 30, 1871	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—			15,000pm	16,000pm			—	(Leased to Chicago & Alton.)					—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	50.718	2,472,183	2 859.520	1,245,770	350,337	171.1	620,895	13.955,245	12,174,094	948,748	221 845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680.912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,964,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago..Ind.	3,000,000	*	.....	.....	3.000 000	.....	.....	.....	289.0	(No returns of operations published.)					—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	39,255		15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)					6	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	.....	.....	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union †.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180.000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Including Ferry.)	.....	700.000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	124	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stock...ge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1870	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,300	*	.....	634	287,300	.....	.....	634	.....	.....	.....	.....	31,409	7,958	7	100	....
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	.....	.....	.....	.....	8,591	.....	3	100	98
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	(In progress to be completed June 187 0.)			.....	.....	—	50	....
Sept. 30, 1869	61.0	—	10-8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,000	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)	.....	.....	.....	.....	.....	.....	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	62,264	400.000	.....	23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	110½
Jun. 30, 1869	—	—	—	137.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	346,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western. O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	65½
Sept. 30, 1869	35.0	—	8-8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)			.....	.....	7	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt & Mass. R. R.)			32,000	.....	—	100	....
Oct. 31, 1869	37.5	5.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	*	.....	.....	swamped	.....	.....	.....	.....	(Leased to Pennsylvania.)			.....	.....	—	100	....
Apr. 30, 1870	1,038	—	.....	.....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4.200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no returns.]			8,407,553	4,203,926	—	100	29½
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	.....	.....	.....	.....	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	.....	(Leased by Vermont Central.)			.....	.....	8	100	101½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*	.....	.....	2,860,000	750,000	199,627	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543.331	—	var.	....
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	109.8	225,166	4,271,585	3,353,273	456,651	.....	—	100	35
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98 417	.....	140.0	(Leased to Rutland.)			.....	.....	2	100	....
Sept. 30, 1869	204.0	9.6	7.5	—	35	14	5	254	Virginia and Tennessee † .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929.186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased by Del. Lc.&W'(n.)			454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	....	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operated by Erie.]			58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	—	—	.....	93.0	—	—	—	—	West Shore Hudson River...New York.	619,446	.....	525,578	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	526,700	612,300	6,024	.....	.....	[In progress.]			330,571	63,761	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) † .....North Carolina.	1,025,016	*	.....	.....	.....	.....	.....	.....	158.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland †.....Maryland.	2,550,000	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	—	....
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	.....	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	.....	78,814	.....	6,500,000	.....	36,000	.....	.....	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	.....	.....	1,022,450	1,800,000	304,413	.....	.....	(Leased to Pennsylvania.)			.....	.....	—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	[Now forming a division of the Milwaukee and St. Paul	1,214,842	77,160	1,209,000	1,716 500	244,176	129,783	126.1	No returns for year.]			.....	.....	—	50	81
Aug. 31, 1869	94.0	—	....	86.0	....	....	....	....	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	.....	288,365	.....	.....	652,184	256,308	10	100	....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	(No return.)	.....	.....	.....	.....	.....	20.0	(Operated during construction by M.& St.Pa'l.)			.....	.....	—	50	125
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	13,436	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(Leased to Boston, Con.and Montreal.)			12,000	6	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford. N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	(no returns.)			.....	.....	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta..N. C. & S. C.	[W. & M. RR. sold Jan. 5, '70	$525,000.	5,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	.....	.....	.....	.....	.....	[no returns.]			139,261	82,375	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon †...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	1,857	(Leased to Northern Central.)		.....	.....	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1868	38.1	—	.....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	.....	(Recen'l y opened.)		1,254	.....	14,000	7	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555	.....	3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	135½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg. Penn.	393,535	.....	.....	.....	317,050	.....	76,845	.....	.....	(Leased to Northern Central.)			.....	.....	—	100	....
CANALS, &c.																										
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,460	—	—	13.6	—	—	—	493,210	342,827	6	50	78
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2.433,350	—	.....	.....	1,633,350	800,000	.....	.....	60.0	(Leased to Lehigh Nav. Co.)			231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,899,068	—	.....	.....	15,000,000	3,169,476	.....	.....	108.0	.....	.....	.....	110,610	.....	10	100	122½
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,647,683	—	.....	.....	4,999,600	(See Cam. & Amb. R.R.)	.....	.....	161.0	.....	.....	.....	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	.....	.....	64,000	899,759	662,246	.....	161.0	.....	.....	.....	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	.....	.....	8,739,800	14,375,891	.....	.....	48.0	.....	.....	.....	405,174	213,374	—	50	77
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,2 0,000	1,130,447	74,087	63,226	102.0	(5 p. c. on preferred stock.)			431,246	184,848	—	100	53
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	.....	.....	4,300,000	1,961,000	.....	.....	354.0	.....	.....	.....	735,303	258,436	—	50	40
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,165	7,165,256	588,689	.....	109.2	.....	.....	.....	1,150,685	598,519	—	50	17½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,741,263	—	.....	.....	2,002,746	2,632,310	195,232	.....	45.0	.....	.....	.....	167,435	81,714	—	50	20
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	20,000	.....	87.6	.....	.....	.....	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	.....	.....	1.100,000	768,000	86,000	.....	.....	(Leased to Pennsylvania.)			.....	.....	—	50	13
< 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000.000	—	.....	.....	400,000	600,000	.....	.....	.....	.....	.....	.....	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	22½
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.35	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	25	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	.....	—	B'klyn Flatbh & Coney Isl.N.Y.	105,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	.....	—	Brooklyn & Rockaway Bh..N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.48	—	—	Cambridge (Boston).....Mass.	734,671	727,890	150,000	74	—	—	9.0	100	100	103
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,73[illegible]	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	707,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.00	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn)...N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	.....	—	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	.....	—	Elizabeth & Newark.....N.J.	224,749	206,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20,296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100[2]	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	35
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	45
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,616	150,000	100,000	—	180,211	32,244	6.0	50	15	43
Sept. 30,'70	10.00	112	24	Harlm. Br., Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	282,890	49,315	6.5	50	7	21½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100[3]	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	41	5	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'70	33.66	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	686,303	99,519	10.0	100	100	76½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	87½
Dec. 31,'70	3.40	.....	—	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston).Mass.	24,612	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	.....	—	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	350	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	53
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	12
Dec. 31,'70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	33
Dec. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,650	23,000	—	144,003	41,254	11.4	50	50	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	15
Sept. 30,'70	10.00	72	20	Rochester and Brighton ....N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City).N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	....
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	66½
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.).Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	21
Sept. 30,'70	5.38	650	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,000	35,061	9½	100	100	73½
Sept. 30,'70	7.25	280	45	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ....N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	63½
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	197½
Dec. 31,'70	7.60	185	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62.061	5.5	50	50	24
Dec. 31,'70	3.60	.....	—	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albin.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lanab.	—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	70
Sept. 30,'70	—	514	54	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)...N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown...Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	180,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	72½
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	8,600	3,010	4	100	100	18
Oct. 31,'70	3.65	40	16	Worcester .....Mass.	46,205	40,000	20,000	5,056	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BOND

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany. 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1884	...
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	...
Bklyn City, Hun.P.& P.P.: 1st Mortgage	379,000	7	M.& N	1878	....
Brooklyn and Jamaica: 1st Mortgage	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18-	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage	90,000	7	J.& J.	18—	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage	126,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,000	7	J.& J.	1874	88
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74½
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	87
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	88
Philadelphia and Darby: 1st Mortgage	57,000	7	M.& N	1887	....
Pittsb., Alleghy & Manch.: 1st Mortgage	25,000	7	A.&O	1874	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,200	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1876	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	500,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	165,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet. 1st Mortgage	130,000	7	J.& J.	1882	....
West Hoboken. 1st Mortgage	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage	150,000	7	J.& D.	1878	95
Worcester: 1st Mortgage	20,000	6	A.&O	1878	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	753,695	7	....	70
Catawissa,* pref. and guar....	2,200,000	7	7	100
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	29
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	85½
Chicago and Alton, pref....	2,425,400	7	10	122½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	90½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	....	3½	....
Cochecho, preferred....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	92½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	88
Erie, preferred	8,536,910	7	7	65
Evansville and Crawfordsville pref..	100,000	....	....	....
Hannibal and St. Joseph, pref....	5,078,224	....	....	*80½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar....	....	....	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	24
" " 2d pref	4,051,744	6	....	11
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	82
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	....
Ohio and Mississippi, pref....	3,500,000	7	7	79½
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar..	1,099,720	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	203,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred....	....	7	7	93½
St. Louis, Alton and T. H., pref....	2,040,000	7	7	80
Sandusky and Cincinnati, pref....	445,556	6	6	36½
Schuylkill Valley,* guar....	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref....	2,888,997	6	6	35½
Union, preferred....	....	....	....	2
Miscellaneous Stocks:				
Cumberland Coal, pref....	....	6	....	....
Mariposa Mining, pref....	5,774 400	7	7	5

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 — @ 37 —
Pig, American, No. 1		36 — @ 37 —
Pig, American, No. 2		34 — @ 35 —
Pig, American, Forge		33 — @ 34 —
Bar, Refined, English and American		76 — @ 77 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
	—Store Prices.—	
Bar, Swedes, ordinary sizes		107 50 @122 50
Bar, Refined		82 50 @ — —
Bar, Common		— — @ — —
Scroll		102 50 @132 50
Ovals and Half-round		100 — @125 —
Band		— — @ 97 50
Horse Shoe		97 50 @102 50
Rods, ⅜@3-16 inch		87 50 @122 50
Hoop		105 — @147 50
Nail Rod	per lb.	— 6¾@ — 7
Sheet, Russia, as to No.'s	(gold)	— 14 @ — 14½
Sheet, Single D. and T. Common		— 4¾@ — 5¼
Rails, English	(gold)per ton.	58 — @ — —
Rails, American, at Works in Penna..c'y.		60 — @ 71 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11 @ — 13
English German (2d and 1st quality)		— 10½@ — 12
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 15 @ — 16
American, Spring, do.		— 9 @ — 11
American Machinery do.		— 9 @ — 10
American German do.		— 9 @ — 11

NAILS—Duty: Cut, 1¼; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb	4 50 @ — —
Cut Spikes, all sizes		4 75 @ — —
Clinch		6 — @ 6 50
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 31
Copper		— 36 @ — 38

TIN—Duty, Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 40½@ — 41	
Straits	(gold).	— 36½@ — 36¾	
English	(gold).	— 35 @ — —	
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal....per box.	8 75 @ 9 —	10 25 @ 10 75	
I. C. Coke	7 50 @ 8 50	9 — @ 10 —	
Coke Terne	6 37½@ 7 50	7 25 @ 9 —	
Charcoal Terne	8 — @ 8 50	9 50 @ 10 —	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— — @ — 15½	
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 17½	
Refined, Standard White (in ship'g order).	— — @ — 23½	
Refined, prime White (in shipping order).	— — @ — 24	
Refined, S. W. (in jobbing lots)	— — @ — 25	
Refined, S. W. (in tin)	— 28½@ — 29	
Naptha, Refined, (65 @ 73 gravity)	— 9½@ — 10	
Residuum	per bbl. 4 — @ — —	

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	22 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)....per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
Canton Co	81	81	....	....	....	81
Central Pacific 6s	103½	103½	103½	102½	103	102½
Central of N. Jersey	109½	109½	109½	109	108½	109
Chicago & Alton	....	....	....	....	119½	....
" pref	....	....	....	....	122½	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	....	....	....	....	....
" 8s, 1883	....	....	112½	....	....	....
Chic. & Northwestern . 74	73	73	72½	71	71½	69½
" pref	94	94	93½	91½	91½	90
" 1st M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Consol	93	92½	....	....	....	....
Chic., Rock Isl. & Pac.	112½	111½	111½	110½	110½	110½
Chi., R. I. & Pa. 7s, 1896	....	103½	....	104	103	....
Clev., Col., C. and Ind.. 93	92	92	91	....	90	
Clev. and Pittsburg	124½	124	122	121½	121½	120
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	85½	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	21½	22½	21½	21½	....	20½
" 1 M	91½	90½	91	90½	91	91½
" 2 M	....	....	....	....	72	....
Cumberland Coal pref	....	....	....	....	....	....
Del. & Hudson Canal	....	124	....	....	....	123½
Del. Lack. & Western..111	111	110½	110	110½	109½	
" 1 M. 7s	....	....	103	....	....	....
" 2 M 7s	....	....	....	....	....	97
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	34½	34½	33½	32½	33½	32
" pref	66	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	95½	....	....	....	....
" 3 M. 7s, 1883	93	93	....	....	....	....
" 4 M. 7s, 1880	90½	....	....	....	92	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort. 88	88	....	....	....	89	....
Hannibal & St. Joseph. 77½	75½	72½	70½	70½	69	
" pref	86	87	83	81	82½	80½
" 8s, conv.	100½	....	....	100½	100½	99
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	136	137½	....	....	....	....
" bonds	....	....	....	106½	....	....
Lake Shore & Mich.S'th.	113½	113½	113½	113½	114	113½
Lake Shore Div. bonds	....	....	98	....	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	120½	120½	120½	....	120½	120
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	103	....	....	....	....	....
" 2 M	....	....	....	....	....	100
Mariposa Mining Co	....	....	4	3½	....	3½
" pref	6½	7½	6½	....	6½	5½
" Tr. 10s ctfs	....	....	....	....	....	....
Milw. and St. Paul	64½	64½	....	63	63½	62½
" pref	83½	....	83½	82½	82½	....
" 1st mort	....	94½	....	95	94½	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
Missouri 6s	97½	97½	97½	....	97½	97
" H. & St. J. 1ss	....	....	....	....	96½	....
Morris and Essex	95½	95½	94½	95½	....	95½
" 1st mort	....	....	....	....	....	....
" 2d mort	100	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	93½	93½	....	....	93½	93½
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	102½	102½	101½	100½	101	99½
" certificates	....	96½	96½	95½	....	98
N. York and Harlem	130½	132	....	129½	130½	....
" pref	....	135	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	44½	....	....	....	....	43½
" new	25	....	....	....	....	....
Ohio and Miss	47½	47½	46½	45½	45½	44
" pref	79½	....	79½	....	....	....
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co	57½	58½	57½	56½	56½	55½
Panama	72½	72½	72	72	70	
Phila. and Reading	116½	115½	115½	115½	115½	114½
Pitts., Ft. W. & Chi. gtd.	101½	....	....	....	100½	100½
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	102	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	16½	17	17	16½	16½	15½
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	100	....
" 2 M. pref	....	....	87	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	73½	....	....	73½	....	73½
" new	74	74	....	....	74½	73½
Tol., Wab. & Western	67½	67½	66½	64½	66½	65
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	95½	95½
" 2 M	....	....	92½	....	....	....
" Equipment. 86	....	....	....	....	85	....
" St. Lou. Div. 88½	....	89	....	89½	....	....
Union Pacific	33½	33½	32½	32½	32½	30
" 1st mort	92½	92½	91½	91½	91½	90½
" L. Gt. 7s	84½	85½	84½	84½	84½	84
" Inc. 10s	....	....	84½	84	....	84
Virginia 6s, old	63½	....	....	....	63½	63
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	....	....	....	....	111⅛a	....
U. S. 5s, 10-40s, reg	....	....	....	....	111½	111⅜
U. S. 6s, 1881, reg	....	....	117⅜	....	....	....
U. S. 6s, 1881, coup	119	119	119	118⅜	....	118⅜
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	115½	....	....	....
U. S. 6s, 5-20s, c. 1862	115½	115	115½	....	....	114⅜
U. S. 6s, 5-20s, reg. '64	..	..	..	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	115½	....	115½	....
U. S. 6s, 5-20s, reg. '65	115½	....	115⅝	115⅝	115⅝	....
U. S. 6s, 5-20s, c. 1865	115½	...	....	115⅝	115⅝	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	114	....	114½	114½	114⅜	....
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	114½	114½	114⅝	114⅜	114½	....
U. S. 6s, 5-20s, reg. '68	114⅜	....	114⅜	....	....	....
U. S. 6s, 5-20s, c. '68	114½	114⅜	114⅜	114⅜	114⅜	....
U. S. 6s, Pac.R.R.Issue	116	116½	....	116	116	115⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	....	....	....
Camden and Amboy	128⅜	128⅜	....	128½	....	....
" 6s, 1875	....	97	....	....	....	....
" 6s, 1883	....	....	....	89	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	97⅛	96	96	....	95⅞
Elmira & Williamsport	....	....	....	....	....	44
" pref	....	....	....	....	....	....
" 7s	....	....	94⅜	....	94	....
Lehigh Navigation	....	39½	39	38⅝	38⅝	38⅜
" 6s, 1884	....	88½	....	....	....	87½
" Gold L	....	91½	91⅜	....	92	91⅜
" R. R. L	....	92½	92	....	....	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R.R	....	62	62	62½	....	62½
" 6s new coup	....	97½	97⅜	....	....	97⅜
" 6s new reg	....	....	98	....	....	....
Little Schuylkill R.R	....	46½	....	46½	....	46½
" 7s	....	....	....	....	....	....
Minehill	....	53½	....	....	53⅜	53½
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	101½	....	101½	....	....
" 7s	....	....	99	....	....	101½
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	42½	43	....	42½	42½
Oil Creek & Alleg. Riv.	52½	52½	52½	52	51½	52
" 7s	88	....	....	....	....	....
Pennsylvania R. R	....	63½	63	62½	62½	62⅞
" 1st M	....	101	101	....	....	....
" 2d M	....	....	....	....	....	....
" Gen. mort	....	93⅜	....	....	....	....
" " reg	....	....	96½	....	....	96⅜
Penn. State, 6s.1st series	....	....	102½	....	....	102½
" 6s, 2d series	105½	....	105½	105½	105½	....
" 6s, 3d series	....	107	....	....	....	106⅜
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	101½	101⅝	101½	....	101½	....
" new	102	101½	101½	101½	101½	101½
Philad., Germ. & Nor	....	....	86½	....	....	....
Phila. & Reading	58½	58½	58	57⅞	57⅞	57⅝
Philadelphia and Erie	28½	28½	28½	....	....	....
" 6s	....	....	....	....	....	....
" 7s	88½	....	....	88	88	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	81	....	....	....	....	....
" 6s, 1872	....	80½	80¾	....	....	....
Hestonville, (Horse)	....	22⅜	22½	....	....	21⅜
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	33	33	....	....	....
13th and 15th sts.	23½	23½	23⅜	24	24	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875	....	....	....	....	....	100½
" 1886	99⅜	....	....	....	....	....
" 1890	99⅜	100	100	....	....	98½
" 1884	....	....	99½	....	....	....
" 1900	....	99⅜	....	....	....	....
Balt and Ohio	....	....	....	....	....	142⅜
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	96	....	....	....
" " 1885. 6s	....	....	....	....	97	....
Marietta & Cin. 1st M	97⅜	....	97½	....	....	....
" 2d M	85½	85⅜	....	....	....	....
" 3d M. 8s	....	....	....	....	....	....
Northern Central	42½	43	....	....	42⅜	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	94½	94½	94½	94½
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	65⅜	65½	65⅝	65⅜	65⅜	....
" Defer. Certif	29⅜	....	29½	29½	29½	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 13.

	Th.7.	F.8	Sat.9.	M.11.	Tu.12.	W.13
Boston and Albany	151½	152	....	....	....	152½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	147	....	147½	148	....	147½
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	2½	2½	....	2½	....	2
" 7s, new	28½	28½	27½	28½	28½	28½
Cheshire, pref	....	....	86	....	....	85½
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	110½	....	111	113	112½	111½
Fitchburg	....	....	....	....	....	140½
Manchester & Lawr'ce	....	....	151	....	....	....
Michigan Central	....	120½	120½	120½	120½	120½
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	90½	90½	90½	....	90½	90½
" pref	....	....	....	....	....	....
Old Colony & Newport	....	....	104½	....	....	....
Ph., Wil. & Baltimore	....	54½	54½	....	54½	54½
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	34	....	33½	32½	32½	....
" 6s	91	91½	....	....	90½	90½
" Land Grant 7s	82	....	....	....	81½	....
" Income 10s	....	....	....	....	84	83½
Vermont & Canada	....	....	101½	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	73½
Cambridge	....	....	....	....	....	103
Metropolitan	....	....	76½	....	....	....
Middlesex	....	....	87½	....	87½	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	11½	11½	....	10½	11	....
Franklin	....	6½	6½	....	6½	....
National	....	....	2½	2⅝	2⅝	....
Pewabic	....	....	5½	5½	....	....
Quincy	29	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Aug. 25.	Sept. 1.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	88 — 92	88 — 92
Do. do., 2d mort., 1881	78 — 82	78 — 82
Do. Penn., 1st mort., 1877	88 — 92	88 — 92
Do. do., 2d mort., 1882	78 — 82	78 — 82
Do. Consol. 7 per cent. mort. 1890	42 — 43	42 — 43
Detroit and Milwaukee 1st mort. 7s	70 — 72	69 — 72
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	24½ — 24⅞	25 — 25½
Do. sterlg. 6 p. c. convertible bonds	66 — 68	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	108½—109½	109 —110
Panama General mort. 7s, 1897	75 — 80	78 — 82
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	95½— 96	96 — 96½
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, September 16, 1871.

Stock Exchange and Money Market.

The money movement has been on an enlarged scale, with a more active inquiry for accommodation from both speculative and mercantile borrowers, and a somewhat less liberal offering of funds to other than the most prominent of the street firms. The ruling rates have been from 3@5 per cent. in a temporary form, and at 6@8½ per cent. per annum on choice to fair business credits. Under the outflow of currency to the interior, the city bank reserves show a general falling off. The Government office, however, reports its coin and currency balances augmented by the week's business. The city banks, in their last weekly exhibit, show a loss of $1,438,800 of legal tender notes, $1,535,750 of specie, and $695,700 of deposits; also an increase of $4,159,700 in their loan and discount averages, and a reduction of $14,387 in their item of circulation. The U. S Sub-Treasury enlarged its currency balance $808,297 and its coin reserve $302,962, as the result of the week's business. The city bank exchanges, last week, averaged $101,911,985; and thus far, this week, 113 millions daily. The banks now hold $7,711,800 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The receipts of the U. S. Sub-Treasury office were $5,553,234 in coin, and $4,407,184 in currency; payments, $5,250,272 in coin, and $3,598,887 in currency. The office received $4,084,000 in coin or its equivalent, from customs; and disbursed $657,319 of coin interest.

The specie reserve of the city banks according to the latest return is $10,762,800, against $18,718,309 same time last year. The city bank deposits are now $249,078,600 against $196,852,430 week ending Sept. 10, 1870. The legal tender reserve amounts to $66,945,700 against $48,072,195 same time last year. The circulation now stands at $30,144,200, against $32,897,168 same time last year. The loans are now $311,206,300, against $271,796,731 at this date last year.

The U. S. Sub-Treasurer retired, last week, $8,612,025 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $8,558,413 in currency, and $66,798,846 in coin, against a balance a week previous of $7,901,862 currency, and $66,409,522 coin.

Government revenues have been yielding quite liberally, during the week. The excises yielded last week nearly three millions, and thus far since July 1, about $29,478,768. The customs at the port of New York, last week were $3,870,025; and at the outports, equal to about 1⅜ millions more, all in coin, or coin certificates.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $364,529,700; and as security for deposits of public money, United States bonds for $15,569,500. The amount of National bank notes in actual circulation at this date is $322,068,085.

Under the September programme of the Treasury Department, Government will buy in U. S. Five-Twenties as follows: Wednesday, September 20—One Million; Wednesday, September 27—One Million. And will sell Gold as follows: Thursday, September 21—Two Millions; Thursday, September 28—Two Millions.

There has been unusual activity in the Gold dealings, since our last, with a decided development of the speculative spirit, which has had the effect of strengthening the price materially, under a reduced offering of coin for prompt delivery. The customs call has been quite brisk, while the export drain has been light. The range of the price during the week, has been from 113¼@114¼, and the closing quotation on Wednesday was 113⅞ against 114 the preceding Wednesday. The specie outflow, last week, was $422,105; on Tuesday of this week, ———; and on Wednesday, $155,000. The Gold Exchange Bank clearances have been as follows: September 7, $30,030,000; September 8, $56,489,,000; September 9, $73,079,000; September 11, $66,791,000; September 12, $51,739,000; September 13, $51,603,000.

The customs at this port on Wednesday were $535,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Sept. 9, 1871, $64,396,697, against $65,804,006 same time in 1870.

The customs demand for Gold last week, averaged $680 667 a day; thus far, this week, it has averaged $670,000 a day, or equal to a weekly aggregate of $4,020,000. The arrivals of

specie from Europe, Havana and other foreign ports since Jan. 1, 871, have been $7,585,801 against $7,682,033 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $111,924,297 against $98,243,808 same time in 1870.

The export drain was $422,105 last week, against $1,381,487, same week preceding year The shipments since January 1, 1871, have been $54,296,201, against $46,608,939 same time in 1870.

Foreign exchange has been offered more freely and quoted cheaper and quite irregular, on a limited call for even prime bills. Bankers' sixty day bills on London closed on Wednesday at 107¾@108¼; sight bills on London, 108⅜@108¾.

The produce exports from this port, week ending with Sept. 12, were to the currency value of $4,403,807.

On Wednesday, Government bought in a million of Five-Twenties at 112 58, ex-interest, all from Messrs. Jay Cooke & Co. The amount of bonds offered was $5,608,100 at 112 58@113 59.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118¾@119; U. S. Five-Twenties of 1862, 115@115⅛; U. S. Five-Twenties of 1864 at 115@115⅛; U. S. Five-Twenties of 1865, 115@115⅛; U. S. Five-Twenties of 1865 consolidated, 113⅞@114; U. S. Five-Twenties of 1867, 114@114⅛; U. S. Five-Twenties of 1868, 114⅜@114⅝; U. S. Ten-forties at 111⅝@111⅞; U. S. Six per cent. currency bonds, 115⅜@115⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 30.	Sept. 6.	Sept. 13.
Consols	93½	93⅜	93½
U.S. 5-20's of 1862	92⅛	93⅝	93⅝
U. S. 5-20s, 1865	92¾	93½	93⅜
" 1867	92⅛	92¾	92¾
" 10-40s	90¾	90⅞	90⅛
Erie	24½	27½	26½

State bonds have been in fair request at generally firm prices.

Railway bonds have been in moderately active demand, chiefly on investment account, at strong prices for the more popular issues. Central Pacific Sixes have been readily taken as offered at 102⅜@102½. Chesapeake and Ohio Sixes have been in good request, for home investment on the basis of 93 per cent. and accrued interest. Less than a third of the aggregate issues of the bonds of this loan now remains to be disposed of.

The St. Joseph and Denver City eight per cent. gold bonds have been selling quite freely. The loan (the aggregate of which was $5,500,000) was opened on August 1, and nearly 50 per cent. of it has been already disposed of. The price of the bonds at present is 97½ and accrued interest in currency.

Business in Railway and miscellaneous share property has been fairly active, but prices have been more than usually variable, under free realizations on speculative account. The later dealings showed a rather more confident temper.

General business has been moderately active in the principal lines. Breadstuffs and Provisions have shown more firmness. Middling upland cotton closed on Wednesday at 21⅛ cts. per lb. The receipts at all the ports, since Sept. 1, have been 15,693 bales, against 21,101 bales same time in the preceding year; exports 8,826 bales, against 4,048 bales in the previous year; stock at the ports at latest dates, 99,337 bales, against 55,701 bales same date 1870.

At the Live Stock Markets, Beeves have been in active request at from 7@13 cts.; Veals quiet at 4@10½ cts.; Sheep at 4@6½ cts.; Lambs at 6@8½ cts.; Swine, 4¾@5⅛ cts per lb., all live weight. The week's receipts were 9,856 Beeves, 2,827 Veal Calves, 32,373 Sheep and Lambs; and 30,610 Swine.

Foreign goods have been in generally fair demand at well maintained prices. The week's imports of foreign goods reached $8,133,736, including $3,915,677 of dry goods.

Ocean freights have been quite active, chiefly in the line of grain shipments, at higher rates. Room scarce.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, gold, 98¼; North Carolina 6s, special tax, 19½; do. Fund Act, 1866, 34¾; do. 1868, 30; South Carolina 6s, old, 77; do., new, Jan. and July, 57½; do. Apl. and Oct., 60¾; Louisiana 8s, 1910, 92½; Virginia 6s, consol., 65½; do. Deferred Certificates, 80; New York State 7s, B. L., reg., 109; do. 6s, 1874, 109; Pacific 7s, guar. by Mo., 101; Arkansas 7s, (L. R. and F. S. R. R.,) 56; New Jersey R. R. 125½; Atlantic Mail S. S. Co., 21; Gt. Western 1st mort. 1888, 93; Long Dock bonds, 94; Albany and Susq. R.R., 93½; do. 2d mort., 95¼; Quincy, and Toledo 1st mort., 89; Central of New Jersey new bonds, 103; St Louis and Iron Mt. R. R., 59; do. 1st mort., 92½; Toledo, Wabash and Western consol. bonds, 90½; Ohio and Miss. consol. bonds, 94; Am. Dock and Imp. 7s, 98¼; Cleveland, Painsville and Ashtabula new bonds, 98¼; do. old bonds, 100; Mil. and St. Paul 1st mort., Iowa Div., 90; Cedar Falls and Minn. 1st mort., 86½; Hannibal and Naples 1st mort. 89, Brooklyn 6s, W. L., 96½; Consol. Coal, of Md., 42; Cumberland Coal and Iron, 45; Spring Mt. Coal, 80½; Maryland Coal, 33; Western Union Tel., 67¼; do. 7s, 97; Quicksilver pref., 24; Adams Exp., 87½; Am. Mer. Union Exp., 58½; Wells-Fargo Exp., 55; U. S. Exp., 57.

Philadelphia.—Philadelphia and Sunbury 7s, 97; Warren and Franklin 7s, 91; Philadelphia and Reading 6s, 1880, 92; Huntingdon and Broad Top Mt., 1st mort., 103½; Pennsylvania and New York Canal, 7s, 96¼; Allegheny Valley R. R. 7-80s, 95; Belvidere Delaware 2d mort., 82; West Jersey R. R. 7s, 103; Wilmington and Reading 7s, 99; Lehigh Valley 7s, reg., 99¾; Perkiomen R. R. bonds, 81½; Harrisburg and Lancaster R. R. 6s, 94; Nesquehonipg R. R., 57; Germantown Passenger R. R., 35; Chesapeake and Delaware Canal 6s, 95; Delaware Division Canal, 46½; Pittsburg 5s, 75; Pennsylvania State 5s, 95. The latest quotations are: City 6s, 101@101⅛; do. free of tax, 101⅝@101¾; State 5s, coupon, 95@—; do. 6s, W. L., 100½@101; do. 1st series, 100½@—; do. 2d series, 105@105; do. 3d series, 107@107; Reading, 57⅜@57¼; do. 7s, 1893, 106@106; do. mort. 6s, 1880, 92@92¼; Camden and Amboy, 128½@128¾; do. mort. 6s, 1889, 95¾@96; do. 1883, 89@90; do. 1889, 89@90; Pennsylvania R. R., 62⅝@62¾; do. 1st mort., 100@101; do. 2d mort., 102½@103; do. General mort. coupon, 93⅜@93⅝; do. reg., 95⅞@96¼; Little Schuylkill R.R., 46@46⅜; Morris Canal, 51@52; do. pref., 120@125; do. 6s, 93@—; Susquehanna Canal, 9@10; do. 6s, 62@65; Schuylkill Nav., 8⅝@8⅞; do. pref., 17⅜@17¾; do. 6s, 1882, 80@80; Elmira and Williamsport pref., 42@42; do. 7s, 1878, 94½@95; do. 5s, 61@—; Lehigh Coal and Navigation, 88½@88⅝; do. 6s, 1884, 88@88; do. R. R. Loan, 92¼@92½; do. Gold Loan, 91¾@91⅞; North Pennsylvania, 50@50; do. 6s, 101¼@101¼; do., 7s, 98¾@99; do. Chattle 10s, 113@116; Philadelphia and Erie, 28@28; do. 6s, 92@93; Minehill, 53½@53⅝; Catawissa, 20@20½; do. pref., 49¾@50; Lehigh Valley, 62⅜@62½; do. 6s, new coupon, 97½@—; do. reg., 98@—; do. 7s, 99½@—; Fifth and Sixth streets, (horse,) 44@45; Second and Third, 66@70; Thirteenth and Fifteenth, 23@24; Spruce and Pine, 82@35; Green and Coates, 47@—; Chestnut and Walnut, 51@55; Hestonville, 21@21¼; Union, 70@70½; Germantown, 34@40.

Boston.—Cedar Rapids and Missouri 7s, 1916, 89¾; do. 1894, 90; Old Colony and Newport 6s, 96¾; Cheshire R. R. 6s, 1880, 95¾; Burlington and Missouri River R. R. 7s, Land Grant, 96; Carthage and Burlington R. R. 8s, 97¾; California Pacific 7s, 1887, guar., 106; Michigan Central 8s, 1890, 109⅞; Kalamazoo, Allegan and Grand Rapids 8s, 95¼; Missouri River, Fort Scott and Gulf 10s, 100; Cincinnati, Sandusky and Cleveland 7s, 1890, 84; Grand River Valley 2d mort. 8s, 1879, 104½; Vermont Central 1st mort., 87; Stanstead, Shefford and Chambly 7s, 84⅛; Framingham and Lowell 7s, 1891, 90; Jackson, Lansing and Saginaw 8s, 1890, 99½; Indianapolis and Cincinnati R. R., 8½; Rutland R. R., 86¾; do. pref., 83½; do. 8s, 1880, 100; Summit Branch, 47; Connecticut and Passumpsic Rivers R. R. pref., 92¼; Portsmouth, Gt. Falls and Conway R. R., 106¼; Eastern (N. H.) R. R., 108; Cary Imp., 15⅜; Waverly Land, 4¼; Boston Water Power, 48; Massachusetts 5s, 1888, gold, 100¼; do. 6s, 1876, gold, 111; do. 6s, 5-20s, currency, 101; Maine 6s, 1889, 101⅞; Rhode Island 6s, 101; Chicago 7s, 101½; Massachusetts 6s, 1891, 100; Cincinnati 7s, 1886, 105; St. Louis 6s, 1888, 92⅜; do. 1873, 98; Charlestown 6s, 1891, 100⅞; Bangor 6s, 1894, 91¾; Salem 5s, 1891, 100¾; Boston 6s, currency, 102½; Allouez Mining Co., 4⅜; Astor, 50c.; Calumet and Hecla, 100; Canada, 1; Dana, 1⅛; Hancock, 2¾; Humboldt, 1; Hanover, 2¾; Madison, 40c.; Petherick, 2¼; Superior, 50c.; West Minnesota, 12½.

Baltimore.—Virginia 6s, old, reg., 52⅝; do. 6s, old coupon, 63½; do. 6s, consolidated, 65¼; do Deferred Certificates, 29¼; do. 6s 1866, 66¼; do. 6s, 1867, 66⅛; Maryland Defense bonds, 106; Memphis City 6s, 60⅜; Orange and Alexandria 2d mort., 6s, 81; Virginia and Tennessee 8s, 89; Pittsburg and Connellsville bonds, 94¼; Orange, Alexandria and Manassas bonds, 81; Northern Central 6s, gold, 1900, 92; George's Creek Coal, 74. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94½@94¾; Baltimore and Ohio, 142⅜@142½; do. 6s, 1875, 96@96½; do. 1880, 96@96½; do. 1885, 97@97¼; Northern Central, 42½@43; do. 6s, 1885, 92@92½; do. 1900, 89@90; do. 6s, 1900, gold, 92¼@92½; N. W. Va. 1st mort., 99@100; do. 2d mort., 98@100; do. 3d mort., 1885, 90¾@90⅞; Marietta and Cin-

cinnati 7s, 1892, 97@97½; do. 2d mort., 85¾@86¼; do. 3d mort., 79⅜@79½; Central Ohio, 29@31; do. 1st mort., 84@86; Western Md. 1st mort. 6s, 1890, 80@80⅛; do. guar. by Baltimore City, 92@92¼; do. 2d mort. guar., 91½@93; do. 2d mort. pref., 62@—; do. 6s, guar. by Washington Co., 84½@85; Richmond and Danville bonds, 80½@80⅝; Orange and Alexandria 1st mort. 6s, 90½@95; do. 2d mort. 6s, 80¼@81; do. 3d mort. 8s, 88½@90; do. 4th mort. 8s, 82½@82⅝; Orange, Alex. and Manassas 7s, 80¾@81; Virginia and Tennessee 8s, 89@89⅛; do. 6s, 1st mort., 90@95; do. 6s, 2d mort., 77@80; Baltimore 6s, 1875, 100@100¼; do. 1884, 99½@100; do. 1886, 99¾@100; do. 1890, 98½@99¾; do. 1893, 98⅝@99; do. 1900, 99⅛@100; do. 5s, 1838-'70, 80@82; Memphis City 6s, 60@60; Maryland 6s, 1870, 105½@107; do. Defense Loan, 1883, 106@106¼; City Passenger R. R., 22½@24; George's Creek Coal, 74@75; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1.00@2.00.

FUNDING FIVE-TWENTY BONDS.

OFFICE OF FISK & HATCH,
No. 5 Nassau street,
NEW YORK, September 9, 1871.

Holders of FIVE-TWENTY BONDS of all issues, except 1867s and 1868s, are liable to be called on at any time to surrender them to the government, and to receive payment therefor. Large amounts are being exchanged through us daily for

CHESAPEAKE AND OHIO BONDS,
WESTERN PACIFIC BONDS, and
CENTRAL PACIFIC BONDS,

all of which pay the same rate of interest as the FIVE-TWENTIES, the interest and principal of which are just as sure to be paid at maturity in coin. By the exchange an addition of from 12 to 20 per cent. is made to the capital. The demand continuing so heavy these Bonds must all largely advance in price, and soon become scarce.

We are paying to-day for Five-Twenty Bonds 114 to 115.

And are selling

CHESAPEAKE AND OHIO SIXES at 93 and accrued interest.

WESTERN PACIFIC SIXES at 95,

CENTRAL PACIFIC SIXES at 103.

FISK & HATCH.

☞ The American Diamond Drill Company have acquired by purchase the Diamond Drill Patents, and the exclusive right of use to manufacture and sale of the machines. In connection with the former style of Drill the Company propose to furnish several new and improved patterns for shafting, tunnelling, quarrying, &c., not hitherto presented to the public. The Company will also give additional attention to contracts for all classes of Rock excavations. Prospecting of mineral lands.

☞ Gen. WM. H. SEWARD, Jr., has resigned his position as Treasurer and Director of the Southern Central Railroad Company, in consequence of ill health. Gen. SEWARD leaves the Company in a sound financial condition and with funds adequate to put down the last rail on the northern terminus, a result largely due to his cautious and skillful management.

Another Route to the East.

The rapidity with which the Louisville, New Albany and St. Louis railroad is being pushed towards completion is not the least significant of the movements now being made in the interest of St. Louis commerce. The line is important, less in its connections at Louisville with roads extending South than as forming, in connection with the Chesapeake and Ohio railroad, a new rail route to the Atlantic seaboard, independent of and competing with the three great roads operated in the interest of New York. We have heretofore expressed the belief that miles are by no means the controlling feature in the establishment of rail rates, and still adhere to that opinion, despite the fact that at present the greater distance is urged as a reason for maintaining a higher tariff from this point to New York than is charged from Chicago. It is true there has been some competition opened against this policy by the Baltimore and Ohio road through the recent extension of its line to this city, but like the barge line competition on the river, it is only carried to a point sufficient to secure freight—not far enough to be of considerable benefit either to shippers or to the trade of St. Louis or Baltimore. St. Louis is as near the Atlantic seaboard as Chicago, and with a competition between two short lines would secure as low a freight rate, even to New York, as the roads leading to the latter city, though carrying their freight through Chicago, would be compelled to measure competition against miles in adjusting their tariffs. Beyond this another advantage is to accrue to St. Louis from the completion of the eastern link of this new road. It will enable our shippers to more fairly compete with the lake and rail route from Chicago. St. Louis has as sharp advantage in distance and as to time in which shipments can be made, if the Ohio river can be utilized. At present there is no inducement offered by either the Pennsylvania Central or Baltimore and Ohio road to secure a barge line on the Ohio and the carrying of grain and flour by water to Parkersburg and Pittsburg, (although the first named road solicits shipments from Lake Erie,) for the simple reason that each road controls or owns western roads, and together are certain of all the east bound traffic from this city which would pass over their roads, and of all that may originate on or pass over the Ohio river, because there is no competing line to withdraw it from their control. With another road commencing upon the Ohio river, competition will give control of the traffic to that road which can carry the cheapest and, as is the case at Chicago, the cheaper cost at which freights can be moved the largest part of the distance by water will materially modify the all-rail rates; and with lines of barges discharging grain into elevators at Parkersburg, Pittsburg and some other point on the Ohio, St. Louis shippers will be on a parity with Chicago shippers who can avail themselves of water transportation to Erie, Buffalo or Oswego.

Of the Chesapeake and Ohio railroad our eastern exchanges state that the western division of the road from the Ohio river to the Kanawa falls, ninety-five miles, will be completed in October, and the work on the remainder of the road is so far advanced that there is no reason to doubt that the whole will be completed during the summer of 1872. This road is destined to become one of the most important and immediately profitable trunk lines in the United States, constituting as it will a new through route between the West and the seaboard, opening new and extensive coal and iron fields, and developing a most important section of country to contribute to its way traffic.—*St. Louis Republican.*

☞ The Augusta *Chronicle* says that the Wilmington and Manchester Railroad is rapidly nearing Columbia, from whence it will be prosecuted with all dispatch to Augusta; and that there is some talk of tapping the Air Line Railroad between Greenville and Laurens Court House, and running another air line railway to Augusta *via* Laurens Court House, Ninety-Six and the Pine House.

International Railroad.

The engineer, Mr. Ramsay, and his assistants, are now exploring the route from Bury to Lake Megantic, and the Boundary Line. We understand the Directors have decided to adopt the route recently surveyed from Lennoxville to Bury, by way of Johnville, Birchton, and "Slab City," distance about 27 miles. The G. T. R. Company having removed (or decided to remove) their machine and engine repair works to Richmond, it is said that the large engine house and the brick repair shop has been offered to the Passumpsic R. R. Co., and that the Massawippi railway will be extended to Sherbrooke by means of a third rail on the G. T. track.—*Sherbrooke Gazette.*

☞ The St. Louis and St. Joseph Railroad, running from the Missouri river, opposite Lexington, to St. Joseph, seventy-two miles, was sold at public auction at St. Louis on the 13th inst., for $138,000. The sale was made under the order of the United States District Court. The liabilities of the road are $1,000,000 of first mortgage bonds; one year's unpaid interest, about $70,000; a floating debt of some $200,000, and $400,000 owing to the North Missouri Railroad. Daniel H. Armstrong, of St. Louis, was the purchaser.

☞ The Baltimore *Sun* says that Col. S. R. Johnson, with a corps of engineers, is engaged in surveying the route for a new railroad between Baltimore and Philadelphia, under the auspices of the Baltimore and Ohio Railroad Company. This proposed new route is designed to make the connection between Baltimore and the East more direct, and it is presumed will strike the river as nearly as possible opposite Locust Point.

☞ The Pittsburg *Chronicle* says it is expected that the Pittsburgh, Virginia and Charlestown Railroad will be in running order by Christmas, from South Pittsburgh to Dravosburg, opposite McKeesport. There are some six sections now let to reliable contractors, who have an aggregate of about five hundred men employed, and will put on larger forces should it be necessary to the completion of that portion of the work within the time specified.

☞ A three-foot gauge road is building between Phœnicia and Hunter, in Ulster County. The cars for this road are to be 35 feet in length, 7 feet in width, and 10½ feet in hight. They will weigh 15,000 pounds, and will accommodate 35 passengers each. The main sills of the cars will be only 27 inches above the rail, while those of six-foot gauge cars are 75 inches above.

☞ The engineers, General Craighill, of Baltimore, and Strickland Kneass, Esq., of Philadelphia, appointed to examine plans for the improvement of Jones' Falls, are busily engaged in their duties, and will report before the final adjournment of the present City Council.

☞ A. DEGRAFF & Co., railroad contractors, have removed their forces from the main line of the St. P. & P. R. R., and transferred them to the vicinity of Sauk Rapids, preparatory to commencing the grading of the Sauk Valley Branch of the Northern Pacific Railroad.

☞ The Morris Canal and Banking Company have declared a dividend of $3 25 per share on the preferred stock, and $1 30 per share on the consolidated stock, free of tax.

Journal of Railroad Law.

RAILROAD COMPANIES—CAN A PERSON WITH HIS ARM OUT A CAR WINDOW WHO IS INJURED BY A PASSING TRAIN, RECOVER?—PRINCIPLE OF CONTRIBUTORY NEGLIGENCE.

The facts in the rec ase of The Chicago and Alton Railroad Company *vs.* Pondrum (51 Ill., 333) are fully and clearly stated in the following opinion by

WALKER, J.—It appears that appellee was a passenger on appellants' road on the afternoon of the 17th of September, 1867, from Bloomington to Chicago. He had purchased a ticket for a first class car, and left Bloomington at noon, and arrived at Chicago at 9 o'clock in the evening on the same day. On approaching Twelfth street, it appears that the train stopped as usual, and appellee swears he saw a long freight train on the right hand side of the car in which he was sitting. He seems to have been by a window on that side. He seems to have remained in his seat and had his arm resting on the window sill, while the window was open, and he swears that as the train was approaching Twelfth street, his right arm was seized by some sharp pointed instrument and was drawn out of the window, and forced back against the rear window frame and was broken just above the elbow joint.

Another witness swears that he was at the time looking at appellee, and that his arm was resting on the window sill and his hand hanging down on the inside of the car. Neither witness saw what it was that came in contact with appellee's arm. An inspection of the sleeve of the coat worn by appellee at the time, submitted to us by agreement of counsel for our examination, shows, that on the under side of the sleeve, near the lower end, the cloth was considerably broken and torn. The theory of appellee's counsel is, that some iron instrument, protruding from the rear end of the freight train, entered the car window and came in contact with appellee's arm near the wrist, and pulled or forced it backward until it was fractured above the elbow, the face or side of the window forming the fulcrum. Appellants' counsel contend that his arm was outside of the window and came in contact with some stationary body, by which t was forced backward against the window frame and thus broken.

We are unable to conceive how an instrument could be contrived or formed, attached to the corner of a freight car, that could pass into a window and seize a man's arm near the wris', hanging down several inches below the base of the window, and not only so, but seize it on the under side of the arm, and hold it firmly and force the arm back, as this seems to have been done. If not impossible, we suppose it is extremely improbable. We can find no solution to the occurrence in that mode, yet this seems to have been the theory of both appellee and the other passenger. If an iron instrument of sufficient length to enter the car far enough to accomplish this purpose, had protruded from the rear end of a freight car standing near the track when this train passed, it certainly would have come in violent contact with the front part of the coach in which appellee was riding, and the friction would certainly have been so violent as to have attracted the attention of all persons in the car. Again, the wrist, when the force was applied from the description of its situation given by appellee and the passenger must have been at least four or five inches in from the outer surface of the car, and it may be asked, how it could have passed the forward part of the train and this car without being broken off or bent so that it would not have passed so far into the car window as to produce the results that it is insisted were thus accomplished.

Nor do we see that it is in the least probable that such an instrument could have been thrust into the window by the backing of the freight train. It is true, that if a spike or bar of iron had protruded backward from the rear of the freight car, and it had been backing at the time, it is not impossible that the iron rod could have entered the window, but it is impossible that it could, after entering the window some four inches above the wrist, have instantly by its own gravity, curved downward so as to come in contact with the under side of the wrist; and the same may be said if the freight car was stationary. We are for these reasons, satisfied that the injury was not inflicted in that mode, although appellee and the other passenger no doubt honestly believed that it was. Neither of them saw the instrument that produced the injury, it was sudden, startling and unexpected; they were most probably not observant of all the surroundings and their relations to each other. Not having expected the occurrence, perhaps neither of them was noticing the actual position of appellee's arm at the time of the contact.

While at most, we may, with the facts we have before us, be able to do no more than arrive at a reasonable conclusion, still it appears to us that the most natural and probable theory is, that appellee had his elbow resting on the window sill, with his arm extending outward and upward, and in passing the rear end of the freight train, it was so near the passenger car that his wrist came in contact with the corner of the rear car, and if the speed was sufficiently rapid, the force would be so great that the arm would not be readily withdrawn, and as the pressure increased it would not only force the arm back until it was broken, but it would render the slipping of the arm so difficult, that as it dragged past, it would most likely produce rents in the sleeve, at the place and of the shape found to have been made in the coat sleeve. This, we think, was the manner in which the injury most probably occurred. This, to us, seems reasonable and satisfactory.

The question then arises, whether having the arm casually outside of the car in that manner, was negligence, and if so, was there greater negligence in the company in permitting its freight cars to stand so near the track as to produce the injury in the manner we suppose it occurred; and if both parties were guilty of negligence, was that of appellee relatively slight when compared with that of appellants? For a passenger to allow his arm to rest on the window sill and slightly project beyond the outside surface of the car, may be, in some degree, negligence, but observation teaches that to do so is not uncommon with passengers. It is frequently done through inadvertance, and when done intentionally, it is upon the supposition that all railway companies have their track free from obstructions, and that they permit nothing to remain so near to the track as would render it dangerous to permit the hand to pass a few inches beyond the outside of a car window.

We have been referred to a number of cases in other Courts, and the earlier cases decided in this Court, as announcing the rule, that when there is contributory negligence, the plaintiff cannot recover. The established doctrine of this Court is, that where the negligence of the plaintiff is slight as compared with that of defendant, a recovery may nevertheless be had. We are fully aware this is apparently opposed to the decisions of some Courts, but it is more apparent than real, as recoveries are permitted in those Courts where acts of the plaintiff should be regarded as slightly negligent, not equal to ordinary care; and by requiring the greatest possible precaution on the part of the carrier.

In the case of Spencer *vs.* The Milwaukee and Prairie Du Chien R. R. Co., 17 Wis., 487, a case very similar in all of its material facts to the case at bar, the Court say:

"When we consider the manner in which railroad cars are usually constructed—with windows so that they can be opened, and arranged at a sufficient height from the seat, so that passengers will almost unconsciously place their arms upon the sill for support—there being no bars or slats before the window to prevent their doing so—then to say if a passenger's arm extends in the slightest degree beyond the outside surface, he is wanting in proper care and attention, and if an injury happens he cannot recover, because his conduct must have necessarily contributed to the result appears to us to be laying down a very arbitrary and unreasonable rule of law."

"It is probably the habit of every person, while riding in the cars, to rest the arm upon the base of the window. If the window is open, it is liable to extend slightly outside. This we suppose is common habit."

"There is always more or less space between the outside of the car and any structure erected by the side of the track, and must necessarily be so, to accommodate the motion of the car."

"Passengers know this, and regulate their conduct accordingly; they do not suppose that the agents and managers of the road suffer obstacles to be so placed as to barely miss the car while passing. And it seems to us almost absurd to hold that in every case, and under all circumstances if the party injured had his arm the smallest fraction of an inch beyond the outside sarface, he was wanting in ordinary care and prudence."

In the case of Laing *vs.* Colder *et al* 8 Penn. State R., 479, it was held, that a person traveling on a railroad car, who permitted his hand to extend outside of the window, and thereby had his arm broken in passing a bridge, could not recover if the agents of the company had given timely notice of the danger which the plaintiff might have avoided. It will be observed, that this case turns upon the fact that notice had been given to the passenger not to put his hand outside of the window. Had the notice not been given, we may infer, the Court would have held the company liable.

In the case of the New Jersey Railway Co. *vs.* Quinard, 9 Harris, 203, the same Court say, that "a carrier of either goods or passengers is bound to provide a carriage or vehicle, perfect in all its

parts; in default of which he becomes liable for any loss or injury that may be suffered, provided, it happened without negligence or misconduct on the part of the party injured. A carrier of passengers is bound to omit no precaution that may conduce to their safety. He is bound to guard against every apparent danger that may beset them. The dangers incident to traveling in railway cars are few in comparison with those incident to other modes of traveling; but the most prominent of them is risk of injury to limbs stuck out of windows, where the cars are not so constructed as to prevent it. Any one who has traveled by railway must have observed that even the most careful passengers forget the risk, and unconsciously suffer their elbows to slip out beyond the window sill. What can a carrier do to prevent it? no more is required than a few metalic rods set in the windows perpendicularly or horizontally, or a netting of wire work, or even wooded slats. None of these would materially impede the circulation of the air, or abridge the comfort of the passengers, while it would make their safety sure. A car without any of these appliances, is, to coin a phrase, not road worthy, and a carrier is responsible for any loss that may happen from that cause alone. Risking his passengers in an unsafe car, it behooves him to use every means in his power to guard against danger from it at dangerous places, by audibly proclaiming in the car the necessity of keeping arms and heads inside. Should any one disregard such warning, he would incur the charge of willful neglect of his own safety, and where there is negligence on both sides, neither party is answerable for any injury from it."

We are aware that this last case has been overruled by the case of The Pittsburg and Connellsville Railroad Company *vs.* McClurg (Law Register for March, 1868). But we think the former case the better considered of the two, and to be based on sounder reasons and more in harmony with the analogies of the law, and entitled to more weight.

But even if it were to be conceded that it was negligence on the part of the appellee to have had his arm outside of the car window, should he be precluded from a recovery? Was it negligence on the part of the railway company to permit cars or other heavy or permanent bodies to stand so near their track, that cars in motion must pass within a few inches of such bodies? we suppose it to be a clear and undeniable duty of a railway company to keep its track clear of such obstructions; and a failure to do so, is gross negligence. With such objects so nearly in contact with cars running at a high rate of speed, life must necessarily be endangered; and when such negligence as appellee may have been guilty of, is compared with the negligence of permitting a freight train to stand so near the track of a passenger train as to produce the injury which did occur, the former is slight and the latter is gross. And it has long been the settled law of this Court, in such cases to compare the negligence of both parties, and even if the plaintiff is guilty of negligence, which is slight, as compared with that of the defendant, he may recover. St. Louis and Alton R. R. Co. *vs.* Todd, 36 Ill., 409. This case, besides a large number of others in our Court, announce the rule, and notwithstanding other Courts have adopted and acted upon a different rule, we regard it as firmly established in this State.

But even under the contrary rule there are authorities of weight which would justify us in holding that the protrusion of appellee's hand through the car window was not negligence, and that permitting freight cars to stand so near the track for the passenger cars was gross negligence. In the case of Spencer *vs.* The Milwaukee and Prairie du Chien R. R. Co., 17 Wis., 490, it was held, where a passenger, while the train was passing over a bridge, had his arm outside of the car window, and it came in contact with a brace in the bridge which had become loosened and dropped downward, and the hand was injured, there was not negligence on the part of the plaintiff, while there was on the part of the company.

An examination of the instructions given in this case, shows that the rules announced and applied by this Court in reference to negligence, were fairly stated to the jury, and could not have misled them; and the evidence sustains the verdict.

The verdict found and returned by the jury was, no doubt, excessive, but the Court below required appellee to remit all but $2,500, or he would grant a new trial. The appellee did, and the Court rendered judgment for that sum. While the verdict, after the *remittitur* was entered, was still large, we are not prepared to say, that it is so far excessive as to require the judgment to be reversed. It is not so large as to strike us that it could only be the result of passion, prejudice, or mistake.

The judgment of the Court below is affirmed.

Judgment affirmed.

Illinois Central Railroad.

The statement of this Company for the month of August, 1871, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	3,534.90 for	$35,610 50
Acres Int. Fund Lands sold		
Acres Free Lands sold	120.00 for	2,591 60
Total sales during month of August, 1871	3,654.90 for	$38,202 10
To which add Town Lot Sales		95 00
Total of all	3,654.90 for	$38,297 10
Cash collected in August, 1871		$127,722 03

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 402 Miles.	Total. 1109 Miles.
Freight	$497,139 00	$82,420 00	$579,559 00
Passengers	124,262 38	39,112 35	163,374 73
Mails	6,375 00	3,059 33	9,434 33
Other sources	79,000 00	2 940 67	81,940 67
Tot. Aug., '71.	$796,776 38	$127,532 35	$834,308 73
Tot. act'l earn'gs, Aug., '70	$753,566 94	$145,484 54	$899,051 48

☞ A circular has been addressed to the creditors of the Connecticut Air Line Railroad, urging them to agree to a settlement of their claims for one-half second mortgage bonds guaranteed by the towns, and one-half unguaranteed; otherwise, the road will shortly pass into the hands of the first mortgage bondholders, every dollar of the unsecured claims will prove a total loss, and the completion of the road will be indefinitely postponed.

Washington and East Alexandria Railroad.

A certificate of incorporation under the act of Congress of May 5, 1870, has been filed and recorded in the office of the Recorder of Deeds for the Washington and East Alexandria Railroad Company, for the purpose of constructing a railroad between the cities of Washington, in the District of Columbia and Alexandria, in the State of Virginia. The certificate recites that $50,000 worth of stock has been subscribed for and ten per cent. paid in, and that the purpose of the Company is to locate and construct and operate a railroad for freight, passengers and the United States mails between the cities named. The capital stock is to be $100,000, in shares of $100 each, and the number of Directors is fixed at seven, as follows: Isaac Miller, Brooklyn; Gideon S. Walker, Jersey City; George S. Wilcox, Brooklyn; Henry Randall, New York city; Edwin L. Brady, Jersey City; J. W. Lamson, Brooklyn—each one hundred shares; John N. Stoddard, New York, ten shares.

Chicago, Danville and Vincennes Railroad.

The Chicago, Danville and Vincennes Railroad is complete to within eighteen miles of Danville, about ten miles south of the Vermillion county line. By the first of October it is expected to have the rails laid to Danville, where it will be met by the Evansville, Terre Haute and Chicago Road, which is now in operation from Terre Haute northward, in Indiana, to Perryville, within twelve miles of Danville. Besides this Indiana line there are two other southern connections of the Chicago, Danville and Vincennes Road in contemplation. A road is projected to run from Danville—or possibly from Rossville, about eighteen miles north of Danville—southwardly through Charleston to Flora, the intersection of the Ohio and Mississippi and the Springfield and Southeastern Roads. Here, by harmonious arrangements with the Springfield and Illinois Southeastern Company, a very direct north and south route will be formed between Chicago and Shawneetown: and it is proposed to extend the line from Shawneetown to Paducah, and thus secure more advantageous southern connections. From Charleston northward a subscription of about $5,000 a mile has already been secured.

Pittsburgh and Connellsville Railroad.

The Cumberland (Md.) *News* of 6th inst., states that on Monday trains passed safely through Brooke tunnel on the line of the Pittsburgh and Connellsville railroad. The *News* adds:

The connection is now complete, by easy grade, over the entire length of road, Brooke tunnel being the last piece of work unfinished at the time of the formal opening. This tunnel has been christened "Shoo Fly" by the hands at work there, and the passenger on a train of cars going over the summit of the hill was pretty sure to retain a vivid impression of the flight, and although the "Shoo Fly" crossing is now no more, a remembrance of its perilous looking trestlings, short curves and fearful precipices will live in the memory of every person traveling over its summit. The passage through the tunnel is but about sixteen hundred feet, and is made in about one minute. The completion of the tunnel greatly facilitates travel and trade over the road, as all the trouble and delay occasioned in crossing is at last removed.

☞ At an election of directors of the Monticello and Port Jervis Railroad company, in Port Jervis last week the Erie managers, who had purchased a controlling amount of stock, elected seven of their number to the Board of Directors, namely: James Fisk, jr., Jay Gould, Justin D. White, L. D. Rucker, Geo. S. Hall, Geo. S. Redington, H. N. Otis. The road has been run as a branch of the Erie during the past year.

Buffalo and Lake Huron Railway.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JUNE 30, 1871.

The Directors have now the pleasure to lay before the Shareholders, a statement of accounts for the half-year ending June 30. It will be seen that the revenue account shows a more favorable aspect this half year, the charges having been reduced as was anticipated. The credit balance applicable to dividend is £5,460. Out of this sum the Directors recommend a distribution of 1s. 6d. per share, free of income-tax, which will absorb £4,037, and leave £1,423 to be carried forward to the current half-year. Many of the old preference and other shares still remain unconverted, and should be sent into the Company's office forewith. The loans, which in the last report stood at £55,000, were reduced to £45,000 on June 30, and now stand at £35,000. The aggregate bonded debt of the Company remains unaltered. The last report intimated that the secretary had been under the necessity, at great personal inconvenience, of again proceeding to Canada, for the purpose of furnishing evidence in Chancery in the suit of Allchin v. the Buffalo Company. After considerable labor he succeeded in bringing matters to such a position, that a most eminent counsel advises the board no further serious difficulty need be apprehended. The long vacation intervening before he could obtain the final decree of the Vice Chancellor to the Company's appeal, it remains for our counsel in the case to procure this decision in November next. The claims in respect to right of way, and the sale of the surplus lands, were also arranged during the secretary's stay in Canada. A resolution will be submitted by the board to the meeting, recommending some substantial recognition of his laborious and successful efforts on behalf of the Company's interests. The Directors of the Company retire at this meeting, but are eligible for re-election.

The bond capital amounted to £763,558 and the share capital to £525,135, and £54,950 in the hands of the Company; total, £1,343,643. The Grand Trunk rent for the half year ending June 30 last, amounted to £25,000, from which was deducted £20,998 for interest coupons. £895 for expenses, leaving a balance of £3,107, to which was added £2,352 balances and transfer fees, making available for dividend £5,459.

Cotton Crop of the United States.

For several years past the actual yield of cotton in the United States has been larger than most of the previous estimates. In connection with the annual statement, we have published for more than a score of years our summary of the prospects, carefully compiled from our large correspondence, which extends over every portion of the cotton fields, and this has proved to be far nearer the actual total, when the crop was gathered, than the average public estimates. Last year at this date we said: "The stand is good for nearly four million bales, if it can all mature and be picked. All that the yield falls below the even millions will be due to causes still to operate upon the growing and picking of the crop." We looked for early frost and feared that this might shorten the picking season but it was evident that a very large yield would be gathered if no such interruption occurred. We received from a great variety of sources, many severe rebukes for our "extravagance" in suggesting so large a crop. We gave most of the writers due credit for their sincerity. It does not follow as a matter of course that a planter who predicts but half a crop is necessarily dishonest. His own fields have suffered, and he therefore reasons from the less to the greater, and estimates the whole area planted by that which falls under his eye. If every planter would do this, an average of the reports would present the exact truth; but we all know that only the sufferer complains, while those who have a fine prospect are apt to keep it to themselves. For this reason, unless we heard many serious complaints from different parts of the country, we should know that the growth was enormous; and after examining and crediting such as we receive, we still find a large margin for hopefulness. The crop just reported by the New York *Shipping List*, in whose hands this duty has been placed for many years, and to which we are indebted for an advance copy, is 4,347,006 bales.

Prices have fluctuated within narrower limits than during the preceding year, when from the opening at 35 cents it ran down toward the close to about half that figure. The opening in September, 1870, for low middling was 18¼; it advanced before 7th to 19¼, then by a series of declines fell to 16 on the 30th; during October the market showed a slight gain; on the 1st, 15¾ was quoted; on the 14th, 15; on the 24th, 17, and on the 31st, 16¾, during November the changes were less marked than in the previous months, opening at 16¾, touching 16¾ on the 4th, declining to 15¾ on the 10th, and closing at 15¾; December brought a weak market, starting at 15¾, the highest price, and closing at 14¼, the lowest figure being 14¾ on the 15th; the range in January was a trifle lower, running from 14¾ on the 4th to 14¾ on the 6th, 15¼ on the 26th, and closing at 15; February prices were again lower, ranging from 14¼ to 14¾. March and April exhibited no more than the variations caused by the daily increase and decrease of demand. May opened at 14, and the market steadily advanced till the close of June, at which time 19¼ was the quoted rate. July and August prices were influenced largely by the rates of contracts and the manipulations of speculators. On the 8th of July, 20¾ was reached, and on the 15th of August, 17¼, these being the extreme rates.

The following will show the yield in different sections as nearly as these can be divided:

COMPARATIVE PRODUCT OF COTTON.

	1868–9.	1869–70.	1870–1.
Louisiana	794,205	1,142,097	1,446,490
Alabama	280,826	305,956	404,673
Texas	147,817	246,284	314,484
Florida	13,392	23,194	16,688
Georgia	357,253	485,374	725,528
South Carolina	198,943	246,593	350,692
North Carolina	85,912	58,884	77,223
Virginia	160 418	203,981	339,175
Tennessee, &c	321,891	322,386	580,813
Manuf. at South	.....	79,843	91,240
Total bales	2,260,557	3,114,592	4,347,006

The exports, of course, show a large increase divided in destination as follows:

EXPORTS OF COTTON TO FOREIGN PORTS.

	1868–9.	1869–70.	1870–1.
To Gt. Britain	989,500	1,475,444	2,345,998
To France	224,527	346,706	138,869
To N. Europe	177,182	255,315	496,377
To other ports	56,434	96,094	152,928
Total bales	1,447,643	2,173,559	3,134,172

The total consumed in the United States, including all burned at the ports, can never be given with perfect accuracy, and there is much dispute on this point. The following are the figures given in our quoted authority.

HOME CONSUMPTION OF COTTON.

	North of Virginia.	Elsewhere.	Total.
1856–7, bales	665,718	154,218	819,936
1857–8, "	452,185	143,376	595,562
1858–9, "	760,218	167,433	927,651
1859–60, "	686,521	185,522	972,043
1860–1, "	650,357	193,383	843,740
1865–6, "	594,000	72,000	666,000
1866–7, "	690,000	80,000	770,000
1867–8, "	884,281	81,385	965,666
1868–9, "	846,756	79,498	926 254
1869–70, "	777,341	85,265	862,606
1870–1, "	1,072,426	94,542	1,166,968

We now present our usual comparison of the total crop of each year since 1820. The total given as the crop of 1865–6 includes a large amount grown in preceding years, but not sent forward until the ports were opened; the period of the war has been filled up with accepted estimates:

COMPARATIVE CROP STATEMENT.

	Bales.		Bales.
1820-1	430,000	1846-7	1,778,651
1821-2	455,000	1847-8	2,347,634
1822-3	490,000	1848-9	2,728,596
1823-4	509,158	1849-50	2,096,706
1824-5	569,249	1850-1	2,355,257
1825 6	720,027	1851-2	3,015,029
1826-7	957,281	1852-3	3,262,882
1827 8	727,593	1853-4	2,930,027
1828-9	870,415	1854 5	2,847,339
1829 30	976,845	1855-6	3,527,845
1830 1	1,038,848	1856 7	3,939,519
1831-2	987,477	1857 8	3,113,962
1832-3	1,070,438	1858-9	3,851,481
1833 4	1,205,324	1859 60	4,669,770
1834-5	1,254,328	1860-1	3,656,086
1835-6	1,360,725	1861-2. (est.)	4,800,000
1836-7	1,422,930	1862 3. (est.)	1,500,000
1837-8	1,801,497	1863-4. (est.)	500,000
1838-9	1,360,532	1864 5. (est.)	800,000
1839-40	2,177,835	1865 6	2,154,476
1840-1	1,634,945	1866-7	1,951,988
1841-2	1,683,574	1867-8	2,430,893
1842-3	2,378,875	1868-9	2,260,557
1843-4	2,030,409	1869-70	3,114,592
1844-5	2,394,503	1870-1	4,347,006
1845 6	2,100,537		

The Sea Island crop included in the last-mentioned total amounted to 20,818 bales. The highest heretofore given was 47,592 bales in 1858-9; the smallest was 18,054, and this was the total for the year 1868-9.

There is still much difference of opinion in regard to the growing crop. In some sections less was actually planted this year than last. In Louisiana and Mississippi the early rains were quite damaging, and the grass seemed for awhile to get the better of the plant. In Texas a great area was planted, but the heavy rains at first and subsequent drouth cut down the very large estimates for that State. On the seaboard, all these and other damaging causes have been reported in various localities. At one time, so much outcry was made that the range of estimates was mostly at or below three and a quarter million bales; this has gradually increased under more favorable indications, so that now the range is usually from three and a half to three and three quarters millions, three and a half being the fair average of reasonable expectations, although if nothing untoward occur we do not think the larger quantity a very extravagant estimate.—*Journal of Commerce.*

☞ At the annual meeting of the stockholders of the Southern Central Railroad Company at Auburn, on the 6th inst., the following gentlemen were elected directors for the ensuing year: Homer N. Lockwood, Wm. H. Seward, Jr., Adam Miller, Charles G. Briggs, A. H. Gloss, D. M. Osborne, John J. Taylor, Thomas C. Platt, C. I. Rich, J. W. Dwight, H. K. Clark, George I. Post, Charles F. Welles. John J. Taylor, was elected President; George I. Post, vice-President, Wm. H. Seward, Jr., treasurer, and Homer N. Lockwood secretary.

☞ The managers of the Waynesburg Branch Railroad from Downington to Waynesburg, (Pa.) are now surveying the route twelve miles beyond, on which, when completed, cars will be run to New Holland, and will connect with the railroad from Columbia to Reading. This will open the greatest coal route in the State.

☞ The Vineland (N. J.) Railroad is now completed to Bridgeton, and regular passenger trains are running. Passengers can now go from that city to New York direct, and connect at all points on the Camden and Atlantic Road.

☞ The La Clede and Fort Scott Railroad Company have closed a contract with John Fallon, G. S. Fitch, and Orville Grant for the construction of a railroad from Fort Scott, Kansas, to Centralia or Odin, to be completed in two years. The road will cross the Mississippi River at St. Genevieve, Mo., and traverse some of the richest mineral districts of Missouri and the extensive coal-beds of Illinois.

☞ The Bangor *Whig* says Messrs. Sawyer, Berry & Co., contractors on the Bangor and Piscataquis Railroad extension, are pushing the work vigorously, especially on the Dover end of the line. Three hundred and fifty men are employed in grading, and three miles of the road will be ready for the iron in less than two weeks.

☞ The Worcester and Somerset Railroad Company have contracted with the National Iron Company for the iron for their entire line from Newtown to its junction with the existing Peninsula railroad system in Somerset county, Md.

☞ The Portsmouth, Great Falls and Conway Company have just extended their White Mountain line as far as Ossipee, and now they are proposing to reach Wolfeborough by a branch.

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Notice to Railroad Companies.

A THOROUGH PRACTICAL RAILROAD MAN, that has great experience in building Locomotive, City and Tram Railways, would like the building of Mountain or Country Tramways, or Wooden Railroads, by contract, or the superintendence of any new Railroad. The highest of references given from several of the leading engineers of the United States. Would go to the New Dominion, if wanted. Address T. O. C., American Railroad Journal, No. 9 Spruce St., N. Y.

To Contractors.

PROPOSALS WILL BE RECEIVED AT THIS Office until the 20th day of September instant, for the Grubbing, Clearing, Grading and Masonry and for furnishing Timber for trestle work and Cross Ties for the Augusta and Hartwell Railroad of Georgia. All necessary information will be furnished on application at this office.

E. HANFORD, Contractor,
20 Nassau st., New York.

Notice to Contractors.

PROPOSALS will be received by the undersigned for Grading, Bridging and Superstructure, (including rails and cross-ties,) for the Lancaster Railroad, until September 30, 1871. Profiles and specifications can be seen at the office of the Engineer, C. C. F. BENT, Lancaster, Mass.

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It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to $20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

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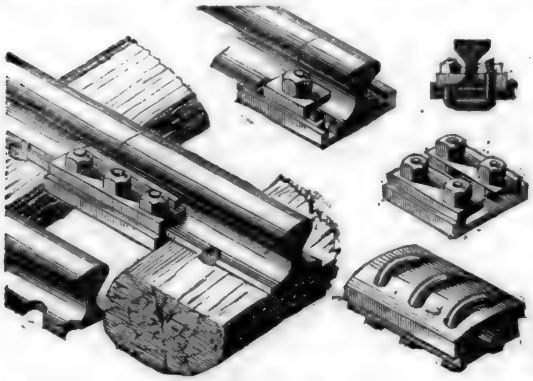
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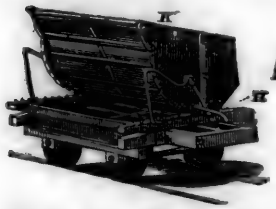
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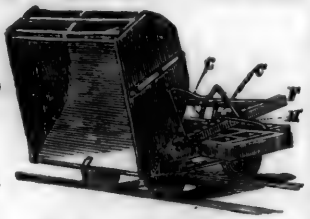


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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KINGSTON, JAMAICA, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Sept. 15, steamer RISING STAR, Capt. H. P. Connee, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall via Kingston, connecting at Panama with steamer COLORADO, Capt. ——, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Sept. 13

Steamer CHINA will leave San Francisco, Sept. 30, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 38] SATURDAY, SEPTEMBER 23, 1871. [WHOLE No. 1,848 VOL. XLIV.

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American Railroad Journal.

New York Saturday, September 23, 1871.

☞ FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY.

IN DENOMINATIONS OF $1,000 $500, AND $100, can now be had from the undersigned or through the principal banks and bankers of the United States. The attention of investors is invited to the merits of these bonds, secured by a first and only mortgage on the road, equipments, franchise, and property of a trunk line of railroad which will shorten the distance between New York and San Francisco some 220 miles, and in addition the mortgage to secure the bonds covers a land-grant of 1,500,000 acres of the most fertile land in the West, which is prohibited from being sold at less than four ($4) dollars per acre by the terms of the mortgage deed, and according to the present market price of the Illinois Central Company's lands is worth $18,750,000. This loan was originally for $5,500,000, but has been largely reduced by subscriptions of actual investors. The remaining balance of the loan is offered at 97½ and accrued interest, but the right is reserved to advance the price at any time, without notice.

The bonds have thirty years to run; bear 8 per cent. interest, payable in New York, London or Frankfort-on-the-Main, at the option of the holder, without notice, free of taxes. BOTH PRINCIPAL AND INTEREST ARE PAYABLE IN GOLD. They are Coupon Bonds, but can be registered with the coupons ON, or can be registered with the coupons OFF, and interest paid to registered owner. Interest payable Aug. 15 and Feb. 15. A liberal sinking fund, formed from the entire land sales, in payment for which the bonds will be received at par and accrued interest, provides for the early extinguishment of this loan.

Trustees—Farmers' Loan and Trust Company.

These bonds offer favorable inducements to parties desiring to fund their Five-Twenties, or other high-priced securities.

In converting Five-Twenties the investors realize 17 per cent. profit on the principal; 2 per cent. per annum excess of interest; and at the same time get a perfect security.

Maps, circulars, documents, and full information furnished on application.

Though acting as agents for the sale of this loan, our firm buy and sell in their regular business the bonds of the St. Joseph and Denver City Railroad Company, those of the Eastern Division being now quoted at 102 *and accrued interest. These were originally placed by us at* 97½.

TANNER & CO., Bankers,
No. 11 Wall-st.

☞ The town of Bucksport (Me.) has voted to subscribe $65,000 dollars to the stock of the Penobscot and Union River railroad. This added to private subscriptions made in that town of $83,000, makes a total of $184,000 from the town of Bucksport alone.

A Short Road to the Pacific.

In the middle ages of our history, that is in the fifth decade of this century, the city of St. Joe—rising town and important centre that it now is—was a very unimportant place indeed. In 1843 its houses numbered one store, its inhabitants were the storekeeper and a single red Indian. It was unimportant in everything but position. It was right on the Indian trail, the shortest route to the Pacific. When the immigrants poured across the plains they followed this track, the natural route to the West, and the City of St. Joseph rose above the fertile prairie. It rapidly grew in importance; "those things that it had done being but an earnest of what it was to do." It became the starting-point in the far West for all sorts of transport, except those propelled by steam, to the all but unknown and apparently inaccessible regions of the West and North, the Southwest and the Pacific coast. The route which the Indian had adopted by instinct and knowledge was followed approvingly by the teamster and the immigrant, who found it to be the easiest and most direct route across the Continent.

This route is to-day perhaps the shortest across the continent. Those making the journey from the West to the Eastern cities, or from this coast to the Pacific, save 200 miles by travelling over the St. Joseph and Fort Kearney road. A glance at the map will show how much shorter it is to go by this route than by Omaha. In fact it is a question of saving nearly ten hours. It is one of the shortest routes to the West, whither immigration is to-day hurrying like the waters of a rapid river. At the present moment 112 miles of this road, from St. Joseph to Fort Kearney, is in actual working condition, and 170 miles is in a state of construction rapidly approaching completion. When it is built St. Joseph will then be connected with the main line to San Francisco.

A great many people who, fortunately for themselves, never read "What I Know About Farming," have yet incontinently followed Mr. Greeley's advice to "go West," and have greatly benefited thereby. From recently published and trustworthy statistics with regard to progress and prosperity in the Middle States tier, Kansas seems, at present, to be the most promising of the Western

States. Several fortuitous circumstances have induced a large immigration in this State. Missouri is filling up; no more government land subsidies are to be had in that State; there are now no lands for preemption; and emigrants are forced to "go West" farther for farming and grazing lands.

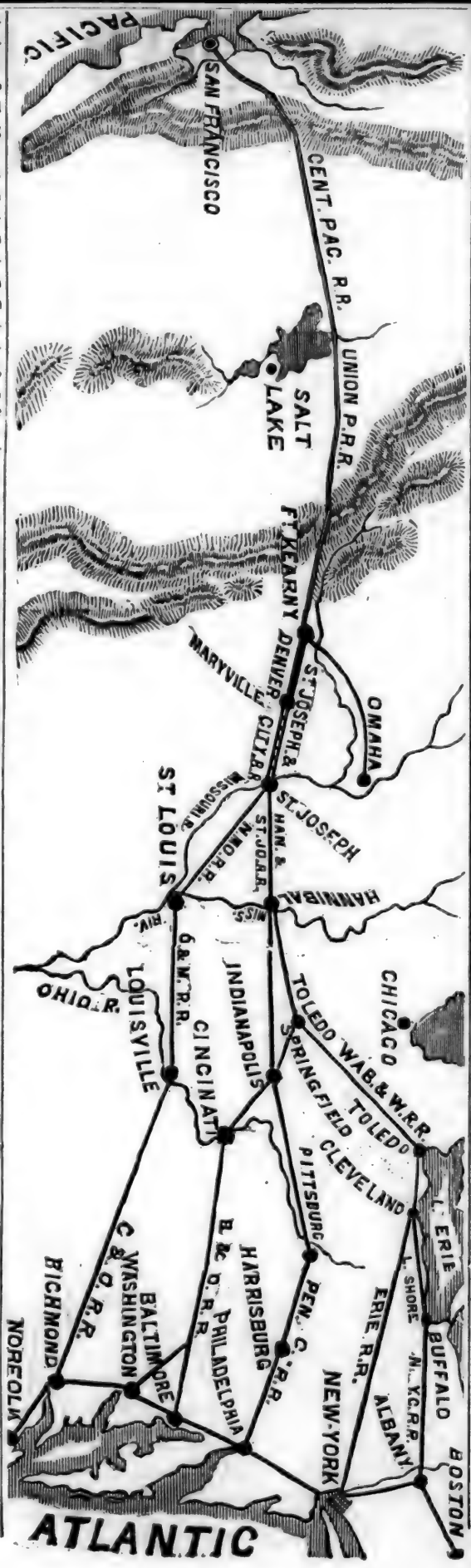
Kansas is the nearest and best State beyond the Missouri border. The climate is mild and agreeable; the winters are short, and snow seldom falls to any considerable depth; the soil is adapted to the cereals and all the fruits and vegetables of the Eastern States; hemp and sorghum are common crops, and cotton has been raised in South Kansas. Eastern Kansas presents a succession of rich prairies, fertile valleys, grass-covered hills, with an abundance of yellow oak, black walnut, elm, hickory, sycamore, basswood, and other timber along the streams. The middle is more thinly wooded, but the west has many extensive tracts of forest and the best requisites of the finest grazing country. The more important mineral products are granite, gypsum, and coal. The entire area is 57,600,000 acres or enough to make eleven States of the size of Massachusetts.

How the advantages offered by Kansas are appreciated is exhibited in the real estate transactions in that State for a single year. At Junction City, from which place the land office was removed to Salina in April last, the real estate business in 1870 was as follows:

	Acres.
Sold for cash	186,985
Entered as homesteads	666,593
Entered with Agricultural College scrip.	35,200
Entered with land warrants	38,760
Total	927,538
At Humboldt land office:	
Sold for cash	274,931
Entered with land warrants and Agricultural College scrip	19,571
Entered as Homesteads	62,257
Final certificates to homesteads	8,753
Total	365,512

The government sales at the Topeka office in 1870 were 84,182 acres; but land firms sold in the same year 276,750 acres for the sum of $1,433,644, and this is exclusive of large sales by private parties on their own account. Thus in three towns in Kansas were sold or taken up last year a total of about two million acres, or more than two-fifths of the entire area of Massachusetts.

More rapid development will follow the completion of the railroads now constructing in the State. Of the 1,393 miles of track now laid down in the State, nearly the whole has been constructed within the past two years. These roads have been built partly by the aid of government: but it is estimated that at least three-fourths of the entire length have been called into existence by the actual demands of commerce and immigration, and have been aided only by land grants and local subsidies. Among the important railway connections in Kansas is the St. Joseph and Denver City Railroad, the eastern division of which, from St. Joseph, Mo., 112 miles to Marysville, Kan., has been built and equipped and is in successful operation; while the western division from Marysville, 170 miles to a junction with the Union Pacific Railroad at Fort Kearney station, is now



actively constructing. A nearly completed bridge is now building across the Missouri at St. Joseph, and the new road not only runs through a well-watered and rich agricultural and grazing region, but it makes the distance from the Atlantic to the Pacific shorter by 200 miles than by any other route.

Fortunately for Kansas the State lies in the direct pathway of the competing Chicago and St. Louis lines. The Chicago lines come to the State through Southern Iowa and Northern Missouri, and the St. Louis lines through Central and Southern Missouri. They do not concentrate, but cross each other, and establish points of competition in different sections of the State—some running directly West and securing the trade of Colorado beyond; others tending southwest towards New Mexico, Arizona, and Mexico, and others still pushing due south for Texas and the gulf, and opening a way for the great cattle trade of that region. The enormous flow of immigration induced the building of lines to the border; the rapid development of the State will continue the work, and railroad building has but just begun in Kansas.

Jonesboro and St. Francis River Railroad.

We are informed of the organization of a new railroad company of great importance to eastern Arkansas and southeast Missouri. This road is to connect with an important new railroad recently organized by Gen. Blair, Col. Daniel Able and other prominent citizen sof St. Louis, from Commerce, via St. Luke, through southeastern Missouri, through Dunklin county, via Kennet, to the Arkansas state line; and from thence the Arkansas Company, termed "The Jonesboro and St. Francis river railroad company," propose to connect and extend said road south through Craighead county, via "Old Town," on the St. Francis river, and from thence west to Jonesboro, to intersect with the Helena and Iron Mountain railroad; and from thence westward or southwest, to connect with the Cairo and Fulton railroad, in Jackson county—perhaps near Jacksonport.

Col. James M. Burke, of Jonesboro, is president, and Major James M. Murphy, of Little Rock, is one of the commissioners and general agent for the company.

Arrangements have been made to commence the construction of the eastern portion of this road soon, with a large force, and will be graded to the Missouri line by January, 1872. This important road passes through large bodies of first-class cotton lands, and will be the means of bringing immense wealth into eastern Arkansas and develop a portion of Arkansas heretofore almost inaccessible.—*Arkansas Gazette.*

Vera Cruz and Mexico Railway.

All interested in the welfare of this company will be gratified at hearing that the railway from the capital to Vera Cruz is progressing satisfactorily, and that the traffic upon the sections already opened continues to yield improving returns. The works now in progress are being vigorously prosecuted, while in England everything is being done that is required to facilitate the operations. Large quantities of material are constantly being sent out, and the royal mail steamer of August 2nd carried three competent assistant engineers and six experienced plate layers. The completion of the whole line, from the capital to the sea, is now assured within the stipulated time. Meanwhile 5,000 tons of rails and fastenings, contracted for in July, have been partly delivered, and the delivery of the whole will have been made in October. One engine, upon the Fairlie system, built at the Avonside works at Bristol, was shipped by steamer in August, along with rails and

wagons; and the Yorkshire Engine Company has contracted to deliver five more locomotives, also upon the Fairlie principle, in the present year. In addition, contracts have been made for the supply of 100 more wagons, the delivery of which will be completed in the course of the current month of September, while Messrs. Henley, of North Woolwich, have engaged to supply 30 miles of double telegraph wire for the use of the line. It may be added that, according to the last advices, all classes were using the parts of the line already opened, and that the advantages of rapid communication were being widely appreciated by the people.

Detroit and Milwaukee Railroad.

The D. and M. Railroad extends from Detroit to Grand Haven, 189 miles, and is operated under perpetual lease by the Great Western Railway Company of Canada. Including sidings, turnouts, &c, it has an equivalent single track of 209.7 miles.

The locomotive engines in use on the road at the close of 1870 numbered 34, of which 14 were passenger, 16 freight and 4 shunting engines.

The car equipment consisted of 30 passenger, 21 post-office and baggage, 9 emigrant, 330 box freight and cattle, 187 flats and 1 auxiliary—or a total of 578 revenue cars. Also 3 service or road cars.

The trains run in 1870 690,924 miles, viz: passenger 282,274, freight 286,537, and other 122,113 miles. Cars run 6,227,621 miles, viz: passenger 1,071,538, freight 4,584,214 and mail, baggage and way 671,869 miles.

The number of passengers carried in same year was 459,808, and the number of tons of freight moved was 315,994. The reports do not give the mileage of either passengers or tonnage, which fact renders the other statements contained in the company's statistical returns of much inferior value.

The gross earnings for 1869 and 1870 compare as follows:

	1869.	1870.
Passengers	$694,251 49	$638,905 71
Freight and live-stock	871,281 80	734,874 27
Mails and sundries	46,934 89	41,962 18
Rents	3,150 09	5,380 47
Total	$1,615,618 27	$1,421,122 63
The working expenses were:		
Way	$325,684 67	$320,841 89
Locomotive power	193,041 81	194,473 31
Cars	89,104 73	84,159 55
Traffic—passenger	84,522 96	85,022 44
Traffic—freight	155 075 65	141,949 32
General charges	44,538 46	39,130 63
Taxes and insurance	57,382 98	52,322 33
Total	$946,351 26	$917,899 47
Earnings less exp	$666,267 01	$503,223 16
From which were paid—		
Int. on funded debt	$383,632 57	$398,128 24
Sundry interests & discounts	490 20	5,234 80
Bonds retired	20,000 00	
Dividends on preferred stock	146,650 00	
Interest (3 half-years to Jan. 1, 1870, on bonds of June 30, 1866, issued in 1870)	115,840 84	14,421 98
	$666,613 61	$417,785 02
Deficit	$346 60	
Excess		$85,438 14

The following tabulation shows the operations, gross and net earnings on the road for the last passed ten years:

	Train miles.	Pass. carried.	Tons moved.	Earnings—Gross.	Earnings—Net.
				$	$
1861.		161,189	135,787	738,863	318,924
1862.		187,727	167,454	866,726	385,547
1863.		296,868	167,878	1,026,059	405 025
1864.		403,901	165,361	1,323,403	438,644
1865.	515,420	439,961	189,427	1,691,735	690,985
1866.	514 737	439,453	218 819	1,659 218	635,062
1867.	588,382	468,004	258,409	1,761,308	768,789
1868.	600 913	438,394	278,729	1,718,094	704,458
1869.	614,243	447 041	283 580	1,615,618	666,267
1870.	690,924	459,808	315,994	1,421,123	503,223

The company was reorganized Oct. 24, 1860, and from that date to Dec. 31, 1860, the gross earnings were $218,558 53, and the net earnings $109,666 30, or 50.18 per cent. In the ten succeeding full years the net earnings were 43.07 44.52, 39.48, 33.16, 40.85, 38.28, 43.65, 41.01, 41.24, and 35.42 per cent.

It will be seen that the traffic of the road, both passenger and freight, has been constantly on the increase; and in the meanwhile earnings have been decreased on account of reductions in rates; and yet the ratio of expenditures show that an increasing economy has been the rule.

In the years prior to 1868 the earnings included the Lake Michigan Steam Ferry proportion of business. The establishment alluded to has been purchased and is now operated by a distinct company, in connection with the railroad.

In the years since the re-organization no dividends have been paid on the common stock. The preference shares received 3½ per cent. in 1868 and 7 per cent. in 1869. Nothing was paid on the latter in 1870. There is, however, reason to believe that with an increasing traffic, improved economy and excellent business management, under present auspices that the time is not far distant when both classes of stock will receive a proper distribution of net earnings.

The following statement shows the financial condition of the company as of January 1, 1871:

Capital stock	$452,350 00
Pref. stock, secured by mortgage	2,095,000 00
Bonded debt	7,530,047 75
Total	$10,077,397 75
Cost of road and equipment	$10,043,212 47
Balance carried to general account	34,185 28
Total	$10,077,397 75

The actual cost of the road and rolling stock was on June 1, 1871, $11,648,094 45, the difference between the capital and actual cost having been taken from revenue used in construction since the re-organization of October 24, 1860.

The following shows the elements of the capital account at the close of the years indicated:

Dec. 31,	Stock.	Bonds.	Debt.	Road, &c.
1861.	$1,952,350	$4,942.046	$357,917	$7,102,514
1862.	1,952,350	4,942,046	293,407	6 948 898
1863.	1,952,350	5,333,768	188,710	7,286,118
1864.	1,952,350	5 333,768	335,686	7 286,118
1865.	1,952 350	5,313,408	225,455	2,265,752
1866.	1,952,350	5,313,408	3 2,614	7,265 658
1867.	2.547,350	7,151.198	251,150	9,698,548
1868.	2.547,350	6,925,048	177,315	9,472,298
1869.	2,547,350	6 825,048	387.041	11,467,220
1870.	2,547,350	7,530,048	236,813	11,648,094

The increase in stock and bonds in 1867 was the result of the adjustment of old debts of the late D. and M. Railway Company. The funded debt of the company was reduced in 1868-'69 and '70 by the operation of an annual sinking fund. The actual cost of road and equipment was increased in 1869 and 1870 by adding amounts spent out of revenue since 1860 on capital account.

The outstanding funded debt is described as follows:

Oakland and Ottawa sterling 6s, 1873	$150,866 75
Oakland and Ottawa dollar 7s, 1873	51,000 00
Detroit and Pontiac 7s, 1878	250,000 00
Detroit and Pontiac 8s, 1886	250,000 00
Detroit and Milwaukee 1st mortgage 7s, 1875	2,500,000 00
Detroit and Milwaukee 2d mortgage 8s, 1875	1,000,000 00
Detroit and Milwaukee 1st coupon 7s, 1875	628,525 00
Detroit and Milwaukee 2d coupon 7s, 1875	377,115 00
Detroit River Front mortgage 10s	55,901 67
Mechanical shops 10s, 1871	50,000 00
Detroit and Milwaukee Railroad 6s, of June 30, 1866, due 1886	1,916,639 33
Detroit and Milwaukee Railroad 6s, of Sept. 1, 1866, due 1886	300 000 00

The majority of the bonds of June 30, 1866 ($1 238,000), are in the hands of the Merchant's Bank of Canada, and are redeemable at the rate of $100,000 per annum. To date $350,000 have been thus redeemed and are held by the company, although still retained in full on the balance sheet. The company also hold of this series $36,349; of the bonds of Sept. 1, 1866, $190,000, and of funded coupons $3,983, the said bonds not having been used. Deducting these redeemed and non-issued securities the net debt of the company amounts only to $6,986,065.

President.—Charles C. Trowbridge, Detroit, Mich.

Vice President.—Joseph Price, Hamilton, Can.

Directors.—Charles C. Trowbridge, Detroit, Mich.; Joseph Price, Hamilton, Can.; Henry N. Walker, Edmund A. Brush and Christian A. Buhl, Detroit, Mich.; Donald McInnes and Æmilius Irving, Hamilton, Can.; Hugh Allan, Montreal, Can.; William K. Muir, Hamilton, Can.

General Superintendent.—Thomas Bell, Detroit, Mich.

Secretary.—James H. Muir, Detroit, Mich.

Agents.—M. K. Jesup, 12 Pine St., New York. Brackstone Baker, 126 Gresham House, Old Broad St., London, E. C.

Bankers.—Second National Bank of Detroit, Mich.

☞ The Directors of the Air Line Railway Company held a meeting at Hartford, Ct., last Saturday, and voted to accept the resignation of Gen. Serrell as engineer-in-chief, and appointed a Mr. Bottsford in his place.

☞ The Mont Cenis Tunnel was formally inaugurated on the 17th inst., by the French and Italian Ministers and the local authorities of both countries.

☞ The traffic receipts of the European and North American railway for the month of August, 1871, were $30,627 19, against $21,060 45 in August, 1870, and $16,872 59 in August, 1869.

☞ A line of street railroad has just been opened to public use in the City of Batavia, on the Island of Java.

☞ The surveyors of the Southern Pacific Railroad have reached Petropolis, a point distant thirty miles from Los Angelos.

☞ The rails on the Portsmouth, Great Falls and Conway railroad have been laid to within 13 miles of Conway.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	3,880,000	A. & O	Apl. '71 5
Baltimore City Passenger...	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	----------	----------
Berkshire*.....100	600,000	J.A J&O	July'71 1½
Bloesburg & Corning.*.... 50	250,000	J. & D.	Jun.'71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,400	----------	----------
Do., do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J A J.O.	July'71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June 70 3
Brooklyn City 10	1,000,000	F.M.A.N	May '71 3
Brooklyn City & Newt'n..100	899,800	----------	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	950,000	M. & N.	May '71 3½
Buffalo and Erie..... ...100	5,00 ,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	----------	----------
" " pref. 50	753,800	----------	----------
Camd n & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 50	915,577	J. & J.	Jul '71 $2½
Cape May and Millvi le* .. 50	447,000	J. & D.	June '71 3
Catawissa..... 50	1,109,800	----------	----------
Catawissa, pref..... 50	2,300,000	M. & N.	May'71 3½
Cayuga & Susquehanna..* 50	689,110	J. & J.	July '71 4½
Cedar Rapids & Mo. pref..100	753,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,300	J & J	July '70 5
Central of New Jersey....100	15,000,000	J & J.	July '71 4
Central Ohio..... ...100	2,425,000	J & D.	June '71 3
Do. pref.....100	400,000	J & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	----------	Oct. 67 2½
Chemung*.....100	850,000	J.A.J&O	Jan. '70 3
Chesh.re, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref...100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy - 80	18,590,210	M. & S.	Sept '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*.100	2,247,000	----------	----------
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370 293	J. & D.	June'71 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	----------	J'n &J'l	Jan.'68½
" Street.....	----------	J. & J.	Jan.'68½
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	194,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,020,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*.... 50	2,080,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Aug '71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	June'71 2
Concord..... 50	1,500,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn ...	800,000	----------	----------
Conn. & Passump. R. pref. 60	2,084,200	F. & A.	Aug.'71 3
Connecticut River..... ...	1,000,000	J. & J.	July '71 5
Cumberland Val. V..... ...	1,316,900	A. & O.	Oct '70 4
Danbury and Norwalk 5	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400 000	----------	----------
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,000,200	----------	----------
Detroit & Milwaukee.....100	452,350	----------	----------
" " pref.100	2,090,000	----------	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	July'71 2
Do do. pref.100	----------	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,082,600	J. & J.	July '71 4
Eastern (N. H.).....100	494,000	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	----------	July '71 3
East Tenn., Va. and Ga....100	1,969,524	----------	----------
Eighth Avenue (N. Y.) ..100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*. 50	500,000	M. & N	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jun. 71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,539,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,145,445	----------	----------
Fitchburg.....100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Framingham and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	Jan. '71 4
Germantown (Phila.)..... 50	112,248	J. & J.	July '71 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '71 3
Granite..... ...10	----------	M. & S.	Mar.'71 4
Grass and Coates St.(I . 50	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	July '71 3
Hannibal and St. Joseph..100	4,151,700	----------	Aug'70 3½
Do. do pref.100	5,078,224	----------	May. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... ...100	820.000	----------	----------
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top ... 50	615,950	----------	----------
" " pref. 50	212,350	J. & J.	Jn. 68 3s
Illinois Central.....100	25,280,240	J. & J.	Aug.'71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind....100	2,000,000	J. & J.	Jan. '6 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	July'71 1½
Joliet & North. Indiana*.100	300 000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar.100	533,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N	May '67 5
Lehigh Valley 50	17,716,400	J.A.J&O	July'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D	June'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71 3½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... ... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J	Jul. '69 3
" " pref.100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '71 -
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount n* 50	1,676,915	----------	----------
Maine Central..... ...100	3,400,500	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	----------	----------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... ...100	400,000	F. & A.	Dec. '70 :
Memphis and Charleston..100	5,312,720	----------	June 69 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,260,000	J & J.	July '71 5
Michigan Central 100	13,225 848	J. & J.	July '71 5
Middleboro' and Taunton.100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '71
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	----------	Dec.'70 7s
" " " pref.....100	10,424,903	----------	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July 71 3½
Mobile and Ohio 100	4,269,820	----------	----------
Montgomery & W. Point..100	1,044.10.	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	----------	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell..... ...100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck..... ...100	1,818,000	F. & A.	Dec. '70 6
New Bedford & Taunton..100	500,000	A. & O.	Apl. '71 4
New Haven & N Lond.100	738,558	----------	----------
N Haven & Northampton.100	1,500,000	J & J.	Jan. '68 3
New Jersey..... ...100	7,297,200	F. & A.	Aug. '71 :
New London Northern...100	1,003,500	----------	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '71 4
Ning. Bridge & Canandai*100	1,000,000	J. & J.	July '71 :
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina..... ...100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	150,000	----------	May '67 4
Northern of N. Hampsh.,100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	----------	Feb.'71 5
Norwich & Worcester 100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n. 100	3,051,800	J. & J.	July'71 3½
" pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,999,847	----------	----------
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,250,450	J.A.J&O	July'71 2½
Old Colony & Newport ...100	4,959,025	J. & J.	July '71 3
Orange and Newark 100	289,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri..... ...100	3,711,196	----------	----------
Panama..... ...100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630 000	J. & J.	July '71 4
Pennsylvania 50	38,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Feb '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... ...100	1,32 ,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,300	J. & J.	July '71 5
Do. Do preferred. 50	1,001,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Sept. '71 3
Phila. and Trenton*..... ...100	1,099,420	F. & A.	Aug '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July '71 -
Philadelphia City..... 50	400,000	J & J.	Jan. 71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July '70 -
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '70 2½
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	July'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 3
Portland and Kennebec....100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock...100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th...100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway 100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston..... ...	----------	----------	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,460	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July'71 4
Rutland preferred..... ...100	1,831,400	F. & A.	A'g'71 3½
St. L., Alt. and T. Haute..100	2,300 000	----------	----------
" " " pref.100	2,040.000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	----------	July'70 2
17th & 19th streets (Ph.).. 50	130,000	----------	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'71 3
Shore Line..... ...100	656,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	----------	May '70 -
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
Southern Western, Georgia.*100	3,939,900	F. & A.	Feb.'71 4
Staten Island..... ...100	660,000	J. & J.	Jul. '67 4
Stony Brook 00	267 300	M. & N.	May'70 3
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch..... 50	250 000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314.130	----------	----------
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.).....100	1,750.000	----------	May '70
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700 000	----------	----------
" " (E. D.) pref.100	1,700.000	January,	1870,11 4s
" " (W. D. pref..100	1.300.000	----------	----------
Tol., Wabash and West...100	14,700 000	----------	----------
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... ...100	607,111	----------	----------
Troy and Greenbush*..... ...100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291.475	J. @ J.	July'71
Utica and Black River 100	1,666,000	J. & J.	July '70 3
Vermont and Canada*..... ...100	2,500 000	J. & D.	June'71 4
Vermont Central..... ...100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,560,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,408	----------	----------
Virginia Central 100	2,353,679	----------	----------
Virginia and Tennessee....100	3,506,300	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 50	1,209.000	F. & A.	Aug.'71 4
West Philadelphia..... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon..... ...100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. 71 3
Warren..... ...100	1,547,650	----------	----------
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 5

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... ... 50	1.633.350	F. & A.	Aug 71 4
Delaware and Hudson.....100	15 000 000	F. & A	Aug.'71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	8.739 800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... ...100	1,025,000	F. & A.	Sep.'71 1½
" (preferred)..... 100	1 175.000	F. & A.	Sep.'71 3½
Pennsylvania 50	4,300 000	----------	----------
Schuyl. Navigation (coms.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2.8 .8,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2 002,746	----------	----------
Union..... ... 50	----------	----------	----------
" preferred 50	2,907,850	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65
Wyoming Valley..... ... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... ... 25	1,500,000	M. & S.	Sept. '71 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... ... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal..... ...	----------	J. & J.	Jan.'71 4
Lackawanna Coal..... ...	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... ... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'71 5
Roaring Brook Coal..... —	200,000	----------	Dec'68 2½
short Mt Coal..... ... 50	800,000	----------	Jan. '70 5
spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... ... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... ...100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... ...100	10,000,000	----------	Jun. '71 2
Am. Merchants Union Exp.100	12,000,000	----------	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	----------	Aug.'71

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Sept. 1, 1871.					
Loan of June 14, 1858 ..... registered	$8,045,000	5	Jan. & July.	1874	105½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,714,000	6	Jan. & July.	1880	117½
.. .. coupon	4,701,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861....registered	124,788,600	6	Jan. & July	1881	117½
.. ..coupon	64,532,500	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s).....registered	81,057,550	6	May & Nov.	1882	114½
(5-20s).....coupon	381,465,050	6	" "	1882	115½
Loan of March 3, 1863.....registered	53,346,650	6	Jan. & July.	1881	117½
.. ..coupon	21,653,350	6	" "	1881	118½
Loan of March 3, 1864 (5-20s).....registered	2,518,600	6	May & Nov.	1884	115
Loan of June 30, 1864 (5-20s).....registered	41,732,200	6	May & Nov.	1884	115
(5-20s).....coupon	42,600,200	6	" "	1884	115½
Loan of March 3, 1865 (5-20s).....registered	45,423,900	6	May & Nov.	1885	115½
(5-20s).....coupon	121 024,050	6	" "	1885	115½
.. .. .. 2d series (5-20s).....registered	65,391,700	6	Jan. & July.	1885	114
(5-20s).....coupon	172,880,300	6	" "	1885	113½
.. .. .. 3d series (5-20s).....registered	90,849,250	6	Jan. & July.	1887	114½
(5-20s).....coupon	236,829,550	6	" "	1887	113½
.. .. .. 4th series (5-20s).....registered	12,279,500	6	Jan. & July.	1888	114½
(5-20s).....coupon	27,498,500	6	" "	1888	114½
Loan of March 3, 1864, (10-40s)....registered	137,647,250	5	Mar. & Sept.	1904	111½
(10-40s).....coupon	56,320,100	5	" "	1904	111½
Consols of July 14, '70 & Jan. 20, '71.registered	54,269,800	5	F. M. A. & N.	1881	....
.. .. coupon	7,869,750	5	" "	1881	....
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	28,340 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency.....	394,493,586	mil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	70
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")...	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'56-'88	100
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	57½
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112½
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "	1883	....
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101½
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	84
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	91
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	98½
Illinois—Interest Bonds of 1847.....	980,698	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	6	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'00	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	70
.. — .. .. 1870.....	3,000,000	6	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1900	....
.. —N. Ln. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	102
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	102½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	106½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'79	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	111
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	100½
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. .. of 1864.....	4,379,500	5	May & Nov.	1894	93
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.).....	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	6	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,680	5	" "	88-'90	97½
.. —	996,500	5	" "	91-'98	99
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1906	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	65,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	41-'71	....
Missouri—State Bonds proper.....	458,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	97
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	94½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
.. —	500,000	6	" "	'71-'78	....
.. — .. .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	84-'88	101½
.. — .. .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'81	101
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	693,400	6	" "	'97-'02	105
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	109
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	108½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	107½
.. —	473,000	6	" "	1875	109
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	40½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	38
.. — .. .. (new).	1,709,000	6	April & Oct.	92-'98	
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	34½
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	17½
.. — .. (" ").....	1,600,000	6	" "	1875	....
.. — .. (" ").....	4,095,399	6	" "	1881	103½
.. — (" ").....	2,400,000	6	" "	1886	105
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	106½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	2,4,860	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	100½
.. —	90,400	5	" "	1877	96
.. —	7,890,550	6	" "	1877	104
.. —	726,950	5	" "	1882	96
.. —	9,237,050	6	" "	1882	107
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	100½
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	101½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	101
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R bonds of '54	970,000	6	" "	'74-'78	77
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'96	
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	77
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	....
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	56
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	59
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans.....	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	72
.. —*Funding Bonds	4,069,503	6	" "	"	72
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101
.. — .. Certificates	201,000	6	" "	'71-'78	
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	63
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	
.. — .. .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	70
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	95½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7-3	Jan. & July.	New York.	1896	95
1st Mortgage, Eastern Ex.	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	85
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	....	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	8*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	98
Loan of 1853	1,710,500	6	April & Oct.	"	1885	97
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1909	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1900	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co. gold	150,000	6	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C.C.C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	496,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	624,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	14,000,000	7	Jan. & July.	"	1899	28½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1906	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1900	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	98
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	96
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	96
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1890	104
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90
Dollar Loan of 1889	850,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	95½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota R. C.:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	90
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	101½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	....	.....	" "	.....	.....
Charlotte and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1905	....
Cheraw and Darlington.						
1st Mortgage	500,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1500	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	90
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1900	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,876,000	8	Jan. & July.	New York.	1883	112½
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1900	....
American Cen. R.R. (57 m) guar.	800,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	97½
Dix. Peo. & Han. R.R. (46½ m) guar	800,000	8	Jan. & July.	" "	1889	97½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	....
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	....
Ott., Osw. & Fox Rv. Val. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. R.R. (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 102 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	891,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	100
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	92
1st Mortgage General (193 m.)	3,592,500	7	Feb. & Aug.	" "	1885	100
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	138.000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	855,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,077,000	7	May & Nov.	" "	1915	93
Equipment Mortgage	825,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
3d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	" "	1870	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi. & Mil.R W.) 85m	1,129,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	354,000	7	" "	" "	1888	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage gold	25,000pm	7	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	103½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7	May & Nov.	New York.	1880	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1880	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	84½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	....
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Buff. and Ind.R.R.).	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	98
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	99
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	102
2d Mortgage of 1856	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,000,000	7	April & Oct.	New York.	1905	92½
2d Mortgage Consol. skg fund.	5,000,000	7	Jan & July.	" "	1909	72
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1900	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	475,000	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	481,000	7	" "	"	1876	100
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88½
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St. Jo.(K.C'y,St.J.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1901	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1889	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1900	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	560,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Stamf. to Delmer) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General)	1,033,000	7	March & Sept.	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	....
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1896	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,916,639	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	200,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150,867	6*	May & Nov.	NY& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	18•6	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1900	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1853	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1905	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July.	New York.	1850	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	99
Loan of 1865	160,000	6	April & Oct.	"	1886	98
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	97½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	....
Eastern Shore (Md.):						
1st Mortgage	400,000	....	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	....	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	93
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	91
5th Mortgage convertible	926,000	7	June & Dec.	" "	1888	83⅝
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'd-($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin.(F. W. J.& S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1899	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage	985,000	7	May & Nov.	" "	1875	98½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	615,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1880	....
Gr. Rapids & Indiana(P.F.W.&C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	....	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6	—— & ——	"	1873	....
Mortgage Bonds	618,066	6	—— & ——	"	1876	....
Mortgage Bonds	2,380,333	5½	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½	—— & ——	"	1878	....
Mortgage Bonds	4 866	5	—— & ——	"	1881	....
Gt. Western of Illinois(T.W.&W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 185-)	1,813,000	7	Feb. & Aug.	" "	1888	92½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	" "	1893	89

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley(Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	89
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	5, 000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	94½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	60,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	" "	1885	90½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	....
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & Ju'y.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	500,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1896)	1416,000	7	April & Oct.	Philadelphia.	1896	103½
2d Mortgage	367,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	49
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	106½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1898	89½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1859	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1906	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan & July.	New York.	1885	100
2d Mort. of 1868 for $600,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,600	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1852	109
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1528	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg. & Gr. R (LS&MSo.)						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam. & Three Riv. (L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam. & W. Pigeon (L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")...	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M. on R.R. 245 m. & 3,00 0,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov. & Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1st 65.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000 pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000 pm	7	" "	" "	1901	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel. & Pres. (C.& N.W)						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR 95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1905	98
S. Fund Bonds (LS&MSo1.013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1905	....
Consol. M. coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort. (M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	10 ½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	99½
1st Mort. (Junc. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund, Clev. & Tol. R.R. 162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1896	....
Mort. Bonds (Buff. & E.R.R. 88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1358	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort. (D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. (Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort. (S.& Three Riv.R.R.)..	100,000	8	" "	" "	1887	....
1st Mort. (Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort. (Kal. Al.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort. (Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR. lands, &c., S.F. free. gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	380,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	94½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort. of 1862 (coup. & reg.) free.	3,343,000	6	June & Dec.	"	1898	97½
1st Mort. of '70 (reg.) tor $6,000,000	1,050,000	7	" "	"	1900	99½
1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18-0	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & W'rn.).....	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1880	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	6	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000 pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv. Loan (")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem).....	849,000	6	April & Oct.	" "	'80-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.).....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1883	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	18.5	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort. (B.to P.& Ken.) exch. 7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July	Boston.	1889	93
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	86½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & Hocking)...	380,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1880....gold	14,000 pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,817,937	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mort. 111 miles, guaranteed.	1,900,000	8	May & Nov.	Boston.	1889	....
1st Mort. 11 miles, assumed.....	200,000	8	" "	"	1889	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	567,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund.....	2,591,500	8	" "	" "	1882	....
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	" "	1886	121
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	....
1st Mort. (Mich. Air Line R.R.)	200,000	8	May & Nov.	Boston.	1889	104½
1st Mort. (Kal.& So. Haven RR.)	840,000	8	" "	Ne	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	"	1890	110
Michigan Southern & North. Ind.						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown, Unionville & W. Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100.000	7*	Jan. & July.	New York.	1900	....
Mdlin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,' 92,000	7	Jan. & July.	" "	1897	93½
1st Mortgage (Minn. Cent)....	208.000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	90
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	108½
2d Mortgage (P du C.Div.).....	1,315.000	7.3	" "	" "	1898	95½
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	90½
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148.500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000.000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct	" "	1863	....
Tennessee Loan bonds	1,278,9·0	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (250,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145.000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	100
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct	" "	1890	100
Missouri Valley (K.C.S .J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endor ed by Ala..	199,000	7	—— & ——	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,000	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18 0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
1st Mortgage.....	254,000	8	" "	" "	1881	....
2d Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Income Mortgage.....						
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1900	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
orris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	8	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000.....	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..... ...	125,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1831	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Williaman.						
1st Mort. for $3,000,000. tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage... .....gold	3,000.000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1859...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3 000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	3 0,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g						
1st Mor gage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,005pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1850..gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1. 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage o 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd. 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	94
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101½
Bonds for R. & N. Falls R.R.S't.	76.000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1,'69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	91
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A. M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Bonds of 1871.....	3,094	6	Jan. & July.	Shops, N. C.	1871	....
Bonds of 1865-'72.....	25,500	7	" "	" "	1872	....
Bonds of 1879-'98.....	266,500	6	" "	" "	'79-'98	....
North Eastern:						
1st Mortgage.....	31.500	7	March & Sept.	Charleston.	1869	....
2d Mortgage.....	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141.500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	87½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	113
2d Mortgage	1,246,000	7	May & Nov.	"	1896	98
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage	1,2?3,000	6	April & Oct.	"	1900	89½
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	92½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1889	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,000	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,000	6*	May & Nov.	London.	1873	....
1st Mortgage (" ") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	*7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	86
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	100½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	88
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	103½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	....
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	86
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	82
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse D.L.& W.:						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CP&A):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug	New York.	1890	....
1st Mortgage gold	7,000,000	7	Jan. & July.	" "	1880	101
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,800	6	Feb. & Aug.	"	'71-'73	....
Panama.						
Sterling Bonds £152,775 at 4.85	740,959	7	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (T W & W):						
1st Mortgage gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	95
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	90½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,50?	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C. R. I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg.):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	81½
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	92½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	87½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	....
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	....
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106
Sterling Loan of 1836	182,400	5	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6	" "	"	1880	....
Sterling Loan of 1836	288,000	7	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B. & O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bond	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,800	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	8	— & —	Portland.	1883	....
Port Royal:						
1st Mort. s.kg f'd conv. gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W.& O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.:						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	89
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	80,000	6	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	168,100	6	" "	" "	1875	....
Consolidated, Mort	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	80½
4th Mortgage	64,500	6	—— & ——	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	....
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	....
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	100½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.& C.B.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	....
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C) W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Cen.):						
1st Mortgage, 56,000 to 500	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1854	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	78
St. Louis, Coun. Bluffs & Omaha:						....
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	91½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(P.& M.):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	7*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,000,000	7	April & Oct.	New York.	1897	....
St. Paul and Chicago (M.& St.P.):						....
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	5	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	—— & ——	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	—— & ——	" "	....	....
St. Paul and Sioux City:						....
Land Stock on 400,000 acres	2,400,000	6	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	250,000	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	506,000	6	March & Sept.	" "	....	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,746	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1886	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	—— & ——	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	—— & ——	var	....
Selma Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	—— & ——	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheyboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1890	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	—— & ——	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina.						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1862-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,732	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	—— & ——	New York.	1890	....
2d Mort. " " "	200,000	7	—— & ——	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	8	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	599,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	10,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	—— & ——	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	8	—— & ——	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	—— & ——	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,675,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	87
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1900	97
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1900	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	85
Consol. M. (T., W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90⅝
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	88½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland (R. & Bar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1875	....
2d Mortgage, guaranteed	380,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	88⅝
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	82⅝
Income Mortgage	10,000,000	10	March & Sept.	"	1874	79
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July	N.Y. & Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—E. D. (see K. Pac.:						
Union Pacific—S. Br. (M.K. & T.):						
1st M.R.R. 342m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1869	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86½
2d Mortgage	1,500,000	7	" "	"	1891	41½
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	102½
Stanstead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	.....	84½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	....
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	336,000	7	April & Oct.	New York.	1880	....
1st Mortgage	114,000	6	" "	Boston.	1880	....
1st Mortgage	295,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,263,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa & O."						
Virginia & Tennessee (A.M. & O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	4,000	6	" "	" "	1869	....
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	138,500	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	89
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1889	....
Wallkill Valley (Erie):						
1st Mortgage	350,000	7	Jan. & July.	New York.	1884	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,500	7	Jan. & July.	Boston.	1890	....
Warren (D. L. & W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R. W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage (M. & W. Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan (A. & W. Stebridge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	755,500	6	April & Oct.	"	1875	100
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79⅞
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt.	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor. by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	400,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M. & St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug	New York.	1896	....
West Jersey:						
Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93
Consolidated mort. Apr. 1, 1869	979,000	7	April & Oct.	"	1899	103
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000	.....	7*	Jan. & July.	N.Y. or Lond.	1865	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	95
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan	2,0 0,000	6	" "	"	1897	92½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	980,000	6*	" "	"	1894	91½
Convertible Loan	1,996,879	6	" "	"	1877	83
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,965	7	" "	" "	1885	....
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	80
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	80
Plain Bonds	171,354	6	—— & ——	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	....
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	6.3,650	7	—— & ——	"	1889	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	63½
2d Mortgage	709,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750 000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	94
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,584,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. & E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	2	56	Adirondac.....New York	2,881,918	*	.....	.....	3,763,000	960,000	1,766,923	—	60.0	31,188	409,771	655,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama	10,500,000	.....	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	278	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	93½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jan. 30, 1870	26.5	6.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800,000	.....	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	606,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,980	78,839	—	100	....
May 31, 18 1	83.0	—	.....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶. Ga. S.C. & N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	86.7	—	8.9	—	16	6	6	104	Atlanta and West Point.....Alabama.	1,200,261	*	.....	151,902	1,232,200	32,000	5,364	82,599	86.7	.....	.....	.....	467,956	192,058	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	106	80	35	3,475	Atlantic and Great West. N.Y. Penn. & O.	59,598,596	*	.....	.....	29,598,695	25,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	396,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	5
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	.....	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	24	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶.....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	143
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	....
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,693,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	980,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,708	256,941	.....	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Belleville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	103	118	40	3,046	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154 639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	162½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass	1,205,963	595,035	100,000	68,780	872,600	800,500	188,652	30,842	66.0	.....	.....	10 mos.	286,281	56,416	—	100	....
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H.	2,860,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,496	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ¶. M., R.L., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	2
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	138
Sept. 30, 1870	74.2	8.8	64.3	—	46	60	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,471,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,068	511 550	10	100	147½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,736,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,004	10	100	147½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	.....	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased	& operated by	Erie.)	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	.....	.....	.....	2,628,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Trunk.)	250,000	14	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y. & Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	.....	31,934	1,843,617	392,178	54,455	10,600	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.6	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,878	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	....
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operated	by Burlington &	Mo. River.)	.....	.....	—	100	35
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated	by Chicago, Burlington &	Quincy	.....	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	127
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and Amboy.)	42,482	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209,162	1,120,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	82,011	5	100	75
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper. by	West Jersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,212	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L. and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper. by	Illinois Central.)	.....	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper. by	Chic. and N.W.)	479,675	.....	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R.....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,352	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,042	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	109½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B. & Ohio.)	842,436	68,323	—	100	29½
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California*¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	106½
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,950,217	*	157,492	228,100	2,671,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	20.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hud. C. Co.)	.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198.490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila. and Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,187,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	120
Apr. 30, 1871	307.0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	137

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. X.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	....	....	....	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*	—	—	1,590,525	3,000,000	—	—	....	(Recently brought into operation.)			—	—	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased and oper. by Mich gan Central.)			—	—	—	100	...
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,867,946	80,624 595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080 963	*	.....	.....	1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	.....	—	(Leased & oper by Tol. Wab. & Wester			.....	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	69
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,682,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	15	564	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	320,071	75.0	675 644	.....	.....	2,412,150	848,908	12	100	....
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447.202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	—	—	20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. Paul.)			—	—	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	762,067	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6.000.000	*	.....	.....	2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	—	—	834,250	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	....
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4 224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,397,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—	—	—	2,750,000	2,750,000	—	—	—	(Under construction at $35,000 p.m.)			.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	202.5	(Commenced operations Sept. 1870.)			—	—	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.Indiana.	17,333,514	*	—	—	7,685,497	7,891,500	1,756,517	—	179.0	1,205,086	.....	.....	1,921,274	707,493	—	100	84
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	—	—	—	.....	.....	—	—	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,070,000	631,746	174,786	265.0	1,460,505	18.034 663	59,540,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)			—	—	—	100	....
Apl. 30, 1871	58.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129 550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In course of construction.)			.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recently completed.)			.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,778,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*	—	—	6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)			—	—	7	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)			—	—	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	—	—	3 027,450	2,033.000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	10	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	—	—	42.0	(Recently completed.)			.....	.....	—	100	....
Jun. 30, 1871	68.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—	—	—	(Leased & oper. by L. Sh. & Mich. So.)			.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	—	(Leased & oper. by Michigan Central.)			—	—	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	—	—	2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	—	—	—	.....	.....	—	—	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	—	.....	.....	.....	1.209.000	—	—	112.0	(Oper. by bondholders.)			.....	.....	—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	—	.....	.....	.....	25,000pm	—	—	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	—	.....	.....	.....	.....	—	—	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	—	.....	.....	.....	.....	—	—	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1.335,000	2 279,335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—	.....	.....	1.300,000	1,300,000	—	—	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—	.....	.....	3,000,000	1,500,000	—	—	—	(Under construction.)			—	—	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342.500	31,910	370,000	—	1.212,500	500.000	—	—	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P..O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	107½
Sept. 30, 18 0	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—	—	—	4,000,000	—	—	—	—	(Under construction at $33,000 p. m.)			—	—	—	100	....
Dec. 31, 1870	166.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	—	—	5,000,000	4,500,000	—	—	—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49.507	—	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	.....	2,649,250	2,856,030	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	78	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)				18,159.400	5,588,000	414,417	—	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	—	—	—	—	208.5	.....	18,207,248	39,606,988	5,938,167	2,320,760	10	50	124½
Dec. 31, 1870	—	—	55.2	—	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	—	—	—	900,000	900.000	—	—	—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia ....Ohio	6,000,665	974,391	—	—	5,871,450	2,528,000	—	—	196.0	1,096 503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	50.0	—	....	73 0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	—	.....	.....	6,000,000	5,000,000	—	—	—	(No returns—Is near completion.)			.....	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	—	.....	.....	.....	750,000	—	—	—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)			.....	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783.000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	92½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	—	—	1.500,000	1,500,000	—	—	—	(Under cons. to be completed in 1871.)			—	—	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	—	—	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	....
Jun. 30, 1870	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)			—	—	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	50.718	2,472,188	2 859.520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	....
Jun. 30, 1870	185.0	196.0	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,579,694	8,680.912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	—	.....	.....	3 000 000	.....	.....	.....	289.0	(No returns of operations published.)			.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,843,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			924	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			—	—	6	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			....	(Under	construct	ion.)				100	....
Feb. 28, 1870	283.5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,057,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Padu ah and Gulf .....Kentucky.	1,323,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	5,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	.....	.....	.....	.....	.....	12	100	62½
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	—	(Leased	and oper. b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	85,000	—	—	—	(Leased	and oper. b	y Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000	—	—	—	(Leased	and oper. b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691	—	—	—	342,150	160,000	36,542	—	—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	—	(Leas.&	oper. by C	'm.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,506,907	*	27,356,661	8,568,549	33,850,000	32,760,000	4,961,734	1,524,392	601.6	10,185,233	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	47.0	—	54.0	—	25	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	—	4,000,000	556,000	175,000	—	62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	17,531,707	6,271,222	10	50	124
Dec. 31, 1879	46.0	—	7.9	—	—	—	—	—	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*	—	—	1,811,700	3,000,000	—	—	106.9	.....	.....	.....	.....	.....	20	100	....
Dec. 31, 1870	82.0	—	8.5	—	10	5	4	122	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	& oper. by	Chic., R. I.	& Pac.)	949,686	311,914	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	*	—	—	1,000,000	2,000,000	—	—	83.0	246,648	.....	.....	.....	.....	8	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	—	—	2,000,000	2,000,000	—	—	90.0	(Recenti	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*	—	—	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744	.....	62,580	1,324,200	295,094	93,442	.....	92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*	.....	.....	8,404,300	12,598,000	609,565	.....	58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,200	55,900	.....	.....	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	55½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	114
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	—	—	—	1,259,100	—	—	—	33.4	(Oper.b	y Unit.Co.)	(14 mos.	1,389,328	120, 06	10	100	....
Dec. 31, 1870	193.0	7.5	24.9	—	80	30	17	1,524	Pbg, Cin. & St. Louis.Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	9,562,600	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	109½
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538	—	200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*	—	—	19,714,285	13,663,000	18,230	—	72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	101½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	—	101,813	44,100	505,000	76,319	—	—	(Leas.&	oper. by Bo	s.& Alb'y.)	—	—	27,000	6	100	....
Dec. 31, 1870	63.0	9.8	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	—	—	993,100	1,222,848	268,519	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	—	—	250,000	250,000	50,000	—	109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585,069	79,576	1,500,000	—	—	—	27.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500,000	—	—	—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	134½
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	66	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*	—	—	170,000	200,000	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	—	—	483,874	10,000	176,302	—	26.0	.....	.....	.....	88,144	31,755	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,336	*	—	—	437,917	55,000	16,500	—	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,608	48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	—	—	—	600,000	800,000	—	—	—	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164.049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	.....	.....	507,268	1,000,000	1,056,405	.....	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	—	2,035,072	161.0	600.87.	16,481,419	22,373,357	1,656,169	583,253	7	100	102½
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,783	—	100	....
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*	—	—	650,000	712,173	78,148	—	38.3	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	—	—	—	557,560	70,000	—	—	—	(Leased	& oper. by	Erie.)	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	—	—	250,844	—	—	—	20.0	.....	.....	.....	.....	.....	6	100	....
Sept. 30, 1870	141.1	46.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19 005,175	1,324,943	475,270	10	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	206,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	229.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	36
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	—	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	6,000,000	3,200,000	.....	.....	—	(Under	construct	ion—80 m.)	n oper. Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,890,376	550,474	—	100	25
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	—	—	2,223,850	2,725,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	n oper. Ju	n. 1, '71.)	1,372,236	385,803	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Under	construct	ion.)	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	—	—	—	1,000,000	1,000,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,500,000	4,500,000	.....	.....	—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	—	—	—	2,000,000	3,000,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	—	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by B.	& Lowell.)	.....	.....	1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	—	—	—	300,000	40,000	.....	.....	—	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston....S. Car. & Ga.	2,040,106	*	—	179,048	997,100	1,157,245	49,267	15,582	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama.Ga.& Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leas. &	oper. by Phi	lla.& Read	ing.)	29,803	5	50	....

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REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guarnnteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	70
Catawissa,* pref. and guar.	2,200,000	7	7	100
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung, guar.	380,000	8	6	....
Cheshire, pref'erred	2,017,815	7	3	85
Chicago and Alton, pref.	2,425,400	7	10	122½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	90½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	88
Erie, preferred	8,536,910	7	7	65
Evansville and Crawfordsville pref.	100,000	...	...	..
Hannibal and St. Joseph, pref.	5,078,224	...	...	77½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	24
" " 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	80⅞
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	78⅞
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,600	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	....
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60
Sandusky and Cincinnati, pref.	445,516	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref.	2,888,997	6	6	35½
Union, preferred	.....	6	...	9
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 —	@ 37 —
Pig, American, No. 1		36 —	@ 37 —
Pig, American, No. 2		34 —	@ 35 —
Pig, American, Forge		33 —	@ 34 —
Bar, Refined, English and American		— —	@ 80 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		107 50	@122 50
Bar, Refined		82 50	@ — —
Bar, Common		— —	@ — —
Scroll		102 50	@132 50
Ovals and Half-round		100 —	@125 —
Band		— —	@ 97 50
Horse Shoe		97 50	@102 50
Rods, ⅜@3-16 inch		87 50	@122 50
Hoop		105 —	@147 50
Nail Rod	per lb.	— 6¾	@ — 7
Sheet, Russia, as to No.'s	(gold)	— —	@ — 14
Sheet, Single D. and T. Common		— 4¼	@ — 5¼
Rails, English	(gold) per ton.	58 —	@ — —
Rails, American, at Works in Penna.	c'y.	70 —	@ 71 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cen's per lb., or under 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11	@ — 13
English German (2d and 1st quality)		— 10½	@ — 12
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— 15	@ — 16
American, Spring, do.		— 9	@ — 11
American Machinery do.		— 9	@ — 10
American German do.		— 9	@ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb	4 50	@ — —
Cut Spikes, all sizes		4 75	@ — —
Clinch		6 —	@ 6 50
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19	@ — 31
Copper		— 36	@ — 38

TIN—Duty, Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 40½	@ — —
Straits	(gold).	— 36½	@ — 36¾
English	(gold).	— @ 24¾	— 25

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 87½@ 9 —	10 25 @ 10 75
I. C. Coke	7 50 @ 8 50	9 — @ 10 —
Coke Terne	6 37½@ 7 50	7 25 @ 9 —
Charcoal Terne	8 — @ 8 50	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 14	@ — 14½
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 18
Refined, Standard White (in ship'g order)		— —	@ — 24
Refined, prime White (in shipping order)		— —	@ — 26
Refined, S. W. (in jobbing lots)		— —	@ — 25½
Refined, S. W. (in tin)		— 28½	@ — 29
Naptha, Refined, (65 @ 73 gravity)		— 9½	@ — 10
Residuum	per bbl.	4 —	@ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
Canton Co.	....	....	....	....	....	78
Central Pacific 6s	102	102⅜	102½	102	102	102⅛
Central of N. Jersey	109½	....	109½	108½	108½	110½
Chicago & Alton	120	....	....	....	120	....
" pref.	....	....	....	....	....	....
" 1 M.	105	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	140	....	....	....	137	137
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	69⅜	70	69⅜	68⅞	68⅜	69½
" pref.	90⅝	91	90⅜	88½	90¼	90⅜
" 1st M.	100	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	93
Chic., Rock Isl. & Pac.	110⅞	110½	....	108⅝	109	109⅛
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	....	103½
Clev., Col., C. and Ind.	90½	90	....	88⅞	....	....
Clev and Pittsburg	121½	....	....	118½	120½	121
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	99	....	....	....
" 4 M.	....	....	....	85	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	102	....	....	....
Col., Chi., & Ind. C.	....	....	20	20	20	20½
" 1 M.	91⅜	....	91½	92	92⅜	93
" 2 M.	72	72	71½	....	....	72
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	122½	....	124	....	....	....
Del. Lack. & Western	109	109½	109	108⅜	109	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	88	....	....	....	....	....
Erie Railway	32½	32½	32½	30⅝	30¼	30⅝
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	90	....	....	....	....	....
" 3 M. 7s, 1883	....	93½	93½	93	....	....
" 4 M. 7s, 1880	91½	....	91	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	83⅞
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph.	71	....	....	69½	68⅜	69
" pref.	81½	....	79	79½	79	79
" 8s, conv.	99	....	90⅞	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	138	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	114	113⅜	109½	108⅛	....	....
Lake Shore Div. bonds	....	98	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	120	119½	119⅛	....	....
" S. F. 8s, 1882	....	....	....	....	....	121
M. S. and N. I.	1 M. S. F.	....	103	104	....	103⅛
" 2 M.	....	....	....	....	....	99½
Mariposa Mining Co.	1	....	....	3½	....	2
" pref.	3½	3½	....	3½	....	2½
" Tr. Cts ctfs.	....	....	....	....	....	24
Milw. and St. Paul.	63	62⅜	....	61¼	62½	62
" pref.	81½	....	....	....	80⅜	80⅝
" 1st mort.	....	....	95	....	....	....
" 2d mort.	....	....	....	90½	90½	....
" 8s	....	....	....	108½	....	....
" 7 3-10s con.	95⅜	....	....	....	....	....
Missouri 6s	97¼	....	97	97½	97	97
" H. & St. J. iss.	....	....	....	....	....	....
Morris and Essex	95	95½	....	95	....	....
" 1st mort.	....	....	....	....	....	106
" 2d mort.	101½	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	93½	....	94	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	100½	100½	100½	93⅜x	93⅜	93
" certificates.	95½	94⅜	....	89x	88⅜	....
N. York and Harlem	129½	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	102⅜
N. Carolina 6s, old	42⅜	42	42	....	41½	....
" new	24	....	25	....	....	....
Ohio and Miss.	43⅜	....	44⅜	43⅜	42½	41⅞
" pref.	78⅜	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	55½	55⅜	54½	53⅛	52⅜	52⅝
Panama	....	66	....	66	64	64½
Phila. and Reading	114⅜	114⅜	....	114½	....	114
Pitts., Ft. W. & Chi. gtd.	....	....	....	101½	....	....
" 1 M.	....	....	....	105	....	....
" 2 M.	102	102	....	....	....	101½
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	15⅜	....	....	15⅜	....	15
St. L., Alton & T. H.	....	25	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	99½	....	....	....
" 2 M. pref.	....	....	....	....	87½	87½
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	....	73½	72⅜	72⅜	72	....
" new	....	73	72½	....	72	....
Tol., Wab. & Western	65⅜	65⅜	64⅜	62½	61⅜	62½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	92½	....	....	92½	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	89	....	....	88½	....
Union Pacific	....	30½	30	28⅜	28⅝	28⅞
" 1st mort.	....	91	91	90½	90½	90½
" L. Gt. 7s	84	....	84	83⅜	....	....
" Inc. 10s	....	....	81½	....	....	81
Virginia 6s, old	....	63	....	63	....	....
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	111¾	....	111¾	111¾	....	....
U. S. 5s, 10-40s, reg	111¾	....	....	111¾	111¾	....
U. S. 6s, 1881, reg	117½	....	....	....	....	....
U. S. 6s, 1881, coup	118½	....	118¼	....	118⅝	118⅝
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	115½	....	115	....	....	....
U. S. 6s, 5-20s, c. 1862	115⅛	115½	115⅝	....	115½	115½
U. S. 6s, 5-20s, reg. '64	115	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	115	....	115	115½	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	115½	115⅝	115⅝	....	115½	115½
U. S. 6s, 5-20s, r. n. '65	114	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	113⅝	114⅛	113⅝	113⅝	113⅝	113⅞
U. S. 6s, 5-20s, reg. '67	114½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	114½	....	114½	114½	113⅞	114
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114⅝	114⅝	114⅝	114⅝	114⅝	114⅝
U. S. 6s, Pac.R.R.issue	115⅛	....	....	....	115⅛	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	....	....	....
Camden and Amboy	128½	128½	128	....	127½	127
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	90	90	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	95½	....	....	95⅝	95⅝	95⅝
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38½	38½	38⅝	38¼	38	38
" 6s, 1884	....	....	87½	....	87½	....
" Gold L.	91½	91⅞	91½	91⅛	91½	91⅝
" R. R. L.	92	....	....	....	....	92½
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	62½	62	62	62½	62½	62¼
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	46	46	46¼
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	50½
" 6s, 1880	101½	....	....	....	101½	101½
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	42½	42⅞	42½	....	....	....
Oil Creek & Alleg. Riv.	51½	51½	51½	51⅝	51	51
" 7s	88	....	....	....	....	....
Pennsylvania R. R.	62½	62¼	62⅞	62⅝	62½	62¼
" 1st M.	....	....	....	....	....	100
" 2d M.	102⅜	....	....	....	....	....
" Gen. mort.	93½	....	....	93½	93½	93½
" " reg.	....	....	....	....	96½	....
Penn. State, 6s 1st series	100⅞	....	....	101	100	100⅝
" 6s, 2d series	104	....	....	....	104	....
" 6s, 3d series	....	....	....	107	....	....
" 6s, W L.	....	....	....	....	....	....
Philadelphia City, 6s	101	....	101¼	101	....	101¼
" new	101¼	101¼	101¼	101¼	101¼	101¼
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	57½	57½	57½	57⅝	57½	57
Philadelphia and Erie	....	....	27½	....	....	....
" 6s	....	....	....	....	....	92½
" 7s	....	....	88	87½	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	80	....	80	....	80	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	80	....
Hestonville, (Horse)	....	....	....	20	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	33	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 14.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Baltimore City 6s, 1875	100	....	....	....	....	....
" 1886	....	....	....	99	....	....
" 1890	98¼	....	....	98½	....	98¼
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	142½	143	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	97	....	97	....	....
Marietta & Cin. 1st M	....	....	....	....	....	....
" 2d M.	86	86½	....	....	86½	86½
" 3d M. 8s	....	....	79½	....	....	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	89½	....	....
Pittsb. & Connellsv. 7s	94½	....	....	94½	94½	94½
N. W. Va. 1st mort	99	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	65⅜	65⅜	65½	65⅜	64⅛	64⅜
" Defer. Certif.	29½	28½	....	....	....	28½
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	Th.14.	F.15	Sat.16.	M.18.	Tu.19.	W.20
Boston and Albany	152½	152½	152½	....	....	152½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	147½	....	....	147½
Boston and Providence	....	....	147½	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	28	....	....	27½	23½	....
Cheshire, pref.	....	....	....	....	85	85
Concord	80	....	79	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	111½	111½	111	110½	110	110
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120½	120½	120	119½	119½	....
Northern, N. H.	117	....	....	....	....	....
Ogdens. & Lake Champ	90½	90½	....	....	90	90
" pref.	....	....	....	....	....	....
Old Colony & Newport	104	....	....	....	....	103½
Ph., Wil. & Baltimore	....	54½	54½	....	....	54½
Portl'd, Saco & Ports.	....	....	....	....	....	134½
Union Pacific	30½	30½	....	....	....	29
" 6s	....	89½	90	....	....	89½
" Land Grant 7s	....	80½	80½	....	....	80½
" Income 10s	....	83	82½	....	....	81
Vermont & Canada	101½	101½	....	....	....	....
Vermont & Mass.	....	....	....	....	85	....
South Boston (Horse)	....	....	73½	....	....	73½
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	77½	....	....	76½
Middlesex	77	....	....	....	....	....
Central Mining Co	....	20	....	....	....	....
Copper Falls	....	....	....	....	10½	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	5½	....	5½	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— Sept. 8.	Sept. 1.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	88 — 92	88 — 92
Do. do., 2d mort., 1881	80 — 85	78 — 82
Do. Penn., 1st mort., 1877	88 — 92	88 — 92
Do. do., 2d mort., 1882	80 — 85	78 — 82
Do. Consol. 7 per cent. mort. 1890	41½ — 42½	42 — 43
Detroit and Milwaukee 1st mort. 7s	70 — 72	69 — 72
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	26¾ — 27½	25 — 25½
Do. sterig. 6 p. c. convertible bonds	67 — 69	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	111 —112	109 —110
Panama General mort. 7s, 1897	85 — 89	78 — 82
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	96 — 97	96 — 96½
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	97 — 99	96 — 98
Do. with option to be paid in Phila.	97 — 99	96 — 98

American Railroad Journal.

Saturday, September 23, 1871.

Stock Exchange and Money Market.

Money has been in more active request, with more firmness noted as to rates. The speculative call has been on an enlarged scale, with a good demand from mercantile borrowers. The current rates have been from 3@6 generally 4@6 per cent. in a temporary form, and at 6@9 per cent. per annum on choice to fair business credits. The city banks, in their latest return, made an exhibit unfavorable to an easy movement, the legal tender and specie averages, as well as the deposits, having been reduced materially, while a further addition of nearly a million and a half was made to the item of loans and discounts. The Sub-Treasury, by its receipt for the extra two millions of Gold, sold on Government account, last week, was the gainer to a considerable extent, of the legal tender and currency, which the banks lost. The city banks, in their last weekly exhibit, show a loss of $3,124,000 of legal tender notes, $534,400 of specie, and $2,181,900 of deposits; also an increase of $1,461,700 in their loan and discount averages, and a reduction of $14,500 in their item of circulation. The city bank exchanges, last week, averaged $104,161,000; and thus far, this week, 121 millions daily. The banks now hold only $5,003,500 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is $10,228,400, against $16,517,151 same time last year. The city bank deposits are now $246,896,700 against $193,479,916 week ending Sept. 17, 1870. The legal tender reserve amounts to $63,821,700 against $49,062,532 same time last year. The circulation now stands at $30,129,700, against $32,750 726 same time last year. The loans are now $312,668,000, against $268,408,700 at this date last year.

Government revenues have been yielding quite satisfactorily, particularly in the customs form during the week. The excises yielded last week about 2¼ millions, and thus far since July 1, about $31,640,736. The customs at the port of New York, last week were $3,998,203; and at the outports, equal to about 1⅓ millions more, all in coin, or coin certificates.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $365,067,450; and as security for deposits of public money, United States bonds for $15,401,500.

Under the September programme of the Treasury Department, Government will buy in U. S. Five-Twenties as follows: Wednesday, September 27—One Million. And will sell Gold as follows: Thursday, September 28—Two Millions.

The Gold speculation, under clique manipulations, has been decidedly buoyant, and the price has been advanced sharply, on an enlarged volume of dealings. The supply of "cash gold" has been moderate, and comparatively well under control. The customs call has been active, though the export drain has been light. Last week, Government accepted bids for four millions of Gold, instead of the two millions advertised for. On Wednesday, the dealings indicated a less confident and quite feverish movement, under various reports relative to the probable action of the Secretary of the Treasury. The rate on Gold loans was up on Wednesday to ⅝ths of one per cent. per day. The range of the price during the week, has been from 113⅝@115, and the closing quotation on Wednesday was 114 against 113⅞ the preceding Wednesday. The specie outflow, last week, was $521,701; on Tuesday of this week, $33,478; and on Wednesday, $92,000. The Gold Exchange Bank clearances have been as follows: September 14, $87,994,000; September 15, $50,937,000; September 16, $45,853,000; September 18, $45,186,000; September 19, $76,727,000; September 20, $86,755,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Sept. 16, 1871, $64,844,648, against $66,183,427 same time in 1870.

The export drain was $521,701 last week, against $810,465, same week preceding year The shipments since January 1, 1871, have been $56,643,508, against $47,192 231 same time in 1870.

The customs demand for Gold last week, averaged $664 700 a day; thus far, this week, it has averaged $700,000 a day, or equal to a weekly aggregate of $4,200,000. The arrivals of specie from Europe, Havana and other foreign ports last week, were $125,693, and since Jan. 1,

1871, $7,682,509 against $7,900,432 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $115,912,500 against $101,643,588 same time in 1870.

Foreign exchange which opened stronger, on an improved inquiry, closed dull and weak. Bankers' sixty day bills on London closed on Wednesday at 108⅛@108⅜; sight bills on London, 108⅝@108⅞.

The produce exports from this port, week ending with Sept. 19, were to the currency value of $4,228,364.

Government securities have held their own well as to price, though the dealings have been comparatively moderate, as have likewise been the offerings of most issues.

On Wednesday, Government bought in three millions of Five-Twenties at equal to full market rates, the range having been from 112 40@112 69. The amount of bonds offered was $6,904,550.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118¼@118½; U. S. Five-Twenties of 1862, 115¼@115½; U.S. Five-Twenties of 1864 at 114⅞@115; U. S. Five-Twenties of 1865, 115¼@115½; U. S. Five-Twenties of 1865 consolidated, 113¾@114; U. S. Five-Twenties of 1867, 113⅞@114; U. S. Five-Twenties of 1868, 114¼@114⅜; U. S. Ten-forties at 111⅜@111⅝; U. S. Six per cent. currency bonds, 115¼@115½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 6.	Sept. 13.	Sept. 20.
Consols	93⅜	93⅛	93 3/16
U.S. 5-20's of 1862	93⅝	93 5/16	93⅜
U. S. 5-20s, 1865	93½	93¾	——
" 1867	92¾	92¾	92½
" 10-40s	90⅞	90 11/16	90⅜
Erie	27½	26½	25½

State bonds have been in moderate request at less buoyant prices.

Railway bonds have been moderately sought after, as a rule, chiefly for investment purposes at fairly supported prices. Central Pacific Sixes have been in demand at 102@102¼. Chesapeake and Ohio Sixes have been taken to a fair extent, for home investment on the basis of 93 per cent. and accrued interest.

The new Hall of the Stock Exchange was formally opened on Monday. The desk and tables at the head of the room were filled with flowers and trailing vines, presenting a very handsome appearance. Appropriate speeches were made and resolutions adopted.

The St. Joseph and Denver City eight per cent. gold bonds continue to meet with a fair sale at the established price of 97½ and accrued interest. The loan (the aggregate of which was $5,500,000) was opened on August 1, and more than 50 per cent. of it has been already disposed of.

Railway and miscellaneous share property has been less active, and quite depressed in value, though the later dealings showed a steadier movement.

General business has been moderately active. Domestic produce has been less firm in price, as a rule. Middling upland cotton closed on Wednesday at 20½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 21,860 bales, against 33,882 bales same time in the preceding year; exports 30,430 bales, against 10,903 bales in the previous year; stock at the ports at latest dates 85,228 bales, against 55,253 bales same date 1870.

At the Live Stock Markets, Beeves have been in active request at from 7@13 cts.; Veals quiet at 4@10½ cts.; Sheep at 4@6½ cts.; Lambs at 6@8½ cts.; Swine, 4¾@5⅛ cts per lb., all live weight. The week's receipts were 9,690 Beeves, 1,351 Veal Calves, 36,153 Sheep and Lambs; and 25,496 Swine.

Foreign merchandise has been in fair demand, without material alteration in values. The week's imports of foreign goods reached $7,566,089, including $3,467,827 of dry goods.

Ocean freights have been less active, at easier rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, gold, 98⅝; North Carolina 6s, special tax, 17¾; South Carolina 6s, new, Jan. and July, 56; do. Apl. and Oct., 59; Louisiana 8s, 1910, 92¼; Arkansas 7s, (M. O. and R. R. R.,) 48; do., 6s, Fund Act, 57⅛; New York State 7s, B. L., reg., 109; Virginia 6s, consol., 65¼; Cleveland and Pittsburg consol, 95; Ohio and Miss. consol. bonds, 94; Toledo, Peoria and Warsaw 1st mort., W. D., 87; Albany and Susq. R. R., 93½; do. 2d mort., 95½; Gt. Western 1st mort. 1888, 92⅝; Galena and Chicago 2d mort., 98¼; Central of New Jersey new bonds, 102½; Peninsula R. R. 1st mort., 95; St. Louis and Iron Mt. 1st mort., 91¼; North Missouri 1st mort., 87¾; Cleveland, Painsville and Ashtabula old bonds, 97½; do. new bonds, 98; Pacific R. R. 7s, guar. by Mo., 101; Mil. and St. Paul 1st mort., Iowa Div., 90; Joliet and Chicago 1st mort., 109; Cedar Falls and Minn. 1st mort., 86; Long Dock bonds, 94; Rensselaer and Saratoga R. R., 102½; Spring Mt. Coal, 83½; Consol. Coal, of Md., 44½; Maryland Coal, 30; Western Union Tel., 65½; do. 7s, 98; Atlantic Mail S. S. Co., 15; Adams Exp., 86; Am. Mer. Union Exp., 58; Wells-Fargo Exp., 53½; U. S. Exp., 56.

Philadelphia.—Wilmington and Reading 1st mort. 7s, 100; Huntingdon and Broad Top Mt., consol., 49; Harrisburg and Lancaster R. R., 52; do., 6s, 93; Warren and Franklin 1st mort., 7s, 91; Connecting R. R. 6s, 88¼; Philadelphia and Sunbury 7s, 98; Philadelphia and Reading 6s, 1880, 92½; East Pennsylvania R. R., 38¼; Nesquehoning R.R, 56½; Pennsylvania and New York Canal, 7s, 96¼; Susquehanna Canal 6s, 63¾; Delaware Division Canal, 46; Germantown Passenger R. R., 85; Lombard and South St., R. R., 17; West Philadelphia R. R., 74; New Jersey State 6s, free, 105; Spring Garden 6s, 101; St. Nicholas Coal, 2¼. The latest quotations are: City 6s, 101⅛@101¼; do. free of tax, 101⅜@101½; State 5s, coupon, 100@—; do. 6s, W. L., 100⅜@100½; do. 1st series, 100¾@101; do. 2d series, 104@104; do. 3d series, 106@107; Reading, 56⅞@56¾; do. 7s, 1893, 106@106; do. mort. 6s, 1880, 92½@98; Camden and Amboy, 126½@127; do. mort. 6s, 1889, 95½@95¾; do. 1883, 90@91; do. 1889, 89@90; Pennsylvania R. R., 61⅝@61¾; do. 1st mort., 100@100; do. 2d mort., 102½@103; do. General mort. coupon, 93@93½; do. reg., 96@96¼; Little Schuylkill R. R., 46@46½; Morris Canal, 51@52; do. pref., 120@125; do. 6s, 93@—; Susquehanna Canal, 9@10; do. 6s, 63@65; Schuylkill Nav., 8⅝@9; do. pref., 17@17½; do. 6s, 1882, 80@80; Elmira and Williamsport pref., 41@42; do. 7s, 1873, 94@95; do. 5s, 61@—; Lehigh Coal and Navigation, 37½@37¾; do. 6s, 1884, 87¾@88; do. R. R. Loan, 92½@93; do. Gold Loan, 91⅜@91½; North Pennsylvania, 49½@50½; do. 6s, 101@101⅜; do., 7s, 97¾@98¼; do. Chattle 10s, 113@116; Philadelphia and Erie, 27½@28; do. 6s, 92@93; Minehill, 53½@53½; Catawissa, 18@20; do. pref., 48@49; Lehigh Valley, 62@62⅛; do. 6s, new coupon, 97½@97¾; do. reg., 98@—; do. 7s, 99¾@—; Fifth and Sixth streets, (horse,) 44@45; Second and Third, 69@70; Thirteenth and Fifteenth, 23@23⅞; Spruce and Pine, 33@33½; Green and Coates, 47@—; Chestnut and Walnut, 51@55; Hestonville, 20½@21; Union, 70@70½; Germantown, 34@35.

Boston.—Vermont Central old stock, 85c.; do. 1st mort., 86½; Vermont Central and Vermont and Canada 8s, 1889, 102½; Michigan Central 8s, 1890, 110; Atchison, Topeka and Santa Fe 7s, 85; Old Colony and Newport 7s, 1877, 103¾; Connecticut and Passumpsic Rivers R. R. 7s, 1876, 100⅜; Central Pacific 7s, 1883, 100¼; Grand River Valley 2d mort. 8s, 1879, 104⅜; Eastern 6s, 1874, 99; Burlington and Missouri River R.R. in Nebraska, 35; Indianapolis, Cincinnati and Lafayette R. R., 8½; do. 7s, 1899, 68½; Eastern (N. H.) R. R., 107½; Northern (N. Y.) R. R., 12½c.; Rutland R. R., 36; do. pref., 83; do. 8s, 1880, 100¼; Cincinnati, Sandusky and Cleveland R. R., 23; do. 7s, 84½; Boston Water Power, 49½; Cary Imp., 15; Maine 6s, 1889, 102½; Rhode Island 6s, 1882, 101¾; Massachusetts 6s, 5-20s, currency, 101; Connecticut 6s, 1884, 101½; do. 1875, 100½; New Hampshire 6s, 1878, 101½; Cincinnati 7s, 1886, 105; do. 7 3-10, 1898, 106¾; St. Louis 6s, 1888 92½; St. Albans (Vt.) 6s, 1890, 87¾; Hamilton Co., (Ohio) 7 3-10s, 1877, 103¼; Boston 6s, 1876@1880, currency, 102; do. 5s, 1884, gold, 100½; do. 1880, 101⅛; do. 1876, 102; Fall River 6s, 1891, 101; Chicago 7s, 101½; Hartford 6s, 1875, 98¾; do. 1894, 99⅞; Charlestown 6s, 1891, 101½; Bangor 6s, 1899, 91¾; Allouez Mining Co., 4¼; Calumet and Hecla, 105; Canada, 30c.; Dana, 1; Hanover, 2⅜; Humboldt, 95c.

Baltimore.—Orange, Alexandria and Manassas 7s, 82; Northern Central 6s, 1900, gold, 92¾; Orange and Alexandria 2d mort., 6s, 80½; Central Ohio R. R., 29½; do. pref., 81; Virginia 6s, 1866, 70; Memphis City 6s, 60; George's Creek Coal, 75. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@94⅜; Baltimore and Ohio, 143@146; do. 6s, 1875, 96@96½; do. 1880, 95@97; do. 1885, 96½@97¼; Northern Central, 42½@42½; do. 6s, 1885, 92@92½; do. 1900, 89@89½; do. 6s, 1900, gold, 92¾@93½; N. W. Va. 1st mort., 99@100; do. 2d mort., 98½@100; do. 3d mort., 1885, 90¾@90⅞; Marietta and Cincinnati 7s, 1892, 97¼@97⅜; do. 2d mort., 86¾@86⅞; do. 3d mort., 79@81; Central Ohio, 29@30; do. 1st mort., 84@86; Western Md. 1st mort. 6s, 1890, 81@—; do. guar. by Baltimore City, 92@92¼; do. 2d mort. guar., 91½@93; do. 2d mort. pref., 61@—; do. 6s, guar. by Washington Co., 84½@85; Richmond and Danville bonds, 81@—; Orange and Alexandria 1st mort. 6s, 90½@95; do. 2d mort. 6s, 80½@81; do.

8d mort. 8s, 90@90; do. 4th mort. 8s, 82@82½; Orange, Alex. and Manassas 7s, 80¾@81; Virginia and Tennessee 8s, 89@90; do. 6s, 1st mort., 90@95; do. 6s, 2d mort., 77@82; Baltimore 6s, 1875, 100@100¼; do. 1884, 98@100; do. 1886, 99@99½; do. 1890, 98⅛@98¾; do. 1893, 98¼@98½; do. 1900, 97½@98½; do. 5s, 1838–'70, 80@82; Memphis City 6s, 59¼@60; Maryland 6s, 1870, 105½@107; do. Defense Loan, 1883, 106@106¼; City Passenger R.R., 23@23¼; George's Creek Coal, 73@75; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1.00@2.00.

☞ CHESAPEAKE AND OHIO RAILROAD SIX PER CENT. BONDS.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH, BANKERS AND DEALERS IN GOVERNMENT SECURITIES, No. 5 NASSAU-ST., NEW YORK, Sept. 15, 1871.

The amount of these bonds remaining unsold is now so small, and the demand continues so great, that we expect soon to close out the remainder of the loan. They are issued in sums of $1,000, $500 and $100 each, either coupon or registered; interest payable May and November, interest and principal payable in coin in New York City.

Holders of United States Sixes of 1881, Ten-Forties, and especially of Five-Twenties, can largely increase their capital (17 to 25 per cent.) and income by exchanging for these bonds. Price to-day, 93 and accrued interest. We recommend them with the same entire confidence that we did the Central Pacific Railroad Bonds, now selling at a premium, and we believe they will, in time, command the same favorable estimation and price. FISK & HATCH.

North Carolina Railroad.

The Richmond (Va.) *State Journal* of the 12th inst., says;

The lease for thirty years of the entire road of the North Carolina Company, 223 miles from Charlotte, North Carolina to Goldsboro, North Carolina, by the Richmond and Danville Railroad Company, was consummated yesterday. The Richmond and Danville Railroad Company is to pay $260,000 per annum for the use of the North Carolina Company's road. Possession was fully delivered this morning, and it is now operated under the control of Col. A. S. Buford, president of the Richmond and Danville railroad, thus completing his plan of continuous line from Richmond and Chesapeake to Atlanta, Ga., and the central South.

☞ The certificate of incorporation of the Columbus, Ferrara, and Mineral Railway Company has been filed in the office of Secretary of State of Ohio. The terminal points of the road are the city of Columbus and the village of Ferrara, Perry county. Capital, $500,000. The intention is to build a railroad from Columbus to Millersport or Pleasantville in Fairfield county, and thence to follow the Atlantic and Lake Erie to Ferrara.

☞ The completion of the Connecticut Western railroad from Winsted to its connection with the Dutchess and Columbia railroad was celebrated in Norfolk, Ct., on the 12th inst.

Steel Rails and Block Signals.

The half-yearly meetings of the several railway Companies, which may be said to have concluded with the present week, have disclosed two most interesting features in which railway economy and expenditure are concerned on the one hand, and the public safety on the other. The special features referred to are the gradual substitution of steel for iron rails, and the adoption of the block system of signals. From the proceedings of the London and North Western Company at their recent half-yearly meeting we are informed that they have already 150 miles of their railway worked by the block system of signals, and 400 miles on their own warning system, but that in deference to public feeling 500 miles more are about to be worked on the block system. The Brighton Company report that a considerable expenditure has been incurred at the expense of revenue by the further extension of the block system, and by the introduction of steel rails instead of iron. The Great Western Company show an increase of expenditure of £37,365 as compared with the corresponding half-year of 1870, but they state that they have received the full value of the increase in the form of new steel rails, which have been laid down to the amount of £12,000. The Great Northern Company report that during the half-year £8,000 has been spent in replacing iron with steel rails, and that the block system of signals, so far as it as been carried out upon this line, has been a great success, and that owing to it the Company have enjoyed a perfect immunity from accidents during the half-year. The Midland Company state that £89,561 more than the corresponding period of last year has been spent on revenue account, which was attributed to the substitution of heavy steel rails for iron, and by the expense of introducing the block system of signals. The Lancashire and Yorkshire Company report an increase of expenditure for the half-year, as compared with last year, of £5,147, caused by the introducing of steel rails instead of iron; whilst the South Eastern Company, after stating that the block system of signals has been to a great extent adopted up on their line during the half-year, make the satisfactory announcement that they have carried 8,100,000 passengers on their line during the half-year without a single accident or injury to any one. The above are only the results so far as most of the leading great Companies are concerned, but it may fairly be assumed that they apply in a great measure to the several other Companies in different parts of the country.—*Herapath, Sept.* 9.

☞ The route of about thirty miles of the Danville, Paris and Vincennes Road, from Danville south to Paris has been located, and a contract for its construction by the 1st of January, 1872, has been made with Mr. Thomas King, who was formerly chief engineer of the Indianapolis, Bloomington and Western Railway. South of Paris the location is not definitely fixed. There is talk of continuing to a connection, somewhere near Vincennes, with the projected road of the Cairo and Vincennes Company.

☞ The Dillsburg and Mechanicsburg Railroad company (a branch road connecting with the Cumberland Valley railroad at Mechanicsburg) was organized on the 2d inst. by the election of a board of directors with Hon. Frederick Watts as President, and Gen'l E. M. Biddle as Secretary and Treasurer. The capital stock of the new company is $350,000, in shares of $50 each. The contracts for grading were to have been given out on the 16th inst.

☞ Two surveys for the Catskill and Schoharie Valley railroad are being made, one by way of Rensselaerville, and the other by way of Livingstonville.

Vera Cruz and Mexico Railway.

A further portion of the line of the Mexican, between Apixaco and Vera Cruz, has been opened for traffic; and Mr. Mills, the general manager, has just reported to the London directors that the company is now carrying all the goods forwarded from Vera Cruz in the direction of the capital, Mexico. Between Vera Cruz and Paso del Macho, the distance is 47 miles; the carters, who formerly carried by the ordinary route, now use the line exclusively, and it is found that the same is the case with every additional mile that is opened. The line is gradually obtaining the entire traffic, both goods and passengers, of the country. It will shortly be opened to Cordova, and then the receipts from the passenger traffic will considerably increase, as the merchants and principal inhabitants of Vera Cruz will remove their families up the country in that direction during the hot season. Meanwhile, the receipts of the Vera Cruz section, during the first four months of the year, amounted to $98,723, against $67,687 in the corresponding period of 1870.

☞ The report of the Pittsburg, Cincinnati and St. Louis Railway Company (Pan-Handle) shows: Miles of road operated 978½; amount of stock $5,424,350; funded debt $10,017,440 24; floating debt $2 560,633 09; total cost of road $17,665,162 93; earnings from all sources $8,944,907 01; total operating expenses $6,328,274 11; net earnings $2,616,632 90. In addition to operating exponses there has been paid out for leases and additional equipment $3,860,799 40.

☞ The gross earnings of the Wicomico and Pocomoke railroad for the fiscal year ending April 30, 1871, were $28,059 61; expenses of operating the road, $14,203 92; net earnings, $8,847 77. There was shipped during that time 40,326 bushels of grain, 5,213,435 feet of lumber, 854,000 lbs. of live stock, 50,658 lbs. of poultry, 121,629 lbs. of berries, 79,475 dozen eggs, 2,000,757 lbs. miscellaneous, 1,000,100 shingles, 40,000 bushels oysters.

☞ The Lewisburg Centre and Tyrone Narrow Gauge road, which is extended from Lewisburg, on the Susquehanna, west by south, nearly parallel with the Middle Creek Railroad, is to be completed from Lewisburg to Mifflinsburg, nine miles, in all the present month of September.

☞ The Eastern (Mass.) Railroad Company are surveying north and south of Smith's Pond, in Wolfborough, N. H., with a view to the building of a branch connecting that place with their road at Sanborn's Mills in Wakefield.

☞ The Connecticut Western railroad is so nearly completed that the managers expect to be able to run through trains the entire length of the road, to and from Hartford, by the end of November.

☞ The last rail on the European and North American Railway between Bangor and St. John, uniting by rail the United States and the maritime provinces of Canada, was laid on the 20th inst.

☞ The Worcester (Md.) railroad is nearly completed to Newark, half way to Berlin from Snow Hill.

☞ The Toronto and Nipissing railway was formally opened to Uxbridge on the 14th Sept.

Statistics of Commerce and Navigation.

The monthly report from the Bureau of Statistics at Washington for the month ended June 30, 1871, and for the fiscal year ended the same, compared with the corresponding periods of 1870, has appeared. From the official synopsis we learn that the imports of the twelve months ended June 30, 1871, amounted to $541,493,774; domestic exports (specie values) for the same period, $513,044,273; foreign exports, $28,459,897. For the twelve months ended June 30, 1870, the imports amounted to $462,377,587; domestic exports, $420,535,258; foreign exports, $30,427,159. In 1871 the imports consisted of $519,593,750 worth of merchandise and $21,900,024 in specie and bullion; the domestic exports for the same period were, merchandise, $428,539,017; specie, $84,505,256; foreign exports—merchandise, $14,401,270; specie, $14,038,629. In 1870, the imports were: Merchandise, $435,977,501; specie, $26,400,086; domestic exports—merchandise, $376,651,156; specie, $43,884,102; foreign exports—merchandise, $16,155,295; specie, $14,271,764.

Of the total trade for the fiscal year ended June 30, 1871, it will be seen that the exports exceeded the imports by $10,398, while for the fiscal year ended June 30, 1870, the imports exceeded the exports to the amount of $11,415,170.

The comparative amounts of the total trade for the fiscal year ended June 30, 1871, carried in American and foreign vessels, respectively, were as follows:

Vessels.	Imports.	Domestic exports (mixed values).	Foreign exports.
American.	$163,285,710	$180,624 658	$9,753.804
Foreign ..	363,020,710	376,476,609	16,325,826
Land vehicles	15,187,354	5,417,384	2,380,772

Fiscal year ended June 30, 1870:

Vessels.	Imports.	Domestic exports (mixed values).	Foreign exports.
American.	$153,237.077	$186,240 048	$13,492,276
Foreign ..	309,140,510	312,852,095	16,934,883

The value of foreign commodities remaining in the warehouses of the United States June 30, 1871, was $68,324,855, against $56,930,841 June 30, 1870.

The following are the values of the principal commodities imported during the fiscal year ended June 30, 1871:

Free of Duty—Chemicals, drugs, dyes and medicines, $1,201,071; cochineal, $1,184,255; fur skins, undressed, $1,024,826; gold and silver coin, $19,986,801; gold and silver bullion, $1,283,223; guano, $3,322,328; India rubber and gutta percha, $2,307,238; indigo, $2,052,222; rags, $8,748,984; raw silk, $5,739,592.

Dutiable—Animals, living, $5,845,926; breadstuffs, $7,786,211; coffee, $30,992,869; cotton, manufacturers of, $29,876,640; chemicals, drugs, medicines and dyes $6,479,414; earthen, stone and chinaware, $4,681,376; flax, raw, $694,832; manufactures of flax, $18,051,095; fruits, $9,602,630; hides and skins, $14,892,987; railroad bars or rails, $17,560,297; India rubber and gutta percha, $3,004,617; manufactures of silk, $82,341,001; sugar, brown, $61,249,621; molasses, $10,192,384; tea, $17,254,617; tin, and manufactures of, $12,757,215; wool, raw and fleece, $9,780,443; wool, manufactures of, $43,839,839.

The principal domestic articles exported during the year were:

Breadstuffs, $79,379,187; cotton, raw, $218,327,109; cotton, manufactures of, $2,501,535; furs and fur skins, $1,590,193; gold and silver coin, $58,027,484; gold and silver bullion, $26,375,875; muskets, pistols, &c., $18,463,916; naval stores, $1,694,435; oil cake, $4,160,021; refined petroleum, $34,188,736; crude petroleum, $1,820,803; bacon and hams, $8,126,683; cheese, $8,752,990; lard, $10,563,020; pork, $4.302,320; beef, $3,825,666; leaf tobacco, $19,908,797; wood, and manufactures of, $12,916,542.

The principal foreign commodities exported were:

Gold coin, $2,104,530; silver coin, $11,934,099; fixed oils, $843,196; opium, $709,825; provisions, $571,470; tea, $1,929,830.

Journal of Railroad Law.

RAILROAD COMPANIES MUST "USE THEIR OWN SO AS NOT TO INJURE ANOTHER"—CATTLE PENS ON SIDE OF ROAD TO BE KEPT CLEANLY AND FREE OF NOXIOUS GASES—MEASURE OF DAMAGES.

The facts in the recent case of The Illinois Central Railroad Company *vs.* Grabill, (50 Ill., 241,) are fully and clearly stated in the following opinion by

BREESE, CH. J.—This was an action on the case, brought to the Champaign Circuit Court, by Cathrine Grabill, against the Illinois Central Railroad Company, to recover damages for the disturbance of her enjoyment of certain premises owned and occupied by her in the City of Urbana, caused by the negligent, careless and improper manner in which the defendants kept and maintained a certain cattle pen, which they had erected near his premises—they permitting dead carcasses of cattle and hogs to remain in it until they had become rotten and putrid, and suffering filth to accumulate in it and remain an unnecessary length of time, by which noxious and poisonous smells and stenches were generated, to her discomfort, and inconvenience, and rendering her premises unwholesome and uninhabitable; and further by suffering pools of foul and stinking water to stand in and about the pen, producing noxious vapors, spreading to her premises, and greatly injuring her in the enjoyment of them.

The venue in the case was changed to the County of Ford, where a trial was had by jury, resulting in a verdict for plaintiff of $650 in damages. A motion for a new trial was made by defendants and overruled, and judgment rendered on the verdict.

To reverse this judgment, the defendants appeal to this Court.

Appellants make two principal points, the first being, that the judgment cannot stand upon any evidence contained in the record, for the reason that appellants, in the use of this cattle pen, were following their legitimate and lawful business, and that the annoyances and injuries of which complaint is made, are only such as individuals are frequently obliged to suffer, without redress, being as they are, of minor importance compared to the general good which springs from the cause of which the plaintiff complains.

There is no complaint in the declaration, of annoyance by the running of engines, the escape of steam, or otherwise near her premises. Such consequences of the construction and use of railroads must be borne by all living near them, without complaint and without hope of redress, for they are inseparable from the purposes and objects of such structures. But that a recovery can and should be had for such damages as arise out of the careless or negligent acts of a railroad company in regard to any usual and necessary appurtenance to their road, cannot be denied. Like an individual, such companies are responsible in damages for specific acts of wrong. The maxim, "use your own property so as not to injure another," is quite as applicable to corporations of this character as to individuals, except so far as the law creating them may have granted to them immunity.

Appellants, it must be conceded, had no immunity by their charter, or any particular privilege to do and permit the acts complained of in the declaration. In regard to them, they being acts of carelessness and negligence, in a matter respecting which the law would bind individuals to great care and prudence a railroad corporation would be equally bound. We take no note of the charge in the declaration of annoyances caused by the shouting and noises made by those having charge of the stock as were placed in the pen, for they were not in a position to be controlled by the company or their agents. Should they as they doubtless did, by their vociferous and rough conduct, outrage the decencies and proprieties of life, the company could not be held responsible, not having this control. It is the misfortune of the plaintiff's particular locality, that she is exposed to such annoyances, but they must be borne, the company by its agents, not being supposed to encourage them.

On the point of negligence in conducting this pen, the testimony is quite conflicting. There is evidence to show it was cleaned out from three to five times a week, and no dead and decaying animals were permitted to remain in and about it unburied, exposed to the action of the atmosphere, and by decomposition, producing noxious effluvia. Several witnesses testify there were such instances of neglect; and that bad smells were produced, greatly to the annoyance of the plaintiff, the testimony tends strongly to establish. The plaintiff's dwelling house was erected three years prior to the erection of the cattle pen, and it would appear, in a somewhat populous portion of the city.

The maxim before quoted, ought to have admonished appellants, knowing, as they must be presumed to have known, it might become a nuisance to the immediate neighborhood, that should such be the result, they would be liable to repeated actions by parties injured, so long as it continued, and as the pen would, perhaps, be in the care of incompetent or negligent agents, such result was to be anticipated. The right of appellants to erect this pen in the very heart of the city, may, perhaps, not be denied, but it is equally undeniable, they would be responsible for all results occasioned by the negligent management of it, and by its becoming a nuisance. To avoid harrassing litigation, growing out of this condition of things, prudence would seem to point to the erection of such indispensable structures, so far removed from populous neighborhoods, as to free them from the hazard of results, and if erected there or elsewhere, they should exercise such a supervision over them, as would insure there clean-

liness, so that they would not become generators of noxious and unwholesome gases, depriving residents in their vicinity of the comfortable use and enjoyment of their property. Use your own property and privileges so that you injure no one else, is a maxim sanctioned by time, and by the acquiescence of the civilized world, since, without its reasonably strict observance, there could be no peace in communities.

The next point made by appellants is, as to the measure of damages.

On this point it is very difficult, if not impossible, to lay down any definite rule. That the jury have no right to give vindictive damages, under the evidence in this case, cannot be denied, for the evidence of care in the management of the pen was quite strong, and we do not understand appellee as claiming such damages.

In the case cited by appellee, from which she informs us the instructions in her behalf was drawn (Ottawa Gas light Co. *vs.* Graham, 28 Ill., 73), which was an action for injury to the well and premises, occasioned by the flowage of noxious matter therein, from the works of the defendant, and rendering the air insalubrious and injurious by their works, the Court said after stating one means of arriving at the damages: "Another means would be to ascertain the depreciation of the value of the property by reason of the erection of the gas works; to ascertain for how much less the property would sell in consequence of the erection; and in ascertaining that fact, all the circumstances which might show a depreciation in value, should be considered. If the property would sell for the same amount as before the erection of the gas works, independent of a rise in similar property, there would be no loss, but if it would not, then the difference would be the damages sustained."

But beyond the injury to the pecuniary value of the premises, are the injury and annoyance to the plaintiff while occupying them, and which cannot be gauged by any definite rule.

As to the value of the premises, there is no evidence in the record. For aught we can know, it may not exceed the amount of the verdict. The attention of the Court and jury does not appear to have been called, by the defendants, to any rule by which the damages should be estimated. The only instruction asked by the defendants, was one as to what would be a reasonable time in which to remove dead carcasses from the pen. Not a particle of testimony was offered, going to show to what extent the property had been depreciated by the erection and management of the pen, or what was the value of the property. We, therefore, cannot say, there was any error in finding the verdict, nor can we say the damages are excessive, for they may have been the result of the best judgment of the jury on the facts of annoyance by noxious smells and rendering the atmosphere surrounding the premises filthy and unwholesome. If the damages recovered were for deterioration in the value of the plaintiff's property, such recovery would be a bar to any further prosecution for the same cause, but if they were for annoyance merely, and for rendering the air unwholesome, then a similar recovery might be had at every turn of the Court, and in this shape the plaintiff might recover ten-fold the value of the property. Such is the state of the record, that we have no means of determining on which of these grounds the jury found their verdict, and it must stand.

The instructions given for defendants were all they could reasonably ask, and refusing the first was proper for the reason that dead carcasses in such a pen, should be removed instantly, even in the winter season, for if they do not then give out offensive effluvia, they are offensive to the eye, and should be buried out of sight.

The instructions given for the plaintiff, on the evidence before the jury, were in accordance with the views expressed by this Court in Graham's case, *supra*.

Great injustice may be done appellants, by this finding, but from the state of the record, we are powerless to remedy it, there being no error on which we can base a reversal, and the judgment must be affirmed.

Judgment affirmed.

Locomotives for Special Service.

The economy of steam over animal power is now almost universally recognized. Only those mine-operators whose large profits make strict economy no necessity, or whose long habit of doing work in one way shuts out the idea of doing it in any other, are now contented with animal power for mining their coal, transporting their ores, handling their stone in the quarries, moving their lumber from forest to mill, and shifting their supplies about mills and furnaces. Even those who for such reasons are indifferent for a time, are soon driven by sharp competition to consider carefully the points of saving that make all the difference between a large success and absolute loss. Their indifference soon yields when they learn that a locomotive can be run and kept at the same cost as three mules, and do ten times their work. A prime element in effecting economy is machinery, not only to save animal labor, but also to reduce the force of men—a kind of labor that in our country, and especially in its newer portions, must always be high-priced. It is a pleasure to note progress in this direction.

The narrow gauge railroad has, in just such mining service as is here pointed out, for years past proved its efficiency; and to the economy in operating such roads is due in large measure the present general interest in the narrow gauge. For a long time, however, these roads were worked only by horses and mules. The peculiar demands of different roads and their special requirements made it seem impracticable to build suitable locomotives. But the demand in this case, as always, needed only to be really felt to insure the supply. An interesting circular has been issued by Porter, Bell & Co. of Pittsburg, Penn., showing how perfectly adapted to all such work the locomotive may be made. The coal drifts of Pennsylvania can be entered by powerful little engines, down whose smoke-stacks a man of medium hight can look, while he stands on a level with the rail. The sharpest curves are easily passed, and gradients that a few years ago would have been considered utterly impracticable are now surmounted with excellent results.

But this class of engines is, perhaps, to no one of greater service than to the contractors, who carry out our great public works. In the Hoosac Tunnel, one of these engines is removing the rock as fast as it is blasted, working underground day and night. On the Mississippi, the grand improvement at the Keokuk Rapids is being effected by the same kind of machinery, three of these engines being in operation there; and now four of these are used in moving the construction trains of the great Northern road to the Pacific. Within a short time, one of the best of these engines, made from new and improved designs, has been sent to the Montclair Railway Company at Newark, where it is daily at work, and can be readily seen and examined by our New York contractors. The value of a specialty of manufacture is well shown in the wide market that is here only partly indicated. A large demand must certainly arise throughout the lumber regions of the South as well as in all the mining districts of the land. All our great public works must use the same serviceable agents, and the narrow-gauge railroads, no longer merely projected in fertile brains but actually in course of construction will give work of this kind to thousands of skilled hands. Thus has a comparatively new industry quietly won its way to prominence amid the busy trades of the Smoky City, which is now attracting, as never before, all such specialties, and seems destined to maintain a position as one of the great workshops of our country.—*N. Y. Tribune.*

Toronto and Nipissing Railway.

The Directors' report shows that steady progress is being made with this undertaking. Up to the 31st August, the total expenditure was $952,298, or close upon one million of dollars, and the receipts $696,057, the difference in these amounts being represented by outstanding liabilities. For these liabilities ample provision exists, as shown in the statement. By the close of the year, a distance of 64 miles from Toronto to Woodville, at the junction with the Midland Railway, will have been completed and opened for traffic. It is now a matter of certainty that we shall soon see at least one Canadian railway with a really substantial and excellent permament way, amply equipped and in full operation at a total cost of $15,000 per mile. This is an achievement not long ago thought to be beyond the bounds of possibility; and now that the fact is practically demonstrated, it must operate as a powerful stimulus to railway enterprise in this country. We notice the election of Mr. Wm. Gooderham, jr., to the position of Vice-President.—*Monetary Times.*

White River Valley and Texas Railroad.

We learn from reliable sources that there is now a full corps of engineers on the line of the White River Valley and Texas Railroad, making the survey preparatory to the commencement of work. The contract for doing the earth work between Des Arc and Jacksonport has been let to parties lately constructing the M., K. and Texas Railroad, who are now on their way from that point to Des Arc.

When completed this road will prove one of the most valuable in the state. In addition to protecting a large quantity of excellent bottom lands from overflow which are as fertile as any in the state, and will be made valuable by this road, it will pass through a country than the lands of which there are no better anywhere. At Jacksonport the road connects with the Cairo and Fulton, thus furnishing communication to the people of Camden, Pine Bluff, and other points along the line, with St. Louis and the east.—*Ark. Gazette.*

☞ The contract to construct and equip the Lake Shore and Tuscarawas Valley Railroad, from Elyria, Ohio, to its connection with the Pan Handle Road, ninety-two miles from Elyria, has been let to Selah Chamberlain, a banker of Cleveland, for $3,350,000 $1,000,000 in stock, $2,000,000 in bonds, $350,000 cash. He agrees to complete the job on or before the first day of July, 1873, and furnish $200,000 in cars and engines. He is to receive $34,413 per mile. He is to have the road complete from Grafton to Medina by the first of next month.

☞ Work on the Wellington, Grey and Bruce railway is progressing rapidly. Merchandise has been carried to Drayton; the grading is finished beyond Huston, and it is said that the road will soon be opened to Harristown.

India--Narrow Gauge.

Mr. Juland Danvers gives the following account of proceedings previous to the decision of the Government to adopt 3ft. 3⅜in. as the gauge for light and narrow gauge railways in India;—

The important question of gauge has occupied much attention during the past year. The present width of 5ft. 6in. was fixed upon by the home authorities when Indian railways were first commenced, in the year 1859. Lord Dalhousie was in favour of 6ft., but after much consideration 5ft. 6in. was decided upon as preferable. Since that time the introduction of a lighter system of railways into India has more than once been proposed. Colonel H. Yule, R.E., C.B, strongly advocated it some years ago, and the Indian Branch constructed two short lines of this description, both on the broad and narrow gauge, Mr. Wilson being their engineer. The recommendation that a much narrower gauge than 5ft. 6in. should at once be applied to future lines of railway in India was made by the present Viceroy last year. The chief ground upon which Lord Mayo came to this conclusion was economy. He and the members of his Council considered that the railway system of India was really in its infancy; that its extension to any great length upon the existing mode of construction would be greatly retarded by the necessary outlay; that saving of cost in every direction was imperatively called for, and that such saving could be most satisfactorily secured by adopting a narrow gauge. The Government of India regarded 3ft. 6in. as the maximum that should be used, but begged that this point should be determined in England.

A committee, consisting of Colonel R. Strachey, R.E., C.S.I., Colonel C. H. Dickens, R.A, C.S.I., Mr. John Fowler, C.E., and Mr. A. M. Rendel, consulting engineer to the East Indian, was accordingly appointed "to consider the precise gauge and general character for an average narrow gauge line of railway in India." The result of their investigations and deliberations was given in two reports, one containing the conclusions at which all the members of the committee, excepting Mr. Fowler, had arrived, the other expressing that gentleman's opinion alone. All, including Mr. Fowler, were in favour, on the ground of economy, of introducing a narrower gauge into India than the present standard of 5ft. 6in. in districts where a break of gauge would not be productive of serious inconvenience, but they differed as to what that gauge should be. Colonel Strachey, Colonel Dickens, and Mr. Rendel recommended 2ft. 9in.; Mr. Fowler 3ft. 6in. The opinions of the former were founded upon the conviction "that to obtain the greatest economy in construction, and, consequently, the greatest possible extension of railways in India, the gauge selected should be not only narrow, but the narrowest which would combine convenience of transport for various kinds of goods and passengers with reasonable speed, and with economy and safety in working;" and they were persuaded that these conditions would be fulfilled by a 2ft. 9in. gauge. Mr. Fowler on the other hand, was of opinion that a width of 3ft. 6in. should be adopted, "on the clear ground that it was not greater in first cost of works and rolling stock than a gauge of 2ft. 9in., and was greatly superior in carrying capacity, convenience, and economical working." The other members of the committee considered that the cost of a railway was in proportion to its gauge; he did not. He felt that to secure the greatest simplicity and economy of construction and working in a locomotive a gauge of 3ft. 6in. was required. They thought that engines of sufficient power might be put on a 2ft. 9in. gauge to draw at a sufficient speed the largest traffic which the lines for which a narrow gauge is suitable are likely to carry. The same differences of opinion on similar grounds are expressed in regard to the rolling stock of the respective gauges. Opinions were also given on the subject by Mr. John Hawkshaw, as consulting engineer to the Madras and the Eastern Bengal, and by Mr. G. P. Bidder, as consulting engineer to the Scinde, Punjaub and Delhi. They are both opposed to the application of any other than the existing gauge to future lines, which may be required as branches to or extensions of the systems of railway with which they are connected. They attach great importance to the evils and inconveniences of a break of gauge, and contend that the very small saving, if any, which might be secured by the adoption of a narrow gauge would be more than counterbalanced by those disadvantages. Mr. Hawkshaw, however, admits, in the early part of his report, that if "it were a well ascertained fact that there are districts in India, where, having regard to financial reasons a railway on a narrower gauge could be made, but where a railway on the existing gauge could not and ought not to be made, then that would be a case in which a narrow gauge might be considered as an absolute necessity." He calculates upon certain assumptions that the difference in the first cost of a heavy railway on the 5ft. 6in. and a light railway on the 3ft. 6. gauge would be 1,810*l.* per mile, and that the saving in maintenance and renewals of permanent way would be 50*l.* per mile per annum, or, if capitalised at twenty year's purchase, 1,000*l.* He considers, however, that the object of economy would be best attained by constructing a lighter system of railway on the existing gauge, and calculates that by this means 1,250*l.* per mile might be saved iin the first cost, and 40*l.* per annum in maintenance, or 800*l.* capitalised. Thus, under the least favourable view of the case, a saving of abont 800*l.* per mile is admitted. The case above described in Mr. Hawkshaw's words would probably be regarded as the rule, instead of the exception, for future lines in India. If 10,000 miles are to be laid out, economy must be observed in the construction of every mile, and a saving of 800,000*l.* in every 1,000 miles, or of 8,000,000*l.* in 10,000 miles, becomes a matter of importance.

A much greater saving, however, is expected by the advocates of the narrow gauge. I may mention, in passing, that the estimates for the Carnatic, on the broad and narrow gauge systems, made by Mr. C. Douglas Fox, the consulting engineer to that company, show a saving of 1,760*l.* per mile in favour of the latter. The same capital would thus make 112 miles of the 5ft. 6in., or 151 miles of the 3ft. 3in. I am informed also that in America 80 miles of a line which is to be 850 miles in length has been laid on a 3ft. gauge, at a cost of 2,500*l.* per mile, including rolling stock, the rail being 30lb. to the yard, joined by fish plates, the sleepers pine wood, 5ft. long set 2ft. 6in. apart.

The existence of another gauge in a country necessarily complicates the question of introducing the narrow one; and in some places and situations the inconveniences of a break of gauge may be so great, or the value of a line of communication for strategical purposes may be so impaired by it, as to make it worth while to pay the difference in cost; but, under ordinary circumstances, these kinds of difficulties may be greatly reduced by improved mechanical appliances and good traffic arrangements. The condition of things, moreover, in this country, where, within short distances, and with an immense traffic, a break of gauge has been found to be most burdensome and objectionable, is very different from that of India.

All the opinions above mentioned were on 26th October last transmitted to the Government of India with a dispatch to his Excellency the Governor-General in Council, in which were weighed the advantages and disadvantages, on political and economic grounds, of the application of a narrow gauge to future railways, especially to the cases of the Punjaub Northern and the Indus Valley lines, and after commending to his investigation certain points of a local and technical character which would bear upon the question, the decision was left in the hands of the Government of India. That Government has since decided that the future narrow gauge for Indian railways shall be a metre of 3ft. 3⅜in., this being in its opinion the most convenient as respects the width of vehicle which can be run on it, and one which, while equal to the present requirements of the traffic with light rails and rolling stock, may be readily adapted in case of an important increase of traffic for larger vehicles and heavier engines.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st of August inclusive, during the years 1870 and 1871, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1870..	225,600	8,113,500	2,635,500	94,300
1871..	114,900	8,143,600	13,292,400	71,500
Dec ..	82,700	*30,100	*10,656,900	22,800

* Increase.

By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a decrease of 76,680 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of August, in the years indicated:

	1869.	1870.	1871.
Canal opened—	May 6.	May 10.	April 24.
Flour, bbls.	270,200	225,600	142,900
Wheat, bushels..	9,112,300	8,113,500	8,143,600
Corn, bushels...	3,173,500	2,635,500	14,292,400
Barley, bushels.	12,000	94,300	71,500
Oats, bushels...	1,938,000	2,035,200	1,637,800
Rye, bushels....	227,100	303,600	183,200
Malt, bushels...	159,400	395,400	726,000
Feed, lbs.....	6,550,500	6,890,300	4,231,600

Brazilian Railways.

THE LOAN AND PURCHASE ACT.

The bill which has passed the Brazilian Legislature is as follows: Art. 1. A credit of $20,000 is opened to the Government for the completion of the 4th section of the Don Pedro II. railway, and for the prolongation of the same road to Lagoa Dourada, in the province of Minas Geraes. Art. 2. The Government is also authorized: Sec. 1. To contract with the Recife and Sao Francisco, Bahia and Joazeiro, and Sao Paulo railway the redemption of the said roads with bonds of the public debt, provided the annual outlay, with the respective interest and amortisation, does not exceed the amount of the guarantee given to each of the companies. Sec. 2. To prolong, by sections, the railways mentioned in the preceding paragraph, following the trace judged most suitable from studies that shall be proceded to at once, and having power to expend the sum of $3,000 annually on each of them. Sec. 3. To order the verification and completion of the studies made for a railway to join the navigable parts of the Upper and Lower Sao Francisco; and to order the study of a complete system of viaton, and the making of an itinerary chart of the Empire; applying to these purposes up to $200 in the first year. Art. 3. The Government is authorized to deduct from the product of the loan contracted lately in London, the sum of $20,000 for the expenditure treated of in Art. 1; and to effect any operation of credit for the expenditure treated of in Art. 2, should the appropriations made in the laws of estimates be insufficient. Art 4. All contrary provisions are revoked.

☞ The Camden and Red River railroad company is now fully organized, and at once propose to go to work and see what means can be raised to build the road. Col. Tyra Hill is President, Hon. Jno. T. Bearden, Vice President, and Mr. C. H. Stone Secretary, the board of directors being the corporators of the company.

☞ The Western Maryland railroad track is laid to within half a mile of the Monterey summit.

☞ The Savannah *Advertiser* says that the Pennsylvania Railroad Company has succeeded in getting a controlling interest in the Wilmington and Manchester, North Carolina, Charlotte, Columbia and Augusta, and by recent purchase of stock the Air Line railroad also from Charlotte to Atlanta, and are now negotiating for the control of the West Point railroad.

☞ The Baltimore papers, of 19th inst., publish in full the report of Messrs, Craighill and Kneass, the engineers appointed to examine the plans for the improvement of Jones' Falls. It will be seen that they recommend a widening of the stream to 140 feet, and some slight straightening of the line, with other improvements, the cost of which they estimate at $2,750,000.

☞ The construction of the Woods' Hole (Mass.) Railroad was commenced last week by grading parties both at Cohasset Narrows and Woods' Hole.

☞ Col. D. C. Cross has been elected President, Q. K. Underwood Treasurer, and J. C. Macabe Secretary of the Iron Mountain and Helena (Ark.) Railroad company.

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Maps, Profiles and specifications can be seen at the office of J. H. Wilson, Chief Engineer, Avondale, Pennsylvania.

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PROPOSALS will be received by the undersigned for Grading, Bridging and Superstructure. (including rails and cross-ties,) for the Lancaster Railroad, until September 30, 1871. Profiles and specifications can be seen at the office of the Engineer, C. C. F. BENT, Lancaster, Mass.

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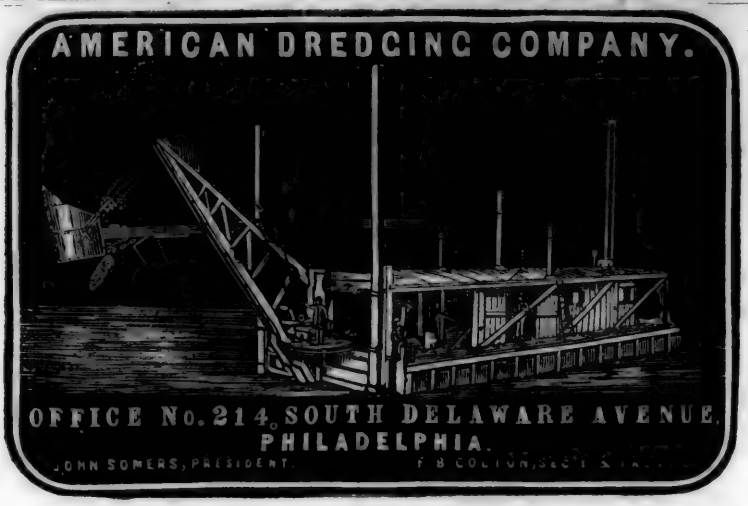
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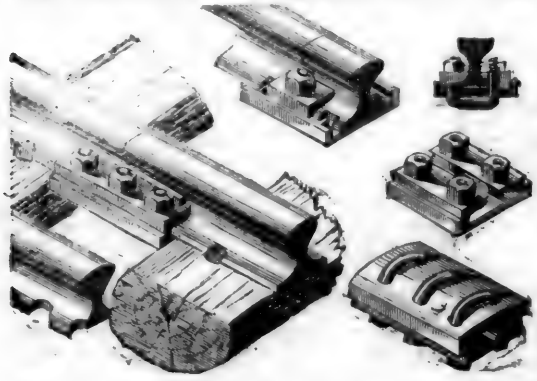
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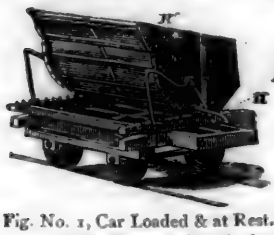
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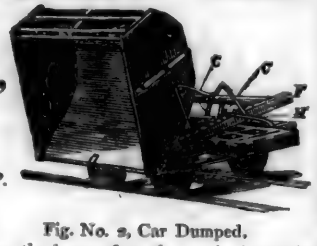


Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 30, 1871.

☞ FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY.

IN DENOMINATIONS OF $1,000 $500, AND $100, can now be had from the undersigned or through the principal banks and bankers of the United States. The attention of investors is invited to the merits of these bonds, secured by a first and only mortgage on the road, equipments, franchise, and property of a trunk line of railroad which will shorten the distance between New York and San Francisco some 230 miles, and in addition the mortgage to secure the bonds covers a land-grant of 1,500,000 acres of the most fertile land in the West, which is prohibited from being sold at less than four ($4) dollars per acre by the terms of the mortgage deed, and according to the present market price of the Illinois Central Company's lands is worth $18,750,000. This loan was originally for $5,500,000, but has been largely reduced by subscriptions of actual investors. The remaining balance of the loan is offered at 97½ and accrued interest, but the right is reserved to advance the price at any time, without notice.

The bonds have thirty years to run; bear 8 per cent. interest, payable in New York, London or Frankfort-on-the-Main, at the option of the holder, without notice, free of taxes. BOTH PRINCIPAL AND INTEREST ARE PAYABLE IN GOLD. They are Coupon Bonds, but can be registered with the coupons ON, or can be registered with the coupons OFF, and interest paid to registered owner. Interest payable Aug. 15 and Feb. 15. A liberal sinking fund, formed from the entire land sales, in payment for which the bonds will be received at par and accrued interest, provides for the early extinguishment of this loan.

Trustees—Farmers' Loan and Trust Company.

These bonds offer favorable inducements to parties desiring to fund their Five-Twenties, or other high-priced securities.

In converting Five-Twenties the investors realize 17 per cent. profit on the principal; 2 per cent. per annum excess of interest; and at the same time get a perfect security.

Maps, circulars, documents, and full information furnished on application.

Though acting as agents for the sale of this loan, our firm buy and sell in their regular business the bonds of the St. Joseph and Denver City Railroad Company, those of the Eastern Division being now quoted at 102 *and accrued interest. These were originally placed by us at* 97½.

TANNER & CO., Bankers,
No. 11 Wall-st.

☞ The Tredegar Iron Works, of Richmond, Va., now employ over 1,200 hands, mostly on railway material and equipment, filling orders for the Dutchess and Columbia (N. Y.) railroad, the Chesapeake and Ohio railroad, and numbers of roads in the South and Southwest.

Lake Shore and Michigan Southern Railway.

The Lake Shore and Michigan Southern Railway company offers to the holders of the common stock of the company $14,000,000 of the capital stock of the company issued in pursuance of the vote of the stockholders of the company, taken under the provisions of its charter, at a meeting of the stockholders held at the City of Cleveland, Ohio, on the 27th day of July, 1871.

Each shareholder of the common stock will be entitled to forty per cent. of the par of the stock held by him, upon the payment of thirty-three and one-third per cent. of the par thereof, in the manner following, viz.: Ten per cent. of the par thereof, on the first day of November next, the further sum of ten per cent. of the par thereof on the first day of December next, and the residue of said thirty-three and one-third per cent. at such time as the same may be called.

Notice of the calls for installment, payable subsequent to the 1st day of December next, will be given to the stockholders, by publication in a newspaper published in the City of Cleveland, Ohio, and also in a newspaper published in the City of New York, at least thirty days before the day on which payment is required.

The whole of said residue will be called for on or before the 1st day of August, 1872.

If payment shall not be made in accordance with any calls which may be made, all rights to such stock shall cease, and the stock will be disposed of for the account and benefit of the company.

Scrip certificates will be issued on the payment of the first installment (called for Nov. 1). Payments of subsequent calls will, as the same are from time to time made, be stamped upon the scrip certificate.

The scrip certificates will be transferable on the books of the company.

On payment of the thirty-three and one-third per cent. certificates for full-paid stock will be issued upon the surrender for cancelment of the scrip certificates.

Dividends, upon the sum of the installments actually paid in, will be declared, payable at the same rate and time as upon common stock.

Payments of the calls are to be made at the office of the Union Trust Company of New York, and a presentation of the stock certificates will be required, to the end that the issue of the scrip certificates may be stamped thereon.

The transfer books which were opened on the 25th inst., will be closed on the 7th of October.

Metropolitan Branch Railroad.

The Washington *Patriot*, of Sept. 11th, gives the following concerning the construction, progress, etc., of what is known as the Metropolitan Branch of the Baltimore and Ohio railroad, extending from Washington to "Point of Rocks" on the Main Stem—the purpose of which is to establish more direct connection between Washington and the West:

At present the connection is made by the Washington Branch of the Baltimore and Ohio Railroad at the Relay House. Thus traffic from Washington has first to come east to the Relay House and then go back northwest to the Potomac and so on to the West. The Metropolitan Branch leaves Washington in a direct course (west of north) for the point of junction with the Potomac.

The road is being built under the original act of 1865, passed by the Legislature of Maryland, to which a supplemental act was passed in 1870, requiring the company to complete the road by March 21, 1873. In 1866 Congress granted a charter, under which that portion of the road within the District of Columbia is being constructed.

The whole distance is 42 miles, divided into sections of one mile each, commencing to number at Point of Rocks and ending in this city.

The average cost per mile of the road, exclusive of rails, will amount to about $60,000; after adding to this $10,000 per mile for track and cross ties, and such unforeseen accidents as may occur, the entire expense will foot up $3,600,000. The laborers employed receive their pay monthly upon estimates furnished the chief engineer by the contractors. There have been constantly employed at least 1,200 men, and during many portions of the year, 1,600 laborers have been engaged on the work.

The track will be laid in October, beginning at both ends of the route, over such portions as may be ready to receive the rails. It is expected soon afterward to place construction trains on the line to ballast the road. In December or January passenger trains will run between Washington and Rockville. The company assert that the road will be ready for through travel on the first of March.

The highest grade is fifty-two feet to the mile, and the highest summit Parr's Ridge, four hundred and fifty feet above tide-water. The line runs 4½ miles through the limits of the District of Columbia, 30 miles through Montgomery county, and 7½ miles through Frederick county, Maryland.

Pittsburg, Cincinnati and St. Louis R. R.

The Pittsburg *Chronicle* gives the following synopsis of the annual report of this company for the year ending June 30, 1871:

The total amount of capital stock is $5,424,350, all of which is paid in. The total of the funded debt is $10,017,440.24. The floating debt (applying to entire line) is $2,560,633.08.

The total cost of road and equipment of main line up to June 30, 1871, was $17,665,162 93.

The equipment of the road is 280 locomotives, 123 passenger cars, 67 baggage cars, 3,911 freight, and 106 other cars.

The earnings from transportation of passengers was $2,553,535 35; from freight, $5,731,660 35; from mail, $146,917,44; from express, $204,685-90; from all other sources, including rents, &c., $308,107 97. Total for the year, $8,944,907 01.

The expenses for maintenance of way and structures was $1,304,587 76; for maintenance of cars, $510,625 43; for motive power, $1,951,225 75; for conducting transportation, $2,311,358 68; general expenses (including taxes paid in Ohio amounting to $79,973 18) $250,476 49.

Total operating expenses, $6,328,274 11; net earnings, $2,616,632 90.

In addition to operating expenses proper, the Pittsburg, Cincinnati and St. Louis Railroad Company has made the following payments: Interest on bonds, $668,915; lease of Little Miami Railroad, $676,179 51; lease of Columbus, Chicago and Indiana Central Railway, $1,183,544 88; construction of new works, $339,851 62; additional equipment, $942,824 90; additional real estate, $50,384 08 making a total of $3,860,790 44.

The excess of these additional payments over net earnings was derived in part from the Pennsylvania Railroad Company, and the remainder from increase of floating debt.

The report, except as to stock, debts, and cost of road and equipment, covers the line from Columbus to Pittsburg, Columbus to Cincinnati, and Columbus to Chicago, and branches, in all nine hundred and seventy-eight and one-half miles.

Mobile and Ohio Railroad.

The earnings of this road for the years ending December 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers....	$612,764 72	$695,224 16
" freight.....	1,384,402 21	1,760,072 29
" mails.....	47,970 00	49,294 47
" express.....	70,150 00	54,750 00
	$2,115,286 93	$2,559,340 92
Expenses, viz:		
Repairs of roadway..	$338,770 27	$535,502 32
" machinery.	312,534 44	449,326 10
Conducting transp...	669,408 22	909,623 56
Taxes.....	34,815 69	15,556 67
	$1,355,528 62	$1,910,008 65
Net revenue..	$759,758 31	$649,332 27

Compared with the previous year the gross earnings of 1870 show an increase of $444,053 99; with an increase in expenses of $554,480 03—making a decrease in the net revenue of $110,426 04. The President in his report to the stockholders says:

The Directors meet you with congratulations. Assured by the steady increase of revenue during the year, that our interest liabilities were fully provided for, we determined to take a step in advance and provide also for the future. The improvement and extension of the road and the increase of its rolling stock, with a view to future business, was the question most immediately demanding the attention of your Board during the past year; and after consultation with the officers of the road, we determined to expend about five hundred thousand dollars in such improvements.

The gross earnings for the year 1870, were.....	$2,559,340 92
The expenses, ordinary and extraordinary, were.....	1,910,008 65
Leaving a net revenue of..	$649,332 27

Though this is less than the amount required to pay the interest on our bonds, we have not only been able to pay that interest, but also to add ten engines and two hundred cars to our equipment—to build new shops and meet all demands promptly, with only the moderate increase of our current liabilities of say three hundred and fifty thousand dollars, and that too without interest—being for pay rolls and individual balances which can be paid on presentation.

An arrangement has been made with the Pullman Car Co., by which their elegant drawing room and sleeping cars are run on your line—while an agreement has been made and is now being carried into effect with the Western Union Telegraph Co. for the placing of an independent wire upon their line for the exclusive use of your company; this latter arrangement will, it is believed, reduce the cost of operating the road, by adding to the facility and consequent economy in the movement of trains.

Your wharf facilities were found insufficient to meet the increasing traffic in West India and South American produce, and has necessitated the extension of additional piers, which will be completed in next sixty days, thereby doubling the present wharf capacity. These, with the increase of new cars and locomotives, and the thorough repairs of old ones, will enable you to commence the next fall business with better prospects than in any former season. New station houses have been built—old ones repaired—platforms increased and extended—thus adding to the facilities for doing an increasing business.

The number of immigrants coming to your line the past year, has not been as great as in the previous year, but the reports from the different stations, show a steady increase in population as well as production.

The demand for small tracts continues, and reasonable sales are being made. The greatest hindrance to immigration and sale of lands, arises from the apprehension in the mind of the stranger, so industriously circulated by politicians and those who have landed interest in the Western States, that our region is unsafe as a place of residence. This cannot long be the case.

With all connecting roads our relations are of the most friendly character. Since your last meeting the New Orleans, Mobile and Chattanooga Road has been completed between New Orleans and Mobile, and the connection through the city at your depot enables us to transfer freight and passengers without change of car, thus giving an all rail connection between the great cities of the West and New Orleans, *via* Mobile.

The Mobile and Montgomery Road is being completed into the city of Mobile, and will, in a few months, form an unbroken rail connection between the eastern and western cities, *via* Mobile.

The Alabama and Chattanooga Road is rapidly approaching completion, some 4 or 5 miles only being required to open the entire line, and in the next 30 days running connections with them may be expected. This, with the New Orleans connection, makes the road of this company a part of the shortest line from New Orleans to New York, and must add to your passenger traffic.

The Selma and Montgomery road is completed, forming a rail connection between the West and the capital of Alabama and the Eastern States.

The St. Louis and Iron Mountain Road has formed a connection at Columbus, Ky., by which freights are now taken without change of bulk, between Mobile and St. Louis—the advantage offered passengers to reach St. Louis without change of cars, will have the effect of increasing the travel.

Work on the Cairo and Vincennes road, which had been suspended, has been resumed at Cairo, and now bids fair to be pushed to rapid completion.

Thus a network of railroads all around us is being formed, which must tend to the increase of your earning power. The judicious location of your great trunk line is such, that you can look without apprehension upon almost any road that may be projected.

The Mississippi, Gainesville and Tuscaloosa Road, commencing at Gainesville Junction on your line, and running to the town of Gainesville, on the Tombigbee River, was originally aided by this company, and secured by the bonds of that company. The disasters of the war so prostrated them as to forbid the prosecution of their enterprise, and they were compelled to succumb. The entire road, 21 miles, with all its property and franchises, was sold on the 20th of October last, and has been purchased by this company and incorporated into your line as the Gainesville Branch.

The importance of this purchase will be appreciated when it is remembered that by it you not only control a line running to the river, but that by an extension to the town of Eutaw, a distance of only sixteen miles, through a country peculiarly favorable for the construction of a cheap road, a junction is formed with the Alabama and Chattanooga road, as also with the Selma, Marion and Memphis road, and giving us the shortest line from the West to Selma, Montgomery and Western Georgia by thirty-five miles.

The steady increase in your receipts since 1868, showing in 1869 an excess over 1868 of $264,685 34, and in 1870 an excess over 1869 of $444,058

99, and larger by $110,054 83, than in any former year, while the first three months of the present year shows an excess over the corresponding months in 1870, of $180,427 09, is convincing proof of the steady improvement of the country tributary to your line. While the cotton crop of 1870 was much larger than that of the preceding year, the tables will show that your increased receipts are not alone due to the traffic derived from that staple.

The constant increase of mechanical enterprises are adding to the volume and diversity of your business, and to this extent changing the charac ter of your traffic. One peculiarity of southern roads is that the larger portion of their earnings must be derived from freights, and as cotton forms the great bulk of that freight, a larger amount of rolling stock is wanted for the cotton season than can be advantageously employed the balance of the year.

The reports made by station agents show that the industry of our people is being more diversi fied, the effect of which will be favorable to your interest.

During the past year there have been established along the line—of business houses, 151; saw and grist mills, 49; mechanical establishments of all kinds, 106.

Another new element of strength, and one of great importance to you, is the opening of the West India and South American trade with the great West, through the Gulf ports. This busi ness has increased largely the past year, through the energy of Mobile merchants, and has so favorably attracted the attention of St. Louis dealers that they, too, are now importing coffee through Mobile. During the past year the shipments of coffee over this road show an increase of 18,000 bags over the previous year, and are being still further increased in the year upon which we have entered. This freight is of peculiar importance to your road, as it is all north bound, and aids largely in equalizing the tonnage as between the North and South—the great preponderance hitherto having been south bound. The confidence of the public is constantly increasing in the strength of your enterprise, as is shown by the enhanced market value of your securities.

The total number of tons transported over the road from January 1, to December 31, 1870, was 258,409; total number of tons carried one mile, 36,086,770. The number of passengers carried during the same time was 406,293; total number of passengers carried one mile, 15,166,758. The Chief Engineer in his report dated April 11, 1871, says:

Two thousand tons of new rails, weighing sixty pounds per yard, were ordered from England on the 16th day of July, but they were received after the close of the year, and about one-half of them are laid down at the date of this Report. The old rails which were taken up have been re-rolled as fast as they could be sent to the rolling mill.

The two thousand additional tons recently ordered, together with those which will be re-rolled during the year, will more than compensate for depreciation, and place the track in better condition for next winter's business.

The roadway is now better drained, and the track and rolling stock are in better condition than at any time since the war. The majority of accidents to freight trains during the winter have resulted from the rigid trucks on cars belonging to foreign roads, and fully confirm the experience during the war, and the opinions expressed in previous reports. This company has the right to say what kind of cars shall run upon its road, and if other companies forget, from false ideas of economy, the moral and legal obligations to construct their cars upon the plainest principles of safety, and fail to comply to promises repeatedly made to build other cars for exchange with this road, they should not complain if their business is subjected to the cost and delay of transhipment at the point of connection.

The rigid specifications for the manufacture of axles, and the severe tests to which all axles have been subjected, as stated in the last Annual Report, have produced the desired results, and there have been but four broken during the year and these were old ones, not branded, and names of the makers unknown.

The financial condition of the company Decem ber 31, 1870, is exhibited in the annexed

CONDENSED BALANCE SHEET.

Construction to April 22, 1861		$13,294,979 21
Reconstruction and renewals to December 31, 1867		3,861,166 10
Interest paid and funded		4,689,493 09
Construction—new shops		14,249 26
Shop supplies on hand		91,744 94
New rolling stock purchased in 1870		288,801 70
Paducah Branch		102,894 08
Mississippi, Gainesville and Tuscaloosa Railroad bonds		38,464 75
Mississippi, Gainesville and Tuscaloosa Railroad, due on open ac't.		25,379 10
Land Bureau—am't invested, $40,715 95; disbursed for expenses, $4,466 10		45,182 05
Emigration Bureau—expenses		5,916 25
United States revenue tax		61,886 86
Kentucky State tax		13,681 25
New landing on Mississippi river at Columbus, Ky		6,540 00
Uncurrent funds		1,599 93
Earnings not received by treasurer from connecting roads and agents in 1870		67,166 10
Cash balance		23,375 45
		$22,641,519 62
Capital stock consolidated	$3,838,700 00	
Stock contributions unconsolidated	605,444 96	
Total	$4,444,144 96	
First mortgage ($9,234,940) viz:		
Income 8 per cent. bonds	$26,900 00	
First mortgage sterling 6 and 8 per cent. bonds	5,592,000 00	
Interest bonds, 10 years, 1st issue, 8 per cent	804,400 00	
Interest bonds, 1883, 2d issue, 8 pr cent	371,800 00	
Interest bonds, 1883, sterling 6 per cent. £157,300@4.80	755,640 00	
State of Tennessee bonds 6 per ct.	1,296,000 00	
State of Tennessee funded interest 6 per cent	388,800 00	
Second mort. ($1,025,824 01) viz:		
Income 8 per cent. bonds, 1867, 4th issue	82,700 00	
Income 8 pr ct. bonds—liquidation	943,124 01	
Change bills unredeemed	647 80	
Bills payable	406,831 94	
Unclaimed pay roll balances	41,875 00	
Pay rolls and individual balances	350,327 74	
Old floating debt	30,520 74	
Land Bureau—sales of land, including 229 first mortgage sterling bonds cancelled	283,728 67	
Profit and loss	6,173,346 49	
Transportat'n department—net receipts 1870	649,332 27	
	$22,641,519 62	

President.—ABRAHAM MURDOCK.

Vice President.—C. E. RUSHING.

Second Vice President.—JOHN J. WALKER.

Directors.—Abraham Murdock, Charles E. Rushing, A. S. Humphries, of Mississippi; Thomas Brown, of Kentucky; A. W. Campbell, of Tennessee; Robert W. Smith, James Crawford, Francis B. Clark, W. D. Dunn, John J. Walker, Charles Walsh, John Reid, Jr., of Alabama; Wm. Butler Duncan, of New York.

Secretary and Treasurer.—A. L. WILLOUGHBY.

Chief Engineer.—L. J. FLEMING.

Sup't Transportation.—G. W. N. CUSTIS.

Chippewa Valley and Lake Superior R. R.

A meeting of the corporators of the Chippewa Valley and Lake Superior Railroad was held on the 11th inst. Upwards of twenty millions of capital from New York alone was represented at the meeting, and the most flattering prospects of a speedy commencement of the building of the road were made apparent by the determined interest manifested on the part of the capitalists present. The action of the meeting resulted in electing as President of the board J. M. Dwight, of Dryden, N. Y., and as directors, J. H. Knight, of Bayfield; T. C. Pound, L. C. Stanley, Chippewa Falls; J. G. Thorp, H. C. Putnam, Eau Claire; S. S. Kepler, Wabasha; H. E. Houghton, Durand; Ezra Cornell, Jno. McGraw, Ithaca, N. Y.; J. M. Dwight, Dryden, N. Y.; Thos. McGraw, Dean Sage, Albany; H. W. Sage, W. H. Sage, A. B. Cornell, New York.

The general belief here is that the road will be built between Eau Claire and Chippewa Falls the present fall, and supplied with rolling stock. The only barrier to the speedy commencement of the grading between here and the Falls will be the inability or indisposition of the people of the latter place to take stock to the amount of thirty thousand dollars in the enterprise, which, we understand, they have indirectly signified a willingness to do. At any rate with such men as Ezra Cornell, W. H. Sage, John McGraw, J W. Dwight, Dean Sage, and other heavy capitalists, who were present at the meeting from New York, nothing but the most favorable results can be looked for as the occasion of the initiatory steps taken for the construction of the Chippewa Valley and Lake Superior Railroad.—*Eau Claire (Wis). Free Press.*

Delaware Railroad.

In our issue of September 16th, page 1019, in in an abstract prepared for us in our absence, of what purported to be the Reports of the Delaware Railroad Company for 1869 and 1870, several errors occur. These originated chiefly in comparing the returns of 1868 and 1870, instead of using the report for 1869. Otherwise we have simply transferred to our columns the figures of said reports. We stated, however, that the Eastern Shore Railroad was operated by the Philadelphia, Wilmington and Baltimore Railroad Company, which appears not to be the case; and by some error of type we dated the Sinking Fund as of January 1, 1870, whereas it ought to have been January 1, 1871. The amount at that date was $105,508 08. We may as well add in this connection that in 1869, instead of a loss to Lessees of over $40,000, as stated in the abstract, there was a gain to the Lessees of some $34,000. The Delaware R. R. leaves the N. C. and F. R. R. and T. Co. at Delaware Junction. The N. C. and F. R. R. leaves the N. C. and W. R. R. at New Castle. And the N. and W. R. R. leaves the P., W. and B. R. R. at New Castle Junction.

☞ The Montreal *Gazette* says that the survey of the Montreal and Ottawa City Junction railway has been completed. The total distance by this road will be from Montreal to Ottawa 113 miles, only 60 of which have to be built; by the proposed Coteau road, 119 miles, 95 of which have to be built; by the St. Lawrence and Ottawa railway, now in existence, 166 miles. The estimated cost of the Montreal and Ottawa is $960,000, and of the Coteau road $1,254,000.

☞ Of the $1,000,000 of bonds of the Connecticut Valley railroad, for which proposals were invited, offers were made for $703,000, of which $343,000 were accepted at 90 and accrued interest.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 5
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,345,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept. '71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,460,000	A. & O	Apl. '71 5
Baltimore City Passenger....	870,000	J. & J.	July '71 4
Bay de Noquet & Marq....100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware 100	995,800	.....	.....
Berkshire* 100	600,000	J. A. J. & O.	July '71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun. '71 3½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '71 4
Boston, Concord & Mont..100	459,400	.....	.....
Do., do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J. A. J. O.	Oct. '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	May '71 3
Brooklyn City & Newt'n..100	894,800	.....	July '70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May '71 3½
Buffalo and Erie..... ...100	5,00 ,000	F. & A.	Aug '70 4
Burlington and Mo. Riv....100	1,237,000	March.	Mar '71 10s
" " pref.100	385,000	March.	Mar '71 10s
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,89 .	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	915,577	J. & J.	Jul '71 $2½
Cape May and Milivi le* . 50	447,000	J. & D.	June '71 3
Catawissa..... 50	1,1 9,500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May '71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia.....100	4,866,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	July '71 4
Central Ohio.....100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun. '71 2½
Cen. Park, N. & E. River.100	970,000	.....	.....
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref...100	2,425,4 0	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Sept '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June '71 5
" " pref.100	20,370,293	J. & D.	June '71 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	.....	J'n & J'l	Jan. '68 2
" Street.....	.....	J. & J.	Jan. '68 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug '71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	May '71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Aug '71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Sept. '71 2
Concord..... 50	1,500,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	July '71 3½
Coney Island & Brooklyn R.	800,000	.....	.....
Conn. & Passum'p. R. pref. 00	2,084,200	F. & A.	Aug. '71 3
Connecticut River..... 50	1,7 0,000	J. & J.	July '71 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk 5	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.... 50	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw & Western. 50	16,277,500	J. & J.	Dec. '70 6s
Des Moines Valley.....100	1,520,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.A.N	May '70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	July '71 2
Do do. pref.100	.....	J. & J.	July '71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,600	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga ...100	1,989,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	Feb '71 2½
Elmira & Williamsport*. 50	800,000	M. & N.	May '71 2½
Do. do. pref. 50	800,000	J. & J.	Jun. '71 3½
Erie Railway 100	75,000,000	F. & A.	Feb. '66 4
Do. pref.....100	8,536,9 0	Annual	Dec '69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec '70 1½
Evansville & Crawfordsv.100	1,143,44s	.....	.....
Fitchburg.....100	3,040,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Phi.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	Jan. '71 4
Germantown (Phila.)..... 50	112,245	J. & J.	July '71 3
Girard College (Phila.) ... 50	180,000	J. & J.	Jul. '71 3
Granite..... 100	.....	M. & S.	Mar. '71 4
Green and Coates St.(I . 50	150,000	J. & J.	July '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J. A. J&O	Oct. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug '70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,950	M. & N.	May '71 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn. 68 3½
Illinois Central.....100	25,280,240	J. & J.	Aug. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '6 5
Joliet and Chicago*.....100	1,500,000	J. A. J&O	July '71 1½
Joliet & North. Indiana*..100	300 000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar. 100	533,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,568	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y '67 5
Lehigh Valley 50	17,716,400	J. A. J&O	July '71 2½
Lehigh Luzerne.....50	344,850	J. & J.	Jan. '69 4
Little Miami.*..... 50	3,572,400	M.J. S.D.	Sept. '71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island.....50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" pref.. 100	848,700	J. & J.	Jul. '70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N. Alb. & Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	F. & A.	Dec. '70 3
Memphis and Charleston..100	5,312,725	.....	June '69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225,848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Apl. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '71 3
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec. '70 7s
" " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July '71 3½
Mobile and Ohio 100	4,269,920	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec. '67 4
Morris and Essex*..... 50	11,900,950	.....	Jun. '71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell.....100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	A. & O.	Apl. '71 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,800,000	J & J.	Jan. '68 3
New Jersey 100	7,297,200	F. & A.	Aug. '71 3
New London Northern....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428 350	A. & O.	Oct. '71 4
New York and Harlem..... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Petersb'g guar. 100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	150,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Jan. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb. '71 5
Norwich & Worcester ...100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n.100	3,051,800	J. & J.	July '71 3½
" pref.100	2,000,000	A. & O.	Apl. '71 4
Ohio and Mississippi.....100	19,99 ,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun. '71 3
Oil Creek & Allegheny R. 50	4,25 ,450	J. A. J&O	Oct. '71 2½
Old Colony & Newport ...100	4,959,92	J. & J.	July '71 3
Orange and Newark 100	259,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J. A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Feb '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,32 ,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J. S.D.	Sept. '71 3
Phila. and Trenton*..... 50	1,099,120	F. & A.	Aug '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July '71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July '70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '70 2½
Pittsb., Ft. W. & Chi. gd.*100	19,666,000	J. A. J&O	July '71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 3
Portland and Kennebec....100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock...100	202,400	A. & O.	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun. '71 5
Ports., Gt. Falls & Conway 100	170,000	J. & J.	July '71 4
Providence & Worcester..100	2,000,000	J. & J.	July '71 5
Raleigh and Gaston.....	.....	.....	July '71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Oct. '70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,500	.....	.....
Rockport 100	88,460	.....	Nov. '67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred.....100	1,831,400	F. & A.	A'g 71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	900,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jan '71 2½
Seaboard and Roanoke....100	568,200	M. & N.	Nov. '70 4
Second Avenue (N. Y.)....100	670,000	.....	July '70 2
13th & 19th streets (Ph.)... 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb. '71 3
Shore Line..... 100	856,200	J. & J.	Jul. '71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 –
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia..* 100	3,939,900	F. & A.	Feb. '71 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	207,300	M. & N.	May '70 3
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July '71 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July '71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870, 11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700 000	.....	.....
" " pref.100	1,000,000	M. & N.	May 70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun '71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov. '70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,682,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500 000	J. & D.	June '71 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,680,000	J. & J.	July '71 2
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug. '71 4
West Philadelphia..... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. 71 3
Warren 100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July '71 5

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	June '71 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. 71 4
Delaware and Hudson.....100	15 000 000	F. & A	Aug '71 8
Delaware and Raritan.....100	5,847,677	F. & A.	Aug. '71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation. 50	728 100	J. & J.	July '70 3
Morris (consolidated).....100	1,025,000	F. & A.	Sep. '71 1½
" (preferred).....100	1 175,000	F. & A.	Sep. '71 3½
Pennsylvania..... 50	4,300 000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '67 6
" " (pref.). 50	2 8 8,977	F. & A.	Feb. '67 6
Susq. and Tide Water..... 50	2,602,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50		.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept. '69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan. '70 2
American Coal..... 25	1,500,000	M. & S.	Sept. '71 3
Ashburton..... 50	2,500,000	J. & D.	Dec. '68 4
Butler Coal..... 25	500,000	J. & D.	Dec. '70 2
Central Coal 100	2,000,000	J. & J.	July '65 5
Fulton Coal.....	.....	J. & J.	Jan. '71 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec '68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '71 5
Roaring Brook Coal..... —	200,000	.....	Dec '68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal.... 50	1,500,000	J. & J.	Oct. '71 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	2,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July '71 3
United States Express 100	6,000,000	FMA&N	N'v '69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	Aug. '71

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Sept. 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	105¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,714,000	6	Jan. & July.	1880	117¾
.. .. coupon	4,701,000	6	" "	1880	118
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861.....registered	124,788,600	6	Jan. & July	1881	117¾
.. .. coupon	64,532,500	6	" "	1881	118¼
Loan of Feb. 25, 1862 (5-20s).....registered	81,057,550	6	May & Nov.	1882	114¼
(5-20s).....coupon	381,465,050	6	" "	1882	115¼
Loan of March 3, 1863.....registered	53,346,650	6	Jan. & July.	1881	117
.. .. coupon	21,653,350	6	" "	1881	118
Loan of March 3, 1864 (5-20s).....registered	2,518,600	6	May & Nov.	1884	115
Loan of June 30, 1864 (5-20s).....registered	41,732,200	6	May & Nov.	1884	115¼
(5-20s).....coupon	42,600,200	6	" "	1884	116¼
Loan of March 3, 1865 (5-20s).....registered	45,423,900	6	May & Nov.	1885	115¼
.. .. .. (5-20s).....coupon	121,024,050	6	" "	1885	115¾
.. .. 2d series (5-20s).....registered	65,391,700	6	Jan. & July.	1885	114¼
.. .. .. (5-20s).....coupon	172,880,300	6	" "	1885	114¾
.. .. 3d series (5-20s).....registered	90,849,250	6	Jan. & July.	1887	114¼
.. .. .. (5-20s).....coupon	236,829,550	6	" "	1887	114¾
.. .. 4th series (5-20s).....registered	12,279,500	6	Jan. & July.	1888	114¼
.. .. .. (5-20s).....coupon	27,498,500	6	" "	1888	114¾
Loan of March 3, 1864, (10-40s)....registered	137,647,200	5	Mar. & Sept.	1904	111¼
.. .. .. (10-40s).....coupon	56,720,100	5	" "	1904	111¾
Consols of July 14, '70 & Jan. 20, '71.registered	54,269,800	5	F. M. A. & N.	1881	....
.. .. coupon	7,869,750	5	" "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1856	....
.. .. coupon	.....	4½	" "	1856	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	28,340,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'00	114¾
U. S. Notes and Fractional Currency.....	394,493,586	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	70
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	100
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1890	58½
.. — .. (Aid R. R's).....	3,000,00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	115
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "	1883	....
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101¼
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1859	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	81
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	91
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1885	98½
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1855	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1858	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. — .. .. military	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-42.....	913,000	6	April & Oct.	'71-'72	99
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	71
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	....
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	102
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	....
Maryland—Balt. & Ohio R. R. Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	102½
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. converted	1,687,345	6	" "	1890	....
.. — .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,222	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	106
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	111
.. — .. .. of 1863 ..	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	100½
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. —	986,500	5	" "	'91-'98	99
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	96
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	94½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	101
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	101½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,800	6	Jan. & July.	'71-'84	101
.. — .. of 1863 (free).....	1,902,800	6	" "	'86-'96	....
.. — .. of 1864.....	503,400	6	" "	'97-'02	105
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	109
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	109½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	107½
.. —	473,000	6	" "	1875	109
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'01	46½
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,709,000	6	April & Oct.	'92-'98	24
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	35
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	16½
.. — .. (")....	1,600,000	6	" "	1875	....
.. — .. (")....	4,095,399	6	" "	1881	103½
.. — .. (")....	2,400,000	6	" "	1886	104½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	106½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	6	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	95
.. —	90,400	5	" "	1877	100½
.. —	7,890,550	6	" "	1877	95
.. —	726,950	5	" "	1882	104½
.. —	9,237,050	6	" "	1882	95
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	108½
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	364,000	5	Jan. & July.	1882	100½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	101½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	101
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	77
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & comp.	1,431,700	6	" "	'87-'97	77
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	51½
.. —Funding & Special Bonds '68	1,092,150	6	" "	1888	56
Tennessee—*State Bonds proper	1,398,640	6	April & Oct.	Var.	59
.. —*	239,166	5½	" "	....	....
.. —*	1,706,000	6	" "	....	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	....	72½
.. —*Funding Bonds	4,069,503	6	" "	....	71½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	101
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	62½
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	70
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	'77-'99	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	96½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	95
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	84
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres), gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific), gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	98
Loan of 1853	1,710,500	6	April & Oct.	"	1885	97
Loan of 18.0, sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1863 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	58',000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1858	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1868	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'80-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1880	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	27½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1900	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1906	....
2d Mort. sinking fund, gold	2,350,000	7*	" "	" "	1903	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1856	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	98
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	" "	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	93
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	90
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1890	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	95½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	90
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free, gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage*, gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	101½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	.....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	60
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,876,000	8	Jan. & July.	New York.	1883	112½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	800,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	97½
Diz. Peo. & Han. R.R. (46½ m) guar	800,000	8	Jan. & July.	" "	1885	97½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	....
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	....
Ott., Osw. & Fox Rv. Val. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	100
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	92
1st Mortgage General (193 m.)	3,592,500	7	Feb. & Aug.	" "	1885	98⅞
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101.000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	138,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	855,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,077,000	7	May & Nov.	" "	1915	93½
Equipment Mortgage	825,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
3d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	" "	1870	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,129,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	354,000	7	" "	" "	1888	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1905	101
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1904	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	84½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	98
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1900	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1903	92½
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	72
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,245,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	475,000	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	481,000	7	" "	"	1876	100⅝
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81.500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88½
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Sueq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.):						
1st Mortgage	500,000	7	Jan. & July.	New York	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1880	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Senf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	103
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hilledale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	....
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628.525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,916 6-9	6	" "	NY.&Detroit	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150,867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	18-6	....
Dixon, Peorin & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1864, convertible	750,000	6	Feb. & Aug.	Boston.	1874	90
Loan of 1865	160,000	6	April & Oct.	"	1885	98
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	97½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	93
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	91
5th Mortgage convertible	926,000	7	June & Dec.	" "	1888	83½
Buffalo Branch, 1st mortgage	185,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1852	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n, 1st on 65 m. & 2d on 45 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd (B to Win. 45 m.	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1899	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1869	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1862	103½
2d Mortgage	986,000	7	May & Nov.	" "	1875	99
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	615,000	7	Jan. & July.	Augusta.	'71-86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P. F. W. & C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,005	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T. W. & W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	" "	1888	92½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	" "	1893	80
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1886	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,428,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1893	89½
Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	94½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,109,500	8	" "	" "	1885	96½
1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	....
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 18 0	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	$81,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 90.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N. Y. Cen. & H. R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort. (extended 18.0 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	49
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	106½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N. Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	62½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J. M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R. R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
1d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	109
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R (LS&MSo.)						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.)						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.)						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.)						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")...	1,500,000	7	" "	" "	1895	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,0c0,000.	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m	6,303,000	6	" "	" "	'96-'97	....
3d Mort. Income on 428 m.....	4,270,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1 '65.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1890	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1900	....
Income Mortgage.....	300,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Tres.(C.& N.W)						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1906	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m	1,500,000	7	" "	" "	1900	97½
S. Fund Bonds(LS&MSo1,013m	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.52 1m	5,255,000	7	May & Nov.	" "	1885	106⅜
2d Mort. (" " ")	2,663,000	7	" "	" "	1877	99½
1st Mort. (Jane. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund, Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '60(" ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff & E.R.R.88m.	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1900	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.R.R.lands,&c.,St.Paul.gold	4,500,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	96
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of '70(reg.)for $6,900,000	1,050,000	7	" "	"	1900	95½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1890	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)...	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1889	....
Louisville & Miss. Riv. (Ch.& Al)						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'88	....
Louisv. Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'66-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.).....	197,000	7	" "	" "	'71-'77	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1895	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (L. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	..	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,464,528	7	" "	Baltimore.	1891	97½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	87½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79⅝
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,817,937	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 650,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mort. 111 miles, guaranteed.	1,900,000	8	May & Nov.	Boston.	1889	....
1st Mort. 11 miles, assumed.....	200,000	8	" "	"	1889	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	567,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund.....	2,591,500	8	" "	" "	1882	121
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	" "	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	104½
1st Mort. (Mich. Air Line R.R.)	200,000	8	May & Nov.	Boston.	1889	....
1st Mort. (Kal.& So.HavenRR.)	640,000	8	" "	New York.	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	"	1890	110
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund.....	5,256,000	7	May & Nov.	New York.	1885	104½
2d Mortgage.....	2,693,000	7	" "	" "	1877	99⅝
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Miflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&St(P):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94⅞
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	93⅞
1st Mortgage (Minn. Cent.).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	...	90
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	99
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	95⅞
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1824	90½
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,754,000	7	May & Nov	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct	" "	1863	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct	New York.	1876	....
Consolidated Mortgage of 1856..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. R& land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1889	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1880	100
Missouri Valley (K.C.S .J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	199,000	7	—— & ——	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Intercst bonds (10 years).....	803,700	8	" "	New York.	1878	....
Intercst bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Con-ols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey.):						
1st Mortgage for $7,200,000.....	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..... ...	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newberg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,750	7	April & Oct	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000. tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	1 0,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.& O.M.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 10, 1860...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	3 0,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g.						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North						
1st Mortgage of July 1, 1859.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2 000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, sky fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, sky fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	94
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101½
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	112,805	7	Jan. & July.	" "	1881	....
Bonds of 1863, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110.500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396.000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Bonds of 1871.....	3,094	6	Jan. & July.	Shops, N. C.	1871	....
Bonds of 1865-'72	25 500	7	" "	" "	1872	....
Bonds of 1879-'98.....	266,500	8	" "	" "	'79-'98	....
North Eastern						
1st Mortgage.....	31.500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773.000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	87
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	113
2d Mortgage	1,246,000	7	May & Nov.	"	1896	98
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89½
3d Mortgage (York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1902	9½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" " ")	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1865-'69	500,000	8	Jan. & July.	"	1879	86
Ohio and Mississippi:						
1st Mortgage, (R. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	87
1st Mortgage	500,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	104½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	....
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	82
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V.(CF&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1550	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1880	101
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	100,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,800	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	95
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	95½
1st Mortgage	1,500,000	7	" "	"	1896	....
Penobscot and Kennebec (M. C.)						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	139,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C. R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1997	81½
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	2?,500	7	" "	" "	1880	....
Mortgage Bonds	266,500	8	" "	" "	'79-'9?	....
Philadelphia and Baltimore Cent.						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	92½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	88
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	101½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1899	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106
Sterling Loan of 1836	182,400	6*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B.& O.)						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	—— & ——	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	—— & ——	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv. ...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	—— & ——	Boston.	1889	....
Potsdam & Watertown (R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	....
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	81½
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund.	799,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equ p. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	88½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	100½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.).	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	....
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y 14, 70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	92½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage of May 1, 18 8	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-96	....
St. Louis and St. Joseph (N. Mo.)						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St. P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)..	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R. R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W. Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W. Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O ..	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871, on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,746	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	— & —	var	....
Selma Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,402,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67...	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (J) 1862-'67...	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868..	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1886	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref. ..	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	899,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	250,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed.....	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	250,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y.(D.L&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	89
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	87
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	96⅜
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	85
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90¾
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	88½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	89½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	83½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	79½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	86
2d Mortgage	1,500,000	7	" "	"	1891	41½
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	102½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	....	85
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	101
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	380,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	4,000	6	" "	" "	1869	....
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1500	89
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (Erie):						
1st Mortgage	350,000	7	Jan. & July.	New York.	1884	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1880	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	100
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79½
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	99½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,388	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1893	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	95½
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1885	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Phi'adelphia.	1884	87½
Mortgage Loan	2,0 0,000	6	" "	"	1897	92½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	980,000	6*	" "	"	1894	91½
Convertible Loan	1,396,879	6	" "	"	1877	83
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,965	7	" "	" "	1885	....
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	79½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79
Plain Bonds	171,354	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	623,650	7	— & —	"	1889	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	62½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,816	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	200,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750 000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Lock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	94
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,584,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: R. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Train Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac ..... New York	2,881,918	*	.....	.....	3,763,000	960,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	10	20	5	400	Alabama and Chattanooga..... Alabama	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna †...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	93½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jan. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	159,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—					Ashuelot ..... New Hampshire.	506,000	—	.....	.....	246.018	150,000	.....	.....	—	(Leased	and oper.	by Cheshire.	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe.... Kansas.	.....	.....	.....	.....	1,515.000	930,000	.....	.....	42.0	87,679	.....	.....	182,680	78,839	—	100	....
May 31, 1871	83 0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line †...Ga.S.C.& N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	86.7	—	8.0	—	16	6	6	104	Atlanta and West Point ..... Alabama.	1,200,261	*	.....	151,902	1,232,200	32,000	5,364	82,599	86.7	.....	.....	.....	467,956	192,058	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	25,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf †..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina †..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* †..... Missouri.	25,250,000	—	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—					Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,055	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—					Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	100	....
Sept. 30, 1870	379.6	—	463.0	—	324	164	35	5,438	Baltimore and Ohio † .... Md. & W. Va.	30,027,824	*	18,444,220	1,263,629	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	143
Sept. 30, 1870	30.0	—	30.0	—					Washington Branch † ..... Maryland.	1,650,000	—	.....	575,984	1,650,000	20,000	—	395,984	30.0	.....	.....	.....	381,924	182,686	10	100	....
Sept. 30, 1870	103.5	—	17.0	—					Parkersburg Branch.. .... W. Virginia.	.....	.....	.....	.....	5,680,685	—	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—					Baltimore and Potomac ..... Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake..... Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118.708	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	50.0	—	4.5	—					Belleville and Southern Illinois.... Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 187	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware ..... New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.1	—	....	....				80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	15.0	—	5.4	—					Blossburg and Corning..... New York.	582,346	—	.....	.....	250,000	48,000	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154 639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	.....	5,785,987	863,186	10	100	151½
Sept. 30, 1870	41.0	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ..... Mass.	1,205,983	395,035	100,000	68,750	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	....
Mar. 31, 1871	93.5	—	2.6	....	18	20	16	378	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800.000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie †. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	....
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	735,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	2
Sept. 30, 1870	74.2	8.8	64.3	—	46	60	24	1,021	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4 471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	138
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	2,736.169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	147½
Jun 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany ..... Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	149½
Sept. 30, 1870	26.0	—	2.0	—					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286.000	583,500	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	(Le	ased & operated by	Erie.)	.....	—	100	....
Jun. 30, 1871	161.0	—	16.0	—					Buffalo and Lake Huron..... Canada.	6,492,790	—	.....	.....	2,625.000	3,867,790	.....	.....	—	(Leased | & oper. by | Grand Trunk.)	2,467,180	4,666,007	264,807	78,004	—	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950.000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498.552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445.000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*..... Iowa.	11,381,183	1,478,678	133,071	.....	1,638.132	10,855,700	.....	2,156 846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	....
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River.. Nebraska.	.....	.....	.....	.....	.....	2,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River.)	.....	—	100	....
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1.000.000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy	—	100	35
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific..... California.	6,000.000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy..... New Jersey.	12,627,160	*	.....	.....	5,847,900	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	10	100	124½
Dec. 31, 1870	23.0	7.1	2.3	—	.....	.....	.....	.....	Camden and Burlington Co...New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic..... New Jersey.	1,762,832	328,543	30,550	209.162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915.577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	75
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville..... New Jersey.	818,449	*	.....	.....	447.000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	466	Catasauqua and Fogelsville..... Penn.	742,157	*	.....	.....	426.900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	.....	.....	589,110	—	.....	.....	—	(Leased	and oper.	by Dela., L.	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota..... New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	16.7	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,235,000	—	.....	.....	7,020,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,209	1,106,598	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa..... Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000.000	3,2 1,000	1,568,042	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	110½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000.000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* †.. California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3 502,108	.....	.....	.....	.....	—	100	106½
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug. N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571.300	1,233,295	754,521	801,193	194.6	.....	.....	.....	7,920,711	3,860,146	—	100	....
Sept. 30, 1870	17.4	—	8.7	—					Chemung..... New York.	400,000	—	.....	.....	380,000	—	.....	.....	.....	(Oper.	by Erie &	N.Centrl.)	560,474	270,931	—	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	275.000	300,000	10,000	.....	—	.....	.....	.....	30,000	.....	6	100	....
Sept. 30, 1870	23.9	—	0.8	—					Cherry Valley, Sharon & Albany...N. Y.	600,000	—	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio..... Va. & W. Va.	5,375,734	751,588	85,630	1,152,757	3,354,027	6,919,962	.....	.....	—	(Leased	& oper.by	Del. & Hud. C. Co.)	.....	.....	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Oct. 31, 1870	21.5	—	1.5	—					Chester Valley ..... Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	.....	.....	—	50	....
Apr. 30, 1871	307.0	298 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy..Illinois.	16,699 340	4,246,222	2,387,165	961,621	19,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,556,832	147,409,207	4,849,405	2 083,299	10	100	119
														6,621,773	2,604,594	10	100	136½

Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville																	

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	....	....	....	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,790,525	3,000,000	—	—	....	(Recently brought into operation.)					—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000	—	—	—	(Leased and oper. by Mich'gan Central.)					—	100	....
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*			14,367,946	80,624,595	—	—	1,377.0	5,711,146	....	....	....	....	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	120	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353	....	....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963				1,510,968	1,803,312	250,000	—	187.0	131,000	....	....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	—	(Leased & oper by Tol. Wab. & Wester					—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash& Western.					—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,600,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275.0	....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	66
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	....	....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	....	....	54.0	(Leased & oper. by Pennsylvania.)					7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	16	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	875,644	....	....	2,412,150	843,903	12	100	....
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill ¶..Conn & R.I.	4,704 866	*	....	....	2,037,939	2,055,500	....	....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	—	—	—	20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. Paul.)					—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	13	5	285	Housatonic .....Connecticut.	2,105,558	*	294.082	131,451	2,000,000	341,000	146,183	44,608	119.8	....	....	....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	....	....	2,600,000	3,400,000	....	....	166.0	....	....	....	1,538,422	796,601	—	100	66
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	....	....	834,350	2,008,096	....	....	58.8	176,067	....	....	287,575	Loss.	—	50	20
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4 224	*Illinois Central* .....Illinois.	33,199,574	—	....	....	25,296,886	6,869,500	....	....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	—	—	—	—	2,750,000	2,750,000	—	—	—	(Under construction at $35,000 pm.)					—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	5	500	Ind., Bloomington & Western...Ind. & Ill.	11,500,000	*	....	....	5,000,000	6,500,000	....	....	202.5	(Commenced operations Sept. 1870.)					—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*	....	....	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	....	....	1,921,274	707,493	—	100	8
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	250	Indianapolis, Peru and Chicago..Indiana.	....	....	....	....	....	....	....	....	75.0	....	....	....	....	....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,070,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)					—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)					—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,868	47,000	12,800	29,992	129 550	82,000	16,531	187.379	13.0	....	....	....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400.000	130,000	—	—	11.0	10,263	....	....	35,318	9,281	—	50	....
May 31, 1871	—	—	35.0	—	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In course of construction.)					—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	—	—	—	330,000	—	—	—	—	(Recently completed.)					—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	....	....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.3	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	....	—	—	—	6,000,000	4,000,000	—	—	215.0	....	....	....	....	....	—	100	....
Dec. 31, 1870	110.0	54.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	....	....	....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)					7	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)					8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	....	....	3 027,450	2,033.000	1,061,985	—	123.0	....	....	....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	....	....	....	....	Junction and Breakwater.....Delaware.	706.000	*	....	....	306.000	400,000	—	—	42.0	(Recently completed.)					—	100	....
Jun. 30, 1871	68.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	....	....	610,000	840,000	—	—	—	(Leased & oper. by L. Sh. & Mich. So.)					6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	....	....	250,000	640.000	—	—	—	(Leased & oper. by Michigan Central.)					—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,562,500	*	....	....	2,776,000	5,776,500	—	—	....	499,493	....	....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	....	....	....	....	Kansas City and Santa Fe.....Kansas.	....	—	—	—	....	....	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	30,962,629	*	4,026,057	.....	8,872,500	26,299,250	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	....	—	....	....	....	1,209.000	—	—	112.0	(Operated by bondholders.)			....	....	—	—	—
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	....	—	....	....	....	35,000pm	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶....Tennessee.	....	—	....	....	....	....	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶.....Tennessee	....	—	....	....	....	....	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,825,000	625,000	....	....	1.335,000	2 279,336	....	....	80.0	1,183,150	....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	....	—	....	....	1.300,000	1,300,000	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	....	—	....	....	3,000,000	1,500,000	—	—	—	(Under construction.)					—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1.212,500	500.000	—	—	37.0	46,561	....	....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P.,O. Ind. Ill.	44,967,820	9,128,231	6,064,349	2,126,179	34.938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,333,666	13,457,541	5,088,720	8	100	106
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	....	—	....	....	4.000,000	—	—	—	—	(Under construction at $33,000 pm.)					—	—	—
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	....	....	5,000,000	4,500,000	—	—	—	(Opened for traffic Sept. 15, 1870.)					—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49.507		—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4.000.000	4.000.000	—	85,418	....	....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)					—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	....	....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	....	....	18,159.400	5.588,000	414,417	—	208.5	....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	124½
Dec. 31, 1870	—	—	—	55.2	....	....	....	....	Lexington and St. Louis.....Missouri.	....	*	....	....	900,000	900,000	—	—	—	(Under constr. to be complt'd in 1871.)					—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	....	....	5.871.450	2,528,000	—	—	196.0	1,096,508	21,825,726	....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	....	—	....	....	6,000,000	5,000,000	—	—	—	(No returns—Is near completion.)					—	100	....
Dec. 31, 1870	18.0	—	....	92.0	....	....	....	....	Little Rock, Pine Bluff & N. O. Arkansas.	....	—	....	....	....	750,000	—	—	—	(Under cons. to be comp. to Pine Bl. 70 m. in 1871.)					—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	92½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	....	....	1.500,000	1,500,000	—	—	—	(Under cons. to be completed in 1871.)					—	100	....
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	....	....	3,000,000	775,000	....	....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	....
Jan. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)					—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	50.718	2,472,183	2,859.520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	....
Jun. 30, 1870	185.0	196.0	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,579,694	8,080.912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	....	....	3.000 000	....	....	....	289.0	(No returns of operations published.)					—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,848,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255	....	15,133	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)					6	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*	....	....	450,000	200,000	....	....	....	(Under	construction.)	....	....	....	—	100	....
Feb. 28, 1870	283 5	—	89.5	—	97	60	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,894,334	420,357	370,669	3,635,750	9,219,389	1,657,413	....	355.0	2,213,115	....	....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf.....Kentucky.	1,333,500	110,000	28,700	....	....	....	....	....	63.5	....	....	....	....	....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136	....	....	47.6	....	....	....	....	....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	....	....	....	....	....	12	100	60
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	—	(Leased	and oper. by Erie.)	....	....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	85,000	—	—	—	(Leased	and oper. by Erie)	....	....	....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000	—	—	—	(Leased	and oper. by Erie.)	....	....	26,500	5¼	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691	—	—	—	342,150	160,000	36,542	—	—	(Leas. by Tol. Wa	b.& W'tn.)	....	....	....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	—	(Leas. &	oper. by C'm. & Am.)	....	....	....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	—	(Leas. &	oper. by N. Jersey So	uthern.)	....	....	—	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	....	4,000,000	556,000	175,000	....	601.6	10,185,233	....	....	17,531,707	6,271,222	10	50	124
Nov. 30, 1876	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*	....	....	1,811,700	3,000,000	....	....	62.9	(Traffic	chiefly coal	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1879	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	....	1,200,000	600,000	....	....	106 9	....	....	....	949,686	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*	—	....	1,000,000	2,000,000	....	....	—	(Leased	& oper. by	Chic., R. I.	& Pac.)	....	8	100	....
Jun. 30, 1871	90.0	—	4.2	—	....	....	....	....	Peoria and Rock Island.....Illinois.	4,300,000	.....	—	....	2,000,000	2,000,000	....	....	83.0	246,648	....	....	....	....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	—	—	....	57,200	100,000	57,381	.....	90.0	(Recently	completed.)	....	....	....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*	—	62,580	1,324,200	295,094	93,442	....	6.5	(Owned	by Cam. &	Amboy.)	....	....	....	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744	—	....	220,606	1,100,000	326,680	....	92.3	....	....	....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	130	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*	....	....	8,404,300	12,598,000	609,565	....	58.1	155,390	....	....	260,113	117,898	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	....	....	1,626,200	55,900	....	....	289.6	2,228,683	....	....	3,144,045	866,316	—	50	54½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	....	30,401,700	9,657,700	4,184,177	1,851,024	33.6	405,605	....	....	700,465	303,186	10	50	172
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	—	—	....	1,259,100	—	—	—	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	114½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,163	9,562,600	2,359,500	530,471	434,578	33.4	(Oper. by	Unit. Co.)	(14 mos.	1,389,328	120, 06	10	100	....
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	—	....	5,424,350	10,027,990	99,030	—	101.7	995,234	....	....	2,577,147	929,288	8	50	108½
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,055	....	1,794,576	5,500,000	818,538	—	200.5	....	....	....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*	....	....	19,714,285	13,663,000	18,230	—	72.0	522,044	....	....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	500.6	5,381,430	....	....	7,863,574	3,123,631	7	100	99½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	—	101,813	44,100	505,000	76,319	—	—	(Leas. &	oper. by Bo	s. & Alb'y.)	....	....	27,000	6	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	....	....	995,100	1,222,848	268,519	....	....	....	....	....	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	....	....	250,000	250,000	50,000	—	109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585,069	79,576	1,500,000	—	—	—	27.5	....	....	....	....	....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500,000	—	—	—	(Leased	& oper. by	Eastern.)	....	....	....	10	100	132½
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	—	—	170,000	200,000	—	—	—	(Under	construction.)	....	....	....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	—	—	483,874	10,000	176,302	—	26.0	....	....	....	88,144	31,755	—	100	105
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*	—	—	437,917	55,000	16,500	—	—	....	....	....	....	....	—	100	....
Sept. 30, 1870	43.4	1.0	31,9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*	—	—	600,000	800,000	—	—	48.3	345,465	....	(10 mos.	661,717	193,811	10	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	—	(Leas. &	oper. by	Ch., Burl.	& Quinc.)	....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	—	—	507,268	1,000,000	1,056,405	—	97.0	164,049	1,153,379	5,929,904	313,118	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	828	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	—	2,035,072	48.0	172,982	....	....	201,689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	102½
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,295	89,636	32,698	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*	—	....	650,000	712,173	78,148	—	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	....	....	....	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	—	....	427,402	—	—	—	38.3	....	....	....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	*	—	....	557,560	70,000	—	—	22.0	....	....	....	....	....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	—	—	250,844	—	—	—	—	(Leased	& oper. by	Erie.)	....	....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	393,953	....	2,997,800	1,777,900	334	....	20.0	....	....	....	....	....	—	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,478	*	....	....	1,256,936	12,000	7,602	....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	....	....	7,000,000	1,000,000	....	....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	—	—	100,000	242,700	4,000	—	239.0	....	10,016,552	19,603,470	1,189,969	297,492	—	100	32½
Dec. 31, 1870	112.0	—	—	159.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	—	—	23,351	8,516	10,000,000	6,000,000	—	—	22.0	45,657	....	....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	....	....	....	....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	—	—	4,340,000	6,700,000	—	—	112.0	(Under	construction.)	....	....	....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo. & Io.	—	*	—	—	6,000,000	3,200,000	—	—	209.0	....	....	....	1,900,376	580,474	—	100	25
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	—	—	—	(Under	construction—80 m.	n oper. Ju	n. 1, '71.)	....	—	100	....
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	....	....	2,223,850	2,725,000	—	—	201.0	635,019	....	....	1,372,236	385,803	—	100	59
Dec. 31, 1870	91.0	—	—	109.0	18	8	7	250	St. Louis and South Eastern.....Illinois.	....	....	....	....	7,250,000	3,250,000	....	....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	*	—	—	1,000,000	1,000,000	—	—	—	(Under	construction.)	....	....	....	—	100	....
Dec. 31, 1870	168.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,500,000	4,500,000	—	—	—	(Leas. &	oper. by N.	Missouri.)	....	....	—	100	....
Jun. 30, 1871	60.0	—	—	80.0	—	—	—	—	St. Paul and Chicago.....Minn.	—	—	—	—	2,000,000	3,000,000	—	—	—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	....	....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	—	(Under	construction.)	....	....	....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	....	....	2,400,000	1,600,000	367,836	....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	....	....	180,550	100,000	—	—	110.0	284,410	....	....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	—	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by W	est Jer.)	....	....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	....	....	910,350	2,307,000	—	—	—	(Leas. &	oper. by B.	& Lowell.)	....	....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	*	....	....	300,000	40,000	....	....	116.3	433,006	....	....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	—	179,048	997,100	1,157,245	49,267	15,532	—	(Leas. &	oper. by Re	nsselaer &	Saratog.)	....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	104.0	....	....	....	....	....	—	100	....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	....	*	....	....	....	320,000	....	....	—	(Oper. temporarily	by Mac. &	West'n.)	....	....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	....	....	....	576,050	....	....	....	—	(Under	construction.)	....	....	....	—	100	....
																		—	(Leas. &	oper. by Phila. & Reading.)			29,803	5	50	....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	....	70
Catawissa,* pref. and guar.	2,200,000	7	7	100
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	85
Chicago and Alton, pref.	2,425,400	7	10	122½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	89½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	93
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	88
Erie, preferred	8,536,910	7	7	62
Evansville and Crawfordsville pref.	100,000	....	....	..
Hannibal and St. Joseph, pref.	5,078,224	....	....	75
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and, Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,185	6	....	24
" " 2d pref.	4,051,744	6	....	11
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	....	81
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	78
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,720	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	92½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	61
Sandusky and Cincinnati, pref.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref.	2,888,997	6	6	35½
Union, preferred	....	....	6	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	....
Mariposa Mining, pref.	5,774 400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	34 — @ 38 —
Pig, American, No. 1	37 — @ 38 —
Pig, American, No. 2	35 — @ 36 —
Pig, American, Forge	33 — @ 34 —
Bar, Refined, English and American	— — @ 80 —
Bar, Swedes, assorted sizes (gold)	85 — @100 —
	Store Prices.
Bar, Swedes, ordinary sizes	107 50 @120 —
Bar, Refined	82 — @ — —
Bar, Common	90 — @ — —
Scroll	102 50 @132 50
Ovals and Half-round	102 20 @122 50
Band	— — @ 97 50
Horse Shoe	100 — @105 —
Rods, ⅜@3-16 inch	90 — @125 —
Hoop	107 50 @150 —
Nail Rod per lb.	— 6¾@ — —
Sheet, Russia, as to No.'s (gold)	16 @ — 16½
Sheet, Single D. and T. Common	4¾@ — 5½
Rails, English (gold) per ton.	58 — @ 59 —
Rails, American, at Works in Penna. c'y.	70 — @ 71 —
Anvils, (Eagle) per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11 @ — 13
English German (2d and 1st quality)	— 10½@ — 12
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 15 @ — 16
American, Spring, do.	— 9 @ — 11
American Machinery do.	— 9 @ — 10
American German do.	— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d. per 100 lb	4 50 @ — —
Cut Spikes, all sizes	4 75 @ — —
Clinch	6 — @ — —
Horse Shoe, Forged (No. 10 to 5) per lb.	— 19 @ — 31
Copper	— — @ — 39

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 40½@ — —
Straits (gold).	— 36½@ — 36½
English (gold).	— 24½@ — 24½

Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal per box.	8 87½@	9 12½	10 25 @	16 75
I. C. Coke	7 50 @	8 50	9 — @	10 —
Coke Terne	6 37½@	7 50	7 25 @	9 —
Charcoal Terne	8 — @	8 50	9 50 @	10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk). per gall.	— 14½@ — 14½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 18½
Refined, Standard White (in ship'g order)	— — @ — 24½
Refined, prime White (in shipping order)	— — @ — 26
Refined, S. W. (in jobbing lots)	— — @ — 25½
Refined, S. W. (in tin)	— 28½@ — 29
Naptha, Refined, (65 @ 73 gravity)	— 10 @ — 10½
Residuum per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes. (Single Thick.)	1st. A.	2d. B.	3d. C. (Old List.)	4th. D. (Old List.)
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 50
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)....per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27
Canton Co.	....	....	79	....	....	....
Central Pacific 6s	101½	101½	101½	101½	101½	102
Central of N. Jersey	110	110	110½	110	110½	....
Chicago & Alton	....	....	....	....	119	119
" pref.	....	....	....	....	....	....
" 1 M.	106½	....	....	....	....	106½
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	137	136½	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	68½	68½	68½	69	68½	69½
" pref.	90½	....	90	90½	90½	90½
" 1st M.	100	100	....	....	....	98½
" S. F.	....	....	....	....	....	....
" Consol.	....	....	93½	....	....	....
Chic., Rock Isl. & Pac.	108½	109	108½	109½	108½	109½
Chi., R. I. & Pa. 7s, 1896	103½	....	....	....	102½	101
Clev., Col., C. and Ind.	88½	89	89	....	....	89½
Clev. and Pittsburg	120	119½	....	120½	....	121
" 2 M.	....	....	....	....	....	....
" 3 M.	....	97½	98	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	103
Col., Chi., & Ind. C.	19½	19½	19½	20	19½	20
" 1 M.	92½	92½	92½	93	92½	92½
" 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	....
Del. Lack. & Western	108½	108½	108½	109	108½	108½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	97	....	....	....	....	....
Dubuque & Sioux City	87	....	....	....	....	....
Erie Railway	29½	30½	30½	30½	30½	30½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	95½	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	88½	89	....	....	....	....
Hannibal & St. Joseph	65½	64	63	61½	64	....
" pref.	77½	77	75	76½	73½	75
" 8s, conv.	99	98	....	....	....	97½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	135	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	106½	....	106½	107	105½	106½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	119½	119½	119½	....	....	119
" S. F. 8s, 1882	....	....	....	....	....	121
M. S. and N. I. 1 M. S. F.	....	....	....	....	103½	103½
" 2 M.	99½	99½	....	....	....	....
Mariposa Mining Co.	1½	2	....	....	1½	....
" pref.	3	....	2½	2½	2½	2½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	62½	62	....	....	....	....
" pref.	....	....	81	81	....	....
" 1st mort.	95	....	94½	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	109	....
" 7 3-10s con.	95½	....	....	....	....	....
Missouri 6s	....	....	96	....	....	....
" H. & St. J. 1ss	94½	....	....	....	....	....
Morris and Essex	95½	95	....	95	95	94½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	100	100	100	100	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	94	94½	94	....	....	....
" 6s, S.F. 1887	....	....	....	....	92½	....
N. Y. Cen. & Hud. Riv.	92½	92½	92½	92½	91½	92½
" certificates	87½	88	87½	87½	87½	88
N. York and Harlem	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	40½	....	....	....	....	40½
" new	....	24	....	....	....	....
Ohio and Miss.	41½	42½	42½	43½	42½	42½
" pref.	....	....	78	....	78	....
" 1st M.	....	....	....	....	101	....
Pacific Mail S. S. Co.	50	51½	50½	51½	50½	51½
Panama	....	....	61	....	61	60
Phila. and Reading	113½	....	113½	....	....	114½
Pitts., Ft. W. & Chi. gtd.	99½	99½	99½	....	....	....
" 1 M.	105	....	....	....	....	....
" 2 M.	....	....	....	....	....	101½
" 3 M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	50	51½	50½	51½	50½	51½
Panama	....	....	61	....	61	60
Phila. and Reading	113½	....	113½	....	....	114½
Pitts., Ft. W. & Chi. gtd.	99½	99½	99½	....	....	....
" 1 M.	105	....	....	....	....	....
" 2 M.	....	....	....	....	....	101½
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	15½	15½	16	15½	16½	....
St. L., Alton & T. H.	....	25	....	....	....	....
" pref.	61	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	87	87	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	72	....	71½	72½	....	....
" new	72	72	72	72½	....	71½
Tol., Wab. & Western	60½	61½	61	61½	60½	....
" pref.	....	....	....	....	....	....
" 1 M.	97	....	....	....	....	....
" 2 M.	....	....	....	....	92	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	....	86½
Union Pacific	26½	27½	28½	28	27½	27½
" 1st mort.	89½	89½	89½	89½	89½	89½
" L. Gt. 7s	82½	82½	....	....	83½	83½
" Inc. 10s	79	79	....	80	....	79½
Virginia 6s, old	63	....	62½	62½	....	62½
" new	....	....	....	....	....	....
" consol.	....	....	....	....	64½	94½

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	111¼	....	....	....	....	....
U. S. 5s, 10-40s, reg	111¼	111¼	....	....	....	....
U. S. 6s, 1881, reg	....	....	117½	117½	117½	117⅝
U. S. 6s, 1881, coup	118¼	....	118	118⅛	....	118⅛
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	114¾	....	115	....	....	114⅝
U. S. 6s, 5-20s, c. 1862	115¼	115	115⅝	115⅝	115⅝	115⅝
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	115	115⅛	115⅛	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	115⅛	....	....	115⅝	114⅝	114⅝
U. S. 6s, 5-20s, r. n. '65	115¼	....	....	114½	114½	114½
U. S. 6s, 5-20s, c. n. '65	114	113⅝	114	114½	115½	....
U. S. 6s, 5-20s, reg. '67	....	....	114	114⅝	....	....
U. S. 6s, 5-20s, c. 1867	113⅞	113⅞	114⅛	114⅝	114⅛	114⅝
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114⅛	114¼	....	....	....	....
U. S. 6s, Pac.R.R.issue	115¼	115	114¾	....	114⅜	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Catawissa	....	18	....	....	....	....
" preferred	....	....	....	....	....	....
Camden and Amboy	125	125	124½	124½	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	90	....
" 6s, 1889	....	90	....	....	....	90
" mort. 6s, '89	95½	....	....	....	....	95½
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	37⅜	36⅞	36⅜	36⅜	37⅛	37
" 6s, 1884	....	....	....	....	....	....
" Gold L	91⅜	91⅜	....	91½	....	91½
" R. R. L	....	....	92⅜	....	....	....
" Conv. L	83½	83	....	....	....	....
Lehigh Valley R. R	62	62	62	62½	62½	62½
" 6s new coup	....	....	....	....	97⅜	....
" 6s new reg	98½	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	46¼
" 7s	....	....	....	....	....	....
Minehill	53½	53	....	....	....	52½
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	50	....
" 6s, 1880	101½	101½	101½	101¾	....	....
" 7s	98	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	41½	....	41⅜	....	....
Oil Creek & Alleg. Riv.	50½	50½	50⅜	51	51	51
" 7s	....	87	87	87	87	87
Pennsylvania R. R	61⅜	60⅜	61⅜	61⅜	61⅜	61½
" 1st M	100	100	100	....	....	....
" 2d M	102⅜	....	....	....	....	....
" Gen. mort	93½	93¼	....	93½	....	....
" " reg	95⅜	....	....	....	....	....
Penn. State, 6s.1st series	100⅜	....	100⅜	....	....	....
" 6s, 2d series	....	....	....	103	....	....
" 6s, 3d series	107	....	....	....	106⅜	....
" 6s, W L	....	....	....	....	....	100½
Philadelphia City, 6s	101½	....	101½	101½	....	101½
" new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor	....	....	....	....	86	....
Phila. & Reading	56⅜	56½	56⅜	56⅜	57	56⅜
Philadelphia and Erie	27	....	....	27⅜	....	....
" 6s	....	....	92⅜	....	....	....
" 7s	87½	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1882	80	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	79½	....	....
Hestonville, (Horse)	....	....	....	....	....	21
Chestnut & Wal.	....	....	....	....	....	53
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	33	33	....	....	....	32
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Baltimore City 6s, 1875	....	....	....	100½	....	....
" 1886	....	....	....	....	....	....
" 1890	....	....	98	98	....	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	143	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	97½	....	97½	97½	....	....
" 2d M	87	....	86⅜	....	87	87½
" 3d M. 8s	....	....	....	79⅜	....	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	92½	....	....	....	....	....
" " 1900	....	....	....	....	89½	89½
Pittsb. & Connellsv. 7s	....	94	....	....	....	94½
N. W. Va. 1st mort	....	....	....	....	....	97½
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	64⅜	....	....	....	64½	64
" Defer. Certif	....	....	....	....	....	28½
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
Boston and Albany	152½	152½	....	....	151½	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	147½	147½	....	....	147½
Boston and Providence	....	148½	....	....	....	149½
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	....	27⅜	....	27½	27½	27	27½
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	109½	108½	108¼	108	108	108¼
Fitchburg	....	140	140½	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	119½	119½	119½	119½	118½	....
Northern, N. H	116	....	....	....	....	....
Ogdens. & Lake Champ	90	....	89½	....	....	89½
" pref	....	....	....	....	....	....
Old Colony & Newport	103½	104	....	....	104	....
Ph., Wil. & Baltimore	....	54½	54	....	54	54½
Portl'd, Saco & Ports	....	....	133	....	....	132½
Union Pacific	28	....	27⅞	28⅛	....	....
" 6s	....	....	....	....	88½	88½
" Land Grant 7s	....	....	....	....	....	80½
" Income 10s	79½	....	....	79½	....	79½
Vermont & Canada	....	....	....	....	101	101
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	76⅞	77	....	....	....	....
Middlesex	....	....	....	....	85	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	11	11	10½	....	11	....
Franklin	....	....	....	....	....	....
National	1½	....	....	....	....	....
Pewabic	....	....	....	....	....	5½
Quincy	....	....	....	....	....	29½

London Stock Exchange.

	Closing Prices. Sept. 8.	Sept. 15.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	88 — 92	88 — 92
Do. do., 2d mort., 1881	80 — 85	80 — 85
Do. Penn., 1st mort., 1877	88 — 92	88 — 92
Do. do., 2d mort., 1882	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1890	41½ — 42½	42 — 43
Detroit and Milwaukee 1st mort. 7s	70 — 72	71 — 73
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	26¾ — 27½	26½ — 26⅝
Do. sterlg. 6 p. c. convertible bonds	67 — 69	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	111 —112	110½—111⅛
Panama General mort. 7s, 1897	85 — 90	80 — 85
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	96 — 97	96 — 97
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, September 30, 1871.

Stock Exchange and Money Market.

Money has been in quite active request, since our last, and with lighter offerings on both bank and private account; the advantage as to rates has been decidedly against borrowers, who, as a rule, have been in more urgent need of accommodation, particularly for speculatvie purposes, and consequently have had to conform their bids for aid, to advancing range from day to day. The inquiry was particularly brisk on Friday and Saturday of last week, when extreme rates prevailed. On Monday and Tuesday of this week, there was less pressure for help, and the market worked more comfortably for the borrowing interest. On Monday, the Government Office, here, under orders from the Treasury Department, bought in an extra sum of $3,000,000 of United States 5-20s out of $5,812,900 offered, and was prepared to pay for the Bonds at once, but no part of the purchase was delivered on that day, and the deliveries, as well as the consequent disbursements, were made on Tuesday. The payments by the Office on this account served to relieve the Money movement in the open market. The current rates have been from 5@7 generally 6@7 per cent. in a temporary form, and at 7@9½ per cent. per annum on choice to fair business credits. The city banks, in their latest return, made another unfavorable exhibit, showing a farther loss of $5,393,400 of legal tender notes, $656,300 of specie, and $9,769,300 of deposits; also a reduction of $3,503,300 in their loan and discount averages, and an increase of $71,500 in their item of circulation. The city bank exchanges, last week, averaged $119,397,000: and thus far, this week, 117 millions daily. The banks now hold only $1,168,250 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is $9,572,100, against $14,670,724 same time last year. The city bank deposits are now $237,127,400 against $191,066,202 week ending Sept. 24, 1870. The legal tender reserve amounts to $58,428,300 against $49,417,936 same time last year. The circulation now stands at $30,201,200, against $32,733,046 same time last year. The loans are now $309,164,700, against $267,087,617 at this date last year.

Government revenues have been yielding fairly since our last. The excises yielded last week about two millions, and thus far since July 1, about $33,624,036. The customs at the port of New York, last week were $3,371,667; and at the outports, equal to about 1⅛ millions more, all in coin, or coin certificates.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $365,389,900; and as security for deposits of public money, United States bonds for $15,519,400. The aggregate of the outstanding circulation of the National Banks of the country is $323,056,375.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $12,053,459 in currency, and $64,852,125 in coin.

The customs at this port on Wednesday were $795,000.

The Gold movement has shown less spirit since the heavy sales of Thursday of last week on Government account, as reported in our last. The speculative inquiry has been less confident, and the export drain light. The customs call has been up to a full average. The supply in the open market has been more liberal. The range of the price during the week, has been from 113⅞@115⅜, and the closing quotation on Wednesday was 114¾ against 114 the preceding Wednesday. The specie outflow, last week, was $400,599; on Tuesday of this week, $52,300; and on Wednesday, $268,251. The Gold Exchange Bank clearances have been as follows: Sept. 21, $63,695,000; Sept. 22, $75,071,000; Sept. 23, $86,686,000; Sept. 25, $67,415,000; Sept. 26, $43,208,000; Sept. 27, $52,831,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Sept. 28, 1871, $65,184,021, against $66,440,347 same time in 1870.

The export drain was $400,599 last week, against $1,345,408, same week preceding year The shipments since January 1, 1871, have been $57,044,102, against $48,587,639 same time in 1870.

The customs demand for Gold last week, averaged $561,944 a day; thus far, this week, it has averaged $619,800 a day, or equal to a weekly aggregate of $3,718,800. The arrivals of

specie from Europe, Havana and other foreign ports last week, were $55,745, and since Jan. 1, 1871, $7,688,254 against $8,057,430 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $119,284,167 against $104,735,220 same time in 1870.

Foreign exchange has been in better supply and weaker as to rates toward the close, on a moderate inquiry. Bankers' sixty day bills on London closed on Wednesday at 108¼@108½; sight bills on London, 108¾@109⅛.

The produce exports from this port, week ending with Sept. 26, were to the currency value of $5,232,676.

Government securities have been offered sparingly and have been in moderate request at very well supported prices.

On Monday, Government bought in, through the local office, an extra sum of $3,000,000 of U. S. Five Twenties at from 112 90@113 30.

On Wednesday, Government bought in two millions of Five-Twenties at 112 97@113 17. The amount of bonds offered was $4,780,850 at from 112 97@114.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118¼@118⅛; U. S. Five-Twenties of 1862, 115⅝@115⅞; U.S. Five-Twenties of 1864 at 115⅝@115⅞; U. S. Five-Twenties of 1865, 115⅝@115⅞; U. S. Five-Twenties of 1865 consolidated, 113½@114¾; U. S. Five Twenties of 1867, 114⅝@114¾; U. S. Five-Twenties of 1868, 114¾@115; U. S. Ten-forties at 111¾@111⅞; U. S. Six per cent. currency bonds, 114⅜@114½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 13.	Sept. 20.	Sept. 27.
Consols	93⅛	93 3/16	92⅝
U.S. 5-20's of 1862	93 5/16	93⅝	92⅝
U. S. 5-20s, 1855	93¾		92⅞
" 1867	92¾	92⅛	92
" 10-40s	90 11/16	90⅜	89¾
Erie	26½	25½	25

State bonds have been in fair request at about steady prices.

Railway bonds have been in equally fair demand, chiefly for investment purposes at comparatively firm prices. Central Pacific Sixes have been at 101⅞@102⅛. Chesapeake and Ohio Sixes have been more sought after for home investment on the basis of 93 per cent. and accrued interest. Less than 4 millions (out of the determined aggregate of 15 millions) of this popular gold bearing loan remain to be marketed, and the present promise is that the whole amount of the Loan will be placed at an early day.

The demand from investment buyers for the St. Joseph and Denver City eight per cent gold bonds has been quite active at the established price of 97½ and accrued interest, leaving of the loan (the aggregate of which was $5,500,000) opened on August 1, considerably less than 50 per cent. of it yet to be disposed of.

Railway and miscellaneous share property has been moderately active, but unsettled in value. The later dealings indicated a more confident temper, influenced to some extent by the more liberal offering of money.

On Wednesday, 130,000 tons Scranton Coal were disposed of at from 4.15@6.15, as against $4@5.60 in August.

General business has been less active. Breadstuffs and Naval Stores closed more firmly. Provisions, irregularly. Petroleum weak. Middling upland cotton closed on Wednesday at 19¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 61,048 bales, against 94,156 bales same time in the preceding year; exports 28,561 bales, against 14,375 bales in the previous year; stock at the ports at latest dates, 89,565 bales, against 70,325 bales same date 1870.

At the Live Stock Markets, Beeves have been in less request at from 6@12½ cts.; Veals quiet at 4@10½ cts.; Sheep at 4@6½ cts.; Lambs at 6@8½ cts.; Swine, 5¼@5⅞ cts per lb., all live weight. The week's receipt were 8,075 Beeves, 2,382 Veal Calves, 28,709 Sheep and Lambs; and 30,323 Swine.

Foreign goods have been in fair request and generally steady as to price. The week's imports of foreign goods reached $8,509,299, including $3,477,944 of dry goods.

Ocean freights have been moderately active, but rates have been variable, closing with some indications of steadiness.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 16½; do., Fund Act, 1866, 35; South Carolina 6s, new, Jan. and July, 51½; do. Apl. and Oct., 53; Arkansas 6s, Fund Act, 58½; do., 7s, (L. R., P. B. and N. O. R. R.,) 52½; Georgia 7s, 91; do., 7s, gold, 98⅝; Ohio 6s, 1881, 104⅛; New York State 7s, B. L., reg., 109⅛; California 7s, 115; Louisiana 6s, Levee bonds, 71; Brooklyn 6s, W. L., 96; do., Park Loan, 95; Quincy and Toledo 1st mort., 90; Gt. Western 1st mort. 1888, 92½; Galena and Chicago 1st mort., 103¾; do., 2d mort., 99; North Missouri 1st mort., 87; St. Louis and Iron Mt. R. R., 59; do., 1st mort., 92½; Morris and Essex const. bonds, 93; Central of New Jersey new bonds, 102½; Hannibal and Naples 1st mort., 98½; Cleveland and Pittsburg consol, 95; Am. Dock and Imp. 7s, 98¼; Albany and Susq. R. R., 93½; do. 2d mort., 96¼; South Side R.R., 75¼; Am. Coal, 57; Consol. Coal, of Md., 44⅞; Spring Mt. Coal, 84½; Maryland Coal, 31; Western Union Tel., 66½; do. 7s, 98; Quicksilver pref., 23; Adams Exp., 85; Am. Mer. Union Exp., 57; U. S. Exp., 57; Wells-Fargo Exp., 52½.

Philadelphia.—Warren and Franklin 1st mort., 7s, 90½; West Jersey 7s, 102½; do. 6s, 95¾; Belvidere Delaware 2d mort., 82; do. 3d mort., 82½; Colebrookdale 6s, 1898, 80; Wilmington and Reading 7s, 99½; Schuylkill Nav. Imp. Loan, 88; Susq. Canal 6s, Boat Loan, 63½; Penn. and New York Canal 7s, 95¾; Phila. and Reading deben. bonds, 88; do. 7s, 1893, 106; Chesapeake and Delaware Canal 6s, 95¾; Sunbury and Erie 7s, 101¼; East Pennsylvania R. R., 38; Nesquehoning R. R., 56¾; Huntingdon and Broad Top Mt., R. R., 10; Germantown Passenger R. R., 35; Pittsburg 5s, 75; Pennsylvania State coupon 5s, 100. The latest quotations are: City 6s, 101¼@101⅜; do. free of tax, 101⅜@101½; State 5s, coupon, 100@—; do. 6s, W. L., 100½@100⅝; do. 1st series, 100¾@101; do. 2d series, 104@104; do. 3d series, 106½@107; Reading, 56⅞@56¾; do. 7s, 1893, 106@106; do. mort. 6s, 1880, 92@93; Camden and Amboy, 124¾@124¾; do. mort. 6s, 1889, 95¾@96; do. 1883, 89¾@90⅛; do. 1889, 89¾@90⅛; Pennsylvania R. R., 62@62⅛; do. 1st mort., 100@100½; do. 2d mort., 102½@102¾; do. General mort. coupon, 93@93¼; do. reg., 95½@96; Little Schuylkill R. R., 46@46½; Morris Canal, 51@52; do. pref., 120@125; do. 6s, 92@—; Susquehanna Canal, 9@10; do. 6s, 63@63½; Schuylkill Nav., 8@9; do. pref., 17@17½; do. 6s, 1882, 78¾@79¼; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 94@95; do. 5s, 61@—; Lehigh Coal and Navigation, 37@37¼; do. 6s, 1884, —@86; do. R. R. Loan, 92@92¼; do. Gold Loan, 91½@91½; North Pennsylvania, 50@50; do. 6s, 101¼@101⅜; do. 7s, 97⅝@98; do. Chattle 10s, 113@116; Philadelphia and Erie, 27¼@27½; do. 6s, 92½@93¼; Minehill, 52½@53; Catawissa, 18@18; do. pref., 48½@49⅞; Lehigh Valley, 62⅛@62⅜; do. 6s, new coupon, 97½@98; do. reg., 98@—; do. 7s, 100@—; Fifth and Sixth streets, (horse,) 45@45; Second and Third, 67@70; Thirteenth and Fifteenth, 23½@24; Spruce and Pine, 32@33; Green and Coates, 47@—; Chestnut and Walnut, 52@53½; Hestonville, 20⅝@21; Union, 70@70½; Germantown, 34@85.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 23; do. 7s, 1890, 84⅛; Sandusky City and Indiana 7s, 1877, 91¾; Old Colony and Newport 7s, 1877, 104⅛; Vermont Central 1st mort., 86; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 99; Stanstead, Shefford and Chambly 7s, 85; Leavenworth, Lawrence and Galveston 1st mort. 10s, 96; Vermont Central and Vermont and Canada 8s, 101; Atchison, Topeka and Santa Fe 8s, 84; Burlington and Missouri River R. R. in Nebraska, 36; Indianapolis, Cincinnati and Lafayette R. R., 8; Rutland R. R., 32¾; do. pref., 82⅞; do. 8s, 1880, 100⅛; do. 7s, 1880, 88½; Connecticut and Passumpsic Rivers R.R. pref., 93; Norwich and Worcester R. R., 117¾; Eastern N. H. R. R., 106; Portsmouth, Gt. Falls and Conway R. R., 105; Boston Water Power, 50¼; Cary Imp., 14⅛; Essex Co., 133; Waverly Land, 4¼; Maine 6s, 1880, 102; New Hampshire 6s, 1876, 100¾; Connecticut 6s, 1884, 101⅛; Chicago 7s, 102; Chelsea 6s, 1891, 100¼; Cincinnati 6s, 1884, 95½; do. 1883, 95⅜; do. 1885, 95¼; do. 7 3-10s, 1898, 106¾; do. 7s, 1886, 104¾; St. Louis County 7s, 1885, 100⅞; Hamilton Co., Ohio, 6s, 1883, 94⅛; Boston 6s, 1876@1880, currency, 101¾; Fall River 6s, 1891, 101; Hartford 6s, 1890, 99½; Hartford 6s, 1875, 98½; do. 1894, 99¼; Allouez Mining Co., 3⅝; Humboldt, 85c.; Petherick, 2.

Baltimore.—Orange, Alexandria and Manassas 7s, 1882, 80¾; Northern Central 6s, gold, 1900, 93; Orange and Alexandria 4th mort., 8s, 82; do., 2d mort., 6s, 80; do., 3d mort., 8s, 89¾; Richmond and Danville bonds, 81⅛; George's Creek Coal, 77; Baltimore City 5s, 80; Memphis City 6s, 59; Maryland Defense bonds, 106; Virginia 6s, old reg., 63. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94⅜@94½; Baltimore and Ohio, 141½@146; do. 6s, 1875, 96@96½; do. 1880, 95@96¼; do. 1885, 96½@97½; Northern Central, 41¾@42½; do. 6s, 1885, 92@92½; do. 1900, 89¼@89½; do. 6s, 1900, gold, 93¼@93½; N. W. Va. 1st mort., 99@100; do. 2d mort., 98½@100; do. 3d mort., 1885, 90¾@90⅞; Marietta and Cincinnati 7s, 1892, 97¼@97¼; do. 2d mort., 87@87¼; do. 3d mort., 79½@81; Central Ohio, 29¼@30; do. 1st mort., 82⅞@—; Western

Md. 1st mort. 6s, 1890, 81@—; do. guar. by Baltimore City, 90@96; do. 2d mort. guar., —@85; do. 2d mort. pref., 62@—; do. 6s, guar. by Washington Co., 84½@85; Richmond and Danville bonds, 81@—; Orange and Alexandria 1st mort. 6s, 90@90; do. 2d mort. 6s, 80@81; do. 3d mort. 8s, 89½@89⅝; do. 4th mort. 8s, 82@82½; Orange, Alex. and Manassas 7s, 80½@81; Virginia and Tennessee 8s, 89@90; do. 6s, 1st mort., 90@95; do. 6s, 2d mort., 77@82; Baltimore 6s, 1875, 99⅞@100; do. 1884, 98@100; do. 1886, 99@99¼; do. 1890, 97¾@98¼; do. 1893, 98@98¾; do. 1900, 97½@98½; do. 5s, 1838-'70, 80@82; Memphis City 6s, 58½@58⅝; Maryland 6s, 1870, 105½@107; do. Defense Loan, 1883, 106@106½; City Passenger R.R., 22¾@23½; George's Creek Coal, 76@78; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1.00@2.00.

☞ CHESAPEAKE AND OHIOS—FIVE-TWENTIES—CENTRAL PACIFICS.

BANKING OFFICE OF
FISK & HATCH,

No. 5 NASSAU-ST., NEW YORK, Sept. 25, 1871.

Of the FIFTEEN MILLION CHESAPEAKE and OHIO SIX PER CENT. LOAN, but about $4,500,000 remain unsold, and this remainder will be taken up rapidly.

The five years' option having expired on all series of FIVE TWENTY BONDS, except 1867s and 1868s, they are liable to be called in for payment. The redemption of 100 millions FIVE-TWENTIES in coin, and the purchases by the Government during the ensuing four months, with the premium thereon, will release about 150 millions of invested capital, independently of dividend and interest payments, the greater part of which must seek reinvestment.

THE CHESAPEAKE AND OHIO SIXES

have absolutely 30 years to run; are especially desirable for steady investments, and can now be bought.

17 per cent. less than TEN-FORTIES,
20 per cent. less than FIVE-TWENTIES,
25 per cent. less than SIXES OF 1881,

and are equally sure to be paid principal and interest in gold coin. Their amount is limited by the Trust Deed to $15,000,000. Price (at present) 93 and accrued interest, that is, with coupon attached, payable Nov. 1.

$1,000 Chesapeake and Ohio Bond costs to-day $954 16.

$500 Chesapeake and Ohio Bond costs to-day $472 08.

$100 Chesapeake and Ohio Bond costs to-day $95 42.

Only a small amount of the latter denominations remains, and no more can be made. Bonds are in coupon or registered form, same as Five-twenties.

The CENTRAL PACIFIC SIX PER CENT. BONDS are as safe for investment as Government bonds. Their amount, fixed by act of Congress at $15,885,000, is secured by property worth four times their value; they can only be bought in the open market, and are becoming scarcer in consequence of their gradual absorption by investors here and in Europe; they have a ready market in all the principal money centres, and have still twenty-four years to run; the earnings of the road are steadily increasing, and will probably reach $10,000,000 for the current year, affording a handsome surplus after payment of expenses and interest. Present price, 101¾ to 102.

When the Chesapeake and Ohio Railroad is completed, in 1872, and the Bonds are dealt in at the Stock Exchanges of the world, we have no doubt they will be equally popular with the Central Pacifics. Both principal and interest of the CENTRAL PACIFIC and CHESAPEAKE AND OHIO BONDS, are specifically payable in gold coin in New York; the interest on the former being paid January and July, and of the latter, May and November, corresponding with the two classes of Five-twenties.

We recommend either of them to our friends and customers with the same confidence as we did the Five-twenty bonds, when we were selling millions of them for the United States Government.

We buy and sell FIVE-TWENTIES, TEN-FORTIES, EIGHTY-ONES, and CENTRAL or WESTERN PACIFICS, or receive them in payment for CHESAPEAKE AND OHIO BONDS at their current market price.

P. S.—Accounts of Banks, Bankers and others received, on which we allow Four per cent. interest.

Certificates of deposit issued and collections made in all parts of the Union.

FISK & HATCH.

HARVEY FISK.
A. S. HATCH.

☞ THE WEST WISCONSIN RAILWAY is now very nearly finished, and trains will be running through from Tomah to St. Paul by November 1. The earnings of the Road from local traffic on the completed portion constitute already a profitable business; and arrangements and connections are about perfected which will make it the Great Air-Line Route from Chicago to the North-West, effecting a saving of more than 100 miles over the present route. The Bonds are a First Mortgage on the road itself and on a valuable Land Grant of 1,000,000 acres. They bear interest in gold at the rate of 7 per cent per annum, and are sold now at 90 and accrued interest in currency by WHITE, MORRIS & Co., 18 Wall-st., and GWYNNE, JOHNSON & DAY, 16 Wall-st., where pamphlets and further information may be obtained.

☞ The attention of Railway Companies, Car Builders and Purchasing Agents, is called to the advertisement of Messrs. BRINCKERHOFF, TURNER & POLHEMUS, on our second page. This well known firm are Manufacturers of and Dealers in all descriptions of Cotton Duck for Car Covering and Car Seats. Office and Warehouse No. 13 and 15 Lispenard Street, New York.

☞ The double track on the Pittsburg and Connellsville road has been completed to within a short distance of Hazlewood. A large force of laborers is employed from Connellsville westwardly, and the most favorable progress in the laying of the double track at the Pittsburg end is being made.

☞ The contract for grading, tieing and ironing the extension of the Mendota and Prophetstown Branch of the Chicago, Burlington and Quincy railroad, from Prophetstown to Clinton—about 20 miles—has been let to Messrs. Grinnel, Wolf & Carpenter, to be completed by the 1st of January next,

Elizabethtown and Paducah Railroad.

Six thousand tons of extra English rails have been purchased for the Elizabethtown and Paducah (Kentucky) Railroad, and will be delivered in March next. This purchase of rails is sufficient to finish the main track and sidings to Paducah, and, it is thought, will secure the opening of the road its entire length by the last of June next.

Forty of the ninety-two miles of road bed from Greenville to Paducah are graded and ready for the iron, and upon the remaining fifty-two miles a very large amount of work has been done, with full force upon every section, and so vigorously has the work advanced in the last ninety days as to justify the statement that on the first day of January next there will not be fifteen miles of incomplete road-bed.

Track-laying has been resumed at Greenville, and is being pushed rapidly westward to the crossing of the Evansville, Henderson and Nashville Road. To facilitate the opening of the road to this important crossing, a large amount of rails are being delivered there, and track-laying will be pressed eastward from that point until it meets the track from Greenville.

Burlington, Cedar Rapids and Minnesota Railway.

The earnings derived from the 170 miles of the Burlington, Cedar Rapids and Minnesota Railway open to traffic, are as follows:

For the week ending August 7.....	$12 272 36
For the week ending August 14.....	14,206 54
For the week ending August 21.....	15,657 43
For the balance of the month.....	25,108 49
Total for August.....	$67,244 82
For the first week in September.....	$19,817 00
For second week in September.....	27,502 00

The average earnings of the road are about $6,000 per mile annually—the interest requirements only $1,400. The agents of the company, Messrs. HENRY CLEWS & Co., state that the extension of the road toward Mason City, which will be completed within a short time, will add 20 per cent. immediately to present earnings. They have for sale about $700,000 of the First Mortgage Bonds at 90 and interest.

☞ The Sacramento (Cal.) Reporter of 18th inst. says: "Twenty-two car loads of tea were sent East yesterday. A great and growing traffic in this commodity has sprung up between the eastern cities and this coast—the great door through which passes the commerce of the Orient to all the Atlantic side of our country. Within the past week 109 car loads have gone East, and there are yet some twenty more awaiting shipment in the same direction—all of it being the last invoice of tea from China and Japan."

☞ The contract for building the White Mountain Railroad extension from Lancaster to Northumberland, ten miles in distance, there to connect with the Grand Trunk line, has been awarded to S. S. Thompson of Vermont and John Lindsey of Lancaster. The road is to be completed by the first of July next.

☞ The Oneonta *Herald* says that ground will soon be broken on the Oneonta and Earlville road and the Rondout and Oswego road eastwardly at the same time, both being parts of a substantial whole, though for the present in charge of separate corporations.

Journal of Railroad Law.

RAILROAD COMPANIES—OBSTRUCTING THE OVERFLOW OF A WATER COURSE—RULE OF LAW.

The case of the Toledo, Wabash and Western Railroad Company *vs.* Hunter, *et al* (50 Ill., 325), was an action on the case by Hunter and McNeil against the Toledo, Wabash and Western Railway Company to recover damages arising from injury to a lot of cattle, caused by the waters of the Sangamon River overflowing the ground occupied by the plaintiffs, in a time of flood, such overflowing being the result, as is alleged, of the filling up by the railroad company of an open trestle work in an embankment of their road across the bottom land bordering upon the river.

The general issue was pleaded, and upon the trial much testimony was taken which it is not necessary to consider. The jury returned a verdict in favor of the plaintiff, assessing his damages at $6,500, and judgment was rendered thereon. The defendants thereupon took this appeal.

The following is the opinion of the Court delivered by

BREESE, CH. J.—There can be no doubt that filling up by the railroad company what was at one time an open trestle work in the embankment of their road over the bottom, retarded or obstructed in some degree the flow of the water in the time of a flood. At such time the river, not confined to its natural channel, spreads over a large surface, and must have vent somewhere. By filling up this open trestle work that vent was closed, and the water forced to the channel of the river under the railroad bridge and to the opening near it at the west end. Such portions of the water as could not escape by these passages accumulated above them, and this interfered with the cattle sheds built, as they were, upon low land a short distance above the bridge. That the plaintiffs were injured thereby to some extent is established by the proof, but it does not follow they have a right of action against the appellants for such injury.

It appears P. L. Howlett built and owned these cattle pens, and according to his testimony the opening in the embankment was filled up by the railroad company before appellees had any rights in the pens, and all the right they had was under the contract with him; he says: "My contract was to feed the cattle by the month, furnish all the slop they could eat and stable them at three dollars per month for each."

It is evident from this testimony that the pens were in the possession of Howlett, and to which appellees had not the shadow of a right. Their cattle were there under a contract with the owner to feed and shelter them by the month, at a certain price per head.

The parties to this contract knew when it was made that the river on which the pens were situated was liable to annual overflow, and appellees consented their cattle should be placed in them exposed to this annually recurring danger.

The case might be different had the culvert been filled up after appellees' cattle were put in the pens. As it is they acted with their eyes open and with full knowledge of the situation of the feeding place, and appellants have done nothing since appellees' rights accrued, whatever they may be, to injure them. Illinois Central R. R. Co. *vs.* Allen, 39 Ill., 205.

The embankment in which the culvert was placed and filled up by appellants was erected by the State in the prosecution of its system of internal improvements, as early as 1839, and it is in proof by several witnesses that the river in time of freshets in several years overflowed the ground where these pens were afterwards erected, three feet in depth, so that it is manifest filling the culvert contributed but little if any to the injury to the pens. Besides, from the plat introduced into the record, it appears that just above the railroad bridge and pens there are several large bends in the river which must effect materially the flow of the water in time of freshets, retarding it, and causing it to accumulate in volume at particular points.

The proofs in the case show an unfortunate location of the pens, and fail to show any act of the appellants causing an injury to appellees, for which they should be responsible to appellees. If there be a liability to any person, it would appear to be to Howlett, and not to appellee for the reasons we have given.

No right of action having been established against appellants, the judgment must be reversed and the cause remanded.

Judgment reversed.

Bridge over the Schuylkill River at Fairmount.

Owing to a difficulty in the former letting of the contract for the construction of this bridge, new proposals were advertised for, and lately opened. As a guide for other work of the same character, the tenders are given as follows:

Kellogg Bridge Company, Buffalo—Wrought iron, 7 cents per pound; cast iron, 5 cents per pound. Superstructure—two or three trusses, over a street, including lateral braces, $111 per foot.

Keystone Bridge Company, Philadelphia—Wrought iron, 8½ cents per pound; cast iron, 5¾ cents; cast iron balustrade, $9.50 per foot; cast iron railing pedestals, $35 each; do. column pedestals, $65 each; lamps and stands $90 each. Superstructure—two trusses, $750; road trusses, $100 per foot.

J. H. Coffrode & Co., Philadelphia—Wrought iron, 8¼ cents; cast iron, 5¼ cents; balustrade, $9; wrought iron railing, $6; pedestals, $35 each; column do., $85. Superstructure—two trusses, $900 per foot; road trusses, $100 per foot.

John W. Murphy, Philadelphia—Wrought iron, 9 cents; cast, 6 cents per pound; balustrade, $12; wrought railings, $9; pedestals, $75 each; column pedestals, $110 each. Superstructure—trusses, $910 per foot; road trusses, $128 per foot.

Phœnix Iron Company, Pa.—Superstructure—trusses, $792 per foot; road trusses, $112.24 per foot.

Baltimore Bridge Company—Trusses, $1,149 per foot; road do., $200 per foot.

The bridge will be a double deck bridge, with long approaches and a separate elevated roadway over the track of the Pennsylvania Railroad, at the west end. The streets now crossing this track at grade are to be changed so as to cross 24 feet above the rails. The work is intended to supply the place of the present suspension bridge, now unsafe by age, and will be a large and expensive undertaking.

☞ The contract for building the Schenectady and Susquehanna Railroad has been given to ex-Alderman Harrity, of Troy, who also has the contract for building the first eight miles of the Rhinebeck and Connecticut railroad from the Hudson river at Rhinebeck to Rock City. Work upon the latter road will soon be commenced.

Wicomico and Pocomoke Railroad.

The treasurer of this company, in his report for the fiscal year ending April 30, 1871, says that since the date of his last annual report he has received from all sources, including old balances on private subscriptions to the construction of the road, sale of bonds, loan, etc., etc., the sum of $27,105.32. Which, added to the balance in his hands at the date of his last report, ($2,656.98) will make the sum of $29,762.30, with which the Company is to be credited; and has paid out durnig the same period in liquidation of floating debt, payment of interest on bonded debt, operating and miscellaneous expenses, the sum of $25,813.90, leaving a balance in Treasurer's hands at this date of $3,948.40. The President is his report says.

We regret that a general view of the operations of the road for the past year does not present as favorable an aspect as we could desire, owing to the remarkable and unprecedented failures of our crops and the severe stringency in monetary matters pervading our entire section of country. The estimates given above show the net earnings to have been inadequate to pay the operating expenses and interest on the bonded and floating debt.

It is encouraging to know, however, that though the business was exceedingly light for the first three quarters, that sufficient has already been earned in the last quarter to meet the interest due July 1st, and that the funds have already been deposited in banks for this purpose.

☞ The Salisbury and Baltimore railroad, which branches from the Pittsburg and Connellsville railroad near Dale City, and extends for ten miles into the Castleman coal field beyond Salisbury, is so far advanced as to insure its completion by the 1st of November next. The company have commenced operations toward opening the coal mines on some of their lands, which are underlaid with the big or twelve foot vein of the superior bituminous coal so abundant in that region.

☞ The Milwaukee *Wisconsin* says that the first mortgage bonds of the Oshkosh and Mississippi Railroad to the amount of $240,000, have been signed by President Jenkins and Secretary Gary. They are made payable in New York to Russell Sage or bearer, on the first of July, 1891, at 8 per cent interest. The St. Paul company takes these bonds at 80 per cent. The first mortgage of the company to Russell Sage has also been executed.

☞ The Holland and Grand Rapids Railroad is being pushed forward rapidly, and the officers of the road think it will be completed by the 1st of December.

☞ The directors of the Plymouth County railroad have chosen James M. Jacobs President, Elias S. Beals Treasurer, and E. P. Fogg Secretary.

☞ The directors of the Terre Haute and Cincinnati Railway have elected Alfred Pleasanton President, vice N. M. McDowell, resigned. The latter retains the position of chief engineer.

☞ The Burlington and Missouri River railroad, from Plattsmouth, Nebraska, west to Fort Kearney, will be finished January 1, 1872.

☞ The Huntingdon and Broad Top Mt. railroad has leased the Bedford and Bridgeport railroad for one year from the 15th inst.

Virginia State Debt.

In answer to certain inquires of Baker & Co., of Winchester, in regard to the Virginia State Debt, Mr. Geo, Rye, Treasurer of Virginia, has written a circular letter on the subject, in which he says:

While we have no certain information in regard to the amount of the public debt when funded, we may reasonably expect that the amount funded by January, 1872, on which we will then have to pay interest, will not exceed $30,000,000. The interest on this, I mean two-thirds of it, which is what the funding bill provides for paying, will be $1,200,000. Of this one-half, say $600,000, will be payable 1st, January, and the other half, $600,000, will be payable 1st July, 1872. We cannot tell what amount will be derived from taxes this year, because the returns are not yet in. But the Auditor reports that, after paying all the expenses of the government for the current year, there will be on hand January 1st 1872, a balance of $1,500,000, derived from the taxes of 1870 and 1871. And this amount does not include certain large sums which it is expected will be derived from taxes on railroads and other corporation properties, nor the interest to be paid by the depositaries for the use of the State's money, nor some other such items. The amount in the Treasury this morning is $947,470 40, on which the State is receiving interest from depositaries (the Richmond Banks) at the rate of 4 per cent per annum, except $100,000. It is believed that the expenses of the State government will be materially decreased for the next year—it is certain that it can be done without detriment to the public interest. Our general conclusion is that the interest on that portion of the public debt on which interest will have to be paid under the provisions of the funding bill next year, can be provided for without any increase of the present taxation.

Atlantic and Ontario Railroad.

A meeting of the directors of this proposed road was held on the 21st inst. at Ballston, N. Y., when, the necessary amount $70,000 having been subscribed, the company was duly organized, and articles of association adopted. The following officers were elected: Col. T. C. Peck, of Ballston Spa, President; L. M. Crane, of Ballston Spa, Secretary; D. Hays, of Johnstown, Treasurer, H. R. Snyder, of Johnstown, Engineer; E. Appleton, of Boston, Consulting Engineer. The road is to begin at a point at or near Eagle Bridge, in Rensselaer county, and run thence westerly through Ballston to Salisbury, in Herkimer county, to a point at or near Oswego. The distance is seventy miles, and the road is to be constructed and eventually owned by Massachusetts capital. The survey is to be at once begun, so as to have the report and all documentary evidence ready to present to the Legislature of Massachusetts this winter. The object is to empty the produce of the great west into Boston through the Hoosac Tunnel, for the completion of which Massachusetts has expended $7,000,000.—*Albany Journal.*

☞ The Lansing (Mich.) *Republican* of the 14th says: "Last Monday regular trains commenced to run on the Peninsular Railway, between this city and South Bend, Indiana. The completion of this road to the latter place gives us communication with the Michigan Southern Railroad, and opens up another direct route to Chicago. The Peninsular connects at Charlotte with the Grand River Railroad; at Battle Creek, with the Michigan Central; at Brady with the Grand Rapids and Indiana; at Schoolcraft with the Kalamazoo Division of the Lake Shore and Michigan Southern, and at Cassopolis with the Michigan Air Line."

☞ The Directors of the Southwestern Pennsylvania Railroad Company, Thomas A. Scott, President, have awarded the contracts for grading, masonry and bridges of the entire road from Greenburg to Connellsville, Pa.

Chesapeake and Ohio Railroad.

The Huntington *Independent*, published at the Ohio River terminus of the Chesapeake and Ohio Railroad, speaking of that enterprise, says:

Mr. Carpenter, the Superintendent of track laying, has three sets of hands at work on this end of the road, and will finish about one mile a day. If no further hinderance interferes, this rate of progress will complete the road from Huntington to the Falls of Kanawha within thirty days. As soon as the cars are running from here to Kanawha there will be a daily line of passenger steamers connecting with Cincinnati, so that passengers can leave Kanawha Falls at dusk, taking supper at Huntington and breakfast in Cincinnati, transacting their business there, and returning to Kanawha with a loss of only one day's time, making the round trip in thirty six hours. Among the visitors here this week may be mentioned, C. P. Huntington, President of the Chesapeake and Ohio Railroad; Gen. William C. Wickham, Vice President; H. D. Whitcomb, Chief Engineer; H. C. Parsons, Director, and other officials connected with the road. Also Gen. Breckinridge, Vice President, Elizabethtown, Lexington and Big Sandy Railroad; Col. Trimble, President Southern Ohio Railroad; Col. Pryor, Locating Engineer Huntington and Cincinnati Railroad (known as the river route); Hugh Means and John Means, capitalists and iron manufacturers, from Ashland, and others. These gentlemen have met here for the purpose of consultation in regard to the proposed western railroad connection with the Chesapeake and Ohio Railroad from this point, and from all the information we can gather the Elizabethtown, Lexington and Big Sandy road is to be built at once. It is also rumored that Col. Trimble's road (the Symms Creek route) has been adopted as one of the connecting routes west. Mr. Huntington expressed himself as very much encouraged at the growth of the city since his last visit, and says that large manufacturing establishments will be erected here soon.

Boston and Maine Railroad.

The following are the assignments of the contracts on thirty-two miles of the extension of the Boston and Maine Railroad:

Bonnallie & Robbins, sections 6, 16 and 17, excepting the bridge and arch masonry; P. Maney & Son, sections 7, 10 and 11, grading, culverts and paving; Shannahan & Dolan, sections 8, 9, 19 and 20, grading, culvert, masonry and paving; Ward Brothers, section 10, grading, culverts and paving; J. A. Gordon & Co., all the work of sections 13 and 14; Andrews & Haines, all the work of section 15, masonry of sections 16, 17 and 18; Savage, Berry & Co., all the grading and masonry of sections 21, 22 and 23, arch and bridge masonry of sections 6, 7, 8, 9, 10, 11, 12 and 19. The Directors have ordered the remainder of the extension to be located at once and put under contract. All the grading and masonry to be finished by June 1, 1872.

☞ The earnings of the Indianapolis, Cincinnati and Lafayette railroad for July and August were $292,241; and the expenses, $160,159—leaving net $132,082. The unsecured debt of the road is $740,000. Of this there has been subscribed to be funded in 7 per cent. bonds $560,000. If the arrangements for the consolidation of this debt are carried out, as it now appears they will be, the figures of the cost of 171 miles of road, and the large real estate in Cincinnati, will be represented by a bonded debt of $10,200,000, with a stock capital of $5,625,000. A great deal of credit is due to Mr. M. E. Ingalls for his exertions in saving this property from bankruptcy.

☞ Charles A. Coombs has been appointed Superintendent of the Knox and Lincoln railroad.

Franklin Mining Company.

A circular has been issued to the stockholders of the Franklin Mining Company, announcing that the lease of the Franklin mine expired on the 1st of July last, and presenting a statement of the financial condition of the company at that date, as compared with the corresponding date of the previous year. On the 1st of July, 1870, the assets of the company were valued at $65,700 33, which included fuel and other supplies, costing $27,554 54, the full amount of which it was necessary to realize to enable the company to meet its liabilities, amounting to $65,534 28, leaving a surplus of only $157 05. The company's share of copper under the lease was 130,857 lbs., of which there has been sold 120,500 lbs., realizing $24,446 74. The balance 10,357 lbs. is at the present market price worth $2,278 24, making the net value of the mine's share of copper for the year ending July 1, $26,725 28. All the debts of the company have been paid except $208 88 in old drafts and claims so long outstanding that there is little probability of their ever being presented. The inventory of supplies on hand July 1 amounted to $5,267 74.

The assets of the company at date Sept 1, were as follows:—

Fuel and supplies at mine (about)		$4,500 00
Cash in treasurer's hands	$18,286 16	
Note due Sept. 15	530 00	
10,537 lbs. copper, net 22 cts.	2,278 54	
Estimated value of copper product of July and August	3,426 00	
		24,520 70
Total assets		$29,020 70

Liabilities nothing.

In accordance with authority given him by vote of the directors, the treasurer has renewed the lease with the same party, on terms considered more favorable to the company than the last. Immediately after the renewal of his lease, Captain Uren largely increased his force and the work of opening the mine has since been vigorously prosecuted.

For the present year the directors expect a profit at least equal to the past year, and having no liabilities and few expenses, have concluded to make a dividend of one dollar per share payable on the 20th inst.—*Boston Journal.*

Eastern Shore Railroad.

The two railroad projects of Somerset county, the one connecting Snow Hill with Berlin, which already has a connection with the main line of the Eastern Shore road at Salisbury, and the other connecting Newtown, at Westover, with the same main line, we are pleased to know are now "fixed facts." The track on the Snow Hill road is laid as far as Newark, or more than half way to the former point, and its general prospects are emphatically encouraging, and it is pleasurable to us so to state. The road connecting Newtown with the main line of the Eastern Shore road is also in a healthy condition, financially and otherwise. The iron has been purchased, to be delivered in Baltimore on or about the first of October, and pretty soon thereafter track laying will commence. But a few days ago the President and Secretary of the Newtown project called on Comptroller Woolford at Annapolis, who received them in his usual gentlemanly style, presented their proper vouchers and drew the whole of the State bonus legally guaranteed a few years ago.—*Newtown Gazette.*

☞ The Maine Central Extension railroad—Danville Junction to Cumberland station, 18¾ miles in length—is nearly completed, and will be ready for business the middle of October. The estimated cost of the grading, &c., made by the engineer, Mr. Thomas Holt, was $208,000; the actual cost, $203,500. The engineering expenses are some $7,000 less than the estimates. Hon. Anson P. Morrill has been chosen Vice President of the road.

The Mont Cenis Tunnel.

The Mont Cenis Tunnel may now be named with the Suez Canal, the Pacific Railroad, and the Atlantic cables, in recording the great enterprises begun and completed within the last fifteen years. Trains are now constantly passing through it, and on Monday, in the presence of a distinguished assemblage, it was formally opened.

The need of an unbroken highway between France and Italy has been strikingly obvious since the railroad lines approached their respective frontiers. Arriving by rail from Paris, the traveler bound for Italy hitherto proceeded from St. Michel, over the mountain, passing Modane, Lans le-Bourg, the Mont Cenis Hospice, and thence descending the precipitous slope by Molaretto, he reached Giaglione whence the railroad is open to Turin and all Italy. This journey enabled one to behold the sublime scenery of the Pass, but was wanting in the convenience and safety which the railroad, through the tunnel, now affords. Besides, it usually required five or six hours to accomplish the journey over the mountains, while by the tunnel route one may travel over the entire distance between Paris and Turin in 18 hours.

Upward of thirty years ago Sommeiller advocated the construction of a tunnel through the Alps, but his proposal was treated with indifference and incredulity. When, however, the great engineering triumphs in this country and Europe demonstrated its practicability it was resolved to attempt the great work. Several years were occupied in discussing plans and hearing objections until at length, in 1857, the work was actually commenced. Savoy was then a portion of the Sardinian Kingdom, and, apart from the general usefulness of the tunnel in forming a connecting link between the French and Italian railroad system, Victor Emanuel desired to establish speedy communication between the two distinct races which had constituted one people for more than ten centuries. Sardinia prosecuted the work as well as her feeble resources would permit until, the Italian campaign of 1859, by giving her Lombardy and losing her Savoy, rendered a new arrangement in regard to the project imperative.

Although called the Mont Cenis tunnel, the name is a misnomer, as the track selected is a considerable distance from that mountain. Leaving a point above the village of Fourneaux on the French side, 3,904 feet above the sea level, it strikes through the mountain at a point between the Col de Freius and the Col de la Rone, not far from that great clustering mass which bears the name of Mont Tabor, and from which the mountain chain stretches over Mont Ambin, and the little Mont Cenis to the Great Mont Cenis. The highest point attained by the tunnel is 4,377 feet above the sea, and 3,480 feet below the crest of the mountain overhead. From this point the tunnel slopes down to the other opening of the tunnel on the Italian side, at Bardonneche, 4,334 feet above the sea, at the top of a lofty glen of the same name, whence the railroad goes down to Ouix on the Dona Riparia, following the course of that valley by Salbertrand and Exilles, till it debouches into the wide open valley of Susa at Bussolino.

Incited both by her new obligations on annexing Savoy, and her cordial relations with the Italian people, France evinced in 1860 great interest in the Mont Cenis project, and showed an eager desire to hasten its completion. Accordingly an arrangement was entered into wherein strong inducements were offered to the sister nation to complete the great highway. The total expenses of constructing the tunnel amount to $13,000,000, of which sum the Victor Emanuel or Railway of North Italy contributes $4,000,000, which is to be paid on or before the opening of the tunnel. The French Government agreed to pay Italy $3,800,000 if the work was accomplished within twenty years, reckoning from 1862. But if the work was finished at an earlier date France bound herself to pay $100,000 more for every year gained upon the stipulated time. The incentive which France thus professed to afford has certainly attained its end. The work is now finished eleven years before the limit named, and accordingly France will have to pay $1,000,000, besides the $4,000,000 of the original stipulation. She also bound herself to pay five per cent. interest on the money due for the work as it proceeded from year to year. Had the construction continued beyond the stipulated term of twenty years, Italy would have lost $100,000 for every year in excess of that period.

The engineering difficulties were of the most discouraging character. The construction of a tunnel nearly eight miles long, where no vertical shafts for light or air or refuse were possible, where the work must be begun from each end, where the levels and the angles must be perfect to insure a meeting, presented a problem which even the boldest engineer might shrink from with alarm. All former experience in constructing tunnels was of little avail. The occasion demanded a man of genius gifted with the determination. This manwas found in Sommeiller, who, however, owed much to the inventions of his professional predecessors. M. Mans, a Belgian engineer, had devised a machine to cut rock, and this machine was to be worked with springs to cut the rock into blocks, and so do the work of many men. M. Calladon, of Geneva, struck the key of the position by suggesting the use of compressed air, but he had not the honor of showing how it was to be used as a motive power. Mr. Bartlett an English engineer, having invented an engine for boring, which was worked by steam, M. Sommeiller adapted it so as to be used by compressed air, and thus the means of boring the Mont Cenis Tunnel was secured.

Another invention, however, was needed to utilize all these triumphs of human ingenuity. The use of steam as a motive power was hopeless in so confined a space; the labor of human hands was equally hopeless in point of time; but with a wondrous adaptation of means to ends, the falling waters of the Alpine valleys were imprisoned to compress the air; the air was conducted along vast tubes as the cuttings advanced, and, after doing all the hard work for human hands, escaped from its imprisonment, and made existence possible for the very men who made this air a slave! The machine employed by M. Sommeiller weighed about 600 pounds, and bored a hole 1¼ inches in diameter and 3 feet deep in 20 minutes. Eleven of these machines were placed on a movable support, and could be worked at almost any angle. Three or four large holes were bored in the center of the heading, and round these other holes of the ordinary size, in all 80 holes. The large holes were only for the purpose of weakening the rock. The other holes were filled with explosive material, and were fired in succession and in detachments, beginning with those nearest the center, and working outward. The advanced heading was the only place where these machines were used; the enlargement, &c., were all performed by manual labor. The space thus excavated in the rocky sides of the Alps was 26 feet 6 inches wide, and 50 feet high, fully admitting of four separate lines of rails to traverse the tunnel. The daily progress in the work, after some time, showed a gratifying improvement. From half a yard a day, at first, the progress increased to more than 10 feet per day. Each yard bored cost not less than $1,000. The boring as described was repeated, yard by yard, until the entire eight miles was completed; the work becoming more arduous as the tunnel increased in length. Seventy yards of rock was displaced for every yard advanced, and this had to be removed to the mouth, while 25 cubic yards of masonry had to be built in the same yard of tunnel, with materials brought on the average more than ten miles.

One-half of the tunnel was completed in nine years (1866), the third quarter by the end of 1868, and the whole mountain mass, a thickness of 12,236 meters, or nearly eight miles, was pierced through from end to end before Christmas Day last year.

The constructing of the tunnel gave constant employment to about 2,000 men, who were provided with dwelling-houses along the banks of the torrent of Rochemolles. When at work in the tunnel, the men relieved each other every eight hours; in the workshops they did on the average ten hours' work daily.

All apprehensions of mephitic air in the tunnel, if they ever had any foundation, are by this time fully dispelled. A correspondent of a Lyons journal, who, recently went through the tunnel, says: The ventilation is excellent, and the current of air perceptibly felt; in fact, the heat was so moderate that an overcoat was not to be disdained. All the Swiss stories about heat intense enough to produce asphyxia are pure inventions.

The usefulness of the tunnel will be retarded for a while by the want of railroad communication between St. Michel and Fourneaux, a distance of about ten miles. The railroad now constructing will be complete in November, and it will then be possible to make an unbroken railroad journey between Paris and Turin. Since British mails have been sent to the East Indies via Brindisi, the French have regarded the opening of the Mont Cenis tunnel as calculated to impair the commerce of Marseilles. This is the reason why the French railroad companies have lost their early enthusiasm in regard to the tunnel, and allowed the ten miles of railroad to remain incompleted. When that short line is constructed, passengers and mails can be carried from Calais to Brindisi in something less than 60 hours. The Italians have shown a better comprehension of their true interests, and on their side everything is now ready for the most extensive traffic.—*N. Y. Tribune, Sept.* 19.

London and Port Stanley Railway.

The Toronto *Monetary Times* says the City Council of London, Ont., have reported in favor of leasing this line to the Great Western Railway Company on as good terms as they can obtain, so that the lease is pretty certain to be effected. By its proposed terms the Great Western is to pay an annual rental of $20,000 for twenty years, keep the road in good working order, supply it with the necessary plant, keep the tariff as low as it has hitherto been, allow a third rail to be laid (3ft. 6in. gauge), for the accommodation of the London, Huron and Bruce cars; to concede running powers to that line over the London and Port Stanley road; to erect car shops at London, and employ at that place at least 200 more men than they now do; to change the gauge of the road from 5ft. 6in. to 4ft. 8½in. at the expense of the Great Western; the road to be kept and returned at the expiration of the lease, in as good repair as it now is, &c., &c.

☞ One good effect of the recent agitation of the subject of improving the system of railway management in Massachusetts, has shown itself in the purpose of the Taunton Branch Railroad Company to attach the Miller (self-coupling and truss) platform to all their cars, and to increase the efficiency of the telegraph on the line of that road.

☞ The Albany *Journal* says that the party to whom the contract for building the Duanesburg railroad had been let, failed to connect, and in consequence the job has been given to Mr. N. I. Schermerhorn, at $247,000.

☞ The Mount Tom and Easthampton Railroad bed lacks but little of completion from the former place to Williston's mills, and the iron will be laid in a few days.

☞ The earnings of the Baltimore and Ohio railroad for August, 1871, were $1,147,496 33; in August, 1870, they were $994,540 03—an increase of $152,956 30.

☞ Track laying has been commenced on the extension of the Belfast and Piscataquis railroad to Guilford.

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American Railroad Journal.

New York Saturday, October 7, 1871.

☞ TRUNK LINES AND LAND GRANT RAILROADS.

We desire to invite the attention of careful and conservative investors to a few facts of vital importance to them in making their investments. The General Government has long since ceased to be a borrower of money, and on the contrary for a long time has been buying and cancelling its bonds. Recently the Secretary of the Treasury, in addition to the regular monthly purchases of Government obligations, called in $100,000,000 of 5.20 bonds. Under these circumstances investors have been compelled to look elsewhere for a profitable investment for their capital, and the first mortgage bonds of American railways are now the favorite security. The purchases of bonds by the Treasury have advanced the price of Government bonds to a point where they pay a comparatively low rate of interest. The greatest success in American railways can be found in the history of those roads known as Trunk Lines, which combine the benefit of through and local traffic. The gross earnings of the leading trunk lines of railroads in this country form a striking illustration of the above fact, as will appear in the following statement of their earnings for 1870:

New York Central	$22 363,319
Erie	16,179,461
Pennsylvania Central	17,531,707
Baltimore and Ohio	9,371,427
Lake Shore	13,457,540
Ohio and Mississippi	3,188,137
Toledo and Wabash	4,544,640
Hannibal and St. Joseph	3,340.224
Union Pacific	7,625,277
Central Pacific	7,920,710
Total for ten roads	$105,522,442

The St. Joseph and Denver City Road is already constructed from St. Joseph to Marysville, from thence far into Nebraska, and is being rapidly completed to Fort Kearny, on the Union Pacific Road. The St. Joseph and Denver City Road will shorten the distance between the Atlantic and the Pacific coast from 80 to 232 miles, according to the different routes named above. The ten leading trunk lines of road mentioned in the preceding table comprise but a part of the railroads that will contribute to the passenger and freight traffic of the St. Joseph and Denver City Road, which is destined to become the new short line between the Atlantic and Pacific States, and which must share liberally in the enormous business represented by the grand total of $105,522,442, gross earnings of the ten leading trunk lines, in the above statement. This of itself is sufficient security for the payment of the interest and principal of the 8 per cent. first mortgage sinking fund land grant bonds of the Company, Western Division, now on the market.

But as a great additional security the Company has a United States land grant of 1,500,000 acres of the richest agricultural lands in the West. In previous communications to the public we have taken occasion to advert to the great value of land grants to railroad companies, and will now only mention the fact that the land grant of the St. Joseph and Denver City Railroad Company is worth over $18,000,000 at the present price of the lands of the Illinois Central Company. The lands cannot be sold for less than $4 per acre, and the proceeds of the same are applied to the sinking fund for the extinguishment of the bonded debt of the Company. This loan was originally for $5,500,000, but has been largely reduced by sales to investors, including many shrewd business men who know and appreciate bonds which combine liberal income with great security.

The bonds are for the present offered at 97 1-2 and accrued interest, and we have no hesitancy in recommending them as an investment securely guarded both as to interest and principal. Parties desiring to participate in the division of the remaining balance of the loan are requested to make early application, in view of the possibility of an advance in the price of the bonds. The bonds of the Eastern Division of the St. Joseph and Denver City Railroad Company were originally marketed by our firm at 97 1-2, and are now current in the market at 102. We continue to deal in these bonds the same as Government bonds good opportunity to convert their Governments and other securities. Investors will find this a and other high-priced bonds, with the advantage of a higher rate of interest and perfect security. Maps, pamphlets, and full information in regard to the Company can be had on application.

TANNER & CO., Bankers,
No. 11 Wall Street.

The Pencoyd Iron Works.

These works, located at the Falls of the Schuylkill, near Manayunk, Philadelphia, on the line of the Philadelphia and Reading Railroad, make a specialty of rolled and hammered car and locomotive axles and line shafting. These works were built in 1851. The working force is now 220 men, there are fourteen puddling and five heating furnaces, three 3000 pounds steam hammers, and one 1000 pound steam hammer. All the work is moved about by surface and elevated railways. They turn out 1200 axles per week, and 8000 tons shafting annually. All these axles are sufficiently tested to insure their excellence, and they stand deservedly high among railway men.

☞ The work of building a railroad between Port Limon and San Jose, Costa Rica, has been confided to Henry M. Keith, Esq., late general superintendent of the Callao, Lima and Oroya Railroad, Peru, and his departure for Central America on that mission was made the occasion of a banquet in his honor in Callao, on the 12th ult. The employees of the last named road and residents thereon have also made up a handsome fund, which has been forwarded to our fellow citizen, W. R. Grace, Esq., in order to procure a service of silver plate as a testimonal of their esteem, for presentation to Mr. Keith.

Michigan Central Railroad.

The earnings of this road for the years ending May 31, 1870 and 1871, have been as follows:

	1870.	1871.
From passengers	$1,914,921 75	$1,738,181 38
" freight	2,634,438 87	3,072,557 58
" mails	41,884 68	48,283 82
" miscellaneous	116,042 67	119,047 37
	$4,707,287 97	$4,978,070 15
Expenses, viz:		
Repairs of road	$715,759 05	$852,506 87
" buildings	160,862 28	158,777 85
" locomotives	266,415 03	271,562 76
" cars	271,650 40	413,403 56
Locomotive service	147,252 14	172,482 06
Train "	159,753 18	190,304 24
Station "	627,816 41	709,372 87
Fuel	364,840 80	471,731 25
Oil and waste	54,908 69	64,362 18
Stationery	44,615 45	37,544 47
Taxes	114,083 96	82,724 27
Telegraph	38,976 81	38,585 11
Miscellaneous	49,006 75	74,847 46
	$3,013,914 95	$3,538,204 45
Net earnings	$1,693,373 02	$1,439,865 70

Compared with the previous year the gross earnings show an increase of $270,782 18, with an increase in expenses of $424,289 50—making the decrease in net earnings $153,507 32.

The earnings from passengers show a decrease of $176,740 37, and the earnings from freight, an increase of $438,118 71, with an increase in miscellaneous of $9,403 84.

Passenger earnings per mile were $6,120 35, freight, $10,818 86, miscellaneous, $589 19—total, $17,528 40, an increase compared with the previous year of $953 46.

The expenses of operating the road (not including taxes) were $3,455,480 18, or 69.41 per cent. In 1870, they were 61.6 per cent., in 1869, 59 per cent., in 1868, 48.38, and in 1867, 62.81. The expenses, including taxes, the past year, were 70.3 per cent., against 64.3 per cent. in 1870, 61.21 in 1869, 60.71 in 1868, and 65.35 in 1867.

The following is a comparative statement of the earnings of the entire line, including branches, for the fiscal years ending May 31—

	1870.	1871.
Passengers	$1,914,921 75	$1,912,278 07
Freight	2,634,438 87	3,329,630 70
Miscellaneous	157,927 35	178,214 62
	$4,707,287 97	$5,420,123 39
Operating expenses	$2,899,830 99	$3,774,850 51
Taxes	114,083 96	86 160 84
	$3,013,914 95	$3,861,011 35
Net earnings	$1,693,373 02	$1,559,112 04

The ratio of expenses to earnings in 1871 is 71.11, against 64.08 in 1870; exclusive of taxes, 69.98 in 1871, against 61.60 in 1870. The President in his report says:

The gross earnings this year cannot justly be compared with those of last year, because, since the last report, this company has been operating the Grand River Valley Road under a lease, and the earnings of that road are included, as they will be in the future, in the reports with the gross receipts of the company.

The Kalamazoo and South Haven Road, also, during a part of the past year, has been so operated, and its earnings also included in the above statement.

The operating expenses of these roads have also been included in the operating expenses above stated.

The gross earnings of the Main Line, which alone can properly be compared with the last year's earnings, have been in excess of those of that year by $270,782 18; while the gross earnings of all the lines operated have been in excess of those worked then by $712,835 42. It will be seen, however, that the gross expenses have exceed those of last year by $847,096 40, leaving as net earnings below those of last year, $134,260 98.

The gross expenses of operating the road, therefore, have been, in proportion to earnings, much larger than they were the year before. This has resulted from a combination of causes not likely again to occur. The increase of tonnage, or of the volume of business, in the first place, was so great that the road and its sidings had become inadequate to the demand upon them. The number of trains was greatly in excess of those of any previous year, and of any anticipation of the managers, and there was not provided, as there should have been, a sufficient quantity of sidings for their passage, which led to great difficulty and delays, and increased expense by reason thereof. The great number of trains, and the weight of the business, and the high degree of speed for passenger trains were such that the iron rail gave way very rapidly, and compelled renewals, at great expense, in the most difficult season of the year for such work. Large quantities of iron and other material for the construction of new roads, have been passing over the road at low rates of freight, and, during about six months of the first part of the year, in consequence of disagreements between the New York Central and Pennsylvania Roads, the rates on West-bound business were totally destroyed, and that business, during about that long period, was done for about the cost. Some of these causes have resulted in greatly diminished earnings below what they would otherwise have been, and all of them have contributed to enhance the operating expenses unduly in proportion to the gross earnings. All of them will not be likely to be at work at the same time again. The weight of business passing over the road, and the consequent rapid wear of the iron rail, have proved that the use of the iron rail on the Main Line is not true economy. There have been removed and repaired, in the main track, during the year, one hundred and four miles of rail, of which fifty-nine and a third miles have been re-rolled, and about forty-four miles taken up, repaired and replaced in the track. With the large traffic passing over it, the life of the iron probably cannot be, at the outside, more than three years, while the experiments tried by this company, as well as by others, furnish conclusive proof that the steel rail of the quality we have heretofore used, will average at least ten times as long as the iron. The cost of the steel in the track is about one-third greater than iron.

Under these circumstances the Board have resolved to lay the whole distance between Detroit and Jackson, where the business of the road from its various lines comes upon one track, with steel rail, which work is now going on, and will be mainly accomplished during the present year; and upon the same portion of the road there will also be laid ten or more miles of additional sidings. This will not only give the means of doing the business of the road between Jackson and Detroit, where it crowds the most, with despatch, but will it is believed, for many years relieve the company from one of its largest charges in working the road, viz.: the renewal of the rails where they are most liable to deterioration.

From Jackson, west, the company has a double line of road to Niles, upwards of one hundred miles, the old line by the old route and the Air Line direct from Jackson to Niles, and at some points south of the old road about thirty miles.

This Air Line is laid, all the way, with rails from the Scranton Works in Pennsylvania, which are of iron of harder quality than almost any in this country.

The road is free from grades or curves of any importance in its working, and the heavy through business of the road will, to a large extent, pass over it.

The road is better able to bear the burden, and will relieve the other line of much of the very heavy traffic.

In the future, therefore, it may reasonably be expected that the annual cost of one of the largest items in the expense of the management will be very largely reduced, while the permanency and better quality of the rail will also have a large effect in reducing the cost of the maintenance of machinery and rolling stock.

The completion of the Air Line, from causes beyond the control of the Board, has been delayed beyond expectation, and has cost, we regret to say, considerably more money, also, than was anticipated.

By the terms of the agreement with the Michigan Air Line Railroad Company, that company was to complete the road as a first-class road in all respects, according to specifications, with all its appurtenances, and this company was to become the lessee of it at such rent as would pay the interest on bonds secured upon the road at the rate of $18,000 per mile, excepting that this company was to build the station-houses and pay all they might cost over $50,000.

The Air Line Company relied upon the bonds of the municipalities through which the road runs, to aid it in the construction. The decision of the supreme court of Michigan, that all such bonds were invalid, deprived it of much of its means and the result was, that before the road was complete the other means provided were exhausted. The deficit, under the circumstance, could only be supplied by this company.

The amount has been in excess of the amount of construction bonds secured by mortgage on the line between Jackson and Niles, and may exceed it by $200,000.

It is an excellent road, the road-bed is well made and well ballasted and tied, and in all its appointments the road is one of the best class. The country through which it runs is equal to any in the State, and well cultivated. It has yet been hardly opened fully for use, though trains are running over it. By July 1st the fencing will be in full operation, though some station-houses will remain yet to be completed. It is yet permature to state what will be its value.

The decision of the supreme court also affected the means of the Kalamazoo and South Haven Railroad Company in the same manner as above stated relative to the Air Line, and that road has only been completed since the opening of the spring.

Its mortgage debt is about $18,000 a mile, and the road is leased by this company with an agreement to pay the interest on the bonds. It cannot yet be said what will be its value. It runs through a lumber as well as to some extent a farming country, and makes connection with the Chicago and Michigan Lake Shore Railroad about thirty miles west of Kalamazoo, with which it will interchange, and from which it will derive much business.

The Grand River Valley Railroad, which came into the possession of this company under an agreement to work and manage it at a fixed compensation to its stockholders, about the time of the last Annual Report, in an unfinished condition and, though trains were then running over it, hardly in order to do business, has since been completed in its appointments and is, and has been most of the year in good order and is developing a healthy and steadily increasing business, and promises to become of much value to this company.

Since the last report there has been built and opened for business a road branching from the Michigan Central to Hillsdale, sixty miles long, through an excellently cultivated and fertile country, and though this company is in no way pecuniarily interested in that road and it will be managed by its stockholders, yet it cannot but be tributary to the business of this company, over whose road its business must pass for thirty miles, to Detroit.

The Fort Wayne, Jackson and Saginaw Railroad, also, has been opened from Jackson, through, to Fort Wayne.

The Chicago and Michigan Lake Shore Road, from New Buffalo along the shore of Lake Michigan north to Muskegon, Whitehall and Montague, about 150 miles, is about being opened for business.

Both these roads will contribute to increase the business of this company.

The stimulus which has been given to enterprises of all kinds by the success which has attended many, and by an abundant currency, will continue until some revulsion in the finances of the country shall take place.

There are multitudes of projected roads in this State, and some of them are building, but the Board do not in any of these see anything which should tempt the company to any connection with them. So far as possible, it has controlled those most likely to injure it, when built, and which might, if controlled by it, become tributary to it. The policy, even to this extent and from such motives, may be hazardous, and whether wise yet remains to be proved.

It remains now to fully equip the roads for business and make perfect the Main Line, and be prepared to do all the business passing upon them with the utmost possible economy, and though other roads building and to be built will more or less affect its business, it is believed that its rapidly increasing volume, with diminished expenses, will enable the company to realize a larger net result than in the past.

There have been put upon the road during the past year 19 new locomotives, and, including 9 from the Grand River Valley Road, the whole stock upon the road at this time is 128.

There have also been added to the rolling stock 52 Blue Line Cars, 212 freight cars, making freight cars now on the road 1,914.

There has been expended for land at Jackson, to be used for repair shops, $23,911 31, and at Grand Rapids, for depot grounds for Grand River Valley Railroad, $37,204 95.

The whole amount expended for all the various purposes in construction and addition to the property of the company, including expenditures upon the Air Line and Grand River Valley Division, and for the additional cars and locomotives, has been the large sum of $973,682 69—of which there has been for locomotives, $196,344 80; and for cars of all kinds, $160,798 00; for additional sidings, about $62,000 00.

Except for additional motive power and rolling stock, and such amount as may be proper to be charged to construction on account of re-laying the track with steel, it is believed that all such, or nearly all such expenditures will be unnecessary in the future.

The funded debt charged upon the Michigan Central Road proper is now	$3,324,988 89
Less the amount in sinking funds	1,474,383 38
Net bonded debt	$1,850,605 51
The capital stock now stands at	$14,665,848 00
The bonded debt is	3,324,988 89
Bonded debt and stock together	$17,990,836 89
Or, less the amount in sinking fund	1,474,383 38
	$16,516,453 51

The stock has been increased since last year by $1,139,000, made necessary to meet the cost of the various works herein alluded to, and by $301,000 by conversion of bonds, in all, $1,440,000.

In addition to this, however, are the amounts of the bonds secured upon the tributary roads herein mentioned, viz., bonds, bearing eight per cent., on the Grand River Valley Road, $1,500,000, bonds secured on Air Line from Jackson to Niles, $1,900,000, bonds on Kalamazoo and South Haven Road, $710,000, bonds on Joliet Branch, $800,000.

Though this company is not directly liable for all these securities, yet they rest upon roads worked by it, either under leases or working arrangements, which are equivalent to them.

The establishment, a few years ago, of through lines of cars for freight has resulted in working a rapid and permanent change in the business of railroads. It avoids, very much, both the expense and delays in transportation between the distant sections of the country. It enables them to compete more successfully with the water communications and has brought large accessions to the business of the roads.

On the Michigan Central, during the past year, the increase of tonnage has been more than thirty-four per cent., and it has been impossible to enlarge our facilities and means for doing it, sufficiently fast to keep pace with it.

This increase of the volume of business is, however, encouraging to stockholders, and upon the road of this Company, with double lines more than a third of the way between Chicago and Detroit and with steel rails from the point where the two lines come together to the Eastern terminus, and ample double track or siding to accommodate the trains, it seems reasonable to expect, not only very largely increased earnings in the future, but also very largely diminished expenses, as compared with the past.

The improvements making in the track which have been and will be expensive are, however, indispensable, and with the constant effort to get shorter lines by all rivals, the Air Line was a necessity as well as a convenience in doing business.

This line, shortening the diitance as it does between Detroit and Chicago, and the Loup Line in progress of construction by the Great Western Railway Company, securing the shortest possible line to Buffalo and connections with all the roads there, gives to the two companies as short and direct a line between Chicago and Buffalo and the Bridge and consequently between Chicago and the seaboard, as can possibly be made on either side of Lake Erie, and with greatly more advantages than can be acquired by any other line of roads, while it will be entirely free from the heavier grades and sharper curves found on the roads further south and passing across the mountains. The arrangements made more than a year ago between this company and the Great Western, for a more harmonious working of the roads of the two Companies, have been productive of much good to both and may wisely be continued.

The cordial understanding has enabled the two Companies to work with more unity of purpose, and it will be in future, as it should be, the purpose of the managers of both to regard the interests of the whole line as one, and there seems to be no season to doubt that both may work together as effectually as if the lines were consolidated, which should be their great object. The purpose of a consolidation and all its beneficial effects, it is hoped, may thus be obtained while the objections will be avoided.

It gives great pleasure to state the improved condition of the Great Western Road within the past year.

Its track is now equal to that of any in this country, and it is managed with a degree of vigor, and with a regularity and punctuality, so far as its trains are concerned, to which it has never before attained, and quite equal to the best managed roads of this country in all these respects. It cannot fail, so managed, to add to the strength and popularity of the whole line.

The joint traffic with the Grand Trunk Road has continued to increase, and the equipment now on that road for through business, and the strength the line is acquiring in consequence of it, is giving to that business a value which all the time increases in importance.

The connection made by the Erie Road at the Bridge, with the Great Western Road, during the past year, is an important event for the North Shore line of roads.

By the road built by it from the Bridge to Buffalo, live stock and other freight is sent through without change of cars. It will become an important avenue of traffic, through as well as local.

The total number of passengers carried during the year was 814,493, of whom 139,280 were through, and 675,213 way. Total number of tons of freight moved, 1,105,875.

Income Account.

Balance from previous year	$895,722 72
Receipts of road from June 1, 1870, to June 1, 1871	4,909,317 91
Receipts of branch roads less operating expenses	197,888 62
	$6,002,879 25
Dividend, 5 per cent. July 5, 1870	$661,385 00
" " Dec. 31, 1870	689,365 00
U. S. Gov. tax on dividends, etc	36,169 69
" " receipts	22,885 52
Expenses, including local taxes	3,538,204 45
Interest and exchange account	160,848 50
Balance to new account	894,521 09
	$6,002,879 25

The company have 128 locomotives—88 burning wood and 40 burning coal. Miles run by locomotives with passenger trains, 972,288; with freight trains, 1,542 882; working trains, 221,173; switching trains, 468,431—total, 3,204,774.

The cars are classified as follows: 59 day coaches, 9 Pullman Sleeping cars, 34 second class and emigrant, 27 baggage and mail, 58 caboose, 346 stock, 795 merchandise, 289 Blue Line, 21 refrigerator, 405 platform, 215 hand, 114 rubble, and 31 wood cars.

General Account.

Construction account	$16,724,868 10
Cash on hand, and loaned on call	75,587 40
Materials on hand	399,133 86
Assets in hands of O. Macy, General Receiver	132,794 04
Assets in hands of James F. Joy, President	208,199 89
Joliet and Northern Indiana Railroad stock	168,225 00
Chicago land account	168,293 67
Jackson land account	23,911 31
Advance to Jackson, Lansing and Saginaw Railroad Company	105,000 00
Sundry accounts	52 907 78
Grand River Valley Railroad Co	618,309 22
Michigan Air Line Railroad Co	2,281,459 48
Kalamazoo and South Haven Railroad Company	39,188 19
Jackson, Lansing and Saginaw Railroad bonds	42,735 00
Chicago and Michigan Lake Shore Railroad bonds	6,650 00
Joliet and Northern Indiana Railroad construction	4,207 89
	$21,051,470 83
Capital stock	$14,665,848 00
6 per cent sterling bonds, convertible, 1st mortgage payable Jan. 1, 1872	467,488 89
8 per cent. convertible, 1st mortgage bonds, payable Oct. 1, 1882	563,000 00
8 per cent. convertible, 1st mortgage bonds sinking funds, payable Oct. 1, 1882	2,294,500 00
8 per cent. bonds (Air Line mortgage) payable Jan. 1, 1890	1,900,000 00
Money borrowed	128,817 18
Bills payable	104,063 69
Unpaid dividends	4,248 00
U. S. Government 2½ tax	4,158 76
Fort Wayne, Muncie and Cincinnati Railroad Company	24,830 22
Income account, balance	894,521 09
	$21,051,470 83

President.—James F. Joy.

Vice President.—Nathaniel Thayer.

Directors.—James F. Joy, John W. Brooks, Nathaniel Thayer, Erastus Corning, H. H. Hunnewell, George F. Talman, Moses Taylor, Sidney Bartlett, John Jacob Astor.

Treasurer.—Isaac Livermore.

Superintendent.—H. E. Sargent.

Auditor.—William Boott.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna.*100	$3,355,000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,650,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	July'71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jan.'71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '71 4
Boston, Concord & Mont..100	459,600	.....	.....
Do., do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....100	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J A J.O.	Oct. '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City 10	1,000,000	F.M.A.N	Aug. '71 3
Brooklyn City & Newt'n..100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May '71 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref. 100	383,000	March.	Mar'71 10s
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,600	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	915,577	J. & J.	Jul'71 $2½
Cape May and Millvi le* 50	447,000	J. & D.	June '71 3
Catawissa. 50	1,159,600	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	May '71 3½
Central of Georgia..... 100	4,666,900	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	Oct. '71 2½
Central Ohio..... 100	2,425,000	J. & D.	June '71 3
Do. pref..... 100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*..... 100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton..... 100	8,925,500	M. & S.	Sept. '71 5
" " pref..100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Sept '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*.100	2,247,000	.....	.....
Chicago & N. Western.....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger Street.....	.....	J'n &J'ly	Jan.'68½
" " "	.....	J. & J.	Jan.'68½
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Aug '71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Sept.'71 2
Concord 50	1,600,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn.100	600,000	.....	.....
Conn. & Passum'k. R. pref. 60	2,084,200	F. & A.	Aug.'71 3
Connecticut River..... 100	1,200,000	J. & J.	July '71 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '71 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley..... 100	1,820,200	.....	.....
Detroit & Milwaukee..... 100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*100	5,000,000	J. & J.	July'71 2
do. pref.100	.....	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.)..... 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga ...100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jun.'71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'68 4
Do. pref..... 100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Pa.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	July '71 4
Germantown (Phila.)..... 50	112,245	J. & J.	July '71 3
Girard College (Phila.) ... 50	150,000	J. & J.	Jul. '71 3
Granite..... 100	.....	M. & S.	Mar.'71 4
Green and Coates St.(P . 50	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A J&O	Oct. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	J'n. 68 3½
Illinois Central..... 100	25,280,240	J. & J.	Aug.'71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind.....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	July'71 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar. 100	533,500	F. & A.	Aug.'71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July'71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A J&O	Oct.'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J. S.D	Sept.'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref.. 100	848,700	J. & J.	Jul.'71 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '71 3
Lowell Horse 100	55,830	J. & J.	Jan.'70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central..... 100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	F. & A.	Dec. '70 7
Memphis and Charleston..100	6,312,725	.....	June'69 3
Memphis and Ohio 100	670,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225,848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec. '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '71 4
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July 71 3½
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644,100	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell..... 100	720,000	M. & N.	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	600,000	A. & O.	Apl. '71 4
New Haven & N. London..100	788,538	.....	.....
N. Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey 100	7,297,200	F. & A.	Aug. '71 3
New London Northern.....100	1,003,500	.....	July '71 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,600,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '71 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '71 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester ...100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A J&O	Oct.'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri..... 100	3,711,196	.....	.....
Panama..... 100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo..... 100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Aug '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... 100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,851,300	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Sept.'71 3
Phila. and Trenton*..... 100	1,094,125	F. & A.	Aug '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July'70 2½
Pittsb., Ft.W. & Chi. gtd.*100	19,685,000	J.A J&O	July'71 1½
Pittsfield and N. Adams..100	480,000	J. @ J.	July '71 3
Portland and Kennebec....100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Apl'71 3
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred..... 100	1,831,400	F. & A.	A'g'71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May'71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susquch'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'71 3
Shore Line..... 100	636,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	May'71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,655	.....	Jul.'68 3
South Western, Georgia.*100	3,939,900	F. & A.	Aug.'71 4
Staten Island..... 100	666,000	J. & J.	Jul. '67 4
Stony Brook 100	207,300	M. & N.	May'70 3
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama .100	695,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*..... 100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	June'71 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'71 4
West Philadelphia..... 50	249,100	J. & J.	July'71 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. 71 3
Warren..... 100	1,517,650	.....	..... 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 3½
CANALS.			
Chesapeake and Delaware 50	1,963,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug 71 4
Delaware and Hudson.....100	15 000 000	F. & A	Aug'71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 100	1,025,000	F. & A.	Sep.'71 1½
" (preferred)..... 100	1 175,000	F. & A.	Sep.'71 3½
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 898,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2 002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	M.JS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal	2,000,000	J. & J.	July'65 5
Fulton Coal..... —	.....	J & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'71 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,500,000	J. & J.	Oct. '71 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '68
Adams Express..... 100	10,000,000	.....	Jan. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	4,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	6,000,000	.....	Aug.'71

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Oct. 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	105¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,714,000	6	Jan. & July.	1880	117½
.. .. coupon	4,701,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861 ..... registered	124,800,500	6	Jan. & July	1881	117½
.. .. coupon	64,520,700	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s) ..... registered	80,566,050	6	May & Nov.	1882	112½
.. .. .. (5-20s) ..... coupon	380,745,750	6	" "	1882	115½
Loan of March 3, 1863 ..... registered	53,352,650	6	Jan. & July.	1881	117½
.. .. coupon	21,647,350	6	" "	1881	118½
Loan of March 3, 1864 (5-20s) ..... registered	2,597,600	6	May & Nov.	1884	115
Loan of June 30, 1864 (5-20s) ..... registered	41,610,500	6	May & Nov.	1884	115½
.. .. .. (5-20s) ..... coupon	41,995,700	6	" "	1884	116
Loan of March 3, 1865 (5-20s) ..... registered	44,839,900	6	May & Nov.	1885	115½
.. .. .. (5-20s) ..... coupon	120 662,800	6	" "	1885	116½
.. .. .. 2d series (5-20s) ..... registered	65,081,550	6	Jan. & July.	1885	114½
.. .. .. (5-20s) ..... coupon	169,685,800	6	" "	1885	114½
.. .. .. 3d series (5-20s) ..... registered	91,037,800	6	Jan. & July.	1887	114½
.. .. .. (5-20s) ..... coupon	235,847,650	6	" "	1887	114½
.. .. .. 4th series (5-20s) ..... registered	12,411,000	6	Jan. & July.	1888	114½
.. .. .. (5-20s) ..... coupon	26,931,900	6	" "	1888	115
Loan of March 3, 1864, (10-40s) ..... registered	137,810,150	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s) ..... coupon	56,757,700	5	" "	1904	111½
Consols of July 14, '70 & Jan. 20, '71 ..... registered	54,471,150	5	F. M. A. & N.	1881	....
.. .. coupon	7,955,350	5	" " " "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" " " "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" " " "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	27,490 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,618,832	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency	394,660,231	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	60
.. — .. .. (extended)	2,414,800	5	" "	'81-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	100½
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	58½
.. — .. (Aid R. R's)	3,000,' 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	115
.. .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	434,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864	805.000	7	"	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s) ..		6	" "	1883	....
.. — .. of 1864, (10-20s) ..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. .. .. 1869	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	84
.. — " " " 1842 to 1848	273,000	7	Various.	'72-'74	92½
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	90½
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100½
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1886	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1880	....
Kentucky—State Bonds of 1841-42	913,000	6	April & Oct.	'71-'72	90½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. — 1867	4,000,000	6	May & Nov.	1907	71
.. — 1870	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1900	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1900	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	102½
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg	1,855,336	6	" "	1890	....
.. — .. .. .. converted	1,687,345	6	" "	1890	....
.. — .. .. .. of 1834 ..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	299,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	106
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	111
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	111½
.. —Bounty Loan of 1863	200,000	5	" "	1883	....
.. — .. of 1864	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	986,500	5	" "	'91-'98	99
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,589,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	96½
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	94
Nebraska—(No Debt)	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	....
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	101
.. — .. of 1863 (free)	1,002,900	6	" "	'85-'96	....
.. — .. of 1864	593,400	6	" "	'97-'02	105
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	....
.. — .. Bonds	21,089,000	7	" "	1877	109
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	1877	109½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	plens.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	100
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	107½
.. —	473,000	6	" "	1875	109
.. —	880,000	6	" "	1877	....
.. —	1,106,420	6	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	41½
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new) ..	1,7.9,000	6	April & Oct.	'92-'98	24
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	35
.. —Special Tax Bonds	11,407,000	6	" "	1899	....
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	17
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,095,399	6	" "	1881	103½
.. — .. (")	2,400,000	6	" "	1886	104½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	100½
Oregon—Relief and Bounty Bonds	176,156	6	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	99
.. —	90,400	5	" "	1877	100
.. —	7,890,550	6	" "	1877	99
.. —	726,950	5	" "	1882	104½
.. —	9,237,050	6	" "	1882	99
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	100½
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old)	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863	738,000	6	Jan. & July.	1893	101½
.. — .. of 1863	239,000	6	April & Oct.	1883	101
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484.445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'76	77
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	77
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	51
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	54
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	50
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	72
.. —*Funding Bonds	4,669,503	6	" "	"	....
Texas—No legal debt	.....	.....	.....	.....	69
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	101
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	61½
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	70
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free. gold	15,000pm	7*	Jan. & July.	New York.	1900	90
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870. gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,008,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgge on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres). gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific). gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	583,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (Camden and)	498,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1895	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
3d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	27
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	6	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (R., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
Stock Bonds " "	1,999,380	8	" "	" "	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	95½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	90
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	91
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	90
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	...
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'10	90
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1900	102½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101½
Income bonds	10,000,000	....	.....	" "	....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1999	93
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ").	186,500	6	" "	" "	1872	....
3d Mort. (" " ").	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	90
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,876,000	8	Jan. & July.	New York.	1883	112½
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1900	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1900	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	97½
Dix., Peo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1880	97½
Illinois Gr. Trunk R.R. (44m) guar	960,000	8	April & Oct.	" "	1890	....
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	....
Ott., Osw. & Fox Rv. Val. R.R. (70m)	1,280,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. R.R. (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1883	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	92
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98¾
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	93½
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)128 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	101½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	84½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	98
Cleveland and Pittsburg:						
2d Mortgage *	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,000,000	7	April & Oct.	New York.	1908	89½
2d Mortgage Consol. skg fund.	5,000,000	7	Jan & July.	" "	1909	72
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	100
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88½
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	155,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten.(Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	103
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	....
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,916,639	6	" "	N.Y.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150,867	6*	May & Nov.	N.Y.& London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.)						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1888	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Sk'g Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. sk'g fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	99
Loan of 1865	160,000	6	April & Oct.	"	1885	98
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	97½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	93
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortga, e	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	92½
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	89
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	83½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1852	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R. R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R. R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	525,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	103½
2d Mortgage	985,000	7	May & Nov.	" "	1875	99
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P. F. W. & C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,284	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T. W. & W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	" "	1888	92½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	" "	1893	88½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	89
Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	94
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,109,500	8	" "	" "	1885	90
1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L. G. sk'g fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N. Y. Cen. & H. R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	48½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	103
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	85
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N. Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1900	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J. M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R. R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,900,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York*	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
James'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	597,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	109
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(L.S&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" " ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1809	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1910	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	"	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1896	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1890	94
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,255,000	7	May & Nov.	" "	1885	103½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	99½
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund, Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	884,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1595	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	98½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1900	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ").....	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.&F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	92
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	87½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	70½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	80
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,298,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,604 387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1899	....
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mort. 111 miles, guaranteed.	1,900,000	8	May & Nov.	Boston.	1890	....
1st Mort. 11 miles, assumed.....	200,000	8	" "	"	1889	....
Michigan Central:						
1st Mortgage, sterling	467,489	6	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund.....	2,294,500	8	" "	" "	1882	121
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	" "	1886	....
2d Mort. (" " ")	500,000	8	April & Oct.	" "	1882	104½
1st Mort. (Mich. Air Line R.R.)	2,700,000	8	May & Nov.	Boston.	1890	....
1st Mort. (Kal.& So.HavenR.R.)	640,000	8	" "	New York.	1889	....
2d Mort. (" " ")	70,000	8	Feb. & Aug.	" "	1890	100½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104½
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown,Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	93½
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Minn. Cent).....	1,008,000	7	" "	" "	....	90
1st Mortgage (Iowa & Dak.).....	3,674,000	8	Feb. & Aug.	" "	1898	109
1st Mortgage (P. du C.Div.).....	1,315,000	7.3	" "	" "	1898	94
2d Mortgage (P du C.Div.).....	1,315,000	7.3	April & Oct.	" "	1884	90½
2d Mortgage 370 miles.....	1,244,000	7	Jan. & July.	" "	....	....
Income Mortgage.....	20,000	7	March & Sept.	" "	1873	....
Milwaukee City Loan.....	234,000	7	Jan. & July.	" "	1891	....
Milwaukee and Western bonds.	247,000	7	various.	" "	....	....
Real Estate Purchase.....	148,500	7	"	" "	....	....
Incumbrances assumed.....	35,073	7				
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,854,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1861	....
Tennessee Loan bonds	1,278,9:0	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,170,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. R& & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1860	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1900	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	100
Missouri Valley (K.O.S..J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	10,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377.900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1880	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856...	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1892	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1891	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1852	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1809	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1859	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	220,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1900	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles....cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1880	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	94
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102½
Bonds for R. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,500	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(r.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1855	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	104,000	7	"	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1900	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1883	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1890	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	87
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	101½
Chattel Mortgage	350,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	98
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	9'½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	69,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	86
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	100½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,350	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	87½
1st Mortgage	550,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	104½
Plain Bonds	1,000	6	March & Sept.	"	1874	90
Plain Bonds	435,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	....
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	82
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1885	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1890	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1890	101
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	5	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4-85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	2,899,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(T.W.& W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,909	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1895	96
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	98
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	81½
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1896	....
Petersburg:						
Mortgage Bonds	5,994	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1866	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1901	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	88
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	101½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	93
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1850	92
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	100
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	340,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	82
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1882	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	155,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,500	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	700,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —		....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	250,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage.....	300,000	7	" "	" "	1880	....
3d Mortgage.....	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.....	158,100	6	" "	" "	1875	....
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	81½
4th Mortgage.....	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund..	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870 ...	500,000	7	May & Nov.	Boston.	1880	88½
Equip. Bonds of Sept. 1, 1870...	500,000	8	March & Sept.	"	1880	100
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock..	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)..	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")..	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	8	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&C.B.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....
2d Mortgage (" ")...	300,500	8	June & Dec.	"	1874	....
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free...	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	92½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1, 1864...	2,365,000	7	April & Oct.	New York.	1894	91
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94- 96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.		1887	....
St. Paul and Chicago (M.& St. P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)..	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	750,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O ..	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1880	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$106,500	7	Jan. & July.	New York.	1886	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1880	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series).....	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67...	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67...	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868..	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage.....	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.....	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref....	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net).....	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	390,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed.....	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1895	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage.....	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage.....	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	90½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	88
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	85½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	88½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	89½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	79½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	79½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1900	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85½
2d Mortgage	1,500,000	7	" "	"	1891	40
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	102½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	....	85
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	101
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa. & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	....
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	89
Registered Certificates	116,12[illegible]	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (Erie):						
1st Mortgage	350,000	7	Jan. & July.	New York.	1884	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	736,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	99½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79½
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt.	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (S.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	98½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,00[illegible],000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	96
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	95½
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1895	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	85
Mortgage Loan	2,0[illegible]0,000	6	" "	"	1897	92½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	980,000	6*	" "	"	1894	92
Convertible Loan	1,996,879	6	" "	"	1877	83½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,966	7	" "	" "	1885	....
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	78
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	78½
Plain Bonds	171,354	6	—— & ——	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	63
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1876	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	800,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1896	99½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	666,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,600,000	7	June & Dec.	New York.	1872	94
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. & E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	93
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,166	786,229	132.0	.....	11,811,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	.....	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,680	78,839	—	100	....
May 31, 1871	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	86.7	—	8.9	—	16	6	6	104	Atlanta and West Point.....Alabama.	1,200,261	*	.....	151,902	1,232,200	32,000	5,364	82,599	86.7	.....	.....	.....	467,956	192,058	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West..N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	25,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶.N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,511	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	483.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	....
Sept. 30, 1870	30.0	—	30.0	—	.....	.....	.....	.....	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	143
Sept. 30, 1870	103.5	—	17.0	—	.....	.....	.....	.....	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	5,880,685	.....	1,893,629	.....	103.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,708	256,941	.....	600,000	98,000	.....	.....	267.0	54,310	.....	.....	36,000	36,000	—	100	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	103,893	16,744	1½	50	....
Dec. 31, 187	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.1	—	.....	—	.....	.....	.....	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154 639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	.....	6,785,987	863,186	10	100	....
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass	1,205,985	395,035	100,000	68,780	872,600	800,500	188,652	30,342	66.0	.....	.....	10 mos.	286,281	56,416	—	100	152
Mar. 31, 1871	93.5	—	9.6	....	18	20	10	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	2
Sept. 30, 1870	26.7	10.9	37.6	—	32	36	18	780	Boston and Lowell.....Mass.	2,469,955	163,345	1,002,043	131,677	2,215,000	955,000	354,844	932,176	67.5	.....	.....	10 mos.	934,754	186 879	8	100	138
Sept. 30, 1870	74.2	8.8	64.5	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	147½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,604	10	100	148½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased	& operated by	Erie.)	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	11	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,607	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	.....	.....	.....	.....	Buffalo and Lake Huron.....Canada.	6,492,790	.....	.....	.....	2,025,000	3,867,790	.....	.....	—	(Leased	& oper. by	GrandTrunk.)	.....	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,896,688	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	48,929	.....	.....	498,552	.....	107,655	.....	.....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	....
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operated	by Burlington &	Mo.River.)	.....	.....	—	100	34½
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated	by Chicago,	Burlington &	Quincy	.....	—	100	....
Dec. 31, 1870	60.0	31.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	....
Dec. 31, 1870	23.0	7.1	2.3	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	125½
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	75
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.by	West Jersey.)	.....	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,212	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—	.....	.....	.....	.....	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela.,L.	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota .....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.by	Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*....Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.by	Chic. and	N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,562	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3.2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,086,552	4,393,514	1,881,297	8	100	114
Dec. 31, 1870	137.0	—	17.9	—	.....	.....	.....	.....	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶...California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3 502,103	.....	.....	7,920,711	3,860,148	—	100	106½
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia &Aug.N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	.....	.....	.....	.....	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	.....	.....	.....	.....	Cherry Valley, Sharon & Albany....N. Y.	600,000	.....	.....	.....	276,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hud.	C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,256	44,000	198.490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	.....	.....	.....	.....	Chester Valley .....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552.625	11,350.972	4,137,813	520,584	285,238	511.0	2,966,864	.....	.....	4,849,405	2 063,299	10	100	119½
Apr. 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,293,928	1 90',8 7	16,590,510	11,569,469	1,888,023	2,7?7,889	642.0	4,113,932	56 320 468	206,649,525	7,207,685	2,779,011	10	100	133

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Train Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	.....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)						100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich'gan Central.)			.....	.....	—	100	...
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624 595	.....	.....	1,277.0	5,711,146	.....	.....	7,476,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,064,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶.....S. Carolina.	3,080 963				1,510,968	1,803 312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....	.....	—	(Leased & oper by Tol. Wab. & Wester			.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	1,550,000				450,000	1,100,000	.....	.....	—	(Operated by Tol Wabash & Western.			.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	59½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension.....New York.	8,039,500	*			4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			287,575	Loss.	7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,790,925	754,000	93,998	820,071	75.0	875 644	.....	.....	2,412,150	843,903	12	100	...
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill ¶..Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	20.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)			.....	.....	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic.....Connecticut.	2,105,558	*	284,082	131,451	2,000.000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6.000.000	*			2,600,000	3.400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	49	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	20
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.8	5,397,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135½
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....				2.750,000	2,750,000			—	(Under construction on at $35,000 p.m.)			.....	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	85
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....				.....	.....			75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	393,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034 663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450.000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)			140,672	49.235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron.....Ohio.	275,668	47,000	12,800	29,992	1:9 550	32,000	16,531	187,279	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400.000	130,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens.....New York.	268,386				286,730				—	(In course of construction.)			.....	.....	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)			.....	.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,775,036	*	22,566	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*			6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)			.....	.....	7	100	...
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033.000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306.000	400,000			42.0	(Recently completed.)			.....	.....	—	100	...
Jun. 30, 1871	68.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840.000			—	(Leased & oper. by L. Sh. & Mich. So.)			.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640.000			—	(Leased & oper. by M.chigan Central.)			.....	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	...	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,550	1,790,777		551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000			112.0	(Oper. by bondholders.)			.....	.....	—	—	—
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg.....Penn.	3,325,000	625,000	.....	.....	1.335.000	2 279.335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....				1,300,000	1,300,000			—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....				3,000,000	1,500,000			—	(Under construction.)			.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500.000	.....	.....	37.0	46.561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	292	178	60	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		1,013.1	8,219,893	189,390,937	569,883,666	13,457,541	5,088,720	8	100	107½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....				4.000.000				—	(Under construction on at $33,000 p. m.)			.....	.....	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4.500,000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence.....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased & oper. by Pbg, Ft. W & Chi.)			49 507	—	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,388,237	*			18,159,400	5.588,000	414,417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	126
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*			900,000	900.000			—	(Under construction.)			.....	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia ....Ohio	6,000,663	974,291			5,871,450	2,528,000			196.0	1.096 503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	50.0	—	—	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	(No returns—Is near completion.)			.....	.....	—	—	—
Dec. 31, 1870	18.0	—	....	92.0	—	—	—	—	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000			—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)			.....	.....	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	—	915,658	.....	2,046,100	783,000			38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	92
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1.500,000	1,500,000			—	(Under cons. to be completed in 1871.)			.....	.....	—	100	...
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416.704	20.651,246	12,161,070	751,474	139,280	—	50	...
Jun. 30, 1871	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000				15,000pm	16,000pm			—	(Leased to Chicago & Alton.)			.....	.....	—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	50.718	2,472,183	2 859.520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	...
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,579,694	8,680.912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*			3 000 000				289.0	(No returns of operations published.)			.....	.....	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,061,100	—	161,923	17	10.0	(Recently opened 10 miles.)	924	17	.....	.....	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255		15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			.....	.....	6	100	.....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....															
Sept. 30, 1870	77 0	—	2.0	—	—	—	—	—	Macon and Augusta.....Georgia.	2,500,000	.....				600,000				(Leased & oper. by Summit Branch.)							
Dec. 31, 1870	185.0	10.0	5.0	—	16	10	5	180	Macon and Brunswick.....Georgia.	6,422,616	539,956	124,853	222,040	1,631,900	770,000			35.0	(Operated by Georgia.)			59,410	63,500	10	20	.....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western.....Georgia.	.....	.....	.....	.....	2,324,118	3,500,000	85,172	90,175	196.0	248,962	.....	.....	7,849	—	—	100	.....
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville...Kentucky.	400,000	*			450,000	200,000			.....	(Under	constructi	on.)				100	.....
Feb. 28. 1870	283 5	—	39.5	—	97	60	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,869	3,635,750	9,219,389	1,057,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	.....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Padu ah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	14.5	—	16.2	—					Paterson and Hudson.....New Jersey.	630,000				630,000										12	100	62
Sept. 30, 1870	12.0	—	12.0	—					Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. b	y Erie.)	.....	53,400	8	100	.....
Sept. 30, 1870	15.1	—	2.3	—					Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. b	y Erie)	.....	.....	—	100	.....
Dec. 31, 1870	20.0	—	—	45.0					Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com	pleted.)		1,500,000	1,000,000			—	(Leased	and oper. b	y Erie.)	.....	26,500	5½	100	.....
Dec. 31, 1870	22.0	—	1.9	—					Pemberton and Hightstown....N. Jersey.	538,691				342,150	100,000	36,542		—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	.....
Dec. 31, 1870	18.0	—	1.8	—					Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas &	oper. by C	'm.& Am.)	.....	.....	6	100	.....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pennsylvania .....Pennsylvania.	33,806,907	*	27,366,661	8,568,549	33,850,000	32,760,000	4,961,734	1,524,392	—	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	—	100	.....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	—	4,000,000	556,000	175,000		601.6	10,185,233	.....	.....	17,631,707	6,271,222	10	50	124½
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*	.....	.....	1,811,700	3,000,000	.....		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	.....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000		.....	.....	1,200,000	600,000	.....		106 9	.....	.....	.....	949,686	311,914	—	100	.....
Dec. 31, 1870	83 0	—	8.5	—	10	8	4	123	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*	.....	.....	1,000,000	2,000,000	.....		—	(Leased	& oper. by	Chic., R. I.	& Pac.)		—	100	.....
Dec. 31, 1870	6.5	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....	.....	.....	2,000,000	2,000,000	.....		83.0	246.648	.....	.....	.....	.....	8	100	.....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Perth Amboy and Woodbridge..N. Jersey.	214,581		.....	.....	57,200	100,000	57,381	.....	90.0	(Recentl	y complet	ed.)	.....	.....	—	100	.....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Petersburg ¶.....Virginia.	1,650,156	*	—	62,580	1,324,200	295,094	93,442		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	.....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Balt. Cent..Penn. & Md.	1,599,906	177,744	.....	.....	220,606	1,100,000	326,690		92.3	.....	.....	.....	260,113	117,898	—	100	.....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*	.....	.....	8,404,300	12,598,000	609,565		58.1	155,390	.....	.....	251,576	6,001	—	100	.....
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	54½
Dec. 31, 1870	20.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.6	405,605	.....	.....	700,465	303,186	10	50	172
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn	10,692,178	*	1,507,868	677,153	9 562 6 0	2,359,500	530.471	434,578	575.3	5,100.175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	114½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,788,374	2,386,429	.....	.....	5,424,350	10,027,980	99,030		33.4	(Oper.b	y Unit.Co.	) (14 mos.	1.389.328	120, 06	10	100	.....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		101.7	995,234	.....	.....	2,577,147	929,288	8	50	108½
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230	—	200.5	.....	.....	.....	2,821,124	726,115	—	50	.....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				72.0	522,044	.....	.....	655,736	185,848	—	50	.....
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	—	101,813	44,100	505,000	76,319		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	99½
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		—	(Leas.&	oper.by Bo	s.&Alb'y.)		27,000	6	100	.....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		.....	.....	.....	.....	.....	41,259	28,943	—	100	.....
Dec. 31, 1870	51.3	—	5.5	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	.....
May 31, 1871	30.0	—	—	50.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500,000			27.5	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170 000	200,000			—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	138
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		—	(Under	constructi	on.)				100	.....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol..R. I. & M.	704,336	*			437,917	55,000	16,500		26.0	.....	.....	.....	88,144	31,755	—	100	104
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618.575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,608	—	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000				600,000	800,000			15.0	41,676	2,118,181	202,162	74,793	6,329	—	100	.....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	48.3	346,465	.....	(10 mos.	661,717	193,811	10	100	.....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		—	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....	—	100	.....
Sept. 30, 1870	71.0	110.0	32 0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750		2,035,072	97.0	164.049	1,153,379	5,929,904	313,113	80,370	5	100	.....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	48.0	172,982	.....	.....	201,689	56,200	—	50	.....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	181.0	600.87.	16,481,419	22,373,357	1,656,169	583,253	7	100	102½
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	190.5	379,899	6,698,740	7,545,929	892,367	224,733	—	100	.....
Sept. 30, 1870	38.3	—	2.2	26.0	8	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*			650,000	712,173	78,148		75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	.....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402				40.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	.....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026		.....	.....	557,560	70,000			38.3	.....	.....	.....	86,052	24,916	—	100	.....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235.235	*			250,844				22.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg..N. Y.	4,000,000	*	392,953	.....	2,997,800	1,777,900	334	.....	—	(Leased	& oper. by	Erie.)	.....	.....	6	100	.....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	20.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	218.2	598.514	15,296,580	19 605.175	1,324,943	475,270	10	100	.....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		....	8,314	266,724	123,606	20,662	17,378	—	100	.....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	239.0	.....	10,016,552	19,608,470	1,189,969	297.492	—	100	30½
Dec. 31, 1870	175.0	84.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute..Illinois.	10,700,000	*	.....	.....	4.340,000	6,700,000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	.....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	6,000.000	3,200,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	.....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	200.0	.....	.....	.....	.....	.....	—	100	25
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,223,850	2,725,000	.....	.....	—	(Under	constructi	on—80 m.i	n oper.Ju	n. 1, '71.)	—	100	.....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385.803	—	100	59
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000		.....	.....	1,000,000	1,000,000	.....	.....	—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000	—	100	.....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,500,000	4,500,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	.....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	4,500,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	.....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	3,000,000	.....	.....	—	(Leas. &	oper.by Te	rre H.& In	dianapo.)	.....	—	100	.....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	11,020,000	.....	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	.....
Dec. 81, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	2,400,000	1,600,000	367,636	.....	180.0	273.250	5,745,728	5,941,575	477,465	168,775	—	100	.....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	180.550	100,000	.....	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	.....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	243.305	326,900	1,287	82,596	—	(Leas. &	oper.by W	est Jer.)	.....	.....	6	50	.....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	.....	.....	.....	910.350	2,307,000	.....	.....	—	(Leas. &	oper. by B.	& Lowell.)	.....	.....	1.4	100	.....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	—	179,048	300,000	40,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	.....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama..Ga.&Ala.	499,128	*	25,479	65,882	997,100	1,157,245	49,267	15,532	—	(Leas.&	oper.by Re	nsselaer &	Saratog.)	.....	8	100	.....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	449,588	140,901	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	320,000	.....	.....	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	.....
																		—	(Under	constructi	on.)	.....	.....	—	100	.....
																		—	(Leas. &	oper.by Phila.& Read	ing.)		23,803	5	50	.....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,988		54.0	202,470			207,264	72,103	—	50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina.	1,811,863	*	186,213	105,220		1,151,400	210,000			80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2		—		Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000	*					800,000			50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.						969 052	796,830			—	(Recently sold under foreclosure. No returns.)						100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000			—	(In a bad condition	No returns.)					100	
Dec. 31, 1870	28.0	—	4.5	—					Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000			45.5				77,924	11,359	—	100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000		21.0	22,240			37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—					Shore Line	Connecticut.	1,195,800					995,800	200,000			—	(Leas. & oper. by N. York & N. Haven.)			100,000	10	100	
Jan. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644 000	*				1,788,000	3,256,320			108.3				301,428	111,528	—	100	
Dec. 31, 1870	10.0	—	0.6	—					South Branch	New Jersey	439,694					438,300				—	(Leas. & oper. by Central of New Jer.)					6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,900	315,965		5,819,275	4,434,249	452,030	353,009	243.0	840,910			1,488,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala							4,926,000			—	(Only partially in operation.)						100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	35,426	2,419	1,642		259,685	150,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	75½
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,161	*				1,000,000	2,250,000			72.8	254,938	10,319,774	1,377,540	359,168	162,982	—	100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000			....	61,760	1,083,133	642,124			—	100	
Dec. 31, 1870	—	—	—	87.0				—	Southern Iowa and Cedar Rapids	Iowa.						2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,					0,000 p m			100.0				267,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0	...	...	...	....	Southern Pacific	California.										....	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270		49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0				—	Southern Pennsylvania	Penn.	810,000		2,000,000			577,40	651,500	95,000		—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726	129,538			3,939,90	699,50			257.5	(Leased	by Cen. of	Georgia.)	1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	81	Spartanburg and Union ¶	South Carolina.	1,340,882	*				751,296	198,370	125,000		68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	...	...	...	....	Springfield & Ill. So. Eastern	Illinois.							15,000 p m			—	(Under	ons. to be	finished by Dec. 1,					100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	370,386	*	569,614			700,000	200,000	40,000		13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—				—	Stockbridge and Pittsfield	Mass.	448,700					448,700	445,700			81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	
Nov. 30, 1870	13.2	—	1.0	—				—	Stony Brook	New Hamp.	267,35					267,300			634	11.7	65,346		(10 mos.	102,172	23,651	8	100	
Mar. 31, 1870	26.0	—	2.0	—				—	Sullivan	Nnw Hamp.	1,250,000					500,000	750,000			—	(Leased	& oper. by	Nash. & Lowell.)				100	
Dec. 31, 1870	10.0	—	—	13.0				—	Sullivan and Erie	Pennsylvania.						1,200,000	1,000,000			—	(Leased	& oper. by	Ver. Cen.)				100	
Dec. 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874		—	(Under	construction.)					50	
Dec. 31, 1870	5 5								Swedesboro'	New Jersey.	288,200					92,925	171,000	29,284		—				95,253	31,251	5	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N.Y.	3,707,984	*				1,670,130	1,696,826	13,783		81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,256		400 000		23,557	45,843	11.7	65,346		(10 mos.	102,172	23,651	8	100	
Dec. 31, 1870	30.0	—	—	157.0	...	...	...	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,287,230	944		635,070	1,185,000	557,988	7,742	—	(Under	cons ruction.)					50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,285	42,464		1,988,150	800,000	284,849	1,095,623	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	
Dec. 31, 1870	30.0	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,1 2	381,640				580,900	243,000			34.6	190,395			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000			228.0						—	100	
Dec. 31, 1870	464.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*	1,094,83	572,619		16,000,000	18,387,000	81,710	868,744	631.0	3,473,960			4,544,641	1,308,376	—	100	68½
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	347,055		55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	
Sept. 30, 1870	6.0	—	6.0	—				—	Troy and Greenbush	New York.	294,908					274,400				—	(Leased	& oper. by	N.Y. Cen. & H. Riv.)				6	100	
Dec. 31, 1870	37.5	8.0	10.1	—				—	Tyrone and Clearfield	Pennsylvania.	1,000,000					510,000		404,069		—	(Leased	& oper. by	Pennsylvania.)				50	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,811,512	*				36,745,000	74,067,512			1,038.7				74,917,335	71,779,106	7,625,277	2,947,362	100	28½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*				1,000,000	3,200,000			100.0				182,563		—	100	
Dec. 31, 1870	25.0	—	1.6	—	...	...	...	....	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000			—	(Recen'ly opened for traffic.)						100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,855,31	*				1,666,990	150,000			59.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.5	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900				....	99,975	3,391,815	978,119	208,353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—				—	Valley	New York.	769,287					750,000				11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.5	25.5	8.9	—				—	Vermont and Canada	Vermont.	2,500,000					2,500,000				—	(Leased	& oper. by	Ver. Cen.)				8	100	102
May 31, 1870	156.0	27.0	36.0	—	77	46	17	1,6 0	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt.	& Can.)		5,000,000	9,500,000			185.0	1,144,375	16,301,351	65,732,302	2,034,884	588,977	—	100	
Sept. 30, 1870	60.2	10.8	9.0	—	18	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,243	*	296,236	96,354		2,860,000	750,000	199,627	48,906	110.1	225,166		(10 mos.	456,651	loss.	—	100	85
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200			—	(Leased	& oper. by	Ver. Cen.)				100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000			—	(Recently completed.)						100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465					499,600	350,000			18.5	15,794	100,513		14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—				—	Warwick Valley	New York.	199,161					225,000	85,000			10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119 903				1,467,670	86,896			44.0	88,395			97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583	216,037			684,046	957,000	107,000		35.5	204,506			288,566	101,693	—	100	
Sept. 30, 1870	200.0	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,958 629	*	2,164,639	1,701,178		29,405,200	1,764,520	492,780	4.13 , 76	268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*								—	(Leas for 20 yr's a	$25,000 monthly.)		3,000,000		—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*								46.0	67,611	1,791,187		137,928	36.133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.		*				650,000	1,400,000			105.0				112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—				—	Western Pennsylvania	Pennsylvania.	3,671,000					5,600,000	1,400,000			—	(Leased	& oper. by	Pennsylvania.)				50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*	1,3 6 074	116 207		1,022,450	1,800,000			—						—	100	
Sept. 30, 1870	—	—	—	93.0				—	West Shore Hudson River	New York.	624,464					1,209,000	2,379 000	20,000	43,746	126.1	307,150	16,363,324	3,639,915	633,616	255,428	10	100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	306	West Wisconsin	Wisconsin.	5,000,000	*				526,700	676,300	7,427		—	(Under cons.—Newburg to Albany.)					—	100	
Dec. 31, 1870	32.5	—	0.5	—				—	Williamston and Tarboro	North Car.	850,000					4 000,000	4,000,000			—	(Under cons.—open to Menomonee.)					—	100	
Aug. 31, 1870	168.0	—	8.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*				500,000	350,000			—	(Operated by Wil. & Wel.)					—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	N. C. & S. C.	(Lake Wi	lming. &	Manch.)			5,000,000				168.0				230,203	121,457	—	100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*	35,164	114,711		1,463,775	1,484,666	130,021	164,57	171.0						—	100	
Dec. 31, 1870	32.0	—	1.8	—				—	Winchester and Potomac	Virginia.	600,000					180,000	144,400	102,400		181.0	436,316			594,222	250,725	—	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	338	Winona and St. Peter	Minnesota.	4,754,83	427,10					4,750 000			—	(Leased	& oper. by	Balt. & Ohio.)		27.000	6	100	
May 31, 1871	—	—	—	14.0				—	Worcester	Maryland.						100.000	300,000			142.0		2,861,440	6,131,860	574,668	109,400	—	100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,846		1,400,555		3,801	553,777	—	(Under construction.)					—	100	
									CANALS, &c.											45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316		258,679	151,967		2,031,985	2,039,150	1,825		12.5				414,202	275,342	4	50	78
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309					8,229,594				184.5						—	25	
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350					1,633,350	800,000			—	(Leased	& oper. by	Lehigh N				50	92
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	7,066,899		13,245,880			15,000,000	5,000,000			108.0				107,947		10	100	120
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,735,55					5,547,400				65.5				588,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000					64,000	838,750	689,446		161.0	(Leased	1870 by Pennsylvani		67,252	lo s.	—	50	
Dec. 31, 1870	85.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,45					1,003 50	110,000			85.0				220,216	130,187	10	100	74½
Dec. 31, 1870	48.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000		19,947,77			8,739,800	15,662,979			108.0				344.308	181.042	—	100	
Feb. 28, 1871	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214			110.570		2 2 0.000	1,021,965	197,815	82,206	103.0				391,550	183,07	—	50	52
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950					4,337,950	2,232,000			360.0				609,552	142.888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,835,716	284,140			4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila. & Read. Co.)			655,000	—	50	17½
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,278					2,002,746	2,634,387	284,873		45.0				135.162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850					2,907,850	3,000,000	20.000		87.6				59,953	4,203	—	50	1½
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911,300					1.100,000	748,300	63,000		....	(Leased	by Pennsylvania.)					50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	70
Catawissa,* pref. and guar.	2,200,000	7	7	99½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung, guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	54½
Chicago and Alton, pref.	2,425,400	7	10	122½
Chicago, Iowa and Nebraska,* guar.	2,000,000	...	10	....
Chicago and Northwestern, pref.	20,170,293	7	7	91
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,361	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	8	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	88
Erie, preferred	8,536,910	7	7	65
Evansville and Crawfordsville pref.	100,000	...	...	..
Hannibal and St. Joseph, pref.	5,078,224	...	...	76
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	24
" " 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,500	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	61½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	600,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,566	...	7	....
Rutland, preferred	.....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	61
Sandusky and Cincinnati, pref.	445,500	6	6	36½
Schuylkill Valley,* guar.	676,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	32
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	122
Schuylkill Navigation, pref.	2,888,997	6	6	35½
Union, preferred	.. ..	..	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton 34 — @ 38 50
Pig, American, No. 1	37 — @ 38 —
Pig, American, No. 2	35 — @ 36 —
Pig, American, Forge	33 — @ 34 —
Bar, Refined, English and American	— — @ 80 —
Bar, Swedes, assorted sizes	(gold) 85 — @100 —
	(Store Prices.)
Bar, Swedes, ordinary sizes	107 50 @120 —
Bar, Refined	85 — @ — —
Bar, Common	90 — @ — —
Scroll	102 50 @132 50
Ovals and Half-round	102 50 @122 50
Band	— — @ 97 50
Horse Shoe	100 — @105 —
Rods, ⅜@3-16 inch	90 — @125 —
Hoop	107 50 @150 —
Nail Rod	per lb. — 6½@ — —
Sheet, Russia, as to No.'s	(gold) — 17½@ — 18
Sheet, Single D. and T. Common	— 4½@ — 5½
Rails, English	(gold) per ton. 58 — @ 59 —
Rails, American, at Works in Penns.	c'y. 70 — @ 71 —
Anvils, (Eagle)	per lb currency. — 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb. — 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11 @ — 13
English German (2d and 1st quality)	— 10½@ — 12
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 15 @ — 16
American, Spring, do.	— 9 @ — 11
American Machinery do.	— 9 @ — 10
American German do.	— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb 4 50 @ — —
Cut Spikes, all sizes	4 75 @ — —
Clinch	6 — @ — —
Horse Shoe, Forged (No. 10 to 5)	per lb.— 19 @ — 31
Copper	— — @ — 39

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 41 @ — 42	
Straits	(gold).	— 36½@ — 37	
English	(gold).	— 25½@ — 25½	
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal.... per box.	8 75 @ 9 —	10 25 @ 10 75	
I. C. Coke	7 50 @ 8 50	9 — @ 10 —	
Coke Terne	6 37½@ 7 50	7 25 @ 9 —	
Charcoal Terne	7 75 @ 8 25	9 50 @ 10 —	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall. — 14½ @ — 14½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 18½
Refined, Standard White (in ship'g order)	— — @ — 24½
Refined, prime White (in shipping order)	— — @ — 26
Refined, S. W. (in jobbing lots)	— — @ — 25½
Refined, S. W. (in tin)	— 28 @ — 29
Naptha, Refined, (65 @ 73 gravity)	— — @ — 11
Residuum	per bbl. 4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

	(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10	(4 qlts.) per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15	(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18	(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24	(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30	(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30	(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36	(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40	(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44	(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48	(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52	(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56	(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60	(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60	(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

	Th. 28.	F. 29.	Sat. 30.	M. 2.	Tu. 3.	W. 4
Canton Co.	78	....	79	....	....	....
Central Pacific 6s	101½	102	102½	102½	102½	102½
Central of N. Jersey	111	113	114½	113½	114	113½
Chicago & Alton	119	119	....	....	....	119½
.. pref.	....	....	....	....	....	....
.. 1 M.	....	....	106½	....	....	....
.. S. F.	....	....	....	....	....	101
.. Inc. bds.	....	....	....	....	....	92½
Chicago, Burl. & Q.	134	....	....	....	133	....
.. 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	69½	70½	69½	69½	....	70
.. pref.	89½	90½	91½	90½	....	91
.. 1st M.	....	....	....	....	....	98½
.. S. F.	....	....	....	....	....	....
.. Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	109½	109½	110½	110½	110	110½
Chi., R. I. & Pa. 7s, 1896	101	101½	....	....	101	....
Clev., Col., C. and Ind.	89½	89½	89	89½	....	....
Clev. and Pittsburg	121	121	121	....	120½	....
.. 2 M.	....	....	....	....	....	....
.. 3 M.	....	....	....	....	....	....
.. 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind., C.	20½	....	20½	20½	....	20½
.. 1 M.	92½	92½	....	89½	89	89½
.. 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	....
Del. Lack. & Western	108½	109½	110½	110½	110	110½
.. 1 M. 7s	....	....	....	....	....	....
.. 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	30½	30½	32	31½	30½	30½
.. pref.	65	....	....	65	....	....
.. 1 M. 7s, 1897	....	....	....	....	....	....
.. 2 M. 7s, 1879	....	....	....	....	....	....
.. 3 M. 7s, 1883	92½	....	....	....	....	....
.. 4 M. 7s, 1880	91½	....	....	....	....	89
.. 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	88½	....	88½	....	....	....
Hannibal & St. Joseph	....	62½	60	55	57½	
.. pref.	77	75	....	73	....	
.. 8s, conv.	96½	95½	95	96½	95½	96
Hudson River	....	....	....	....	....	....
.. 2 M. S. F.	....	....	....	....	....	....
.. 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	135½
.. bonds	....	....	103	103	103	
Lake Shore & Mich. S'th.	106½	106½	106½	106½	106½	107
Lake Shore Div. bonds	97½	....	94	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
.. 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	119	....	....
.. S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	103½	....	....
.. 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	1½	....	....	....
.. pref.	2½	2½	2½	2½	2½	
.. Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul.	62	....	63½	....	62½	63
.. pref.	80½	81½	81½	....	....	....
.. 1st mort.	94	....	94½	94½	....	....
.. 2d mort.	....	....	....	....	....	....
.. 8s	....	....	....	....	....	....
.. 7 3-10s con.	94	....	....	....	....	....
Missouri 6s	96½	....	....	96½	96½	....
.. H. & St. J. 1s	....	....	....	....	93½	94
Morris and Essex	94½	94½	....	94	....	94½
.. 1st mort.	105	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
.. 7s, S.F. 1876	102½	....	....	....	....	....
.. 6s, S.F. 1883	94	....	....	....	93½	....
.. 6s, S.F. 1887	93	94	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	93½	....	92½	93½	
.. certificates	87½	88	88½	88½	....	
N. York and Harlem	129½	....	130½	....	....	....
.. pref.	....	....	....	....	....	....
.. 1 M. 7s, 1873	102	....	....	....	....	....
N. Carolina 6s, old	....	....	....	41½	....	....
.. new	24	....	....	....	24	24
Ohio and Miss.	42½	42½	42½	....	42½	43½
.. pref.	....	....	....	....	78	....
.. 1st M.	....	....	....	....	100½	....
Pacific Mail S. S. Co.	50½	51½	51½	51½	51½	52½
Panama	....	62	62½	63	62	
Phila. and Reading	114½	114½	114	....	....	114½
Pitts., Ft. W. & Chi. gtd.	99½	99½	99½	....	....	100
.. 1 M.	....	105	....	....	....	105
.. 2 M.	....	....	....	....	....	101½
.. 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	16	16½	17½	19½	17½	18
St. L., Alton & T. H.	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1 M.	99	....	....	....	....	....
.. 2 M. pref.	....	87½	....	....	....	....
.. Income bds.	....	....	....	....	....	....
Tennessee 6s, old	72	....	72	....	....	....
.. new	71½	....	....	71½	71	69½
Tol., Wab. & Western	61	62½	62½	62½	....	62½
.. pref.	....	....	....	....	....	....
.. 1 M.	96½	....	....	....	....	95½
.. 2 M.	....	....	....	....	....	....
.. Equipment	....	85½	....	....	....	....
.. St. Lou. Div.	....	87½	....	....	....	....
Union Pacific	27½	28½	28½	28½	28½	28½
.. 1st mort.	89½	....	89½	89½	89½	
.. L. Gt. 7s	83½	....	80½	80	....	
.. Inc. 10s	79½	....	79½	79½	....	
Virginia 6s, old	....	....	62	....	....	61½
.. new	....	....	....	....	....	....
.. consol.	64½	64½	....	64½	....	64½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

	Th.28.	F.29.	Sat.30.	M.2.	Tu.3.	W.4
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	111¾	....	111¾	....	....	....
U. S. 5s, 10-40s, reg	111¼	111	111¼	....	....	....
U. S. 6s, 1881, reg	117½	....	....	....	....	117½
U. S. 6s, 1881, coup	....	....	118¼	....	....	....
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	115¼	....	113¼x	112½	....	....
U. S. 6s, 5-20s, c. 1862	115¼	115¼	....	115¼	115¼	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	115¼	....	....	116	....	....
U. S. 6s, 5-20s, reg. '65	115½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	115¼	114¾	115¾	116¼	....	....
U. S. 6s, 5-20s, r. n. '65	....	114¼	114¼	114¾	....	....
U. S. 6s, 5-20s, c. n. '65	114¼	114¼	....	114¼	114¼	114¾
U. S. 6s, 5-20s, reg. '67	114¼	114¼	....	114¾	114¼	....
U. S. 6s, 5-20s, c. 1867	114¼	114¾	114	115	114¼	114¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114¼	....	....	....	115	....
U. S. 6s, Pac.R.R.issue	114¼	.. ..	....	....	114¼	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 3.

	W.27.	Th.28.	F.29.	Sat.30.	M.2.	Tu.3
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	....	....	48¼
Camden and Amboy	125¼	....	126	....	126	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	91	....
" 6s, 1889	90	....	....	....	....	....
" mort. 6s, '89	95¾	95¾	96¾	....	96	96
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	94	....	....	....	....
Lehigh Navigation	37¼	37¼	37¾	37¾	37	36¾
" 6s, 1884	....	....	85	....	....	....
" Gold L	91¼	91¼	91¼	91¼	92	91¼
" R. R. L	92¼	....	....	....	....	....
" Conv. L	83¼	83¼	....	....	....	83¼
Lehigh Valley R. R	62¼	62¼	62¼	63	....	....
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	43½	....	46¼	....	46	....
" 7s	....	....	....	....	....	....
Minehill	52	....	....	....	52	52
Morris Canal	....	....	52	....	....	....
" pref	....	....	122¼	122	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	101¼	101¼
" 7s	98	....	....	98	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	41¼	....	41¼
Oil Creek & Alleg. Riv.	49¾	49¾	50	50¼	50¾	50¾
" 7s	....	....	....	....	....	....
Pennsylvania R. R	62	61¾	62¼	62¾	62¼	62
" 1st M	....	....	....	....	100¾	....
" 2d M	....	....	....	....	....	....
" Gen. mort	....	....	....	93¾	....	93
" " reg	....	....	92¼x	....	....	....
Penn. State, 6s, 1st series	100¾	....	....	....	....	....
" 6s, 2d series	104¾	104¾	....	....	....	....
" 6s, 3d series	106¾	....	....	....	....	....
" 6s, W L	....	....	100¾	....	....	....
Philadelphia City, 6s	101¾	101¾	101¾	....	101¼	101¼
" new	101¾	101¾	101¾	101¾	101¾	102¼
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	57¼	57	57¼	57¼	57¼	57
Philadelphia and Erie	27½	....	....	....	....	....
" 6s	....	....	....	....	....	80
" 7s	88	88	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1882	79	....	78¼	....	....	78¾
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	78	....	....
Hestonville, (Horse)	....	....	....	21¾	....	22¼
Chestnut & Wal	....	....	....	53	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	33	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 3.

	W.27.	Th.28.	F.29.	Sat.30.	M.2.	Tu.3
Baltimore City 6s, 1875	99¼	....	....	100	100¼	100¼
" 1886	....	....	....	....	90	....
" 1890	....	....	98	....	98	98
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	97¼
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	95¼	....
" " 1885	....	96¼	....	....	....	95¾
Marietta & Cin. 1st M	97¼	97¼	97¼	....	97¼	97¼
" 2d M	....	....	87¼	....	....	....
" 3d M. 8s	....	79¾	....	....	....	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	89¾	....	....	....	....
Pittsb. & Connellsv. 7s	94¾	94¼	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	64¼	64	64¼	64¾	64¼	64¼
" Defer. Certif.	28	27¾	....	27¾	....	27¼
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

	Th.28.	F.29	Sat.30.	M.2.	Tu.3.	W.4
Boston and Albany	151¾	152	152	152	....	152
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	....	147¾
Boston and Providence	....	....	....	....	....	148¼
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	27¼	....	....	27	....	....
Cheshire, pref	....	....	....	....	....	84¾
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	108¼	108¾	108¼	108¾	108¼	108¾
Fitchburg	....	143	....	144	144¼	144½
Manchester & Lawr'ce	152½	....	....	....	....	151
Michigan Central	119	....	119½	119½	119	119
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	....	89¼	....	....	....	89¼
" pref	....	....	....	106½	....	....
Old Colony & Newport	....	104½	104¾	....	....	....
Ph., Wil. & Baltimore	....	54¼	....	54	54¼	....
Portl'd, Saco & Ports	....	....	133	....	....	....
Union Pacific	27¼	....	29	....	28½	....
" 6s	88	88	....	....	....	....
" Land Grant 7s	80	....	80	....	....	79¾
" Income 10s	....	....	....	79½	79¾	....
Vermont & Canada	....	....	....	101¾	101¾	102
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	76¼	....	77	77¼
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	10¾	....	10¾	....	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	5¼	....	5¼	....	....	....
Quincy	29	....	29	29	....	....

London Stock Exchange.

	Closing Prices.— Sept. 22.	Sept. 15.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	85 — 90	88 — 92
Do. do., 2d mort., 1881	80 — 85	80 — 85
Do. Penn., 1st mort., 1877	85 — 90	88 — 92
Do. do., 2d mort., 1882	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1890	41¼ — 42¼	42 — 43
Detroit and Milwaukee 1st mort. 7s	71 — 73	71 — 73
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	24 — 24¼	26¼ — 26¾
Do. sterig. 6 p. c. convertible bonds	67 — 69	— —
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	111 —112	108 —109
Panama General mort. 7s, 1897	85 — 80	80 — 85
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	96 — 97	95½ — 96¼
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, October 7, 1871.

Stock Exchange and Money Market.

Money has been generally in quite active request for speculative and mercantile purposes, and rates have been quoted strong, on a less liberal offering of funds, on both bank and private account. The outflow of currency to the interior has been moderate in amount, and less seriously felt by the city banks. Up to Wednesday, the U. S. Sub-Treasury had reduced its currency reserve nearly two millions, while adding considerably to its specie balance, through receipts from customs. The Treasury programme, relative to Gold sales and Bond purchases, for October, has been received with favor. At the close, the market seemed more comfortable for the borrowing interest. The current rates have been from 5@7 generally 6@7 per cent. in a temporary form, and at 7@10 per cent. per annum on choice to fair business credits. The city banks, in their latest return, made a rather more conservative exhibit, showing a reduction of $3,156,000 of legal tender notes, with a gain of $3,558,200 of specie, and a decrease of $8,989,400 of deposits; also a reduction of $7,808,000 in their loan and discount averages, and an increase of $52,600 in their item of circulation. The city bank exchanges, last week, averaged $92,852,954; and thus far, this week, 97 millions daily. The banks now hold only $3,804,650 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act, showing a gain of nearly 2¾ millions, for the week.

The specie reserve of the city banks according to the latest return is $13,130,300, against $13,272,981 same time last year. The city bank deposits are now $228,138,000 against $191,055,574 week ending Oct. 1, 1870. The legal tender reserve amounts to $55.272,300 against $51,084,092 same time last year. The circulation now stands at $30,253,800, against $32,718,199 same time last year. The loans are now $301,356,100, against $266,286,601 at this date last year.

Government revenues have been up to a fair average since our last. The excises yielded last week about 2½ millions, and thus far since July 1, about $36,146,469. The customs at the port of New York, last week were $3,408,602; and at the outports, equal to about a million more, all in coin, or coin certificates.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $365,940,350; and as security for deposits of public money, United States bonds for $15,655,500. The aggregate of the outstanding circulation of the National Banks of the country is $324 millions.

During the week the Treasury office bought in $5,000,000 United States 5-20s, and sold $2,000,000 Gold. It received $3,408,000 in Gold for Customs.

The Public Debt exhibit for Oct. 1, shows a liquidation of $13,458,621.

The U. S. Sub-Treasury receipts in September were $60,221,171, including $18,280,895 from customs; payments, $51,817,461, including $4,808,838 of coin interest.

Gold has been offered more freely, and has been in less active request, particularly on speculative account, at easier rates. The export drain has been light, while the customs call has been up to a fair average. The range of the price during the week, has been from 113⅝@115⅛, and the closing quotation on Wednesday was 113⅞@114 against 114¾ the preceding Wednesday. The specie outflow, last week, was $483,601; on Tuesday of this week, $10,082; and on Wednesday $140,212. The Gold Exchange Bank clearances have been as follows: Sept. 28, $48.716,000; Sept. 29, $6,726,000; Sept. 30. $76,068,000; Oct. 2, $62,419,000; Oct. 3, $54 502,000; Oct. 4, $79,947,000.

Government disbursed through the U. S. Sub Treasury here, on account of the coin interest on the public debt from Jan. 1, to Sept. 30, 1871, $65,571,012, against $66,777,739 same time in 1870.

The export drain of specie was $483,601 last week, against $465,258, same week preceding year The shipments since January 1, 1871, have been $57,527,703, against $48,874,362 same time in 1870.

The customs demand for Gold last week, averaged $568 100 a day; thus far, this week, it has averaged $600,000 a day, or equal to a weekly aggregate of $4,200,000. The arrivals of specie from Europe, Havana and other foreign ports last week, were $114,659, and since Jan. 1, 1871, $7,802,913 against $8,239,889 same time in 1870. The total customs revenue of the Govern-

ment, in coin, at this port, since January 1, 1871, has been $122,692,769 against $111,030,136 same time in 1870.

Foreign exchange has been comparatively quiet, and, most of the week depressed and irregular though closing much sharper with a better inquiry. Bankers' sixty day bills on London closed on Wednesday at 108½@108¾; sight bills on London, 109¼@109½.

The produce exports from this port, week ending with Oct. 3, were to the currency value of $5,558,596.

Government securities have been quite scarce in the open market and strong and buoyant as to price, with a good inquiry for the coin bearing issues.

Under the Treasury Department programme for October, Government proposes to sell at least eight millions of Gold, as follows: Thursday, Oct. 5—Two Million. Thursday, Oct. 12—Two Millions. Thursday, Oct. 19—Two Million. Thursday, Oct. 26—Two Million. And to buy in, at least, eight millions of Five-Twenties, as follows: Wednesday, Oct. 4—Two Million. Wednesday, Oct. 11—Two Million. Wednesday, Oct. 18—Two Million. Wednesday, Oct. 25—Two Million.

On Wednesday, Government bought in two millions of Five-Twenties at 112 79@112 98 nett. The amount of bonds offered was $8,611,750 at from 112 79@113 34.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117¾@118; U. S. Five-Twenties of 1862, 115⅝@115⅞; U.S. Five-Twenties of 1864 at 115⅜@115⅞; U. S. Five-Twenties of 1865, 115⅝@115⅞; U. S. Five-Twenties of 1865 consolidated, 114½@114¾; U. S. Five Twenties of 1867, 114⅝@114¾; U. S. Five-Twenties of 1868, 114¾@115; U. S. Ten-forties at 111½@111¾; U. S. Six per cent. currency bonds, 114½@115.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 20.	Sept. 27.	Oct. 4.
Consols	93⅜	92⅝	93 3/16
U.S. 5-20's of 1862	93⅜	92⅝	93⅛
U. S. 5-20s, 1865	——	92⅞	93¼
" 1867	92½	92	93⅛
" 10-40s	90⅜	89¾	90⅛
Erie	25½	25	25⅛

The new Funding Five per cent. Loan was quoted in London on Wednesday at 1⅜ per cent. discount.

State bonds have been in moderate demand at fairly supported prices.

Railway bonds have been more sought after chiefly for investment purposes at strong prices. Central Pacific Sixes have been readily taken at 102¼@102½. Chesapeake and Ohio Sixes have been in good request for home investment on the basis of 93 per cent. and accrued interest. Less than four millions of this Loan remains to be placed and the present prospect is that the balance will be speedily disposed of.

The St. Joseph and Denver City eight per cent. gold bonds have been quite actively sought after at the established price of 97½ and accrued interest.

Railway and miscellaneous share property has been fairly active, but variable as to price.

General business has been moderately active, with a firmer market noted for the leading articles, though leaving off less buoyantly. Middling upland cotton closed on Wednesday at 20¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 98,809 bales, against 155,401 bales same time in the preceding year; exports 88 400 bales, against 21,950 bales in the previous year; stock at the ports at latest dates, 100,293 bales, against 106,013 bales same date 1870.

At the Live Stock Markets, Beeves have been in moderate request at from 6@13 cts.; Veals at 4@10½ cts.; Sheep at 4@6½ cts.; Lambs at 6 @8½ cts.; Swine, 5½@5⅞ cts per lb., all live weight. The week's receipt were 6,826 Beeves, 2,159 Veal Calves, 30,720 Sheep and Lambs; and 16,582 Swine.

Foreign goods continue in fair request and generally steady as to price. The week's imports of foreign goods reached $6,884,432, including $2,569,659 of dry goods.

Ocean freights have been less active, and rates have been rather less firm.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Alabama 8s, 100½; do., 5s, 69; North Carolina 6s, special tax, 17; do., Fund Act, 1866, 35; South Carolina 6s, new, Jan. and July, 51; do. Apl. and Oct., 49½; New York State 6s, 1878, 108; do., 7s, B. L., reg., 109¾; Georgia 7s, 92½; do, 7s, gold, 96½; Arkansas 7s, (L. R., P. B. and N. O. R. R.,) 49½; Albany and Susq. R. R., 93; do. 2d mort., 93; St. Louis and Iron Mt. 1st mort., 92½; Illinois and Southern Iowa 1st mort., 85; New York and New Haven R. R., 155; do., 6s, 97; Central of New Jersey new loan, 102½; Buffalo, New York and Erie 1st mort., 96; Quincy and Toledo 1st mort., 90¼; Ohio and Miss. consol. 94¼; St. Louis, Jacksonville and Chicago 1st mort., 94; Hannibal and Naples 1st mort., 89; Toledo, Peoria and Warsaw 1st mort. E. D., 90⅞; do., W. D., 88; New Jersey, R. R., 124¾; Maryland Coal, 31¼; Spring Mt. Coal, 85; Consol. Coal, of Md., 46½; Am. Coal, 56; Cumberlond Coal and Iron, 45; Brunswick City Land, 9; Western Union Tel., 66⅞; Adams Exp., 87¼; Am. Mer. Union Exp., 57½; U. S. Exp., 58½; Wells-Fargo Exp., 58; Quicksilver pref., 25.

Philadelphia.—West Jersey R. R. 6s, 93½; Chesapeake and Delaware Canal 6s, 95¾; Susq. Canal 6s, 63; Harrisburg and Lancaster 6s, 92⅝; Penn. and New York Canal 7s, 96; Allegheny Valley 7 3-10s, 94; Phila. and Reading 6s, 1844-'80, 93; Huntingdon and Broad Top Mt., 2d mort., 86; do., consol. 48½; Wilmington and Reading 7s, 96; Belvidere Delaware 2d mort., 82; East Pennsylvania R. R., 38; Nesquehoning R. R, 56½; Germantown Passenger R. R., 34¾. The latest quotations are: City 6s, 101⅛@101⅜; do. free of tax, 101⅝@101⅝; State 5s, coupon, 100@—; do. 6s, W. L., 100½@100⅝; do. 1st series, 100¾@101; do. 2d series, 104¼@104¼; do. 3d series, 106@107; Reading, 57¼@57⅜; do. 7s, 1893, 106@106; do. mort. 6s, 1880, 92@93; Camden and Amboy, 125½@126; do. mort. 6s, 1889, 95¾@96; do. 1883, 91@—; do. 1889, 90@ 90½; Pennsylvania R. R., 62¼@62⅜; do. 1st mort., 100@100; do. 2d mort., 98@100; do. General mort. coupon, 93@93¼; do. reg., —@92¾; Little Schuylkill R. R., 46@46; Morris Canal, 48 @52; do. pref., 121@125; do. 6s, 91@—; Susquehanna Canal, 9@10; do. 6s, 63@63½; Schuylkill Nav., 8@9; do. pref., 17@17½; do. 6s, 1882, 78¼@80; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 93½@95; do. 5s, 61@—; Lehigh Coal and Navigation, 37¼@37½; do. 6s, 1884, 84¾@85; do. R. R. Loan, 92@92¼; do. Gold Loan, 91½@91¾; North Pennsylvania, 50@51; do. 6s, 101½@101⅝; do., 7s, 98@98; do. Chattle 10s, 110@—; Philadelphia and Erie, 27@27½; do. 6s, 88½@—; Minehill, 51¾@52½; Catawissa, 18@18; do. pref., 49¼@49½; Lehigh Valley, 61¾@62; do. 6s, new coupon, 98@98; do. reg., 98¼@—; do. 7s, 100@—; Fifth and Sixth streets, (horse,) 45@45; Second and Third, 67@68; Thirteenth and Fifteenth, 23½@24; Spruce and Pine, 32@33; Green and Coates, 48@—; Chestnut and Walnut, 52½@55; Hestonville, 21@22½; Union, 70@70½; Germantown, 30@—.

Boston.—Vermont Central 1st mort., 85¾; do., 2d mort., 40; Central Pacific 7s, 1888, 101½; Cedar Rapids and Missouri 7s, 1916, 90; Eastern R.R. 6s, 1889, 97¼; Western R.R. 6s, 1875, 99¾; Atchison, Topeka and Santa Fe 7s, 1891, 90; Mansfield and Framingham 7s, 1st mort., 92; Chesbire R. R. 6s, 95; Maryland and Delaware 1st mort., 6s, 1885, 50; Essex R. R. 6s, 1876, 93; Framingham and Lowell 7s, 1891, 90; Burlington and Missouri River R. R. Land Grant 7s, 95¾; Kansas City and Cameron 10s 1892, 109¾; Michigan Central R. R. 8s, 1880, 109½; Connecticut and Passumpsic Rivers R. R. pref., 92¾; Burlington and Missouri River R. R. in Nebraska, 84¾; Indianapolis, Cincinnati and Lafayette R. R., 8⅞; Rutland R. R., 30½; do. pref., 80¾; do. 8s, 1880, 100; Norwich and Worcester R. R., 117½; Eastern (N. H.) R. R., 104; Portsmouth, Gt. Falls and Conway R. R., 104; Cincinnati, Sandusky and Cleveland R. R., 23; do. 6s, 1900, 77½; Boston Water Power, 49¾; Cary Imp., 15⅞; East Boston Land, 16; Waverly Land, 4¼; Massachusetts 5s, 1883, gold, 111¼; Maine 6s, 1888, 101¼; do., 1880, 102; New Hampshire 6s, 1876, 100½; Connecticut 6s, 101; Boston 6s, 1870, 101⅜; do., 5s, 1880, gold, 100; do., 1875, gold, 100¾; Chelsea 6s, 1891, 100; Manchester, N. H., 6s, 1885, 100; Belfast 6s, 1898, 92; Fall River 6s, 1891, 101; Charleston 6s, 1891, 101½; St. Louis 6s, 1887, 91; Chicago 7s, 1881, 102¼; Cincinnati 7s, 1886, 104⅝; Brooklyn 7s, 1876, 101¼; Hartford 6s, 1890, 99; do. 1879, 100½; Allouez Mining Co, 3; Calumet and Hecla, 110½.

Baltimore.—Virginia 6s, old, coupon, 64; do., reg., 52¼; do., 1867, reg., 66½; Orange, Alexandria and Manassas 7s, 1882, 81; Richmond and Danville bonds, 81½; Orange and Alexandria 2d mort., 6s, 80; Central Ohio R. R., 29¼; do., 1st mort., 84½; Northern Central 6s, 1900, gold, 93¼; Virginia and Tennessee 1st mort., 90; George's Creek Coal, 80; Memphis City 6s, 58½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94⅜@95; Baltimore and Ohio, 142½ @145; do. 6s, 1875, 96@96½; do. 1880, 95¾@—; do. 1885, 90@—; Northern Central, 41½@42; do. 6s, 1885, 92@92½; do. 1900, 87@89; do. 6s, 1900, gold, 93@ 93¼; N. W. Va. 1st mort., 99@ 100; do. 2d mort., 98½@100; do. 3d mort., 1885, 90¾@90⅞; Marietta and Cincinnati 7s, 1892, 97⅛@97¼; do. 2d mort., 87⅛@87¼; do. 3d mort., 79½@80; Central Ohio, 29¼@29½; do. 1st mort., 84⅛@84¾; Western Md. 1st mort. 6s,

1890, 81@—; do. guar. by Baltimore City, 91@95; do. 2d mort. guar., —@85; do. 2d mort. pref., 62@—; do. 6s, guar. by Washington Co., 84½@85; Richmond and Danville bonds, 81@—; Orange and Alexandria 1st mort. 6s, 90@90; do. 2d mort. 6s, 79¾@80⅛; do. 3d mort. 8s, 89½@89⅝; do. 4th mort. 8s, 81@82¼; Orange, Alex. and Manassas 7s, 80¾@81; Virginia and Tennessee 8s, 88½@89; do. 6s, 1st mort., 90@95; do. 6s, 2d mort., 78½@80; Baltimore 6s, 1875, 100@100½; do. 1884, 98@100; do. 1886, 98½@99¼; do. 1890, 97⅞@98; do. 1893, 98@98¾; do. 1900, 97½@98; do. 5s, 1838-'70, 80@82; Memphis City 6s, 58¼@58½; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 106@106; City Passenger R. R., 22½@23½; George's Creek Coal, 78@81; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1.00@2.00.

Transportation from the Far West to the Seaboard.

The Boards of Trade and the newspapers of the principal Western Cities have long been waging a wordy war as to the claims of their respective routes for transporting heavy products from the Far-West to the seaboard. Chicago, happy in her lake navgation, has been ridiculing the river trade of her rivals; while at the same time complaining of the exactions of the canals and railroads across this State. St. Louis, in like manner, has clung to her scheme of shipments by way of the Gulf until the railroads have brought about a degree of comparative equality with her sister, but envious, city. The truth, we suspect, is that there as disabilities attending both the extreme northern and extreme southern lines of transit. The lake navigation is interrupted by ice and storms for about half the year, and is attended by certain appreciable risks and expenses, like that via New Orleans, which go far to neutralize the greater economy of water carriage over-land transportation for equal distances.

The St. Louis *Republican*, alluding to the completion of the Chesapeake and Ohio Railroad and its connections, via Louisville, as another superior and competing line to the seaboard, claims that by making use of the Ohio river from its confluence to the mouth of Guyandotte, they will have a cheap and reliable water-route as a complete off set to the lake routes, which are the boast of Chicago. Between Cairo and Huntington, the river terminus of the Chesapeake and Ohio Railroad, 650 miles, the Ohio is at all times navigable, and with scarcely an interruption, for boats carrying 200 tons; while the lake navigation is attended with more or less risk, and is closed by ice or storms for about half the year. Freights transferred to the new railroad line at Huntington will have a very easy line (80 feet maximum grade) to tide water of about 450 miles; the same distance as the lines from Dunkirk, Buffalo, or Ogdensburg to New York.

There is more in this scheme than at first meets the eye. Students of this problem will remember that twenty years ago a distinguished civil Engineer, Charles Ellet, proposed to make of the Ohio River, below its confluence with the Great Kanawha, a navigable and manageable canal, 700 miles in length. The plan was urged then on behalf of navigation alone, but has since attracted fresh importance as a means of equalizing at the same time, the alternate drouths and floods which characterise the Mississippi and its chief tributaries. His plan was to construct, at favorable points in the mountains of West Virginia, reservoirs of capacity sufficient to store up the overabundant floods, which being released in the drier seasons would afford five feet of water in the Ohio throughout its longest drouths. He made surveys and calculations of the cost—which was comparatively insignificant—and fixed the sites of the necessary dams on the head waters of the Kanawha.

It is noticeable, however, that boats of 200 tons burthen can make trips from Cairo to the mouth of Guyandotte with great regularity, all the year round; and there is hardly an interruption to the steamboat navigation, summer or winter, below the western terminus of the Chesapeake and Ohio Road. This road must have a great advantage, therefore, in touching the Ohio at the head of reliable navigation, and in possessing one of the shortest and easiest portages over the Allegheny elevations to the Atlantic coast. By this route St. Louis would have 850 miles of cheap, reliable and inexpensive river carriage, and a haul of 420 miles of railroad transportation, to reach the navigable waters of the Chesapeake, against the 900 miles of lake navigation during half the year, and a railroad haul of 440 miles, which Chicago makes a matter of boast. By continuing the river cargoes up the Kanawha, to the Falls of that stream, the proportions of the Ohio Route would be changed to 970 miles of river, and 325 miles of rail. Chicago, could, however, avail herself of the easy grades of the new line, and thus place herself nearer to the Atlantic in point of grades and miles, than by the more circuitous route of the Lake Shore. The whole region of the Southwest together with the important cities of Louisville, Cincinnati, and the manufacturing districts above and around them, are interested in the completion of this new Trunk line; and the latest information shows that an influx of capital and population is pouring into the mineral regions of West Virginia adjacent to the Chesapeake and Ohio Road.

☞ The West Wisconsin Railway is now very nearly finished, and trains will be running through from Tomah to St. Paul by November 1. The earnings of the Road from local traffic on the completed portion constitute already a profitable business; and arrangements and connections are about perfected which will make it the Great Air-Line Route from Chicago to the North-West, effecting a saving of more than 100 miles over the present route. The Bonds are a First Mortgage on the road itself and on a valuable Land Grant of 1,000,000 acres. They bear interest in gold at the rate of 7 per cent per annum, and are sold now at 90 and accrued interest in currency by White, Morris & Co., 18 Wall-st., and Gwynne, Johnson & Day, 16 Wall-st., where pamphlets and further information may be obtained.

☞ The Ellicott City *Times* states that the Baltimore and Ohio Railroad Company have a portion of their engineering corps engaged in surveying the long projected and much talked of "cut off" at Elysville. A branch road, it is said, will be constructed to run from that point direct to Baltimore, to be used exclusively by the through express and fast line passenger trains.

☞ CHESAPEAKE AND OHIOS—FIVE-TWENTIES—CENTRAL PACIFICS.

Banking Office of
FISK & HATCH,
No. 5 Nassau-st., New York, Oct. 2, 1871.

Very many holders of Government Bonds are debating in their own minds whether to sell out while they can realize a handsome premium on their bonds, or to exchange them for other first-class securities bearing the same rate of interest, which may be had at much less price. We have been exchanging large amounts of late for Chesapeake and Ohio Six Per Cent. Gold Bonds, and also for the Central Pacific Sixes.

Of the Fifteen Million Chesapeake and Ohio Six Per Cent. Loan, but about $4,500,000 remain unsold, and this remainder will be taken up rapidly. These bonds have absolutely thirty years to run, are especially desirable for steady investments, and can now be bought

17 per cent. less than ten-forties,
20 per cent. less than five-twenties,
25 per cent. less than sixes of 1881,

and are equally sure to be paid principal and interest in gold coin. Price (at present) 93 and accrued interest, that is, with coupon attached, payable November 1.

$1,000 Chesapeake and Ohio Bond costs to-day $955 32.
$500 Chesapeake and Ohio Bond costs to-day $477 66.
$100 Chesapeake and Ohio Bond costs to-day $95 53.

Only a small amount of the latter denominations remains, and no more can be made. Bonds are in coupon or registered form, same as Five-Twenties.

When the railroad is completed, in 1872, and the Bonds are dealt in at the Stock Exchanges of the world, we have no doubt they will be equally popular with the Central Pacifics, which now command a premium, and are a favorite security here and in Europe both roads being prominent lines and under substantially the same fiscal management. Both principal and interest of the Central Pacific and Chesapeake and Ohio Bonds, are specifically payable in gold coin in New York; the interest on the former being paid January and July, and of the latter, May and November, corresponding with the two classes of Five-twenties.

We recommend either of them to our friends and customers with the same confidence as we did the Five-twenty bonds, when we were selling millions of them for the United States Government.

We buy and sell Five-Twenties, Ten-Forties, Eighty-Ones, and Central or Western Pacifics, or receive them in payment for Chesapeake and Ohio Bonds at their current market price.

FISK & HATCH.

P. S.—Accounts of Banks, Bankers and others received, on which we allow Four per Cent. interest.

Certificates of deposit issued and collections made in all parts of the Union.

Harvey Fisk,
A. S. Hatch.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York during the first nine months of the years—

	1870.	1871.
Ashes bbls.	5,914	5,303
Breadstuffs—		
Wheat flour, bbls.	2,763,742	2,584,717
Cornmeal, bbls.	152,771	145,504
Wheat, bush.	15,419,489	15,623,995
Rye, bush	367,872	475,731
Oats, bush.	6,293,914	7,234,059
Barley, bush.	1,937,544	944,952
Peas, bush	177,453	95,540
Corn, bush	6,412,896	21,455,879
Cotton, bales	488,801	666,398
Naval Stores—		
Crude turp., bbls.	5,800	6,518
Spirits turp., bbls	52,056	47,792
Rosin, bbls	418,280	352,723
Tar, bbls.	44,717	16,851
Pitch, bbls	2,192	640
Provisions—		
Pork, bbls.	89,362	157,757
Beef, pkgs	60,948	86,095
Cutmeats, pkgs	78,255	123,684
Butter, pkgs.	335,892	462,102
Cheese, pkgs	995,180	1,090,128
Lard, tcs. and bbls.	59,554	178,437
Do., kegs	20,179	16,135
Whiskey, bbls.	153,362	121,282

Exports from New York to foreign ports of certain leading articles of domestic produce for nine months from January 1st—

	1870.	1871.
Ashes, Pots, bbls	2,396	1,624
Do., Pearls, bbls	58	228
Beeswax, lbs	218,882	178,619
Breadstuffs—		
Wheat flour, bbls.	1,409,986	1,300,268
Rye flour, bbls.	3,166	2,676
Cornmeal, bbls.	59,207	92,683
Wheat, bush.	13,095,214	15,146,291
Rye, bush.	65,734	318,938
Oats, bush.	13,860	20,433
Barley, bush.	.....	81,797
Peas, bush	138,288	65,376
Corn, bush	315,675	8,499,652
Candles, bxs.	29,288	39,256
Coal, tons	29,417	12,181
Cotton, bales	278,142	439 088
Hay, bales	32,223	21,029
Hops, bales.	19,190	26,953
Naval Stores—		
Crude turp., bbls	403	283
Spirits turp., bbls	14,212	10,858
Rosin, bbls	329,290	274,026
Tar, bbls	13,826	8,297
Pitch, bbls.	3,015	2,124
Oils—whale, galls	104,403	223,310
Do., sperm, galls	329,374	532,996
Do., lard, galls	17,873	157,195
Do., linseed, galls	6,261	9,185
Provisions—		
Pork, bbls.	65,917	126.324
Beef, bbls.	10,233	37,564
Do., tcs	36,883	66,275
Cutmeats, lbs	22,092,230	58,243,642
Butter, lbs.	1,078,083	5,067,735
Cheese, lbs	49,214,039	58,525,675
Lard, lbs.	22,230,301	76,844,832
Rice, tcs	1,174	2
Do., bbls	20 262	8,041
Tallow, lbs	14,720,568	26,404,594
Tobacco, crude, pkgs.	66,764	93,066
Do., manf., lbs	4,754,243	6,447,590
Whalebone, lbs	316,752	368,616
Petroleum, galls	66 741,106	69,763,435

☞ At the end of the past year there were thirty-five railways in Russia, the total length of which was 1,384 geographical miles. The traffic during the year consisted of 14,685,986 persons, and 224,707,000 cwt. of goods. The total revenue was 78,634,000 roubles, or 56,818 roubles per mile.

Journal of Railroad Law.

RAILROAD COMPANIES—INJURY TO LAND BY CONSTRUCTION OF RAILROAD THEREON.

The facts in the late case of Snyder and others *vs.* The Western Union Railroad Company, (25 Wis., 60), are fully and clearly stated in the following opinion by

COLE, J.—We really do not see any force in the objection that the respondents failed to prove title to the premises in question. It was clearly shown that they were the heirs at law of Frederick Snyder the grantee of the original patentee, and also of Cornelius Snyder. The decease of both these persons was proven. It seems to be assumed that they were also claiming as heirs at law of John Snyder. But we do not so understand it. John is made a party to the proceeding, upon the presumption, we suppose that he is still living. Upon paying the judgment, the company will make compensation for his interest, as well as for the interest of the other parties. The whole legal title was represented by Byron and John Snyder; and those interested in the mortgage were before the Court.

The important question in this case is that which relates to the ruling of the Court as to the admission of evidence. Witnesses were asked what, in their opinion, was the value of the land actually taken for the use of the railway track. They were also asked whether the residue of the farm was less valuable in consequence of the railroad crossing it in the manner it did, and how much the property was depreciated in value thereby. Now, it is said this testimony was improperly admitted, because it was merely calling for the opinion of the witnesses as to what was the amount of damage to the land not taken by the company, in consequence of the railroad running through the farm, and that the witnesses should have been examined only as to the facts within their personal knowledge which might have a bearing upon the question of damages and which might aid the jury in estimating the extent of the injury. As a general rule the testimony of witnesses is confined to a statement of facts coming from observation, knowledge and recollection, as distinguished from mere inference or opinion. But this rule has its exceptions. "There is certainly a very considerable number of subjects in regard to which the jury are supposed to be well instructed, and altogether capable of forming correct opinions, and in regard to which the testimony of experts is not competent or not requisite, but which it is more or less difficult for the witnesses to describe accurately so as to place them fully before the minds of the jury as they exist in the minds of the witnesses." 1 Redfield on Railways § 10 page 16. And of this character is the question in regard to the value of property. It is impossible for witnesses to so clearly and accurately describe the situation and condition of a farm, the inconveniences and disadvantages resulting from a railroad crossing it as that a jury, from the evidence alone, can arrive at a just conclusion as to the injury to the property. Hence many courts, from the necessity of the case, have sanctioned the rule which permits witnesses to state their opinions as to the value of property, real and personal, which is the subject of litigation. In this case the witnesses were farmers, well acquainted with the situation and condition of the farm, and they were asked how much the market value of the land not taken was diminished in consequence of the railroad crossing it in the manner it did. How much less per acre is the land worth by reason of the road passing over it! was the question asked. The object was to ascertain whether the saleable value of the property had been diminished thereby; and, if so, to what extent. In that form was not the question a proper one? Could not the witnesses state the difference between the value of the farm as it would have been if the road had not crossed it, and its value in its then present condition? It seems to us that they might give their opinion as to the value of the property if the railroad had not crossed it, and its market value as it then was. Without the opinion of the witnesses as to the value of the land as it then was, and as to its value had not the road passed over it, the jury would have been unable to estimate the amount of damages. If the residue of the farm was depreciated in value by reason of the railroad crossing it, the respondents were entitled to compensation therefor in such a sum as should make good the loss. This was decided in Robbins *vs.* Milwaukee and Horicon R. R. Co., 6 Wis. 636; and the doctrine is founded in reason and justice. For, if property is materially and permanently diminished in value in consequence of a railroad running over it, why should not the owner have full satisfaction in damages? Equity and justice require that he be compensated, not only for the land actually appropriated by the company for the use of its road, but also for the incidental injury to the value of the residue of the property. And the charter of this company recognizes this most equitable principle, by requiring the commissioners appointed to view and examine all the lands taken, with the buildings and improvements thereon, "to estimate the value of the land so taken or required by said company, and all damages which the owner or owners thereof shall sustain or may have sustained by reason of the taking of the same for the construction and use of said road, or works appertaining thereto, taking into consideration the advantages as well as the disadvantages of the same, by means of the construction and operation of the said road, to said owner or owners." Ch. 16, Priv. Laws, 1854. And, in order to aid the jury in estimating the incidental damages resulting to the property by reason of the construction of the road, the witnesses were properly asked how much less the residue of the farm was worth in consequence of the road passing over it in the manner it did. They were allowed to describe how the road crossed the farm, the height of the grade, the inconvenience and trouble of passing from one part of the farm to another with cattle and agricultural implements, and thus, as far as possible, bring before the jury all these facts and circumstances. But even then the jury, with all these facts before them, would be unable to render a proper verdict as to the amount of damages, unless they could have the opinion of the witnesses as to the value of the land before and after the location of the road. In no other way, as it seems to us, could the jury ascertain the extent of the injury sustained.

In this case, the witnesses stated what, in their opinion, was the depreciation in the market value

of the farm in consequence of the road passing over it, together with some reasons and facts why it was diminished in value. It is said that, in giving their opinion as to the amount of damages to the lands which were not taken, they naturally and necessarily included in their estimate remote and fanciful injuries which possible might occur by reason of operating the road. We do not so understand their testimony. True, some of the witnesses were asked why it was that the residue of the farm was so greatly diminished in value in consequence of the road crossing it, and they gave various reasons. They said it was inconvenient and troublesome to cross the track, from one part of the premises to another, with cattle and agricultural implements; that there is more or less danger to person and property when doing so; that grain and property near the track were exposed to fire from locomotives; that horses were liable to be frightened by passing trains of cars, and to run away and destroy property, and that on account of these things, the farm was less valuable. But this evidence was not introduced for the purpose of laying the basis for the recovery of damages for such remote and speculative injuries. The manifest object of it was to account for the decrease in the value of the property. For the witnesses say the actual depreciation in the saleable value of the farm resulted from these things. That is, all persons wishing to buy property would not pay so much for it, because of such possible injuries and exposures. And by as much as the real value of property was diminished in consequence of such inconveniences, dangers and annoyances resulting from the construction of the road, by so much was the owner of the property injured. But there is a very wide distinction between giving damages for such remote and possible injuries, and compensating the owner for the actual depreciation of his property, because of its exposure to such hazards and dangers. Whatever may cause the depreciation, the loss to the owner is the same. If, in consequence of its exposure to these remote injuries, the property is diminished one-half in value, then this decrease in value measures the actual loss to the owner. And, when compensated for this depreciation in the value of his property, he is not receiving compensation for some imaginary injury, some fanciful loss, which may or may not occur, but he is paid for a real loss which he sustains by the building of a railroad across his property. If the construction of the road across his land depreciates the property one half its value in the market, then he is damnified to this extent. It matters not what causes the depreciation in value, whether exposure to fire, annoyance from trains, or danger to person and property, the real question is, whether, in consequence of the railroad, the property is diminished in value; and if so, how much; for this will measure the direct and necessary loss which the owner has sustained by the construction of the road over his land. And all that the witnesses were asked to state was, how much less was the market value of the farm in consequence of the railroads crossing it; and they were allowed to state their opinion upon that point, together with the facts or reasons upon which that opinion was founded. We think the evidence was competent for the purpose for which it was allowed, and that in no other way was it possible to bring before the jury such facts as would enable them to render a verdict for the proper damages.

It is proper to add, that the court directed the jury that they must disregard all testimony tending to prove remote and speculative damages, and only give the respondents such sum as would indemnify them for the loss they had sustained in consequence of the construction of the road across the farm. The jury in estimating the extent of the injury to the property, were expressly told that the respondents were entitled to recover only for the direct damage resulting from the construction of the road.

We see no error in the proceedings which warrants a reversal of the judgment.

Judgment affirmed.

Commerce of New York.

The foreign imports at New York for the month of August, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.	$18,722,322	$23,609,684
Do. for warehousing	9,965,682	12 389,981
Free goods	1,141 295	2,067,145
Specie and bullion	430,726	336,895
Total entered at port...	$30,260,025	$37,403,205
Withdrawn fr. wareh'use	11,805,475	12,596,638

The foreign imports at New York for the eight months from January 1, were:

	1870.	1871.
Entered for consumpt'n.	$112,178,072	$143,664,064
Do. for warehousing...	85,387,812	102,483,304
Free goods	8,571,485	19,875,945
Specie and bullion.....	7,788,675	5,255,087
Total entered at port...	$218,926,044	$271,278,400
Withdrawn fr. wareh'se	80,203,700	85,735,447

The revenue from customs at New York for eight months from January 1, has been as follows:

	1870.	1871.
Six mos.....	$67,581,811 10	$73,692,107 93
In July.....	10,592,841 37	11,934,957 38
August	15,078,512 90	16,932,839 65
8 mos.....	$93,253,165 37	$102,559,904 91

The exports from New York to foreign ports in the month of August, were:

	1870.	1871.
Domestic produce..... ..	$12,599,486	$18,900,769
Foreign free goods.....	23,116	148,519
Do. dutiable.....	808,944	461,249
Specie and bullion.....	10,548,076	2,701,287
Total exports	$23,979,572	$22,211,824
Do. exclusive of specie.	13,431,496	19,510,537

The exports from New York to foreign ports for eight months from January 1, were:

	1870.	1871.
Domestic produce.....	$111,264,616	$146,314,092
Foreign free goods	321,444	803,155
Do. dutiable	6,854 123	5,324,890
Specie and bullion	44,311,127	55,489,604
Total exports.....	$162,751,310	$207,931,741
Do. exclusive of specie.	118,440,183	152,442,137

☞ A French engineer, M. E. Legout, has written a letter to the *Siecle* in which he says that as the problem of cutting through high mountains has now been solved by the successful completion of the Mont Cenis tunnel, there is nothing to prevent a railway being made from Paris to Pekin. He estimates that the cost of the great tunnels would be 220 millions of francs.

Northern Pacific Railroad.

At a meeting of the directors of this company, held in this city on the 29th ult., the contract was let to Payson, Canda, & Co., of Chicago, for the construction of the road from the Red River to the Missouri river two hundred miles, to be completed by the first of July next. At the same time the contract was let to De Graff & Co., of St. Paul, for the construction of the St. Paul and Pacific, from Sauk Rapids to Brainard, to be completed by December first. Also, the line from St. Cloud to Pembina, to be done before the first day of January, 1873, a distance of about three hundred and fifty miles. The completion of these contracts will put the Territories of Dakota and Montana, as well as the Districts of Manitoba and the great valley of the Saskatchewan in direct communication with the entire system of railways of the United States and Canada, and make a grand total of about eight hundred and fifty miles of railway under the management of the Northern Pacific in Minnesota and Dakota.

Coal and Iron in Western Virginia.

The Greenbrier *Independent*, published on the line of the Chesapeake and Ohio Railroad, says that "by actual measurement a four-foot vein of coal will yield 125,000 bushels to the acre. The aggregate coal stratas in Fayette County amount to at least 40 feet solid coal, or 1,000,000 bushels upon a single acre!

Prof. Daddow says that this coal is superior for furnace or ore-melting purposes to that of the Kanawha Valley. Of iron ore throughout that country there is no lack. But if there is, the Alleghanies are filled with it, and if it pays to carry the raw ore from Iron Mountain, in Missouri, to the coal at Pittsburgh, a distance of 700 or 800 miles, why would it not pay to carry the raw ore from Jackson River to Bowyer's Ferry, only 100 miles? The day is not far distant when the smoke of one furnace, connecting with that of another, will hang in one dense and unbroken cloud from Clinton Forge to Huntington, and at night the waters of the Greenbrier, the New River, the Kanawha and the Ohio will be lighted up with one continuous glare, from Greenbrier Bridge to Big Sandy. The timber along this entire line, and within reach of it, is worth one hundred times more to-day than what the land and all its timbers and minerals is selling for. We know of coal regions where lands sell readily at $1,000 and $1,500 per acre—lands that a few years ago you could have bought at 25 cents an acre."

Steel Ordnance.

This country does not possess any establishment capable, like that of Krupp, of turning out steel work of any size and in any quantity. Our crucible steel works are extremely limited both in number and capacity, and were we to begin now the construction of such works, it would be long before we could get them in operation. There is no branch of metallurgy which is so absolutely dependent upon the skill of the work-man as steel-making, and it would be long before our manufacturers could train any considerable number of men for the work, and still longer before they could free themselves from the bondage which a small and necessary class of men always imposes upon its employers. Nor could manufacturers be easily found who would undertake the task of setting up works here, for the crucible method of making steel is looked upon as one of those processes destined to be supplanted by the progress of metallurgy. There are already works in Sweden where razor steel is made by the BESSEMER method, the decarburation of the charge being arrested at the proper point, and no *spiegel* used. For all these reasons it appears evident that if we adopt steel guns in our service, we must for a long time at least draw either the material or the finished guns from foreign manufacturers.—*U. S. A. and N. Journal.*

Statistics of Commerce and Navigation.

In addition to the synopsis of the Report of the Bureau of Statistics previously published by us, Mr. Young, Chief of the Bureau, has supplied the following statement, giving the number and tonnage of vessels engaged in the foreign trade which entered into and cleared from the ports of the United States during the fiscal year ended June, 30, 1871:

	Entered.		Cleared.	
Vessels.	Number.	Tons.	Number.	Tons.
American..	10,715	3,742,740	10,573	3,746,945
Foreign....	19,406	6,266,444	19,288	6,151,537
Total....	30,121	10,009,184	29,861	9,898,482

Fiscal year ending June 30, 1870:

	Entered.		Cleared.	
Vessels.	Number.	Tons.	Number.	Tons.
American..	10,797	3,486,038	10,489	3,506,929
Foreign....	12,513	5,669,621	19,509	5,662,474
Total....	30,310	9,155,659	29,998	9,169,403

The report also contains statements showing the immigration to the United States during the fiscal year ended June 30, 1871, exhibiting their nationalities and occupations, as follows:

Total number of immigrants arrived during the year, 321,350, of which 190,428 were males and 130,922 females. From England, 56,530; Ireland, 57,489; Scotland, 11,984; Wales, 899; Great Britain, not specified (supposed to be mainly from Ireland) 16,042; Germany, 82,544; Austria, 4 884; Sweden, 10,699; Norway, 9,418; Denmark, 2,015; Holland, 993; Belgium, 774; Switzerland, 2,269; France, 3,137; Spain, 558, Portugal, 290; Italy, 2,805; Greece, 11; Turkey, 22; Russia, 673; Poland, 525; Hungary, 3; Gibraltar, 1; Europe, not specified, 1; Sicily, 11; Corsca, 1; China, 7,135; Japan, 78; India, 14; Asia Minor, 3; Syria, 1; Arabia, 1; Persia, 4; Egypt, 8; Morocco, 9; South Africa, 2; Africa, not specified, 9; Canada, 26,766; Nova Scotia, 14,582; New Brunswick, 4,232; Prince Edward Island and Newfoundland, 1,444; British Columbia, 7; British North American provinces, not specified, 51; Mexico, 402; Central America, 4; United States of Colombia, 8; Venezuela, 24; Guiana, 5; Brazil, 14; Uruguay, 12; Argentine Republic, 16; Chile, 4; Peru, 10; South America not specified, 8; Cuba, 703; Hayti, 24; Jamaica, 24; Porto Rico, 17; Banamas, 233; Barbados, 32; St. Croix, 25; Caribbees, 5; West Indies, not specified, 108; Azores, 597; Cape de Verdes, 1; St. Helena, 20; Bermuda, 82; St. Pierre, 5; Sandwich Islands, 3; Australia, 15; New Zealand, 3; Philippine Islands, 3; Java, 1; born at sea, 29; countries not specified, 31.

The occupations of the immigrants are thus classified:—Professional, 2,571; skilled, 38,254; miscellaneous, 113,310; not specified, 18,482; without occupation (mostly women and children), 153,733. A few of the occupations in detail are as follows:—Farmers and farm laborers, 27,042; laborers, 65,936; servants, 13,814; mechanics not specified, 12,497; actors, 47; architects, 19; authors, 2; chemists, 26; clergymen, 270; editors, 12; engineers, 348; engravers, 36; lawyers, 73; linguists, 2; lithographers, 9; magician, 1; musicians, 210; physicians, 200; priests, 3; reporters, 2; sculptors, 4; teachers, 1,118; auctioneers, 2; bakers, 481; bird fanciers, 3; blacksmiths, 1,524; boilermakers, 12; brewers, 164; butchers, 356; carpenters and joiners, 3,250; chimney sweeper, 1; clerks, 1,719; coopers, 308; coppersmiths, 10; decorator, 1; diver, 1; druggists, 32; dyers 38; forgeman, 1; founders, 4; gardeners, 228; gold beater, 1; instrument maker, 1; jewelers, 164; lace makers, 2; manufacturers, 112; mariners, 1,029; masons, 1,508; miners, 4,293; moulders, 41; opticians, 17; painters, 347; printers, 160; puddlers, 31; seamstresses, 455; shipwrights, 340; shoemakers, 969; spinners, 40; stonecutters, 127; tailors, 1,169; thatcher, 1; tinners, 82; turners, 26; undertaker, 1; weavers, 429; wheelwrights, 60; brokers, 36; consuls, 3; contractors, 3; fishermen, 237; hotel keepers, 40; monk, 1; nuns, 15; pedlers, 11; shepherds, 28; soldiers, 68; stewardess, 1; students, 326; travelers, 59.

The Baxter Engine.

We have heard much of the above machine, and on a recent visit to the Fair of the American Institute we saw four of them standing on a platform 12x12 ft., one of them being fired, and generating steam and supplying the other three, so that all four were running so quietly that a lady remarked: "I would love to get a sewing machine that would run as quietly as a Baxter Engine." This Engine is manufactured by Colt's P. F. Arms Mfg Co., of Hartford, Conn.—each part being made by a special tool—so that each engine of a given size is an exact duplicate of every other one of that size, the importance of which will be understood by all who are at all familiar with machinery. They have contracted to make all the engines wanted during the term of their patents, which cover the improvements, and it is admitted that in point of mechanical construction the engines are "the very perfection of motive power."

In economy of fuel they are unsurpassed; an ordinary scuttle full of coal will produce one horse power per day in either one of their engines. We know a newspaper publisher who has put in a Baxter Engine in the place of one he had been using, and the saving of fuel he makes pays for the engine in one year.

We will now give our readers the result of a critical examination of one of these engines at the warerooms in Park Place. We find, combined in a small compass, furnace, boiler, engine, governor, pump, gauge cocks, safety valve, steam gauge and water bottom, which is also heater and mud drum. The fire surfaces are entirely surrounded by water, except at the furnace door, the water bottom being a perfect protection from the fire on the floor. The boiler of this engine is, tubular, but not in the ordinary sense of a vertical tubular boiler. Over the fire is a large combustion chamber, curving in for a short distance at the bottom, from which curvature flues descend all around the circumference of the boiler. Over this chamber, and around these flues, is the water contained in the boiler. The heat ascending from the fire, strikes the upper part of the combustion chamber, and consequently gives the strongest heat where the most water is, and in this combustion chamber all the gases and smoke are completely consumed. The heat then descends through short flues, striking the water bottom, from wh ch a connecting pipe leads to the boiler, thus heating the water before it enters the boiler, by means of the descending heat and the radiation from the fire grate.

The heat now ascends on the outside of the boiler between it and the sheet iron jacket with which it is covered, and passes off at the chimney flue.

By this mode of generating steam, the caloric has been so thoroughly taken up and utilized that the hand may, with impunity, be placed on the pipe leading from the engine to the chimney flue. It will be readily understood that this peculiarity of construction gives large economy in fuel and the generation of steam. The engine resting on top of the boiler; the cylinder head being at one and the same time the bed plate of the engine and cover of the boiler; it naturally results that the cylinder is suspended within the steam dome. Of course no condensation can ensue, because the cylinder is just as hot as the steam; consequently only dry steam is being worked; and, as is well understood, dry steam affords more power within a given compass than that which is saturated with moisture.

Thus it will be clearly seen that the Baxter Engine possesses all the best points of steam engineering, so compacted together as to give results never attained in the construction of any motor.

The cut and advertisement will be found in our advertising columns.

Compressed Air vs. Horse Flesh.

An experiment was made in Chicago a few days since which, if successful, will completely do away with horses as a motive power for street railway cars. The Chicago *Tribune* has the following in reference to the new motor:

On a side track was an ordinary one horse car, attached to what seemed to be an ordinary baggage car, differing only from it in that a small platform at each end left a place for the driver, who attends to the simple wants of his engine by moving a lever, to stand. At the side of the dummy is a door, which, when opened, discloses the whole of the machinery. There is one tank, constructed of boiler iron, and tested to a pressure of 160 lbs. connected with a small tank, which, in turn, is connected with a couple of cylinders, acting as in a steam engine. The larger tank is filled from an air-pump, and a governor regulates the amount of air let into the smaller tank. The amount required for running the machine is only twenty pounds.

Having viewed the dummy, and exulted in it as a Chicago invention, a party of thirty got aboard the one horse car. Mr. Myers superintended the machinery, and away they went on the dummy track, going 2½ miles in eight minutes. Then the engine was reversed, and the party came back, the last mile being accomplished in 8½ minutes.

The company have drawn up a comparative estimate of cost between running a street car line with horses and compressed air, and give the proportion as six to one in favor of the latter.

The Birth of Railway Enterprise.

We cannot issue our publication of to-day without recording the fact that yesterday, 41 years ago, the first passenger railway in England was inaugurated, namely that between Liverpool and Manchester. On that day, sad by its local recollections, in the presence of George Stephenson, the engineer, the Duke of Wellington, Sir Robert Peel, Lord Brougham, and other distinguished parties, Wellington and Peel, after a four years' political quarrel, were reconciled by Peel, and in ten minutes afterward Huskisson, on the steps of the carriage, in conversation with his accompanying guests, was struck down at the Parkside station, midway between Liverpool and Manchester. Gloom, instead of rejoicing, was the signal to the honorable membe's death, and in place of Liverpool being jubilant at the cost of an intended inauguration of a new system of locomotion, the town was in sorrow and too heart-broken to make any display. We only record the fact of these many years in the retrospect to show how strongly local feeling is involved, and how intensely that which belongs to a purely personal consideration identifies itself with an interest which, in the railway world at least, must be for ever enduring.—*Heropath, Sept.* 16.

The Tripartite Bridge.

Yesterday a meeting of the corporators of the Tripartite Bridge Company held a meeting, and transacted some routine business. It is thought that the Committee will be ready to open books for subscription to the capital stock about the first of October. If the cost does not exceed one million—and there is no reason why it should—the bridge will pay dividends from the beginning, and the stock will doubtless soon rank among the best paying in the city. The original estimates of the work have been carefully revised by experienced engineers and builders, and it has been demonstrated that the entire expenditure need not exceed one million dollars. This is the maximum figure. Responsible builders will be found willing to take the contract at eight thousand dollars.

We are pleased to know that many capitalists are giving the project the attention it deserves, and all who investigate its claims favor it in the highest degree. When the enterprise comes to be fully understood there need be no doubt as to it receiving the amplest support.—*Pittsburg Chronicle Sept.* 19.

☞ The York Springs, Dillsburg and Mechanicsburg Railroad Company has been organized by the election of Hon. Frederick Watts President, and Messrs. George L. Shearer, C. Bender, Harry McCormick, Thomas B. Bryson, Henry G. Moser and Edward M. Biddle Directors. The Mechanicsburg *Journal* says the building of the road will be commenced at an early date, and the impression is that an effort will be made to connect with the Miramar at Williams' Mill.

Notice to Contractors.

PENN. & SODUS BAY RAILROAD CO.,
CHIEF ENGINEER'S OFFICE,
SENECA FALLS, N. Y., Sept. 25th, 1871.

PROPOSALS for furnishing and laying the Iron and Ties on the graded portion of this Road, will be received at this office until noon of Wednesday, the 25th of October. Said portion consists of the Southern Division, 25 miles, long, extending from Spencer, in Tioga county, through Tompkins county to the Seneca county line; and the Middle Division, 33 miles long, from the Seneca county line to Waterloo; in all about 58 miles.

Proposals will be received for either or both Divisions, and are to be based on the following terms of payment, viz: twenty per cent. to be in the capital stock of the company; thirty per cent. in town bonds or cash, at the option of the company, and the remaining fifty per cent. in the first mortgage bonds of the Road. The Company reserves to itself the right to reject any or all bids that are not deemed consistent with their interests.

Specifications may be procured by application to the undersigned. ALFRED F. SEARS,
3t30 Chief Engineer.

Notice to R. R. Contractors.

PROPOSALS for grading and masonry for about twenty miles of the Nashua, Acton and Boston Railroad, will be received at the office of the engineers until the evening of the 23rd of October next. Proposals may be made for grading one or more sections into which the work will be divided. Profiles and specifications may be seen at this office. The corporation reserves the right to reject any or all proposals.

E. H. SPALDING, President.
NASHUA, Sept. 25, 1871.

Drawing Instruments, Paper, Tape Measures, &c.
Illustrated Catalogue sent by mail, 10 cents.
JAMES W. QUEEN & CO.,
924 Chestnut St., Philadelphia.
535 Broadway, New York.

Park Gate Iron Rails,
(Manufactured in Yorkshire and the best rail made in England.)
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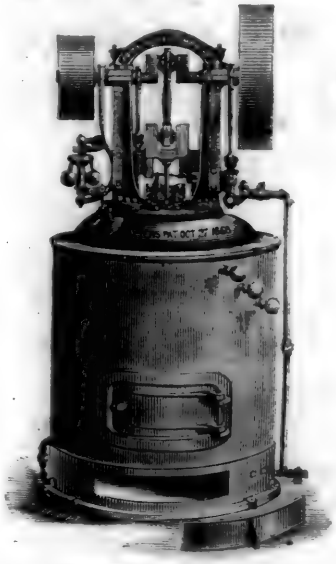
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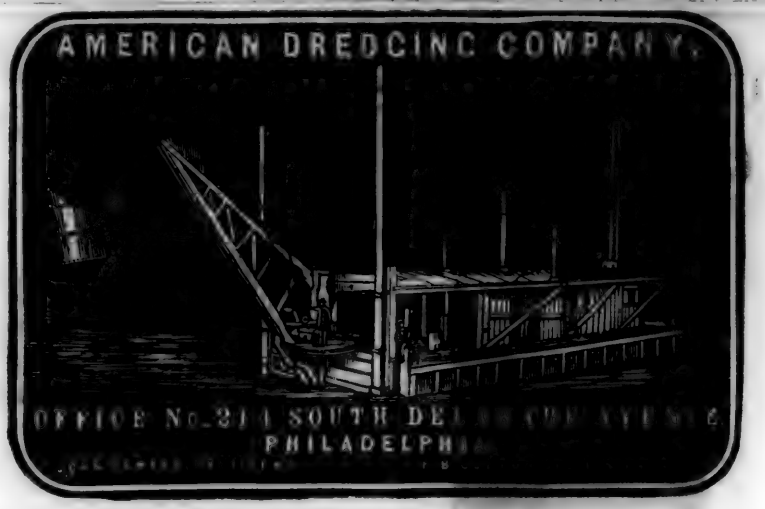
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ESTABLISHED IN 1852.
Billmeyer & Smalls,
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This old established firm continue to build all kinds of Freight Cars to order.
Narrow Gauge Cars
having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—2 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.
Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.
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A VALUABLE STEAM PUMP PATENT for sale, Pump full size, can be seen in operation. Address D. W., this office. 3t39

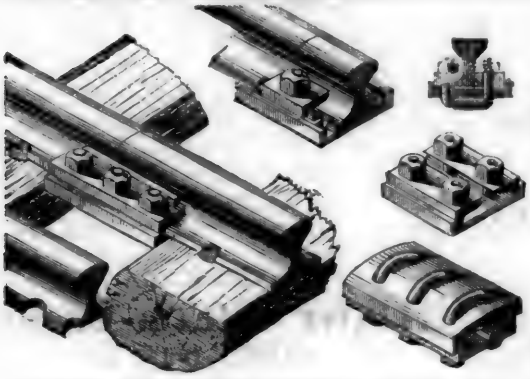
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Under the celebrated Leschot Patents, with important improvements,
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OF EVERY VARIETY,
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They are Driven by Compressed Air or Steam, and Bore at a Uniformly rapid rate, making a perfectly cylindrical hole, of the same size top and bottom in the hardest rock.
The economy of these Drills and their entire efficiency have been abundantly established, and the advantage of the rotary over the percussive operation very generally allowed.
NO SHARPENING REQUIRED. The Drills are also adapted [in different sizes and styles,] to *Channelling, Gadding and Shafting*; also to *Deep Boring for testing the value of Mines and Quarries.* Catalogues sent upon application. Manufactured only by
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THE Baxter Steam-Engine,
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COLT'S PATENT FIRE-ARMS M'F'G CO.,
HARTFORD, CONN.,

IS A SELF-CONTAINED MACHINE, COMPACT, SIMPLE, SAFE, ECONOMICAL, FULLY GUARANTEED.
SIZES, 2, 3, 5, 8, AND 10 HORSE POWERS.
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The Baxter Steam-Engine Co.,
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Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



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RAIL JOINTS,
MADE BY
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The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 16 William Street, New-York,
RAILROAD IRON,
of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.



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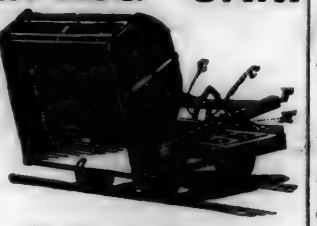


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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LINE TO
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Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Oct. 14, steamer OCEAN QUEEN, Capt A. G. Jones, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston connecting at Panama with steamer MONTANA, Capt. Lapidge, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Oct. 1.

Steamer AMERICA will leave San Francisco, Nov. 2, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York Saturday, October 14, 1871.

☞ FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY,

IN DENOMINATIONS OF $1,000, $500 AND $100, can now be had from the undersigned or through the principal banks and bankers of the United States. The attention of investors is invited to the merits of these bonds, secured by a first and only mortgage on the road, equipments, franchise, and property of a trunk line of railroad which will shorten the distance between New York and San Francisco some 230 miles, and in addition the mortgage to secure the bonds covers a land-grant of 1,500,000 acres of the most fertile land in the West, which is prohibited from being sold at less than four ($4) dollars per acre by the terms of the mortgage deed, and according to the present market price of the Illinois Central Company's lands is worth $18,750,000. This loan was originally for $5,500,000, but has been largely reduced by subscriptions of actual investors. The remaining balance of the loan is offered at 96½ and accrued interest, but the right is reserved to advance the price at any time, without notice.

The bonds have thirty years to run; bear 8 per cent. interest, payable in New York, London or Frankfort-on-the-Main, at the option of the holder, without notice, free of taxes. BOTH PRINCIPAL AND INTEREST ARE PAYABLE IN GOLD. They are Coupon Bonds, but can be registered with the coupons ON, or can be registered with the coupons OFF, and interest paid to registered owned. Interest payable Aug. 15 and Feb. 15. A liberal sinking fund, formed from the entire land sales, in payment for which the bonds will be received at par and accrued interest, provides for the early extinguishment of this loan.

Trustees—Farmers' Loan and Trust Company.

These bonds offer favorable inducements to parties desiring to fund their Five-Twenties, or other high priced securities.

In converting Five-Twenties the investors realize 17 per cent. profit on the principal; 2 per cent. per annum excess of interest; and at the same time get a perfect security.

Maps, circulars, documents, and full information furnished on application.

Though acting as agents for the sale of this loan, our firm buy and sell in their regular business the bonds of the St. Joseph and Denver City Railroad Company, those of the Eastern Division being now quoted at 102 *and accrued interest. These were originally placed by us at* 97½.

TANNER & CO., Bankers,
No. 11 Wall Street.

☞ The Baltimore *American* says that the $250,000 of the stock of the Baltimore and Drum Point Railroad have been subscribed to, and a meeting of the stockholders is called to be held at Guy's Hotel on the 3d of November for the purpose of electing Directors.

The Iron and Coal Regions of the Upper Ohio Valley.

Mr. Charles Nordhoff, well-known as the former able Managing Editor of the *Evening Post*, has recently been making a tour through the Virginias, and giving the result of his observations in a series of letters to the New York *Tribune*. Refering to the new city at which the Chesapeake and Ohio strikes the Ohio river near the Kentucky line, he says:

The work on the company's shops in Huntington has drawn thither a large number of mechanics, masons, carpenters, brick-makers, blacksmiths, as well as teamsters and quarrymen. When the western division of the Chesapeake and Ohio Railroad is completed, as it will be by next year, Huntington is likely to become, among other things, the great coal depot for the lower Ohio. Pittsburgh now sends 50,000,000 bushels of coal down river, past the mouth of the Kanawha, every year; but as this coal goes by river, and is delayed by low water in Summer and by ice in Winter, there has been no *steady* supply for the cities and towns on the Lower Ohio; and coal often fluctuates enormously in price, in Cincinnati. I should say that when the railroad can bring the coal of the great Kanawha Valley to Huntington, there to be stored, and drawn from as wanted, this traffic will become more regular, and the supply should be abundant at all times of the year. I am amazed when I see the mineral wealth of this region that it has been so long left undeveloped. Back and south of Huntington, a gentlemen, an expert in coal, who had just come up from there, told me there are what he thought inexhaustible stores of cannel and splint coal—the latter of such a laminated structure that it can be used without coking in the working of iron ore. Boyd, Carter, and Rowan Counties, in Kentucky, have large supplies of excellent coal. Iron ore is found on both sides of the river; and there are important furnaces below—at Ironton on the Ohio side and at Ashland on the other side. The Lexington and Big Sandy Railroad, which joins the Chesapeake and Ohio at the Big Sandy, and is to run 120 miles to Lexington, passes through a region known to be rich in both coal and iron deposits which have hitherto been useless for lack of the means of transportation. This road, of which Gen. Breckinridge is President, is to be in operation, for one-half its distance, by next July, and the remainder by the Spring of 1873. When it is completed it will add immensely to the iron and coal wealth of the country; but it will also, with the Chesapeake and Ohio Road, give a new and shorter line to the Atlantic seaboard to the people of the South-Western States, for at Lexington or at Paris, it will connect with roads to Louisville, Nashville, Memphis, &c.

Pennsylvania and Petroleum Railroad.

The Meadville *Republican* says that a company bearing the above title has been organized, for the purpose of building a railroad from Tidioute, in Warren county, to Erie, by way of Titusville, with three rails, to accommodate both gauges of cars. The Officers are: A. H. Steele, President; James T. Blair, Secretary; Charles Day, Treasurer; David Jones, Chief Engineer. The charter has been filed at Harrisburg, the right of way through Erie and Titusville secured, and the preliminaries arranged for pushing the work of construction with the greatest vigor. A heavy force of laborers will be put on the route at once, and the road completed as soon as possible. It will give Erie a direct line to the oil regions, and open up a rich tract of country to greater development.

Chicago, Burlington and Quincy Railroad.

The earnings of this road for the years ending April 30, 1870 and 1871, have been as follows:

	1870.	1871.
From passengers	$1,718,323 38	$1,730,304 02
" freight	4,514,629 24	4,949,684 44
" miscellaneous	388,820 50	527,696 74
	$6,621,773 12	$7,207,685 20
Expenses, viz:		
Repairs of track	$864,371 88	$989,146 25
" bridges	74,595 72	88,623 03
" buildings	75,077 90	73,181 80
" fences	10,177 23	11,620 47
" docks	2,150 93	13,996 59
" locomotives	427,440 51	500,600 45
" cars	458,100 85	414,127 31
" boats	7,972 77	1,270 72
Loss and damage	44,435 79	60,810 43
Fuel consumed	368,528 82	405,695 62
Stationery, etc	44,218 35	57,240 33
Oil and waste	77,417 20	87,794 36
Foreign agencies	34,399 05	70,787 79
Train service	258,430 74	292,412 35
Engine "	337,248 88	372,220 32
Station "	375,382 69	434,537 67
Water "	88,543 90	58,299 60
Operating and maintaining Burlington bridge	9,310 54	17,628 84
Ferriage	12,111 66	575 01
General expenses	234,689 95	252,408 82
	$3,754,555 36	$4,202,977 76
Earnings less exp	$2,867,217 76	$3,004,707 44
Add balance April 30, 1870		896,662 97
		$3,901,370 41
From which deduct—		
Rent of tracks	$34,475 00	
Interest on bonds	325,780 54	
Interest and exchange	5,334 89	
Taxes State & county	202,058 95	
Transfer office expense	1,000 00	
National taxes, manufactures and earnings	23,637 72	
Dividend No. 19 balance	10 00	
Dividend August, 1870	829,520 00	
" Feb. 1871	829,525 00	
51 C., B. & Q. 8 per ct. bonds purchased for sinking fund	55,986 25	
		2,307,328 35
Leaving balance to credit of income account April 30, 1871		$1,594,042 06

The gross earnings of the company for the year have been $7,207,685 20; and the operating expenses for the same period, including taxes, have been $4,428,674 43—leaving net earnings $1,779,010 77. The amount paid for dividends has been $1,659,055; for interest on bonds, $325,780 54; bonds purchased for sinking fund, $55,986 25; rent of track, etc., $40,809 89—leaving a balance of $697,379 09; to which add balance from previous year of $896,662 97, making the total amount to credit of income account at the close of the year $1,594,042 06, exclusive of amount paid into the sinking fund, which at this time is $1,203,847 38. The President in his report says:

The expenses have been about one per cent. in excess of the former year, and this year, exclusive of taxes, have been 58.31 per cent., and including taxes, 61.35 per cent. of the gross earnings.

It will be seen that the ratio of the expenses to earnings have increased within the last three or four years, from about 53 or 54 per cent., to 61 per cent. of the gross revenues.

This is occasioned by the increased competition for business, having the effect to reduce rates, resulting from the construction of new roads, in which Illinois has been very prolific within the past few years, and which has been the natural result of the legislation of that State, allowing its municipal corporations to incur large debts to aid in their construction.

It has not been unusual for towns through which a projected road might be planned to vote from $6,000 to $10,000 per mile to aid in building such projected roads, and often as a bonus! And this has been done even when there have been railroads in close proximity.

Of course there have been many roads built which will be of little value in themselves, and of no sufficient value to the towns through which they run, to compensate for their cost. The system was a vicious one, and dangerous to the credit of the State, and has been not too early brought to an end by the prohibition contained in the new constitution, adopted during the past year.

The volume of all classes of business, taken together, has been largely increased, and on both local and through freights, the increase in tonnage is quite 20 per cent. in the aggregate.

The additional revenues, as has been stated, amounted to only $585,912 08, or not quite one-twelfth of the gross receipts of the previous year, while the reduced charges on the much larger volume of business, of course enhances the proportionate cost of transacting the business. While on the whole, therefore, the amount of the business done shows a satisfactory increase in volume, the profits have not kept pace with the increase of the business.

There is, however, still another reason which may be given for the increased proportion of costs to earnings, which is that three new tributary lines have been brought into existence during the past year, and one or two others had but just opened as the year began, and the business on them—which is new—has not yet become developed.

The cost of doing business on these new roads must, of course, for a time, be much larger in proportion, than on the main line, where the volume is so many fold larger. This cause will cease to operate as the business on these shall, as it will, rapidly increase in amount.

Of the very large items of business, it may be stated that the number of cattle transported over the road, has increased from 116,882 head in 1869, to 208,102 in 1870, being an increase of 91,220 in a single year.

The traffic in hogs was about the same as the year before, being 554,413.

The traffic in lumber, always large, has increased 20 per cent.

In corn, also always large, the increase has been considerable, though in that article an increase of 30,000,000 of pounds is not to be considered a large increase.

The increase of the gross earnings has been as stated	$585,912 08
And in operating expenses the increase has been	438,906 04
Leaving increase of net earnings of... for the present year over the past,	$147,006 04

The whole net earnings of the year over operating expenses of all kinds, including taxes, and of interest on the bonds of the company has been $14 54 per share.

There has been added to the road operated by this company, during the past year, or soon after, the road known as the Quincy and Warsaw Road (from Quincy to Carthage), the Ottawa, Oswego and Fox River Valley Road (from Geneva to Streator), and the road from Mendota to Prophetstown, known as Illinois Grand Trunk Railway.

The length of the first is 39.62 miles; of the second, 68.32 miles, and of the third, 45.34 miles. Of these three, the last two are the most valuable, though the other was of much importance to the interests of this company, and perhaps quite as much so as either of the others.

The whole number of miles operated by the company at the close of the year, was 706.

Since May 1st, the Ottawa, Oswego and Fox River Railroad has been completed from Aurora to Geneva, there connecting with the North-Western Railroad, and the road from Mendota to Prophetstown has been opened, adding 55¼ miles to the above, making the number of miles in present use by this company, 761¼ miles.

The average number of miles operated by the company this year, as compared to the last, has been 642 this year, and 532¼ last year.

The increased average this year over the last has been 109¾ miles.

While the local traffic of the road has been fairly maintained, the through business is rapidly increasing in volume, although done, for the most part, under sharp competition with the other lines.

The earnings on your road, for instance, from passengers to and from the Hannibal and St. Joseph Railroad, have been	$299,557 76
From freight	1,007,957 63
Total	$1,307,515 39
The earnings of your road, from passengers to and from the Burlington and Missouri River Road, have been	$195,217 74
From freight	654,613 04
Total	$849,830 78

It will be seen that the business exchanged with the Hannibal and St. Joseph has increased upwards of $300,000 in the year, and that with the Burlington and Missouri has increased upwards of $400,000.

This is an indication of the increase of population and business in those sections of country tributary to those roads, as well as to that of this company. Though this business is, much of it, done at rates determined by competition, and therefore at very low rates by your company, still much of it is done at fair rates, and, on the whole, the business is of great value to this company.

The several roads which now constitute the tributary branches of your road, have been aided by this company, not so much on account of their intrinsic value, as because, under the liberal laws of Illinois, allowing towns and municipal corporations to aid in constructing railroads, and with the anxiety of the country along their linhs, to have the roads, such inducements were offered as were sure to secure their construction, and the Board has deemed it safest to lend the helping hand and make them tributary to your road, rather than leave the communities to seek alliances with other companies, and carry business, which could best be done by your road, to other avenues of trade.

About one-half of these tributary roads have been in operation more than one year, and the earnings derived from the business of these is much more than adequate to paying the interest on the cost to this company.

The Quincy and Warsaw Road, Ottawa, Oswego and Fox River Valley, the Illinois Grand Trunk (Prophetstown) are but just opened, and, as yet, nothing can be said as to actual earnings, but it is believed that they will become equally valuable

as tributaries to the others, while all will increase in value much beyond what they now appear to be worth.

The revenue of this company derived from the business furnished by the American Central Road, was last year		$208,824 11
From the Keokuk and St. Paul	349,218 42	
" Dixon, Peoria and Hannibal	165.010 39	
" Carthage and Burlington	98,309 74	
Total		$821,362 66

Even these roads do not at present show what they will be worth to this company by their earnings. The oldest is but recently opened, and the business of the country is hardly yet accustomed to them. We think it safe to say that those opened the past year will be, perhaps, of more value than these.

The very large traffic now passing over the main trunk lines of the company, between Quincy and Burlington, and Chicago, is so heavy that the iron rail has been found inadequate to the business, and gives way rapidly under its weight.

The expenses of maintenance of way, therefore, so far as the main lines are concerned, have become very great.

Upwards of 78 miles out of 302, have been taken up and relaid during the past year, and it is quite likely, with the increased traffic, the rail iron will not last three years in the future.

The test of steel has now been so thoroughly tried by this company, as well as many others, that all doubts of its value have been removed, and the Board have determined to lay no more iron in the main trunk lines of the road, and in future, all repairs of those lines, so far as the track is concerned, will be by putting down steel instead of iron rail.

We think that the average life of the steel rail is at least ten times that of iron, and so far as the experiment of this company is concerned, it proves that this estimate is considerably within bounds.

Economy therefore demands the whole main lines be laid with steel as fast as the iron gives way, though steel is much more expensive in the first instance.

The increased business, and the added number of miles of road operated by the company, have required increased power and rolling stock.

There have been put upon the road during the year, 22 locomotives, making the number now belonging to the company, 175 in all.

There have been added to the rolling stock, 5 passenger cars, 9 new baggage, mail and express cars, 95 platform and coal cars.

The present equipment in cars consists of 69 passenger cars, 45 baggage, mail and express cars, 2,148 house freight and cattle cars, 791 platform and coal cars, besides other cars for drovers, etc., and maintenance of way, used and necessary for repairs, etc.

The capital stock of the company now stands at		$16,590,510 00
The bonded debt of the company, bearing interest, is	4,316,000 00	
Scrip issued to pay for Northern Cross Road from Galesburg to Quincy, not bearing interest	239,250 00	
		$21,145,760 00
Amount due to bond holders of North Cross, on foreclosure and sale of that road	256,206 95	
Total		$21,401,966 95

In addition to this cost of the Chicago, Burlington and Quincy Railroad Company proper, are contingent liabilities for the bonds of the Branch Railroad Companies amounting to $6,758,002, for the particulars of which, and the roads upon which the liability in the first instance rests, as well as for a particular and detailed statement of the financial condition of the company, reference is made to the report of the Treasurer, appended hereto.

It will be seen that these various roads have cost this company considerably more than the amount of bonds upon them.

There has been expended at Burlington, in past years, upon grounds owned by the Burlington and Missouri Railroad Company, in the Mississippi, in filling them up, a large amount of money, which appears in the Treasurer's Report, under the head of expenditures at Burlington.

The amount is $303,631 50, which is due from that company, having been advanced with an agreement that it should be repaid by deeding a portion of the land made by it, and such money adjustment as might be found just and fair, for the balance.

It will be seen, also, that this company owns a large amount of the stock of that company.

The construction of the Rockford, Rock Island and St. Louis Road, extending from St. Louis northward to Sterling on the Chicago and North-Western Railroad, and of a road from Peoria to Rock Island, while they will not very greatly affect the amount of business of this company, will, as newly constructed roads in the same territory always do, considerably affect prices at which business will be done. The fact that they may not be profitable roads, and will do business under great disadvantages, and must compete against more natural and easy channels for business, only render more certain the effect upon rates. It is not, however, possible to avoid competition, and this will gradually become, in the West as in the East more and more intense, and the various roads will be compelled to rely upon the advantages of location and route, make their tracks as perfect and permanent as possible by steel rails, and rely upon the volume of business and the economy with which it may be done, for profits.

It is believed that the road of your company is so located, and draws its business and revenues from so large an extent of country, and presents such direct and easy routes to and from great centres of business, that it may apprehend as little from the increasing competition as any of the western railroads.

The company have 175 locomotives, 25 12 wheel and 44 8 wheel passenger coaches; 44 baggage, mail and express, 1 pay, 1 directors, 2,148 freight and stock, 791 platform and coal, 73 drovers', and conductors', 40 gravel 3 tool, 1 pile driving, 190 rubble, 236 hand and 1 refrigerator cars.

Number of miles run by locomotives on passenger trains, 1,243,728; on freight trains, 1,739,694; on miscellaneous trains, 1,130,510—total, 4,113,932. Average cost per mile for repairs, 11.61; for oil and waste, 0.97; for fuel, 9.21—average cost per mile run, 21.79. Miles run to pint of oil, 14; to ton of coal, 48.42. Average cost per mile for engineers, firemen and wipers, 7.79. Coal is rated at $4 per ton.

The number of passengers carried during the year was 1,365,577; of these 89,496 were through, and 1,276,081 way. Of the through passengers, 50,989 went west, and 38,570 east. Of the way passengers, 662,002 went west, and 614,079 east. Total carried west, 712,991; do. east, 652,586. Total mileage of passengers, 56,320,468; average do., 41.24. Earnings per passenger per mile, 3 cents.

The whole tonnage moved over the entire line during the year, exclusive of company freight and Illinois Central business, was 1,382,515 tons; of which 565,422 tons were moved westward, 515,488 eastward and 301,605 to local points. Number of tons hauled one mile, 206,949,525. Average earnings per ton per mile, 2.31 cents. Illinois Central tonnage moved, 360,157; do., moved one mile, 80,253,188.

GENERAL ACCOUNT, April 30, 1871.

Capital stock		$16,590,510 00
Funded debt, ($4,555,250) viz:		
Trust mortgage convertible sinking fund 8 per cent. bonds	150,000 00	
Trust mortgage inconvertible sinking fund 8 per cent. bonds	2,825,000 00	
Trust mortgage 7 per cent. bonds.	400,000 00	
Second mortgage bonds issued on account of Northern Cross road, payable at Frankfort-on-the-Main, interest at 4½ per cent. to July 1, 1875 and at 4 per cent. from July 1, 1875, to July 1, 1890	941,000 00	
C., B. & Q. scrip of 13 semi-annual installments of $21,750 each payable July and January at Frankfort on-the-Main, issued on account of N. C R. R	239,250 00	
Amount due under decree of Court foreclosing the mort. on the N.C. R. R., not yet called for by the bondholders, and therefore retained by order of the Court	256,206 95	
Contingent liabilities viz:		
American Central Railroad bonds.	738,002 00	
Peoria and Hannibal R. R. bonds.	600,000 00	
Keokuk and St. Paul R. R. bonds.	1,000,000 00	
Dixon, Peoria and Hannibal Railroad bonds	800,000 00	
Carthage & Burlington R.R. bonds	600,000 00	
Quincy and Warsaw Railroad bonds	800,000 00	
Ottawa, Oswego and Fox River Valley Railroad bonds	1,260,000 00	
Illinois Grand Trunk Railroad b'ds	960,000 00	
Unclaimed dividends	$1,993 00	
Unpaid accounts and pay rolls	517,746 28	
Due agents and connecting roads	268,283 29	
Bills payable	1,100,000 00	
		1,888,022 57
Sinking fund		1,203,847 38
Balance to credit of income ac't		1,594,042 06
		$32,845,880 96
Construction		$16,592 089 72
Equipment		4,723,545 81
Due on Northern Cross Railroad		270,000 00
Burlington and Missouri River Railroad accretions		303,631 50
American Central Railroad		486,250 60
Peoria and Hannibal Railroad		286,070 66
Keokuk and St. Paul Railroad		349.768 40
Dixon, Peoria and Hannibal R. R.		64,268 00
Carthage and Burlington Railroad.		151,899 02
Quincy and Warsaw Railroad		45,002 80
Ottawa, Oswego and Fox River Valley Railroad		17,635 39
Dixon and Quincy Railroad		61,514 56
Stocks and bonds		7,529,887 77
Material on hand		468,854 35
Wharf and ferry boats		21,417 64
Chicago teams for transferring freight		6,437 50
Accounts and bills receivable	$1,056,053 63	
Post office departm't.	60,486 67	
Due from agents and connecting roads	224,411 54	
		1,340,951 84
Deposits in New York and Boston and in the Treasury		126,655 90
		$32,845,880 96

President.—JAMES M. WALKER.

Directors.—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, John N. Denison, John A. Burnham, and James M. Walker.

Chairman of Board.—JOHN N. DENISON.

Gen'l Superintendent.—ROBERT HARRIS.

Secretary and Treasurer.—AMOS T. HALL.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	J. & J.	Jul. '71 3½
American Central..... 100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept.'71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,660,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	July'71 1½
Bloasburg & Corming.*.... 50	250,000	J. & D.	Jun.'71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '71 4
Boston, Concord & Mont..100	459,400	.....	.....
Do. do. pref..100	1,340,400	M. & N	May '71 3
Boston and Lowell.....100	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D.	June '71 5
Broadway (South Boston) 50	400,000	J.A J.O.	Oct. '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	Aug. '71 2
Brooklyn City & Newt'n..100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May '71 3½
Buffalo and Erie.....100	8,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10.
Cambridge Horse (Bost'n)100	737,800	A. & O.	Oct. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,60	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	Jul'71 82½
Cape May and Millvi le* ^ 50	447,000	J. & D.	June '71 3
Catawissa. 50	1,119,600	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'71 4½
Cedar Rapids & Mo. pref..100	785,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,300	J. & J	July'70 5
Central of New Jersey....100	15,000 000	J. & J.	Oct. '71 2½
Central Ohio.....100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	.....
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 6
" " pref...100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Sept '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 6
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68 2
" Street	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. & J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*... 50	2,056,750	M. & N	May'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Aug '71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Sept.'71 2
Concord..... 50	1,500,000	M. & N.	May '71 5
Concord & Ports., guar....100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn 100	600,000	.....	.....
Conn. & Passum'c. R. pref. 00	2,084,200	F. & A.	Aug.'71 3
Connecticut River..... 00	1,700,000	J. & J.	July '71 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '71 4
Danbury and Norwalk.... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 5
Del., Lackaw & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,320,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. Bdw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	July'71 2
Do do. pref.100	.....	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,600	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga....100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '65 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,00.	J. & J.	Jun. '71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,538,910	Annual	Dec'69 7s
Erie & Pittsburg.....50	999,780	M.J.S.D.	Dec'70 1½
Evansville & Crawfordav.100	1,143,445	.....	.....
Fitchburg.....100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,166,000	J. & J.	July '71 4
Germantown (Phila.)..... 50	112,245	J. & J.	July '71 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '71 3
Granite..... 100	.....	M. & S.	Mar.'71 4
Green and Coates St.C 50	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Oct. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug.'70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jan.'68 3½
Illinois Central.....100	25,230,240	J. & J.	Aug.'71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '63 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	July'71 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar.100	533,500	F. & A.	Aug.'71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Oct.'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	Sept.'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'71 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	F. & A.	Dec. '70 8
Memphis and Charleston.100	5,312,725	.....	June 69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225,848	J. & J.	July '71 5
Middleboro' and Taunton. 100	149,029	J. & D.	Dec. '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Mill Creek and Minehill*. 50	333,375	J. & J.	July '71 5
Millville and Glassboro' ...100	406,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July 71 3½
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex*..... 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell.....100	720,000	M. & N	May '71 5
Nashville & Chattanooga. 100	2,056,544	.....	.....
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	600,000	A. & O.	Apl. '71 4
New Haven & N. London..100	788,533	.....	.....
N Haven & Northampton.100	1,800,000	J & J.	Jan. '68 3
New Jersey.....100	7,297,200	F. & A.	Aug. '71 3
New London Northern....100	1,003,500	.....	July'71 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428,330	A. & O.	Oct. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 6
N. Y., Provid. & Boston .100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '71 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	June'71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champ'n..100	3,061,800	J. & J.	July'71 3½
" pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Oct. '71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Aug '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Sept.'71 3
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug. '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July'70 2½
Pittsb., Ft. W. & Chi. gtd.*100	19,666,000	J.A J&O	July'71 1½
Pittsfield and N. Adams..100	650,000	J. @ J.	July '71 3
Portland and Kennebec....100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock...100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga .100	6,000,000	A. & O.	Apl'71 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Peterab'g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,460	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred..... 100	1,831,400	F. & A.	A'g 71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	899,450	F. & A.	Aug.'71 3
Shore Line..... 100	636,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. 68 3
South Western, Georgia..*100	3,939,900	F. & A.	Aug.'71 4
Staten Island..... 100	600,000	J. & J.	Jul. '67 4
Stony Brook..... 100	267,300	M. & N.	May'70 3
Stockbridge & Pittsfield*100	443,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Aug '71 3
Syr., Binghm. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama ..100	895,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	June'71 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'71 4
West Philadelphia..... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon..... 100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. 71 3
Warren..... 100	1,547,650	.....	..... 3½
Worcester and Nashua ... 7s	1,400,555	J. & J.	July'71 5

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 5
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... ... 50	1,633,350	F. & A.	Aug '71 4
Delaware and Hudson..... 100	15 000,000	F. & A.	Aug '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 100	1,025,000	F. & A.	Sep.'71 1½
" (preferred)..... 100	1 175,000	F. & A.	Sep.'71 3½
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,898,077	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50		.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p.....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'60 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'71 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal.....	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,500,000	J. & J.	Oct. '71 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	6,000,000	.....	Aug.'71

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Oct. 1, 1871.					
Loan of June 14, 1858 ..... registered	$8,045,000	5	Jan. & July.	1874	105½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,714,000	6	Jan. & July.	1880	115⅝
.. ..coupon	4,701,000	6	" "	1880	115
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861.....registered	124,800,500	6	Jan. & July	1881	115⅝
.. ..coupon	64,520,700	6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s).....registered	80,566,050	6	May & Nov.	1882	115⅛
(5-20s).....coupon	380,765,750	6	" "	1882	114½
Loan of March 3, 1863.....registered	53,352,650	6	Jan. & July.	1881	115⅛
.. ..coupon	21,647,350	6	" "	1881	115
Loan of March 3, 1864 (5-20s).....registered	2,497,600	6	May & Nov.	1884	115
Loan of June 30, 1864 (5-20s).....registered	41,610,500	6	May & Nov.	1884	115⅛
(5-20s).....coupon	41,995,700	6	" "	1884	114
Loan of March 3, 1865 (5-20s).....registered	44,839,900	6	May & Nov.	1885	110
(5-20s).....coupon	120 622,800	6	" "	1885	114½
.. .. 2d series (5-20s).....registered	65.081.550	6	Jan. & July.	1885	114½
(5-20s).....coupon	169,685,800	6	" "	1885	113
.. .. 3d series (5-20s).....registered	91,037,800	6	Jan. & July.	1887	113½
(5-20s).....coupon	235,847,650	6	" "	1887	113
.. .. 4th series (5-20s).....registered	12,411,000	6	Jan. & July.	1888	114½
(5-20s).....coupon	26,931,900	6	" "	1888	113
Loan of March 3, 1864, (10-40s)....registered	137,810,150	5	Mar. & Sept.	1904	107½
(10-40s).....coupon	56,757,200	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71.registered	54,471,150	5	F. M. A. & N.	1881	....
.. .. coupon	7,955,350	5	" " " "	1881	....
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. .. coupon	.....	4½	" " " "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. .. coupon	.....	4	" " " "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	27,490 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'00	111½
U. S. Notes and Fractional Currency.....	394,660,231	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	60
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	5	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")...	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	100½
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1900	58½
.. — .. (Aid R. R's).....	3,000,' 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	115
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10–20s)..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "	1883	....
.. — .. of 1864, (10–20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1859	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	84
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	92½
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	96½
Illinois—Interest Bonds of 1847.....	980.696	6	" "	1877	100½
.. — " Stock of 1857.....	134.311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds.....	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841–42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	80.000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	71
.. —Railroad Bonds.....	561.000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	60
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1885	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	71
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,500	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	102½
Maryland—Balt. & Ohio R. R. Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,856,335	6	" "	1890	....
.. — .. .. .. converted	1,687,345	6	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,022	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	105
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000.000	6	Jan. & July.	'71-'76	111
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	111½
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	90
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	nil	" "	'73-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	80
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	95
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	800,000	6	" "	'71-'76	100½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	101
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'83-'96	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	109
.. —General Fund Stocks.....	1,910,062	6	J. A. J. & O.	pleas.	109½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	107½
.. —	473,000	6	" "	1875	109
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	42
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new)..	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new)..	1,759,000	6	April & Oct.	92-'98	24
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	35
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	16
.. — .. (" ").....	1,600,000	6	" "	1875	....
.. — .. (" ").....	4,095,399	6	" "	1881	103½
.. — .. (" ").....	2,400,000	6	" "	1886	106
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	106½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	95
.. —	90,400	5	" "	1877	100½
.. —	7,890,550	6	" "	1877	95
.. —	726,950	5	" "	1882	104
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	100½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1900	101½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	101
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)....	484,445	5	" "	1868	77
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,907,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	77
.. —Conversion Bonds of 1869...	1,265,800	6	J. A. J. & O.	1888	46
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	56
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	50
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	66½
.. —*Funding Bonds	4,069,603	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	65½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	101
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	nil	" "	"	62
.. — .. .. stg.....	1,865,000	nil	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	nil	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	70
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'95	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	83
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" " "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	90½
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	5	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	384,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	82½
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	" "	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'80-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	25½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m. b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1890	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	100½
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	96
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	91
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1866	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	90½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Government's subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st Mortgage gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	101½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101½
Income bonds	10,000,000	....	.....	.....	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1997	55
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	998,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,825,000	8	Jan. & July.	New York.	1883	112½
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1900	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	800,000	8	May & Nov.	" "	1879	97½
Dix., Peo. & Han. R.R. (46½ m) guar	800,000	8	Jan. & July.	" "	1889	97½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1840	100
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	98
Ott., Osw. & Fox Rv. Val. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1888	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	891,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	92
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	98½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,590,000	7	May & Nov.	" "	1915	93
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ")40m.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1906	100
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1890	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund..	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1885	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1896	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	82
1st Mort. (San., Day. and Cin.)..	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)..	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	98
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	84
Consol. sk'g f'd Mort. $5,000,000..	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	102½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund..	15,000,000	7	April & Oct.	New York.	1908	86½
2d Mortgage Consol. sk'g fund..	5,000,000	7	Jan & July.	" "	1909	72
Columbus & Ind. Cen. (C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1851	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	100
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1868	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,000	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1884	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York.	1890	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept	" "	1879	....
3d Mortgage	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1900	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten.(Senf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct	" "	1875	103
2d Mort. (General)	1,633,000	7	March & Sept	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,630,000	8	" "	" "	1896	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort (16,000 p. m.).... guar.	1,080,000	8	June & Dec.	New York.	1890	....
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons.	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons..	377,116	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)..	1,916,639	6	" "	N.Y.& Detroit	1896	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1896	....
Sterling (Oakl. & Ottawa R. R.).	150,867	6*	May & Nov.	N.Y.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	160,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1905	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98½
Loan of 1865	160,000	6	April & Oct.	"	1885	95½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	97½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	93
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	92½
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	89
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	85
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1852	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n, 1st on 65 m. & 2d on 45 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1893	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1890	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1859	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1899	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1852	103½
2d Mortgage	985,000	7	May & Nov.	" "	1875	90
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P. F. W & C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T. W & W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	" "	1888	92½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	" "	1893	88½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1908	89
Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	95
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	" "	1885	98
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	101,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N. Y. Cen. & H. R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort. (extended 18.0 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	367,500	7	Feb. & Aug.	" "	1875	86½
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	48
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	103
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1900	....
Redemption, sterling	2,500,000	6*	" "	London.	1900	....
Illinois & South. Iowa (T. W. & W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	85
Indiana and Illinois Central:						
1st Mortgage...gold	2,750,000	7*	Jan. & July.	N. Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv...gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1900	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	65½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Cinw'fordsv. & Danv.:						
1st Mortgage...gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J. M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1905	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,000,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1900	99½
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 33 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	109
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1860	....
Kalam.,Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" " ")	1,000,000	7	" " "	" "	1880	....
3d Mortgage (" " ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1900	94
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" " ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" " ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	98
1st Mort. (Junc. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund, Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" " ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" " ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" " ")	3,000,000	7	April & Oct.	" "	1900	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1900	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1804	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,S F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	96
Lehigh and Lackawanna:						
1st Mortgage (tax free)	700,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.)free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of '70(reg.)tor $6,000,000	1,050,000	7	" "	"	1900	98½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1890	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1900	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1900	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al).						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July	" "	'71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	66-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.).....	197,000	7	" "	" "	71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	...	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1890	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(E.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July	Boston.	1889	91½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	87½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	94½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov	Boston.	1885	50
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,263,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 650,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1900	109½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	121
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	109½
2d Mort. (" " ")	500,000	8	April & Oct.	" "	1882	....
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	104½
2d Mort. (" " ")	70,000	8	Feb. & Aug.	" "	1890	109½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	....
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104½
2d Mortgage.....	2,693,000	7	" "	" "	1877	95
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	97½
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	99
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	109
2d Mortgage (P du C.Div.).....	1,315,000	7 3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	90½
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,973	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,254,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'96	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000 g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	100
Missouri Valley (K.C.S. J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	35,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18 0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105½
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds.....	800,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.)	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	...
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856...	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$000,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1500	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1880	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	" "	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856..gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1. 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	94
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102½
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	...
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,000,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	85,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1890	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1909	....
2d Mortgage	69,500	7	" "	"	1888	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,493	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	86
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	101
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	98¼
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	92¼
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90¼
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	46,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94¼
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1800	87¼
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	104¼
Plain Bonds	1,000	6	March & Sept.	"	1874	90¼
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	....
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	200,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	50
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	90
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81¼
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (UR&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	6*	Jan. & July.	" "	1880	101
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	100,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100¼
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102¼
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,199,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,500	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1896	95
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	95½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug	Boston.	1870	....
Peoria & Bureau Val (C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	28,500	7	" "	" "	1865	....
Mortgage Bonds	256,500	8	" "	" "	79-'95	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	500,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6*	March & Sept.	Philadelphia.	1881	88¼
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	87½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6*	April & Oct.	"	1877	101½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83½
Debenture Loan of 1870	2,925,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,520,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B. & O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr.1, 1865	790,700	6	" "	"	1886	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1888	....
Potsdam & Watertown (R.W&O):						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	....
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	81½
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st Mortgage, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	88½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	98½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	....
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C.(W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	70
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	92
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 18, 1864	2,365,000	7	April & Oct.	New York.	1894	94
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	" "	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	250,000	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871, on 44 m.	160,000	7	Jan. & July.	New York.	1901	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	78,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1900	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	6	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1893	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Gen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	500,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	250,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y.(DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	$00,000	7	April & Oct.	New York.	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1904	90
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1906	58
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	50
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	91½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	85½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	86
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	350,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	86
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	72½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	71
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	8*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1892	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	56½
2d Mortgage	1,500,000	7	" "	"	1891	40
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	102½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	....	84½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	101
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1850	....
1st Mortgage	114,000	6	" "	Boston.	1850	....
1st Mortgage	293,200	7	" "	New York.	1850	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1850	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa. & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	....
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	844,000	8	" "	" "	1900	89
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (Erie):						
1st Mortgage	350,000	7	Jan. & July.	New York.	1884	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1900	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	783,500	6	April & Oct.	"	1875	99
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79½
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	500,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	100
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1895	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	95½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1900	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	96½
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	85
Mortgage Loan	2,000,000	6	" "	"	1897	91½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	950,000	6*	" "	"	1894	90½
Convertible Loan	1,996,879	6	" "	"	1877	83½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,965	7	" "	" "	1885	....
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	78
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	78½
Plain Bonds	171,354	6	—— & ——	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	633,850	7	—— & ——	"	1889	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	....
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	603,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750 000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	92
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,564,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,600	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	2	56	Adirondac ..... New York	2,681,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,824	18,116	—	100	...
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna †...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	92
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	...
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	...
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	...
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	...
Dec. 31, 1870	34.0	—	.....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe.... Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	...
May 31, 1871	83.0	—	.....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line †. Ga.S.C.& N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	86.7	—	8.9	—	16	6	6	104	Atlanta and West Point ..... Alabama.	1,200,261	*	.....	151,902	1,232,200	32,000	5,364	82,599	86.7	.....	.....	.....	467,956	192,058	8	100	...
Dec. 21, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	25,999,000	.....	.....	565.8	4,351,608	54,139,289	232,353,696	4,434,101	778,868	—	50	...
Dec. 31, 1870	237.0	107.0	16.3	—	28	19	32	242	Atlantic and Gulf †..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	...
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina †. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	...
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* †..... Missouri.	25,250,000	.....	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	...
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,063	61,100	32,944	12,480	2½	100	...
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	...
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Baltimore and Ohio †.... Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,246,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	143
Dec. 31, 1870	21.1	—	—	.....	—	—	—	80	Washington Branch †..... Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	...
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,693,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	...
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake..... Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe.. Pennsylvania.	323,291	118.768	256,941	.....	600,000	99,000	.....	.....	—	.....	.....	.....	36,000	36,000	—	100	...
May 31, 1871	56.0	—	4.2	—	.....	.....	.....	.....	Bellville and Southern Illinois.... Illinois.	.....	.....	.....	.....	.....	1,160,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	...
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware ..... New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,488	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	21.1	—	—	.....	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	80.0	.....	.....	.....	872,227	237,794	—	100	...
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	...
Sept. 30, 1870	200.8	49.7	289.0	—	163	118	40	3,045	Boston and Albany..... Mass. & N. York.	21,938,629	*	2 154,639	1,701,178	19,413,209	1,764,520	484,370	4,132,356	268.9	.....	.....	.....	12,500	5	100	...
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ..... Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	5,765,987	863,186	10	100	152
Mar. 31, 1871	93.5	—	9.6	.....	18	20	16	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	286,281	58,416	—	100	...
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie †. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	572,495	126,000	6	100	...
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	765,000	384,844	932,176	67.5	.....	.....	10 mos.	470,732	110,948	—	100	2
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	934,754	186,879	8	100	138
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,563,668	511,550	10	100	148½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	1,049,125	279,504	10	100	149
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	...
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,492,790	.....	.....	.....	2,625,000	3,867,790	.....	.....	43.2	136,647	2,467,180	4,666,007	264,807	78,004	—	100	...
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	GrandTru	nk.)	250,000	1½	100	...
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	...
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	...
Dec. 31, 1870	279.0	53.7	—	—	58	22	13	936	*Burlington and Missouri River*..... Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	19,855,700	.....	2,156,846	—	.....	.....	.....	.....	.....	—	100	...
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River.. Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	.....	.....	.....	2,156,846	1,041,042	—	100	104
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River.)	.....	.....	—	100	34½
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific..... California.	6,000,000	*	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy	—	100	...
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy..... New Jersey.	12,527,160	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	23.0	7.1	2.3	—	.....	.....	.....	.....	Camden and Burlington Co.. New Jersey.	715,362	.....	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	125½
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic..... New Jersey.	1,762,832	328,543	30,550	209,162	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	...
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	...
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville..... New Jersey.	818,449	*	.....	.....	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	75
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville..... Penn.	742,157	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper. b	y West J	ersey.)	.....	6	100	...
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	...
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	...
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota..... New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	—	(Leased	and oper.	by Dela., L	ack. and W.)	54,000	9	100	...
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*..... Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	...
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	—	(Leased	and oper. b	y Chic. an	d N.W.)	479,675	—	100	...
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	100.0	.....	.....	10 mos.	182,563	.....	—	100	...
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa..... Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	...
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,042	.....	97.0	2,345,045	40,499,888	158,096,552	4,893,514	1,881,297	8	100	106
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29½
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	83	3,645	*Central Pacific of California* †.. California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	3,502,103	.....	.....	.....	7,920,711	3,860,146	—	100	...
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	...
Sept. 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	...
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	...
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany... N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hu	d. C. Co.)	.....	—	100	...
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio..... Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	...
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	198,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	...
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	...
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	114
Apr. 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy.. Illinois.	16,871,690	4,723,545	9,295,928	1 964,3 7	16,590,510	11,569,459	1,888,023	2,787,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011.10	100	125½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Miles Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	...	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)			.....	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich'gan Central.)			.....	.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶...S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	—	—	(Leased & oper by Tol. Wab. & Wester			.....	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	57½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension.....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			.....	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,390	282,501	4,706,925	754,000	93,998	820,071	75.0	575,644	.....	.....	2,412,150	843,903	12	100	....
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill*.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)			.....	.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic.....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,250	2,008,096			58.8	176,067	.....	.....	287,575	Loss.	—	50	20
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	84,305,218	265,409,371	8,678,958	2,851,321	10	100	133½
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—	.....	.....	2,750,000	2,750,000	.....	.....	—	(Under construction at $35,000 p.m.)			.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,383,514	*	.....	.....	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,498	—	100	7½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	*	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron.....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	50	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens.....New York.	268,386	—	—	—	286,730	—	—	—	—	(In course of construction.)			.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recently completed.)			.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	186	Jacksonv., Pensacola and Mobile..Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)			.....	.....	7	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.)	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(Recently completed.)			.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	—	(Leased & oper. by L. Sh. & Mich. So.)			.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	—	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	—	.....	.....	.....	1,209,000	—	—	112.0	(Oper. by bondholders.)			.....	.....	—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	—	.....	.....	.....	25,000pm	—	—	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	—	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,501	Lackawanna and Bloomsburg.....Penn.	3,225,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.)	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	870,000	—	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P. O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	95½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—	—	—	4,000,000	—	—	—	—	(Under construction on at $33,000 p. m.)			.....	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	.....	.....	5,000,000	4,500,000	.....	.....	—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence.....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49,507	—	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	122
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900,000	900,000	.....	.....	—	(Under constr. to be compl'd in 1871.)			.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia ....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	*	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns—Is near completion.)			.....	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	*	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to P. Bl. 70 m.			In 1871.)	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	92½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)			.....	.....	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	3	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	....
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)			.....	.....	—	100	....
Jun. 30, 1870	98.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,889,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	—	—	—	289.0	(No returns of operations published.)			.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	....
Sept. 30, 1870.	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883.	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			.....	.....	6	100	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	600,000	—	—	—	—	(Leased & oper. by Summit Branch.)		62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	1,631,900	770,000	—	—	35.0	(Operated by Georgia.)		59,416	7.849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	18	10	5	150	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	195.0	348.922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862	166.0	292,258	.....	.....	692,585	251,273	10	100	....
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,357	—	180.8	(Leased & oper. by Phila.& Reading.)			.....	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	123.8	229,572	6,581,531	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	26.0	76,227	1,716,229	942,664	196,610	102,629	10	100	151
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned & oper. by Concord.)			.....	.....	—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	13,000	1,452	258,000	300,000	98,855	—	—	(Leased & oper. by Bos., Clin. & Fitch.)			.....	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	....
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—	40.0	166,280	.....	11,098,783	745,291	326,760	....	100	....
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	.....	.....	500,000	1,000,000	.....	—	54.0	(Recently compl. no statem't of oper.)			.....	.....	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	—	.....	.....	3,000,000	—	—	—	—	(Under construction.)			.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	20.0	—	50	35	11	638	Memphis and Charles.	Tenn., Miss. & Ala.	8,747,134	*	807,966	1,042,631	5,312,725	4,110,937	705.407	468,661	328.0	954,510	97,031,376	94,759,904	1,549,090	468,661	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarksv. and Louisv.	Tenn.	(No balance sheet furnished. In hands of State Receiver.)								82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457 876	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—	—	(Under construction & now partly open.)			.....	.....	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recently sold by bondholders.)				800,000	250.000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	115
Dec. 31, 1870	56.5	—	2.9	—	.....	.....	.....	....	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	.....	56.5	(Commenced operations Aug 29, 1870.)			.....	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,339	113.113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,688	—	—	—	84,537	.....	10,151	—	—	(In process. Leased to N. Y. & Oswego at 7 p. c.)			.....	.....	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	—	—	—	110,050	225,000	56 350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road operated by contr'c'rs.)			.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased & oper. by Pennsyl.)			.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	323,375	—	—	—	3.8	Leased & oper. by Phila.& Re			.....	.....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	.....	.....	.....	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	896,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	56½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased & oper. by Phila.& Reading.)			.....	.....	7½	50	104
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	106,394	.....	—	160	....
Dec. 31, 1870	—	—	—	140.0	—	—	—	—	Minnesota and North Western	Minn.	.....	—	—	—	20,000p.m	20,000p.m	—	—	—	(Under construction.)			.....	.....	—	100	....
Jun. 30, 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,980	.....	—	237.0	(Oper. by S. R.R. association.)			1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	—	—	—	1,200,000	17,000p.m	—	—	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	.....	20,000p.m	—	—	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	124.0	(Leased by Del.Lac. & Wstn.)			2,858,453	957,521	7	100	98½
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74.701	1,278,272	610.000	169,197	—	87.0	85,718	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108.682	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,28:	759,758	—	100	....
Sept. 30, 1870	10.8	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,565	*	—	—	150,315	177,000	4,550	—	—	(Operated by Erie.)			42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned by Charles Morgan of New York who bought it for $2,500,000.)								85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	.....	.....	.....	....	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. by Del.Lac. & Wstn.)			2,858,453	957,521	7	100	98½
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,453	43.2	224,938	7,499,849	5,191,427	411,980	88,472	10	100	....
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1 378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	373,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	*	.....	.....	.....	.....	.....	.....	—	(Leas.& oper.by N. &C.) 10m.			416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. by oper. by L. Coal & Nav. Co.)			.....	.....	10	100	56½
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—	—	(Leased & oper. by Central of N. Jer.)			.....	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be compl. in Aug.1871.)			.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172.500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,670	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	(Leas.& oper. by P.bg Ft. W.& Chicago.)			.....	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. by N.Hav'n & New York.)			.....	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	850,000	2,200,000	.....	—	—	(Under construction.)			.....	.....	—	100	....
Sept 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	1,800,000	1,400,000	186,205	—	99.0	240.535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	.....	.....	.....	....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850.000	.....	.....	—	(Oper.in cons. with Camd. &	Amboy.)	.....	10	100	124½
Dec. 31, 1870	573.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	—	92.8	.....	.....	.....	295,523	118,536	—	100	....
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	—	—	—	3,000,000	3,000,000	—	—	—	(Under construction.)			.....	.....	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485.223	*	22,116	220,161	1,003.500	651.500	72.500	.....	100.0	287,024	.....	(10 mos.	375,766	65 404	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North	L. & M.	.....	*	.....	.....	4,200,000	4,500,000	1,000,000	.....	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	—	—	—	—	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	....	(Under construction.)			.....	.....	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	.....	—	—	—	5,000,000	—	—	—	—	(Under construction.)			.....	.....	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.	.....	—	—	—	3,000,000	3,000,000	—	—	—	(Under construction.)			.....	.....	—	100	....
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,222	.....	.....	89,428,330	13,681,807	.....	.....	842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	88
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	8,800,000	5,072,840	645,500	.....	132.9	887,941	25,532,856	19,602,827	2,709 077	997,389	8	100	125½
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	—	—	221,700	141,500	33,400	—	5.1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,202	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3	.....	.....	.....	2,313,959	1,068,342	10	100	155
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,895,117	2,835,328	309,998	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	67.5	338,659	.....	.....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas.& oper.by N. Y. Cen. & H.Riv'r.)			.....	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	....	Niles and New Lisbon	Ohio.	568.044	*	500,000	.....	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,452	17,678	—	100	....
May 31, 1870	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,948,746	*	320,200	343,861	4,000,000	563.528	318,677	730,602	223.0	.....	.....	.....	655,545	188,896	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,869	4,813	102.0	250.404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	119.0	—	—	—	—	North Louisiana and Texas	La.	.....	*	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	.....	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,546	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	.....	74.7	595,306	.....	.....	1,365,509	590,726	—	50	96
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	1,242	Northern Central ¶	Md. and Penn.	11,080,648	3,016,449	.....	1,429,319	5,000,000	8,217.000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521,712	2,816,682	1,271,962	6	50	83½
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	800	Northern New Hampshire	New Hamp.	3,068,400	*	156,253	357,145	3,068,400	115,000	138,428	258,792	82.6	444,771	6,485,927	21,357,261	689,628	256,272	8	100	117½
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	860,000	—	1,000,000	400,000	—	—	—	(Leased & oper. by Erie.)			.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	.....	173.0	.....	.....	.....	....	Northern Pacific	Minn., Dak. &c.	.....	—	—	—	10,000,000	50,000p.m	—	—	—	(Under construction.)			.....	.....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925.242	157.787	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	9,312,721	614.200	191,042	10	100	117½
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288.524	5,051,800	529,800	101.464	271,239	122.0	Leas.& oper.by V. Central.)					6	100	88
Dec. 31, 1870	34.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,322,607	2,054,988	2,421,774	285,191	24,196,604	6.534.850	493,109	—	33.0	.....	32.908.901	88,154,064	3,188,137	1,637,414	—	100	37½
Dec. 31, 1870	95.0	8.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	960,160	.....	.....	4,259,450	3,170,000	.....	—	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	96
Sept 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2.979,000	107,000	418,269	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	104
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap	Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	.....	29.6	555,226	8,827,750	15,430,793	939,680	359,677	—	100	....
Sept. 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313	*	—	—	793,400	201,000	—	—	43 9	130,130	3,709,880	6,698,247	349,635	85,650	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*							.....	(Under	construct	ion.)				100	.....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,324	420,357	370,669	3,635,750	9,219,389	1,657,413	—	355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	.....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,383,500	140,000	28,700	—	.....	.....	.....	—	63.5	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	151	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,724,136	.....	—	47.6	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	and oper. b	y Erie.)	.....	.....	12	100	58
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	—	(Leased	and oper. b	y Erie)	.....	53,400	8	100	.....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	85,000	—	—	—	(Leased	and oper. b	y Erie.)	.....	26,500	5½	100	.....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000	—	—	—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	.....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	588,691	—	—	—	342,150	160,000	36,542	—	—	(Leas &	oper. by C	'm.& Am.)	.....	.....	6	100	.....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	—	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	.....	—	100	.....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,366	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,967,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	117½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	—	4,000,000	556,000	175,000	—	62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	.....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	766	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*	.....	.....	1,811,700	3,000,000	.....	—	106 9	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,500,000	—	.....	.....	1,200,000	600,000	.....	—	—	(Leased	& oper. by	Chic., R. I.	& P.ac.)	949,686	311,914	—	100	.....
Dec. 31, 1870	82.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*	.....	.....	1,000,000	2,000,000	.....	—	83.0	246,648	.....	.....	.....	.....	8	100	.....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....	.....	.....	2,000,000	2,000,000	.....	—	90.0	(Recent	ly complet	ed.)	.....	.....	—	100	.....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	—	—	.....	57,260	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	.....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*	—	62,550	1,324,260	295,694	93,442	—	92.3	.....	.....	.....	260,113	117,898	—	100	.....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent..Penn. & Md.	1,599,906	177,744	.....	.....	220,606	1,100,000	326,690	—	58.1	155,380	.....	.....	251,576	6,001	—	100	.....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*	.....	.....	8,404,300	12,598,000	609,565	—	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	54½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,270	55,900	.....	.....	33.6	405,605	.....	.....	700,465	306,186	10	50	172
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,328	5,487,700	15,612,478	—	30,461,700	9,657,700	4,184,177	1,851,024	575.3	5,160,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	107
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	—	—	—	1,259,100	—	—	—	38.4	(Oper. b	y Unit. Co.	) (14 mos.	1,389,328	120, 06	10	100	.....
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,562,630	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	109
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030	—	200.5	.....	.....	.....	2,821,124	726,115	—	50	.....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,536	—	72.0	522,044	.....	.....	655,736	185,848	—	50	.....
Dec. 31, 1870	468.3	—	160.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,804,193	*	—	—	19,714,285	13,663,000	18,230	—	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	98½
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas.&	oper. by Bo	s.& Alb'y.)	—	27,000	6	100	85½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	—	101,813	44,100	505,000	76,319	—	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	—	—	993,100	1,222,848	268,519	—	109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	.....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	—	—	250,000	250,000	50,000	—	27.5	.....	.....	.....	646,265	125,219	6	100	.....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	134
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500,000	—	—	26.0	(Under	construct	ion.)	.....	.....	—	100	.....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	—	—	170,000	200,000	—	—	—	.....	.....	.....	88,144	31,755	—	100	104
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	—	—	483,574	10,000	176,302	—	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	.....
Nov. 30, 1870	15.0	—	0.6	—	4	6	—	11	Providence, Warren and Bristol. R. I. & M.	704,336	*	—	—	437,917	55,000	16,500	—	48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	.....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	.....	—	100	.....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*	—	—	600,000	800,000	—	—	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	.....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	48.0	172,982	.....	.....	291,689	56,200	—	50	.....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	.....	.....	507,268	1,000,000	1,056,405	—	181.0	660,87.	16,481,419	22,373,857	1,656,169	583,253	7	100	102
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	—	2,635,072	190.5	379,899	6,698,746	7,545,929	692,367	224,733	—	100	.....
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	75.5	173,100	4,737,582	904,930	328,129	68,245	—	100	.....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,126	466,605	34,949	557,817	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	.....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*	86,082	21,433	847,160	326,296	89,636	32,698	38.3	.....	.....	.....	86,052	24,916	—	100	.....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	650,000	712,178	78,148	—	22.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	18.5	—	1.8	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	*	—	—	427,402	—	—	—	—	(Leased	& oper. by	Erie.)	.....	.....	6	100	.....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,236	*	—	—	557,560	70,000	—	—	20.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	250,844	—	—	—	218.2	583,514	15,296,580	19,606,175	1,324,943	475,270	16	100	.....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	2,997,800	1,777,900	334	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	.....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	1,256,936	12,000	7,602	.....	239.0	.....	10,016,552	19,605,470	1,189,969	297,492	—	100	25
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	7,000,000	1,000,000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	.....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	100,000	242,700	4,000	.....	112.0	(Under	construct	ion.)	.....	.....	—	100	.....
Dec. 31, 1870	175.0	84.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	10,000,000	6,000,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	4,340,000	6,700,000	.....	.....	—	(Under	construct	ion—80 m.l	n oper. Ju n. 1, '71.)	1,390,378	580,474	—	100	27
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	6,000,000	3,200,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,863	—	100	59
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	—	—	10,000,000	4,000,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	.....
Dec. 31, 1870	91.0	—	—	109.0	18	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	2,223,850	2,725,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	.....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	—	—	—	7,250,000	3,250,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	.....
Dec. 31, 1870	158.5	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,000,000	1,000,000	.....	.....	—	(Leas. &	oper. by Te	rre H.& In	dianapo.)	.....	—	100	.....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	1,560,000	4,500,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	.....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	2,000,000	3,000,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	.....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	.....	11,020,000	.....	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	.....
Dec. 31, 1870	16.6	—	—	—	2	1	—	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	.....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	—	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by B.	&Lowell.)	.....	.....	1.4	100	.....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	—	—	910,350	2,307,000	—	—	116.3	433,006	.....	.....	480,173	130,245	—	100	.....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	—	—	—	300,000	40,000	—	—	—	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	.....	8	100	.....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	—	179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga.& Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper. te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	.....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	—	.....	.....	.....	320,000	.....	—	—	(Under	construct	ion.)	.....	.....	—	100	.....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leas. &	oper. by Phila.& Read	ing.)	—	24,803	5	50	.....

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REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	70
Catawissa,* pref. and guar.	2,200,000	7	7	93
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84½
Chicago and Alton, pref.	2,425,400	7	10	122½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	86½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	88
Erie, preferred	8,536,910	7	7	65
Evansville and Crawfordsville pref.	160,000	...	...	..
Hannibal and St. Joseph, pref.	5,078,224	...	...	70
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,709	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	24
" " 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	77
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.	3,500,000	7	7	78
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	8	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	61
Sandusky and Cincinnati, pref.	445,586	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	122
Schuylkill Navigation, pref.	2,888,997	6	6	31
Union, preferred	.. ..	6	...	8
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	6,774 400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 —	@ 38 50
Pig, American, No. 1		37 —	@ 38 —
Pig, American, No. 2		35 —	@ 36 —
Pig, American, Forge		33 —	@ 34 —
Bar, Refined, English and American		— —	@ 80 —
Bar, Swedes, assorted sizes	(gold).	85 —	@100 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		107 50	@120 —
Bar, Refined		85 —	@ — —
Bar, Common		90 —	@ — —
Scroll		102 50	@132 50
Ovals and Half-round		102 50	@122 50
Band		— —	@ 97 50
Horse Shoe		100 —	@105 —
Rods, ⅜@3-16 inch		90 —	@125 —
Hoop		107 50	@160 —
Nail Rod	per lb.	— 6½	@ — —
Sheet, Russia, as to No.'s	(gold)	— 17½	@ — 18
Sheet, Single D. and T. Common		— 4½	@ — 5½
Rails, English	(gold) per ton.	59 —	@ — —
Rails, American, at Works in Penna.	c'y.	70 —	@ 71 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11	@ — 13
English German (2d and 1st quality)		— 10½	@ — 12
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool,	do.	— 15	@ — 16
American, Spring,	do.	— 9	@ — 11
American Machinery	do.	— 9	@ — 10
American German	do.	— 9	@ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb	4 50	@ — —
Cut Spikes, all sizes		4 75	@ — —
Clinch		6 —	@ — —
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19	@ — 31
Copper		— —	@ — 39

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 41	@ — 41½
Straits	(gold).	— 36½	@ — 36½
English	(gold).	— 35	@ — —

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal.... per box.	8 75 @ 9 —	10 25 @ 10 75
I. C. Coke	7 50 @ 8 50	9 — @ 10 —
Coke Terne	6 37½ @ 7 50	7 25 @ 9 —
Charcoal Terne	7 75 @ 8 25	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall.	— 14½	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 18½
Refined, Standard White (in ship'g order)		— —	@ — 24½
Refined, prime White (in shipping order)		— —	@ — 26
Refined, S. W. (in jobbing lots)		— —	@ — 25½
Refined, S. W. (in tin)		— 28	@ — 29
Naptha, Refined, (65 @ 73 gravity)		— 10½	@ — 10½
Residuum	per bbl.	4 —	@ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 50	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Canton Co.	....	....	....	75	73	
Central Pacific 6s	102½	102½	102½	102½	101¾	101½
Central of N. Jersey	113½	113½	....	106	104	107½
Chicago & Alton	119	118½	118½	....	....	114
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	131	....	....	125	125	
" 8s, 1885	....	....	....	....	....	....
Chic. & Northwestern	70½	70	....	66	61½	62½
" pref.	91	....	....	87½	87	....
" 1st M.	98½	99	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	93	....	....
Chic., Rock Isl. & Pac.	110½	....	106½	97½	....	99½
Chi., R. I. & Pa. 7s, 1896	101½	....	....	....	101	....
Clev., Col., C. and Ind.	89½	....	....	....	....	85½
Clev. and Pittsburg	121½	122½	122	120	114½	116
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	84
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	102½	....	....	....	....	....
Col., Chi., & Ind. C.	20½	20½	....	18½	17	18
" 1 M.	89½	89½	89½	89½	85	86½
" 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	123	....	118
Del. Lack. & Western	110½	110½	109	105	107	
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	97	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	30½	30½	30½	27½	27½	27½
" pref.	65	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	85
Great Western 2d mort.	88	88½	....	....	....	....
Hannibal & St. Joseph.	59½	61	63½	56	55	57½
" pref.	75½	75½	77	....	69½	70
" 8s, conv.	96	....	....	....	....	98
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	133½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	107½	106½	106½	100½	94½	96½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	119	119½	120	119	....	115
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	99	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	2½	2½	1½	....	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	62½	62½	58½	56	57½	
" pref.	....	....	78½	75	77	
" 1st mort.	94½	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	96½	96½	....	96	96	96
" H. & St. J. 1as 95	....	....	....	....	....	....
Morris and Essex	94½	94½	94½	94½	92½	94
" 1st mort.	....	106½	....	....	....	....
" 2d mort.	....	99	99	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	94	94	94	94	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98½	93	....	90½	88½	88½
" certificates.	88½	....	88½	88	82½	84½
N. York and Harlem	131	....	130	....	125	126
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	....	....	42	....	....
" new	24	....	....	....	....	....
Ohio and Miss.	43½	....	42½	39½	38	38½
" pref.	....	....	....	....	78	....
" 1st M.	....	....	....	....	90	....
Pacific Mail S. S. Co.	52½	52½	52	48½	47½	47½
Panama	....	....	....	....	....	58
Phila. and Reading	114½	114½	....	112	106½	107½
Pitts., Ft. W. & Chi. gtd.	99½	....	....	....	99	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	101½	101½	101	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	19½	19½	19	18½	17½	18
St. L., Alton & T. H.	....	....	27	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	99	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	81
Tennessee 6s, old	....	67½	....	66	66	
" new	68½	67½	66½	66	64	65
Tol., Wab. & Western	63½	....	62½	56½	54½	56½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	88½	....	....	....	86½	86
Union Pacific	28½	28½	27½	24½	22½	23½
" 1st mort.	89½	89½	89½	89	88	86½
" L. Gt. 7s	79½	79	79	....	74	73
" Inc. 10s	79½	....	....	77	75	71
Virginia 6s, old	....	....	62	....	....	....
" new	....	....	....	....	....	....
" consol.	64½	64½	64½	64	60	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS :—						
U. S. 6s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	111¾	....	111¾	....	....	....
U. S. 5s, 10-40s, reg	....	....	111¼	....	....	....
U. S. 6s, 1881, reg	....	....	117¼	....	....	....
U. S. 6s, 1881, coup	118	118¼	118¼	118	116¾	117
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	115¾	....	....	....
U. S. 6s, 5-20s, c. 1862	115¾	115¾	115¾	114¾	114¾	114¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	114	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	116	115¾	114¾	114¾	114¾
U. S. 6s, 5-20s, r. n. '65	114¾	114¾	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	114¾	114¾	....	113¾	113¾	....
U. S. 6s, 5-20s, reg. '67	....	115	....	....	....	113¾
U. S. 6s, 5-20s, c. 1867	114¾	114¾	114¾	114¼	113¾	113¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	115	114¾	115	115	114	113¾
U. S. 6s, Pac.R.R.issue	114¼	114¼	114	111¾	113	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Catawissa	....	....	....	....	....	....
" preferred	49¾	....	49¾	49¾	....	46¾
Camden and Amboy	125¾	126	126	125¾	125¾	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	91	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	90
" mort. 6s, '89	96	96	96	97	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	37¼	37¼	37¼	37¼	36¼	34
" 6s, 1884	....	....	....	....	....	85
" Gold L	92	91¾	91¼	91¼	....	....
" R. R. L	....	92¼	....	92¼	91¼	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	....	61¼	61¼	61¼	....	....
" 6s new coup	....	....	....	....	....	....
" 6s new reg	98	98	....	....	....	....
Little Schuylkill R.R	....	....	....	....	46¼	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	48
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	98¼	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	41¼	....	....
Oil Creek & Alleg. Riv.	50¾	....	50¾	50	50	....
" 7s	87¼	....	....	....	....	....
Pennsylvania R. R	62¼	62¾	62¼	62¼	61¾	59
" 1st M	....	....	....	....	....	....
" 2d M	....	....	....	....	....	....
" Gen. mort	....	....	....	....	....	....
" " reg	....	92¾	92¾	....	92¾	....
Penn. State, 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	104¼	104	....	....	....	....
" 6s. 3d series	107	....	107	....	....	....
" 6s. W L	....	....	....	....	....	....
Philadelphia City, 6s	101¾	....	....	....	101¾	101¾
" new	101¾	101¾	101¾	101¾	101¾	101¾
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	57¼	57¾	57¼	57¼	55¾	55¼
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	88¼	....
" 7s	88	87¾	87¾	....	....	....
Schuylkill Navigation	....	....	....	....	8¼	....
" pref	....	....	....	....	....	16¼
" 6s, 1882	78	78¼	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	22¾	....	....	....	....
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	32¾	....	....	....	32¾	....
13th and 15th sts	24	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875	....	....	....	....	100¼	....
" 1886	....	....	....	....	....	....
" 1890	98	98	....	98	97¾	....
" 1884	....	....	....	....	....	....
" 1900	....	....	97¾	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	....	....	....	97	....
" 2d M	....	87¾	....	87¾	....	....
" 3d M. 8s	79¾	....	79¾	....	79¾	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	93	....	93	....	....	....
" " 1900	89	....	89	....	....	....
Pittsb. & Connellsv. 7s	94¼	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	63¾	....	64	....	63¾	62¼
" Defer. Certif.	26¼	....	26¼	....	26¼	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Boston and Albany	151¾	151¼	151¾	....	151¼	152
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	148	148	....	....	....	148¼
Boston and Providence	....	149	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	....	....	27¼	26¾	26	25¼
Cheshire, pref	....	....	....	84¼	....	84¼
Concord	....	....	....	....	....	....
Connecticut River	....	143	....	....	....	....
Eastern	108¼	108¾	109	109¾	109¾	109¾
Fitchburg	....	....	....	....	....	141
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	119	....	120	119	117	....
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	89¾	....	88¾	....	....	88
" pref	....	....	107¼	....	....	106
Old Colony & Newport	104¾	....	....	....	....	104
Ph., Wil. & Baltimore	54¾	54¾	....	54¼	....	54¾
Portl'd, Saco & Ports	....	....	....	....	134	....
Union Pacific	28¾	....	....	27	....	24
" 6s	....	....	....	....	....	....
" Land Grant 7s	....	....	....	....	....	72
" Income 10s	78¾	....	....	....	....	71¼
Vermont & Canada	102	....	102¾	....	....	102
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	72¾	....	....	72¾
Cambridge	....	....	....	....	....	....
Metropolitan	77	....	....	....	....	77
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	10¾	10¾	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Sept. 22.	Sept. 15.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	85 — 90	88 — 92
Do. do., 2d mort., 1881	80 — 85	80 — 85
Do. Penn., 1st mort., 1877	85 — 90	88 — 92
Do. do., 2d mort., 1882	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1890	41¼ — 42¼	42 — 43
Detroit and Milwaukee 1st mort. 7s	71 — 73	71 — 73
Do. 2d mort. 8 p. c	69 — 72	69 — 72
Erie shares 100 dol. all paid	24 — 24¾	26¼ — 26¾
Do. sterlg. 6 p. c. convertible bonds	67 — 69	— —
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c	101 —103	101 —103
Do. 100 dol. shares, all paid	111 —112	108 —109
Panama, General mort. 7s, 1897	85 — 90	80 — 85
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	96 — 97	95½ — 96½
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, October 14, 1871.

Stock Exchange and Money Market.

The awfully destructive fire at Chicago and its consequences, as well in an industrial, financial and commercial, as in a social point of view, have been the chief topics of conversation in this city, as well as elsewhere throughout the country, since our last. The first thoughts of our business public—to the credit of our citizens, be it remembered—have been, far less generally of their losses by the fire—which must, in any event be very heavy—than of the dreadful sufferings and pressing needs of the population of the hapless city, and of how most promptly and generously to succor the afflicted. As was to have been expected, Money has been in very active request in the local market for mercantile and speculative use, and with less liberality on the part of lenders to extend accommodation to operators, the price has been exceptionally high. On call, Money, on Monday and Tuesday, commanded quite generally a commission of a quarter to half of one per cent., in addition to seven per cent. interest; but this was the worst. Houses of the best standing were supplied at plain seven per cent. in currency, or, at most, seven per cent. in coin. At the close, large balances were undoubtedly carried over, both from fear of lending, and as the result of the two days' liquidation. There was a considerable hesitancy on the part of lenders to accept railway collaterals for cash loans, and parties who depend upon this class of vouchers were in many cases obliged to submit to severe rates. In the discount line, first class commercial paper maturing within four months was quoted by dealers at 7@7½ per cent. per annum discount, but the business in progress was on a restricted scale. At the close, there was a calmer and steadier temper apparent. More weight was given to the great agencies at work in the business operations of the country at large. The condition of the markets for Cotton, Breadstuffs, and our other products cannot be permanently affected by the disaster at Chicago, great and prostrating as that may be. The advices from Europe were of an encouraging nature. Our people are now called on to gauge precisely the extent of the calamities resulting from this Chicago fire, with the view of restoring, at the earliest moment, the interests and agencies which have been so very seriously injured. The city banks, in their latest return, show a reduction of $676,200 of legal tender notes, $2,854,200 of specie, and $5,554,000 of deposits; also a reduction of $3,199,900 in their loan and discount averages, and an increase of $6,300 in their item of circulation. The city bank exchanges, last week, averaged $99,843,000; and thus far, this week, 95½ millions daily. The banks now hold only $1,661,400 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act.

The U. S. Sub-Treasury reduced its currency balance $731,894 and enlarged its coin reserve $702,009, as the result of the week's business. The receipts of the office were $4,889,461 in coin, and $5,088,099 in currency; payments, $4,187,452 in coin, and $5,819,994 in currency. The office received $3,056,000 in coin or its equivalent, from customs; and disbursed $183,779 of coin interest.

The U. S. Sub-Treasurer retired, last week, $2,757,621 of coin certificates, received for customs.

The specie reserve of the city banks according to the latest return is $10,276,100, against $12,597,641 same time last year. The city bank deposits are now $222,583,100 against $187,701,117 week ending Oct. 1, 1870. The legal tender reserve amounts to $54,596,100 against $50,275,226 same time last year. The circulation now stands at $30,260,100, against $32,593,209 same time last year. The loans are now $298,156,200, against $264,981,329 at this date last year.

Government revenues have been quite liberal since our last. The excises yielded last week about 3¼ millions, and thus far since July 1, $39,377,129. The customs at the port of New York, last week were $2,981,621; and at the outports, equal to about $950,000 more, all in coin, or coin certificates.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $366,205,800; and as security for deposits of public money, United States bonds for $15,519,500. The aggregate of the outstanding circulation of the National Banks of the country is $323,259,270.

The Gold speculation, though fairly active, has been quite variable in temper, and spirit. The pressure in the Money line was against buoyancy. The customs call was to a full average, while the

export drain was light. The range of the price during the week, has been from 113⅝@115, and the closing quotation on Wednesday was 114@114⅛ against 114 the preceding Wednesday. The specie outflow, last week, was $500,127; on Tuesday of this week, $3,200; and on Wednesday $163,548. The Gold Exchange Bank clearances have been as follows: Oct. 5, $60,170,000; Oct. 6, $87,452,000; Oct. 7, $73,166,000; Oct. 9, $56,205,000; Oct. 10, $93,882,000; Oct. 11, $55,419,000.

Government disbursed through the U. S. Sub Treasury here, on account of the coin interest on the public debt from Jan. 1, to Sept. 30, 1871, $65,754,791, against $67,071,180 same time in 1870.

The export drain of specie was $500,127 last week, against $802,174, same week preceding year The shipments since January 1, 1871, have been $58,355,874, against $49,666,486 same time in 1870.

The customs demand for Gold last week, averaged $509,333 a day; thus far, this week, it has averaged $463,900 a day, or equal to a weekly aggregate of $2,783,400. The arrivals of specie from Europe, Havana and other foreign ports last week, were $453,502, and since Jan. 1, 1871, $8,141,756 against $8,259,754 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $125,752,279 against $114,038,488 same time in 1870.

Foreign exchange has been firmer, and offered with less freedom, on a moderate movement. At the close, however, the market was depressed and weaker. Bankers' sixty day bills on London closed on Wednesday at 108½@108¾; sight bills on London, 109¾@110.

The produce exports from this port, week ending with Oct. 10, were to the currency value of $5,009,052.

Government securities have been weaker as to price, but not offered freely, and have been in fair demand at the modified figures.

Under the Treasury Department programme for October, Government proposes to sell Gold, as follows: Thursday, Oct. 19—Two Million. Thursday, Oct. 26—Two Million. And to buy in, Five-Twenties, as follows: Wednesday, Oct. 18—Two Million. Wednesday, Oct. 25—Two Million.

On Wednesday, Government bought in four millions of Five-Twenties at 111 70@111 77 nett. The amount of bonds offered was $10,610,000.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115⅞@116⅛; U. S. Five-Twenties of 1862, 114⅜@114⅝; U.S. Five-Twenties of 1864 at 114@114¼; U. S. Five-Twenties of 1865, 112⅞@113; U. S. Five-Twenties of 1865 consolidated, 112⅝@113; U. S. Five-Twenties of 1867, 113@113⅛; U. S. Five-Twenties of 1868, 113¼@113½; U. S. Ten-forties at 109@110; U. S. Six per cent. currency bonds, 111¾@112¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 27.	Oct. 4.	Oct. 11.
Consols	92⅝	93 3/16	92½
U.S. 5-20's of 1862	92⅝	93⅛	92⅛
U. S. 5-20s, 1865	92⅞	93¼	92½
" 1867	92	93⅛	92½
" 10-40s	89¾	90⅛	89
Erie	25	25⅛	22⅝

The new Funding Five per cent. Loan was quoted in London on Wednesday at 2⅝ per cent. discount.

State bonds have been in less demand at easier and irregular prices.

Railway bonds have been in fair request chiefly for investment purposes at comparatively well supported prices. Central Pacific Sixes have been 101⅜@101½. The six per cent. First Mortgage Loan of the Chesapeake and Ohio Railroad is being quite rapidly closed out at the present price of 93 per cent. and accrued interest. About eleven millions of this Loan have already been disposed of, out of an aggregate issue of fifteen millions. The bonds are a favorite with home investment purchasers.

The St. Joseph and Denver City eight per cent. gold bonds have been selling with comparative freedom at the established price of 97½ and accrued interest.

Railway and miscellaneous share property has been pressed for sale and quoted very decidedly lower, influenced in the main, by the reports from Chicago, of the great destruction of railway property at that business centre, by the dreadful fire of Sunday and Monday. The dealings have been unusually extensive at the reduced figures. The activity in Money was also against values. At the close, there was more steadiness apparent.

The earnings of the Central Pacific R. R. Co., in September, show an increase of $245,617; the figures having been $1,032,800 September this year, against $787,183 September last year. The earnings from Jan. 1, to Sept. 30—nine months—show an increase of $1,147,888, the total having been $6,952,352 against $5,805,464 same time in 1870.

General business has shown less activity, with values more or less unsettled. Middling upland cotton closed on Wednesday at 19⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 154,316 bales, against 233,997 bales same time in the preceding year; exports 50,578 bales, against 36,676 bales in the previous year; stock at the ports at latest dates, 113,772 bales, against 143,506 bales same date 1870.

At the Live Stock Markets, Beeves have been in less request at from 8½@13 cts.; Veals at 5@10½ cts.; Sheep at 3½@6 cts.; Lambs at 5@7½ cts.; Swine, 4¾@5¼ cts per lb., all live weight. The week's receipts were 9,197 Beeves, 1,394 Veal Calves, 32,641 Sheep and Lambs; and 43,763 Swine.

Foreign goods less demand yet generally steady as to price. The week's imports of foreign goods reached $7,033,388, including $2,679,566 of dry goods.

Ocean freights have been quiet and rates have been much easier.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Virginia 6s, consol., 63; do., Deferred Certificates, 26½; Georgia 7s, 92½; do., 7s, gold, 96¾; North Carolina 6s, special tax, 16; South Carolina 6s, new, Jan. and July, 48; do. Apl. and Oct., 46; New York State 7s, B. L., reg., 109¾; Ohio 6s, 1881, 106; Brooklyn 6s, W. L., 95; St. Louis and Iron Mt. R. R., 59; 1st mort., 92; Long Dock bonds, 92; North Missouri 1st mort., 86; Albany and Susq. R. R., 92; Rensselaer and Saratoga R.R., 102; Western Union Tel., 58⅛; Quicksilver pref., 23½; Brunswick City Land, 7; Consol. Coal, of Md., 42⅛; Spring Mt. Coal, 65; Maryland Coal, 30¾; Adams Exp., 85; Am. Mer. Union Exp., 54; U. S. Exp., 55; Wells-Fargo Exp., 52; Central gold, 0.06.

Philadelphia.—Allegheny Valley 7 3-10s, 94; Wilmington and Reading 7s, 95¾; Phila. and Reading deben. bonds, 83¼; do., 6s, 1844-'80, 92¼; do., 7s, 1893, 102; Penn. and New York 7s, 95¾; Huntingdon and Broad Top Mt., 2d mort., 86¾; do., consol. bonds, 48; Phila. and Sunbury 7s, 97; Susq. Canal 6s, 63; Connecting R. R. bonds, 86; Perkiomen R. R. bonds, 79; Belvidere Delaware 2d mort., 82⅛; West Jersey R.R. 7s, 100; Warren and Franklin 1st mort., 88; Fifth and Sixth street R. R., 45; Girard College R. R., 40; Bald Eagle Valley R. R., 87; Fulton Coal, 5¼. The latest quotations are: City 6s, 101@101⅜; do. free of tax, 101½@101⅞; State 5s, coupon, 100@—; do. 6s, W. L., 100½@100½; do. 1st series, 101@102; do. 2d series, 104@104; do. 3d series, 106⅞@107; Reading, 53⅞@54; do. 7s, 1893, 103@—; do. mort. 6s, 1880, 92@92½; Camden and Amboy, ——@124; do. mort. 6s, 1889, 95@96; do. 1883, 91@92; do. 1889, 90@90½; Pennsylvania R.R., 59@59¼; do. 1st mort., 100⅜@100⅝; do. 2d mort., 98@100; do. General mort. coupon, 92½@92⅞; do. reg., 92@92½; Little Schuylkill R.R., 46@46¼; Morris Canal, 48@51; do. pref., 120@—; do. 6s, 89@91½; Susquehanna Canal, 9@10; do. 6s, 63@65; Schuylkill Nav., 8@9; do. pref., 16@17; do. 6s, 1882, 77½@78; Elmira and Williamsport pref., 42@43; do. 7s, 1873, 92@—; do. 5s, 61@—; Lehigh Coal and Navigation, 34¼@34½; do. 6s, 1884, 84@85; do. R. R. Loan, 92¼@92¾; do. Gold Loan, 90⅝@90⅞; North Pennsylvania, 48@50; do. 6s, 101@102½; do., 7s, 98@98¼; do. Chattle 10s, 110@111; Philadelphia and Erie, 26½@27⅜; do. 6s, 82@—; Minehill, 52@52½; Catawissa, 18@18; do. pref., 47@—; Lehigh Valley, 60⅝@60¾; do. 6s, new coupon, 98@98; do. reg., 98@98; do. 7s, 100@100; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 67@68; Thirteenth and Fifteenth, 23⅜@23⅝; Spruce and Pine, 32¾@33; Green and Coates, 47@—; Chestnut and Walnut, 52@55; Hestonville, 18@22; Union, 70@70½; Germantown, 30@—.

Boston.—Illinois Grand Trunk 8s, 1890, 100; Eastern R. R. 6s, 1885, 95½; do., 1874, 98½; Vermont Central 1st mort., 86½; Framingham and Lowell 7s, 1891, 90; Vt. Central and Vt. and Canada 8s, 1889, 102½; do., 1875, 101; Ogdensburg and Lake Champlain 8s, 1890, 101½; Cedar Rapids and Missouri 7s, 1916, 90¾; Jackson, Lansing and Saginaw 8s, 1885, 100; Burlington and Missouri River R. R. 7s, 1893, 94; do., 1875, 100¾; do., 8s, 1879, 100; Keokuk and St. Paul 8s, 1879, 98; Cincinnati, Sandusky and Cleveland R. R., 22¾; do. 6s, 77½; do., 7s, 1900, 82; Mansfield and Framingham 7s, 91¾; Atchison, Topeka and Santa Fe 7s, 83; Leavenworth, Lawrence and Galveston 1st mort., 10s, 96; Michigan Central R.R. 8s, 1890, 109¼; Stanstead, Shefford and Chambly 7s, 84½; Indianapolis, Cincinnati and Lafayette R. R., 7⅛; Rutland R. R., 25; do. pref., 80; do. 8s, 1880, 98¾; Eastern (N. H.) R. R., 104; Burlington and Missouri River R. R. in Iowa, 104; Norwich and Worcester R. R., 117¾;

Pittsfield and North Adams R. R., 85¼; Boston Water Power, 44; Cary Imp., 13⅛; Waverly Land, 4¼; Maine 6s, 1880@1889, 101¼; Boston 6s, 1876, 100⅝; do., 5s, 1880, gold, 103; do., 1883, gold, 100¾; Cincinnati 7s, 3-10s, 1898, 106¼; Chicago 7s, 92¼; Allonez Mining Co, 2½; Native, 25c.; Petherick, 1¼.

Baltimore.—Maryland Defense bonds, 105; Memphis City 6s, 56; Northern Central 6s, 1900, gold, 92⅞; Orange, Alexandria and Manassas 7s, 1882, 80⅞; Orange and Alexandria 4th mort., 8s, 81½; do., 2d mort., 6s, 80; do., 3d mort., 8s, 90; Central Ohio R. R., 29¾; George's Creek Coal, 80. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94@94½; Baltimore and Ohio, 141½@142; do. 6s, 1875, 95@—; do. 1880, 95⅛@95¾; do. 1885, —@95; Northern Central, 41½@42½; do. 6s, 1885, 92@92½; do. 1900, 87@89; do. 6s, 1900, gold, 92½@93; N. W. Va. 1st mort., 99@100; do. 2d mort., 98½@99; do. 3d mort., 1885, 90⅜@91; Marietta and Cincinnati 7s, 1892, 96¾@97; do. 2d mort., 86@88; do. 3d mort., 79@81; Central Ohio, 29½@30¼; do. 1st mort., 84¾@85; Western Md. 1st mort. 6s, 1890, 81@—; do. guar. by Baltimore City, 91@—; do. 2d mort. guar., 81@—; do. 2d mort. pref., 62@—; do. 6s, guar. by Washington Co., 84@85; Richmond and Danville bonds, 81½@82¼; Orange and Alexandria 1st mort. 6s, 90@90; do. 2d mort. 6s, 79⅝@81; do. 3d mort. 8s, 89¾@90; do. 4th mort. 8s, 81@82; Orange, Alex. and Manassas 7s, 80@80⅞; Virginia and Tennessee 8s, 86@89; do. 6s, 1st mort., 90@95; do. 6s, 2d mort., 75@—; Baltimore 6s, 1875, 97@100; do. 1884, 97@98; do. 1886, 97@99; do. 1890, 97⅜@97½; do. 1893, 98@98¾; do. 1900, 96½@97¼; do. 5s, 1838-'70, 80@82; Memphis City 6s, 55¼@55½; Maryland 6s, 1890, 97@—; do. Defense Loan, 1883, 104⅞@105; City Passenger R. R., 22¼@—; George's Creek Coal, 77@81.

☞ The West Wisconsin Railway is now very nearly finished, and trains will be running through from Tomah to St. Paul by November 1. The earnings of the Road from local traffic on the completed portion constitute already a profitable business; and arrangements and connections are about perfected which will make it the Great Air-Line Route from Chicago to the North-West, effecting a saving of more than 100 miles over the present route. The Bonds are a First Mortgage on the road itself and on a valuable Land Grant of 1,000,000 acres. They bear interest in gold at the rate of 7 per cent per annum, and are sold now at 90 and accrued interest in currency by White, Morris & Co., 18 Wall-st., and Gwynne, Johnson & Day, 16 Wall-st., where pamphlets and further information may be obtained.

☞ Work on the Ashtabula and Youngstown road is progressing between Girard and Niles. The company has purchased the track of the Liberty and Vienna road from Girard to Youngstown.

☞ Rails are now laid on the Sugar River Railroad to Maxons, two miles beyond the Summit "Cut." Maxons is the height of land between the river and Claremont.

☞ The Portsmouth, Great Falls and Conway Railroad has been opened to West Ossipee, N. H.

St. Joseph and Denver City Railroad.

At a recent meeting of this company at St. Joseph, Mo., the following gentleman were elected directors for the ensuing year: Henry C. Tanner, Jas. Symington, Thos. Pickney, Augustus Prentice, Frank A. Coffin, Wm. C. Tanner, R. W. Donnell, and John H. Haar, of New York, and Milton Tootle, Dudley M. Steele, A. Beattie, and Geo. H. Hall, of St. Joseph, and T. W. Waterson, of Kansas. Upon the assemblage of the new board Mr. D. M. Steele was unanimously elected President; Robert W. Donnell, Vice-President, and an Executive Committee of three, consisting of Messrs. Tanner, Prentice, and Donnell. At a subsequent meeting of the Executive Committee, Mr. Henry C. Tanner was unanimously elected Chairman, and Francis A. Coffin, Secretary and Treasurer, to reside in New York. The St. Joseph *Gazette* says: "The entire line to Fort Kearney is under contract. Twelve thousand five hundred tons of iron have been bought by contract with Jay Cooke & Co., agents of the Darlington Iron Company, of England, to be delivered as fast as it can be used. Just as rapidly as men and money can do the work, and the elements will permit, the track will be put down."

New Jersey Steel and Iron Company.

This company ranks among the largest establishments of the kind in the United States, and for the present is the largest manufacturing company in Trenton, employing 550 men. This is an incorporated company, and their property and machinery is valued at $750,000. Rolled wrought iron beams and bars, iron and steel headed rails, merchant iron, and the Martin steel are among the products of this mill. The works occupy 12 acres and are very extensive. The annual capacity of the mill is for 20,000 tons of rails, or 10,000 tons of beams, for flooring, bridges, &c. The flooring beams for the New York city post office are furnished by this company. They have the exclusive control in the United States of the right to manufacture the celebrated Martin steel, under a French patent, and have one furnace producing five tons at a charge. Their steel is used mostly for engine and machine work. The iron bars made by this company are not as hard as some of those in this city.

☞ Upon the application of James E. Tyson, of Baltimore, an injunction order has been granted by the United States Circuit Court, prohibiting any consolidation of the Virginia and Tennessee Railroad Company with other roads, and the issuing and selling of bonds and securing the same by lien upon the stock. The order will be heard on the 20th inst. The charge is that the President and officers propose to issue bonds to the amount of eight millions, securing the same on the consolidated roads and their earnings including the Virginia and Tennessee, South Side, and Norfolk and Petersburg roads, under the name of the Atlantic, Mississippi and Ohio Railroad Company.

☞ The Wilmington (N. C.) *Journal* learns that the contract has been executed for the completion of the Wilmington, Charlotte and Rutherford Railroad.

☞ The Chesapeake and Ohio Railroad is relaying the track with fish joint rails, between Charlottesville and Gordonsville, Va.

☞ CHESAPEAKE AND OHIOS—FIVE-TWENTIES—CENTRAL PACIFICS.

Banking Office of FISK & HATCH,

No. 5 Nassau-st., New York, Oct. 9, 1871.

Of the Fifteen Million Chesapeake and Ohio Six Per Cent. Loan, less than one third remain unsold, and this remainder is rapidly being taken up. These bonds have thirty years to run, are especially desirable for investment, can now be bought

17 per cent. less than ten-forties,

20 per cent. less than five-twenties,

25 per cent. less than sixes of 1881,

and are equally sure to be paid principal and interest in gold coin. Price (at present) 93 and accrued interest, that is, with coupon attached, payable November 1.

$1,000 Chesapeake and Ohio Bond costs to-day $956 47.
$500 Chesapeake and Ohio Bond costs to-day $478 23.
$100 Chesapeake and Ohio Bond costs to-day $95 65.

We have but a limited supply left of the smaller denominations. Bonds are in coupon or registered form, same as Five Twenties.

When the railroad is completed, in 1872, and the Bonds are dealt in at the Stock Exchanges of the world, we have no doubt they will be equally popular with the Central Pacifics, which now command a premium, and are a favorite security here and in Europe; both roads being prominent lines, and under substantially the same fiscal management. Principal and interest of the Central Pacific and Chesapeake and Ohio Bonds, are specifically payable in gold coin in New York; the interest on the former being paid January and July, and of the latter, May and November, corresponding with the two classes of Five twenties. We recommend either of them to our friends and customers with the same confidence as we did the Five-twenty bonds, when we were selling millions of them for the United States Government.

We buy and sell Five-Twenties, Ten-Forties, Eighty-Ones, and Central or Western Pacifics, or receive them in payment for Chesapeake and Ohio Bonds at their current market price. Orders for Chesapeake and Ohio Bonds, accompanied with Drafts or Checks, may be forwarded to us by mail, and the bonds will be sent by express, charges paid.

FISK & HATCH.

P. S.—Accounts of Banks, Bankers and others received, on which we allow Four per Cent. interest.

Certificates of deposit issued and collections made in all parts of the Union.

Harvey Fisk,
A. S. Hatch.

☞ Mr. W. T. Walters, of Baltimore has been elected a director in the Charlotte, Columbia and Augusta Railroad.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 30th of September inclusive, during the years 1870 and 1871, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1870..	290,000	10,563,600	3,531,700	390,800
1871..	161,500	12,067,900	16,418,400	396,600
Dec.	128,500	*1,504,300	*12,886,700	3,800

* Increase.

The receipts of new crop barley are 354,200 bush., against 308,400 bush in 1870.

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a increase of 172,360 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of September, in the years indicated:

	1869.	1870.	1871.
Canal opened—	May 6.	May 10.	April 24.
Flour, bbls.	349,300	200,000	161,500
Wheat, bushels..	11,614,000	10,563,600	11,067,900
Corn, bushels...	4,596,800	3,531,700	16,418,400
Barley, bushels.	30,900	390,800	394,600
Oats, bushels...	2,220,200	3,723,400	3,014,300
Rye, bushels....	231,200	358,700	446,100
Malt, bushels...	175,300	555,200	819,600
Feed, lbs.....	7,766,800	7,913,400	5,073,400

Journal of Railroad Law.

RAILROAD COMPANIES—DAMAGES FOR TAKING LAND—BY WHOM IT IS RECOVERABLE AFTER ALIENATION OF THE LAND—WHEN OFFSET ALLOWED.

The facts in the recent case of Pomeroy, Exr., *vs.* The Chicago and Milwaukee Railroad Company (25 Wis., 641,) are as follows:

In 1864 commissioners duly appointed awarded $1,026 81 in favor of Mary A. Pomeroy, the present plaintiff's testatrix, for the value of her land taken for a railroad in 1854, and for damages to other lands adjacent thereto, of which she was also the owner at the time of such taking. On appeal by the railroad company to the circuit court, it was permitted to show the subsequent alienation of most of the land by said Mary A. Pomeroy, to different parties (as stated in the opinion, *infra*). The only part not thus alienated was a strip actually taken by the railroad company; and the deed conveying that portion of the land which would otherwise have included this strip, contained the following reservation: "The said party reserving to herself all that part of the land above described, which The Chicago and Milwaukee Railroad Company occupy in crossing said land, either for right of way or any other (use), and reserving to herself the right to claim and receive any and all damages which the land above described sustained or does not sustain, by reason of said railroad crossing said tract of land or running near to said land," etc. The company also put in evidence, against objection, the record of a former suit in which Mary A. Pomeroy recovered $55 as damages against it for a trespass in entering upon and digging up her close (being the premises here in question), and obstructing access thereto on the adjoining street, in constructing and running said Railroad, see 16 Wis., 640.

The circuit court instructed the jury, in substance that they should allow plaintiff as damages, 1. The full value of the land actually taken by the defendants. 2. The depreciation in the value of the rental of certain other portions of the land, which had been occupied by plaintiff's testatrix as a homestead, caused by the construction and operation of defendant's road, during the several periods while she continued to own these portions respectively. After a verdict in accordance with these instructions, a new trial was denied, and the plaintiff took his writ of error to reverse the judgment.

The following is the opinion of the court delivered by

PAINE, J.—This case presents a question which it would seem would have been thoroughly settled before this, but which we believe has never been decided by this court, and we find few instances in which it has been determined by any other. Stated in its simplest form, it is this: Where land is taken for a railroad, which is constructed, and the owner has a claim for damages to the entire tract of which the land taken formed a part, if, before the damages are assessed or paid, the owner sells the tract without any provision in the contract of sale respecting the damages, what effect does such sale have upon the claim? Does it still belong to the original owner, or does it run with the land and pass to the purchaser?

Upon principle it ought still to belong to the original owner. Where there is a sale of a tract of land upon which there is an obvious existing easement or burden of any kind, like an ordinary highway, a railroad, or mill-pond, the fair presumption, in the absence of any express provision in the contract upon the subject, is, that both parties act with direct reference to the apparent existing burden, and that the vendor demands, and that the purchaser pays, only the value of the land subject to it. This presumption is independent of the question whether the party enjoying the easement has perfected his title as against the vendor or not. Nothing being said upon the subject, they deal with the property in its existing condition, and upon the assumption that it is subject to all the burdens to which it appears to be subject. This doctrine was established by this court in the case of Kutz *vs.* McCune 22 Wis. 628, and it is directly applicable to the solution of the question now under consideration.

For, if such is the fair construction of such a contract of sale, it follows, that, if the land were damaged, the original owner ought still to be entitled to the compensation, because he has suffered the loss, in deducting the amount of the damage from the contract price. The purchaser, who has paid only what the land was worth, subject to the burden, and upon the assumption that it was to continue, has lost nothing and ought to receive nothing. This conclusion is also in harmony with the rule that has been established requiring the value of the land taken, and the damages for the taking, to be assessed with reference to the condition of the property at the time of the taking. See Kennedy *vs.* The Mil. and St. P. Railway Company 22 Wis. 581; Parks *vs.* Boston, 15 Pick. 198; Whitman *vs.* Railroad Company 7 Allen 313.

The same reasoning which shows that the damages should be assessed with reference to the time when the land was taken, shows also that they accrued to the party who was then the owner, and should be paid to him. And such is the result of the only authorities we have found bearing directly upon the question. See Rand *vs.* Townshend 26 Vt. 670 and Lewis *vs.* Railroad Co. 11 Richardson Law (S. C.) 91.

This view of the law upon this point makes it necessary to reverse the judgment, for erroneous rulings in respect to the amount of damages to which the plaintiff in error was entitled. It appears that his testatrix was the owner of a tract of land in the City of Kenosha, which was laid out in lots and blocks. The north block she occupied as a homestead. The railroad was located and constructed across the tract along one of the streets upon which the lots fronted. Subsequently, she sold a part of the tract south of her homestead to her son, by whom it was mortgaged to third parties; and it was afterward sold on a foreclosure. This part so sold was actually crossed by the railroad. Afterward she sold the western part of the block constituting the homestead, but the portion sold did not anywhere border on the land taken for the railroad, the road being at the east side of the block. She, still later, sold the remainder of the homestead, reserving, however, all that part of it actually occupied by the railroad company, "and reserving to herself the right to claim and receive any and all damages which the land above described sustained or does not sustain by reason of said railroad crossing said tract of land or running near to said land."

The case was argued by the counsel of the company upon the assumption that some reservation was necessary in every such sale, in order to enable the vendor to retain the claim for compensation. And he then urged that the damages so reserved were only those caused to the piece of land last described in the deed, immediately preceding this reservation, which was the land actually occupied by the railroad company which the grantor had also just reserved. Such a construction of the language would have been contrary to its plain meaning, and wholly inadmissible. But as upon our view of the law, the right of the vendor to the compensation after the sale does not depend upon any reservation, it becomes unnecessary to consider more particularly the construction of the one here made. The rulings of the court below denied to the plaintiff in error the right to recover any damages to that part of the land sold by his testatrix to her son, even while she owned it; and they limited the right, so far as the homestead block was concerned, to the difference in rentable value of the portions sold separately, down to the time when they were respectively sold.

This was all erroneous. The true rule was, that the plaintiff in error, as the personal representative of his testatrix, who owned the entire tract at the time it was taken for a railroad, was entitled to recover the entire damage to the tract, a part of which was taken, to be assessed upon principles governing the assessment of such damages, and without any reference to any subsequent sales by her; though the amount of her recovery in the trespass suit should probably be deducted.

The judgment must be reversed, and the cause remanded for a new trial.

So ordered.

European and North American Railway.

A correspondent of the Boston *Journal*, writing from Bangor, Me., says:

The announcement has already been made that the last rail on the European and North American Railway has been laid, and thus uninterrupted communication opened with St. John, N. B. A new era is thus as it were opened to our city, as the whole track is now very nearly completed, so as to make the great highway of European travel pass this way. Less than five years have now elapsed since the first blow was struck upon the enterprise, when it was predicted that in less than ten years the largest portion of travel between the two continents would pass from Boston to Halifax by rail, and thence by steamers to Liverpool, leaving on the arrival of the cars every day.

The distance from Bangor to Halifax is 478 miles, almost to a mile the same as from Bangor to New York. The road is already completed to Amherst, N. S., 342 miles, and from Truro to Halifax, 61 miles; across the intervening space from Amherst to Truro 75 miles remain, the grading of which is completed, or nearly so, and the road will be open for travel in a few months. When this is accomplished it is estimated that from 12 to 20 hours time in travel will be saved between Halifax and New York without materially increasing the expense. The great amount of seasickness and discomfort, as well as danger, which will thus be saved must inevitably give the route a great advantage over the steamboat to all travelers, as is ever true in all cases of competition between land and water travel by steam.

To this city this enterprise is regarded as one of vast consequence and importance, by opening up a large field to our business men for trade and manufacturing art. Already it has caused some six or seven of the largest tanneries in America to be built or commenced, and corresponding villages to spring up. Other industries are being brought into activity and new projects continually started. The building of the road in queston has also led to the completion of the Piscataquis road to Dover and Foxcroft, now pushing its way to MooseheadLake and thence on to Richmond, Canada. The branch road to the Aroostook is also ready to be begun upon as soon as the E. and N. A. is fully completed, bringing all that rich territory to our very doors. The completion of the European road places us in connection by rail with the whole territory adjacent to the St. Andrews road, and thus enabling travel by rail at once to pass from this city to Houlton and St. Andrews, or Calais.

The event has been regarded as one altogether sufficiently auspicious to be worthy of a public celebration on occasion of its being opened, the same to come off on the 18th inst. The President of the United States members of his Cabinet, and many other distinguished persons are to be present, and it is anticipated that our city will on that occasion have such a season of festivities as Maine has never before enjoyed.

North Pennsylvania Railroad.

The Allentown *Chronicle* says that the new track on the North Pennsylvania Railroad is rapidly going forward, and it is expected that the double track will be completed from Philadelphia to Fort Washington in time to be used under the winter arrangement of trains. The new iron bridge over the Wissahickon is being put in place, and this is nearly the only gap between the two points. The second track between North Wales and Lansdale is also nearly ready for the iron. When this is done there will be a continuous double track from North Wales to Souder's, a distance of about eight miles. These stretches of double track road enable the coal trains to make part of their trips during the day, instead of running altogether at night. It will probably be two years or more before the double track is finished to Bethlehem, as a good deal of grading will be needed at different points.

Osage Valley and Southern Kansas R. R.

This road is advertised to be sold in St. Louis on the 16th of October, to pay the interest now due on the bonds, amounting to about $20,000. Boonville is at present its northern terminus, and Warsaw, in Benton County, is its southwestern. Before the late civil war the road was nearly graded from Boonville to a point about ten miles south of Tipton, but the war coming on, operations were suspended until 1867, when additional aid to the amount of $175,000 was furnished by Cooper County, and $23,000 by Willow Fork Township of this county, the work was resumed and the roadbed completed and ironed between Boonville and Tipton, a distance of twenty-six miles. In 1868 it was leased to the Missouri Pacific Railroad Company for a term of thirty years, they paying 35 per centum of the gross earnings of the road, since which time that company has operated it. The sale in no wise affects the Pacific Company's lease. The interest in that part of the road south of Tipton was also revived in 1868 by the people of Morgan and Benton counties, the former subscribing $100,000 and the latter $200,000, which sums have been expended in the grading of the road throughout those counties. The road is graded to Versailles, in Morgan County, and also about twenty-five miles in Benton County, leaving yet to be graded that part of the road from Versailles to the Benton County line, a distance of fourteen miles, and about six miles in Benton County.—*St. Louis Journal of Commerce.*

Portland and Rochester Railroad.

At the annual meeting of this company held in Portland on the 4th inst., John Lynch, Frederick Robie, Henry P. Dean, A. K. Shurtleff, Winthrop G. Ray, John McDuffee, J. S. Richer, H. J. Libby and Rufus E. Wood were re-elected directors.

The earnings of the road for the year have been $85,569 90, giving a nett over expenses of $30,617 44, an increase over the previous year of $11,143 72, chiefly derived from the opening of the road to Rochester, N. H., on the first of September last.

The directors in their report recommend the issue of second mortgage bonds to an amount not exceeding $450,000, the avails to be devoted to relaying iron on the older portion of the road, the repairs and construction of station houses and the purchase of additional rolling stock, which the fast increasing business of the road demands.

A proposition to build a branch from some point near the Saco river to Moderation and Bonny Eagle Falls was referred to the Directors, with power to encourage the building thereof and furnish such aid as the financial condition of the road will warrant.

Informal but gratifying statements were made concerning the progress of the Nashua and Rochester and Concord and Rochester roads which are to connect with the Portland and Rochester and give lines from Portland to Worcester and Rutland.

☞ The Hartford *Post* says that work has been renewed on the Boston, Hartford and Erie Railroad, near Putnam, Ct. About a dozen laborers are laying the old track and extending it, and a gravel train will soon be put on to convey material for a fill about two miles out of that village. The road is nearly ready for the temporary track the entire distance between Putnam and Willimantic, and the iron will soon be forthcoming.

☞ The National Junction Railway Company will shortly begin to tunnel N street, Washington. They will commence at Rock creek and come out at New Jersey avenue, about a mile and a half from the starting point. The work is estimated to cost $1,200,000, all of which has been paid in.

Erie Railway.

The annual meeting of the stockholders of the Erie Railway company was held in the Grand Opera House building at 11 A.M., on the 10th inst. Shortly before assembling, a meeting of the directors was held, to which was presented a letter of resignation from Messrs. Jay Gould, James Fisk., Jr., and Frederick A. Lane. The reasons given for the resignations were the persistent occurrence of attacks upon what is known as the "classification act," it having been charged that the object of this statute was solely to perpetuate the office and power of Fisk, Gould and Lane. They had always been willing to submit to the vote of the stockholders, and offered this as a practical test of their readiness to abide by such decision. They would not again take up the trusts which they laid down unless freely restored to them. On motion of Mr. Eldridge, the resignations were accepted.

The stockholders meeting was presided over by Mr. Henry W. Rathbone. The proceedings of the Board of Directors were ratified by a unanimous vote. Mr. Swan the representative of the English stockholders, was present during the whole meeting, as were also some German stockholders belonging to the opposition.

Resolutions endorsing the administration of the affairs of the company were unanimously adopted. The poles were closed at two o'clock. Messrs. Jay Gould, James Fisk, Jr., and Frederick A. Lane were elected directors for the full term of five years without a dissenting vote. The amount of stock represented was $33,365,000.

At the afternoon session of the Board of directors, Messrs. Gould and Fisk were reappointed President and Vice President, and Messrs. Fisk, Gould, Lane, Archer and Armsdale were continued on the Executive Committee. All the other officers were unanimously re-elected.

☞ At the adjourned annual meeting of the stockholders of the Alabama and Chattanooga Railroad, held in New York on the 9th inst., the following gentlemen were elected: President, Wm. F. Drake, New York city; Directors, Russel Sage, New York, A. J. Drexel, Philadelphia, R. T. Wilson, New York, John S. Barbour, Alexandria, Va., J. Lowber Welch, Philadelphia, Henry A. Symthe New York, Philo C. Calhoun, New York, Wm. C. Sheldon, New York, C. W. Leavitt, Philadelphia, G. Hilton Scribner, New York, A. F. Higgins, New York, Wm. D. Bishop, Bridgeport, Josiah Morris, Montgomery, Ala., John S. Kennedy, Tuscaloosa, Ala.

☞ The Fitchburg *Reveille* says the stock of the Ashburnham Railroad has been all taken up, and at a meeting of the stockholders in Ashburnham the following persons were elected directors: G. C. Winchester, O. Whitney, David Nevins, A. Whitney, H. A. Blood, O. T. Ruggles, and A. A. Walker. A contract has been made with Patrick Lynch of East Boston to build the road for $51,000 and it is to be completed by the first of June next.

☞ The Detroit *Journal of Commerce* says that H. E. Smith, President of the Detroit, Lansing and Lake Michigan Railroad, has been elected President of the road being commenced, known as the Greenville, Staunton and St. Louis Railroad. The contract for building the road was let on Thursday.

New Census and Patent Laws.

We are indebted to Munn & Co., publishers of the *Scientific American*, for a neat little bound volume of 120 pages, entitled as above. It contains the complete census of 1870, showing the population, by counties, of all the States and Territories, with their areas, and the population of the principal cities. Also, the new patent laws in full, with forms, official rules, directions how to obtain patents, copyrights, regulations for trade marks, assignments, how to sell patents, etc. Also, a large variety of valuable information relating to waterwheels, steam engines, and other mechanism, with many useful tables and recipes, 175 diagrams, of mechanical movements, etc. Price, 25 cents. A more valuable compendium, for so small a price has rarely been published.

Michigan Railroad Aid Bonds.

The case raising the question of the validity of the railroad aid bonds was submitted in the United States Circuit Court yesterday, Judges Emmons and Longyear sitting. It is the case of Bickwell against the city of Port Huron, and is brought to recover interest and principal on certain municipal bonds issued in aid of a railroad. The case was submitted on briefs and without argument, or rather one side was thus submitted and the other side was allowed ten days in which to prepare a brief. It is understood that Judges Emmons and Longyear will certify a division for the purpose of having the case taken to the United States Supreme Court, and the case has been submitted at this early day in order to bring it before the United States Supreme Court at the next January term. It is understood that all the questions involved will be raised on the hearing, so that this vexed question of railroad aid bonds may be disposed of by the Supreme Court finally and forever.—*Detroit Post, Oct.* 5.

☞ At a meeting of the stockholders of the Cincinnati and Gt. Northern R. R. Co., in Cincinnati on the 30th ult., the following gentlemen were elected directors: Col. S. W. Morton, Gen. J. C. Fremont, Judge J. C. McKeemy, Jas. T. Brady, Esq., Hon. F. C. Le Blond, Gen. Durbin Ward, W. A. Weston, Judge A. S. Latta, Davis Johnson, A. J. Hodder, and H. D. Faulkner. At a subsequent meeting of the Board, Col. S. W. Morton, was elected President; Jas. T. Brady, Esq., of Pittsburg, the Treasurer, and Hon. T. Wrightson, Secretary.

☞ The earnings of the Chicago and Alton Railroad for the month of September, 1871, were $505,904.92, against $497,519.20 in September, 1870, an increase of $8,385.72. For the nine months from January 1, 1871, $3,970,676.56, against $3,528,385.48 for the corresponding period of the previous year, an increase of $442,341.08.

☞ The gravitation railway at East Dorset, Vt., for bringing marble from the summit of Dorset mountain, is over a mile long with a grade of 1240 feet. It has two tracks, so arranged that the loaded train down draws the empty one up. The cost of the road was $30,000, and it is the longest road of the kind in the country.

☞ The officers of the Albany Street Railway Company, recently elected, are: President, Henry Crandell; Vice-President, Abram Van Vechten; Secretary, John W. McNamara; Treasurer, Henry Crandell.

☞ The Newburyport *Herald* says the Directors of the Eastern Railroad have decided to lay a second track from Boston to that city.

Atlantic, Mississippi and Ohio Railroad.

The Lynchburg *Republican* thus gives vent to its indignation over the proceedings in the United States Circuit Court against the Atlantic, Mississippi and Ohio Railroad:

The telegraph this morning gives us the rather startling piece of intelligence that Mr. James E. Tyson, of Baltimore, has obtained from Judge Bond, one of the District Judges of the United States, an injunction against General Mahone and the Atlantic, Mississippi and Ohio Railroad Company, restraining said Company and its President from the exercise of any of the powers and rights attached to them by law, and intended to contest the constitutionality of the laws of the State which consolidated the railroads from Bristol to Norfolk. These railroads have been consolidated for more than two years, and for nearly one year have been lawfully styled the Atlantic, Mississippi and Ohio Railroad Company. This has been done by the consent and action of the stockholders of said companies—almost every one of them, we think, and all opposition to said movement has been hushed, as the public thought, forever. Of course we have no means of deciding positively this morning the motives that prompted this strange action on the part of Tyson, but we think it not too harsh to infer that the movement has been made at this particular moment by the enemies of our line of road, in order to prevent Gen. Mahone from perfecting his financial negotiations now going on in New York, or to extort from him concessions which he will never make. In any aspect of view, the movement certainly comes at a late period, and on too questionable a ground to suppose that it is dictated by any other than malicious and corrupt motives.

Monadnock Railroad.

At the recent annual meeting of the stockholders of this company at Peterborough, N. H., the following directors were chosen for the ensuing year: Jonas Livingston and H. K. French, Peterborough; Oscar H. Bradley and Peter Upton, Jaffrey; J. H. Fairbanks, Winchendon; H. A. Blood, Fitchburg, and Willis Phelps, Springfield. Mr. Livingston was elected president and C. A. Parks, clerk and treasurer. The entire debt of the corporation is $99,825 14, which covers various purchases of real estate, money due from delinquent subscribers to stock, and $22,500 to be paid by Peterborough when the extension from Peterborough to Hillsborough shall be put under contract. In the seven months all or part of the road has been operated, $11,395 has been earned, but since completion to Peterborough receipts have been very largely increased, making a good profit for operating it. The stockholders voted to fund the debt.

A Wooden Railroad in Michigan.

The Marquette (Mich.) *Journal* states that the Morgan Wooden Railway is completed and a great success. The road was built by the Morgan Furnace Company, for the purpose of transporting charcoal to the furnace from Dead River, where the company owns several thousand acres of valuable wood land. The road is about nine miles in length, with a grade of about four feet per mile to the summit between Carp and Dead rivers, whence the descent is gradual to the Carp River Valley. The road cost about $5,000 per mile though there are some deep cuts and considerable trestle work. The cars are at present drawn by mules, but it is probable the company will put on a small locomotive. The cars hold about six hundred bushels of charcoal. It is found that coal can be transported over such a road a distance of ten or fifteen miles cheaper than it can be hauled three or four miles in wagons. It is the intention to extend the road two miles further, to another set of kilns being constructed. The Jackson Company has also built a wooden road six miles in length, upon which it is running a small locomotive.

Illinois Central Railroad.

The statement of this Company for the month of September, 1871, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	3,072.08 for	$40,398 55
Acres Int. Fund Lands sold	80.00 for	938.00
Acres Free Lands sold	335.27 for	7,470 59
Total sales during month of September, 1871	4,487.35 for	$48,807 14
To which add Town Lot Sales		1,252 15
Total of all	4,487.35 for	$50,059 29
Cash collected in September, 1871		$137,864 45

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 402 Miles.	Total. 1109 Miles.
Freight	$499,575 00	$102,915 00	$592,490 00
Passengers	146,511 57	45,469 30	191,980 87
Mails	6,375 00	3,059 33	9,434 33
Other sources	89,000 00	2 940 67	91,940 67
Tot. Sept., '71.	$731,461 57	$154,384 30	$885,845 87
Tot. act'l earn'gs, Sept., '70	$752,698 73	$148,536 56	$901,235 29

Comparative Shipments from Lake Ports.

The following shows the aggregate shipments of flour and each variety of grain from the ports of Chicago, Milwaukee, Toledo and Duluth, including those by Lake and rail, from January 1 to and including September 30, 1871, and for the corresponding period in the other years indicated, viz.:

	1871. Bbls.	1870.* Bbls.	1869.* Bbls.
Flour	2,575,211	1,727,332	1,578,831
	Bush.	Bush.	Bush.
Wheat	25,765,017	22,521,884	21,881,816
Corn	38,833,871	13,911,867	16,050,810
Oats	11,264,480	7,390,100	5,378,403
Barley	2,129,325	1,729,573	81,825
Rye	1,198,474	579,130	208,926
Total	79,191,167	46,132,644	44,501,783

* Rail shipments from January 1 to opening of navigation not included.

☞ The citizens of Provincetown, Mass., have voted to subscribe for stock or bonds in the extension of the Cape Cod Railroad from Wellfleet to Provincetown, to the amount of $98,300, at the rate of $100 per share. Since this action of the town, individuals are subscribing liberally. One of the insurance companies has taken fifty shares. It is hoped the cars will be running into Provincetown by next June.

☞ Ground was broken on the 9th inst. at the Wells estate for the building of the Shawmut Branch Railroad, which is to run through a thickly settled portion of Ward 16, and connect at Harrison square, Boston, with the Old Colony and Newport Railroad.

☞ The Lake Shore Railway Company is surveying the route and letting contracts for the building of a road from its branch near Kinsman, Ohio, to Youngstown, Ohio. The road is promised to be finished within a year.

☞ The formal opening the Missisquoi Railroad from St. Albans, Vt., to Richford took place on Saturday. Trains will hereafter run regularly over the entire road, a distance of twenty-eight miles.

☞ The *San Francisco Bulletin* says that a new company has been organized at Logan, Cache county, to build the Utah Northern Railroad, narrow gauge, from Ogden to Soda Springs, through all the principal northern settlements and towns. Sufficient capital was subscribed, officers elected, and work commenced. The road is expected to be in running order to Logan by December next. John W. Young was elected President and Superintendent.

Notice to Contractors.

PENN. & SODUS BAY RAILROAD CO.,
CHIEF ENGINEER'S OFFICE,
SENECA FALLS, N. Y., Sept. 25th, 1871.

PROPOSALS for furnishing and laying the Iron and Ties on the graded portion of this Road, will be received at this office until noon of Wednesday, the 25th of October. Said portion consists of the Southern Division, 25 miles long, extending from Spencer, in Tioga county, through Tompkins county to the Seneca county line; and the Middle Division, 33 miles long, from the Seneca county line to Waterloo; in all about 58 miles.

Proposals will be received for either or both Divisions, and are to be based on the following terms of payment, viz: twenty per cent. to be in the capital stock of the company; thirty per cent. in town bonds or cash, at the option of the company, and the remaining fifty per cent. in the first mortgage bonds of the Road. The Company reserves to itself the right to reject any or all bids that are not deemed consistent with their interests.

Specifications may be procured by application to the undersigned. ALFRED F. SEARS,
3t30 Chief Engineer.

Notice to R. R. Contractors.

PROPOSALS for grading and masonry for about twenty miles of the Nashua, Acton and Boston Railroad, will be received at the office of the engineers until the evening of the 23rd of October next. Proposals may be made for grading one or more sections into which the work will be divided. Profiles and specifications may be seen at this office. The corporation reserves the right to reject any or all proposals.

E. H. SPALDING, President.
NASHUA, Sept. 25, 1871.

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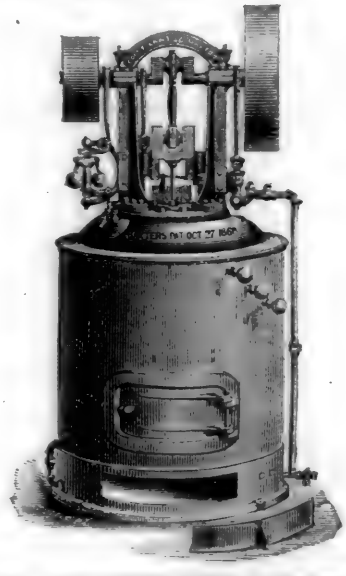
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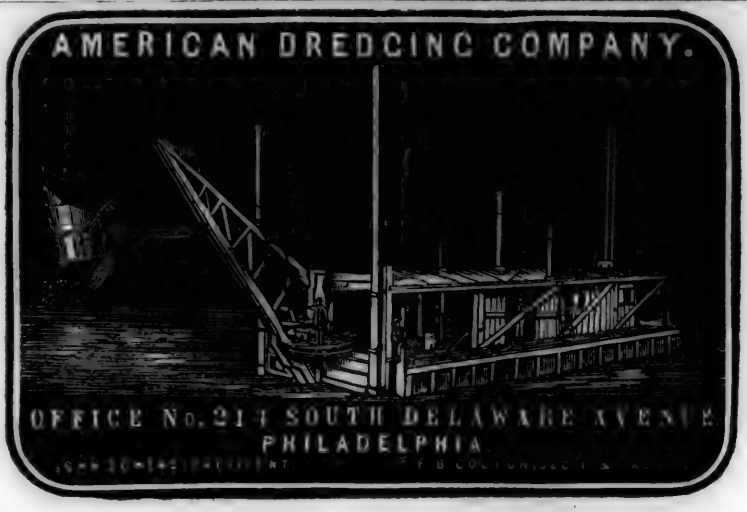


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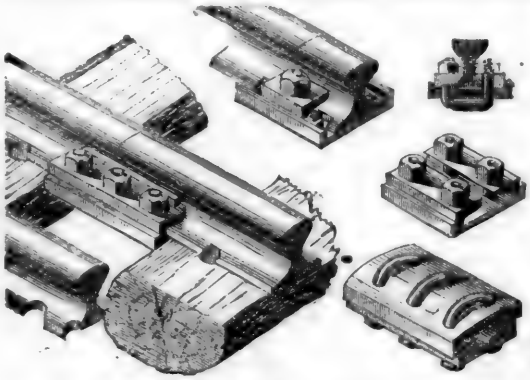
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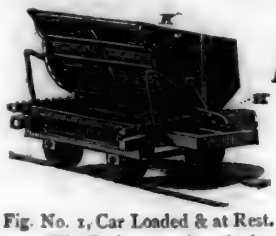


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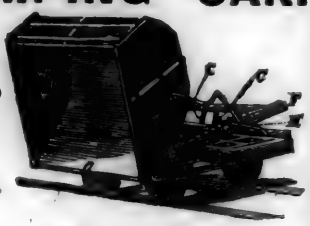


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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SECOND QUARTO SERIES, VOL. XXVII., No. 42.] SATURDAY, OCTOBER 21, 1871. [WHOLE No. 1,852, VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clemente Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 21, 1871.

The Euphrates Valley Route to India.

The report of the Select Committee appointed to examine the subject of railway communication between the Mediterranean and the Black Sea and the Persian Gulf has been published. The committee report that they have examined several witnesses, including Sir Henry Rawlinson, General Chesney, Sir John Macneill and others, and recommend that they be re-appointed next session to continue their enquiry. The evidence adduced goes to show that the route from Alexandretta on the Mediterranean to the head of the Persian Gulf, passing, as may hereafter be determined, either along the valley of the Euphrates or the Tigris, but generally known as the Euphrates valley route, is that in every respect it is best adapted for the construction of a railway; that it is the shortest and most direct route between Great Britain and her Eastern possessions, that it is the cheapest route for a railway, the most free from engineering difficulties, the most surely defended by England, and the most likely to prove remunerative. Both in an engineering and political and strategical point of view, this route would appear to possess great advantages over any of the others which have been proposed. The various routes which have been suggested from Trebizond and other points on the Black Sea, are all open to the serious objection that while they would be of the greatest service to Russia, they would be altogether beyond the control of Great Britain, while the engineering difficulties with which they are surrounded are of themselves sufficient to exclude them from practical consideration.

The larger undertaking from Constantinople to the Persian Gulf, of which the Euphrates Valley line would naturally form a part, though not open to political objection, is said to be so beset with difficulties in an engineering sense as regards the portion from Constantinople to the place of junction with the Alexandretta and Persian Gulf line, that its early realisation appears improbable, although its ultimate achievement may be regarded as certain to follow that of the minor undertaking. On the other hand, the practicability of the Euphrates Valley line, from Alexandretta to the Persian Gulf, and its political and strategic importance to this country, appear to be fully established.—*Herapath.*

Western Union Telegraph.

At the annual meeting of the stockholders of this company on the 11th inst., the following Board of Directors was chosen: Hugh Allan, James H. Banker, Nathan A. Baldwin, William D. Bishop, Horace F. Clark, Ezra Cornell, Alonzo B. Cornell, Harrison Durkee, William E. Dodge, Sheppard Gandy, Norvin Green, Augustus W. Greenleaf, John A Griswold Wilson G. Hunt, George Jones, C. Livingston, Edwin D. Morgan, William Orton, O. H. Palmer, E. S. Sandford, Augustus Schell, Hiram Sibley, Z. G. Simmons, John Steward, Moses Taylor, Daniel Torrance, George Walker, E. B. Wesley, Stillman Witt.

The Executive Committee for the ensuing year is as follows: James H. Banker, Horace F. Clark, A. B. Cornell, H. Durkee, A. W. Greenleaf, E. D. Morgan, Wm. Orton, O. H. Palmer, Augustus Schell, John Steward, and E. B. Wesley.

The following is a list of the executive officers chosen: President, William Orton; vice-presidents, A. B. Cornell, Augustus Schell and O. H. Palmer; secretary, G. H. Mumford; treasurer, R. H. Rochester; auditor, W. H. Abel. The total share capital of the company is $41,071,710. About thirty million dollars were voted. In the new board of direction there are four new members compared with last year.

☞ The Camden (Ark.) *Democrat* says the books of the Camden and Red River Railroad Company are now open in that city for subscription to the capital stock. It estimates that $200,000 is sufficient to grade and tie the road from Camden to Washington.

☞ Thirty locomotives to be used on the Intercolonial Railway are in course of construction at the Iron Foundary of Alderman Montgomery, Freshwater, Halifax.

The Intermediate Section of the Chesapeake and Ohio Railroad.

The following description of the progress of the Chesapeake and Ohio Railroad is extracted from the letters of Charles Nordhoff to the *Tribune*, and may be accepted as the late and very reliable intelligence from that great work. There are 227 miles of the road opened on the eastern end, and about 60 miles at the western in operation. The interval between the two portions, it will be seen, is in a forward state:

More than two years were consumed in the survey of the wild country between the White Sulphur Springs and the Falls of Kanawha. The result is a roadway which passes through the mountains on an easier grade by far than any other of the great East and West lines connecting the Atlantic with the West. The Erie Railway has grades as high as 84 feet to the mile; the Pennsylvania has 95 feet to the mile; the New York Central, though in general it has easy grades, runs up to 95 feet to the mile; the Baltimore and Ohio runs up to 116 feet to the mile. The Chesapeake and Ohio will have no grades over 80 feet to the mile facing west, and west of Howard's Creek it has none over 20 feet to the mile. It will have the lowest grades of all the great East and West lines, and this, joined to the fact that it taps the Ohio at a point, Huntington, so low down that it is always accessible to steamboats, and that it will give the South-West its shortest connection with the Atlantic, would make it a great enterprise, important to the country, even if it did not pass through a region of unexampled richness in coal, iron, and timber, which has heretofore been shut out from a market, and closed against capital and industry.

The New River and the Greenbrier have, in the course of ages, worn their way through the mass of hills and mountains which lie between the Falls of Kanawha and the White Sulphur Springs. In all this country, so far as I could notice, there are very few signs of the upheaval strata. The rocks lie in their beds as they were deposited, and the river seems to have worn its way down from the tops of the mountains to its present level. It was to carry an easy grade that the engineers of the Chesapeake and Ohio Road selected the course of the New River for their line. There, Nature had done, in the course, perhaps, of millions of years, a work of excavation for them, which gave them the means of laying a road bed so nearly level that it presents no obstacle to travel or transportation. They had only to take care that the road should run above the level of high water; and as the river rises sometimes 40 or 50 feet, this has placed the line high above the low water

which prevails at this season of the year. At two great bends which the New River makes, tunnels are building. One of these, 6,400 feet long, will be the longest in the United States until the Hoosac tunnel is completed. It saves nearly five miles of difficult road building. In these tunnels large gangs of men are employed at several points; and the whole line is in a good state of forwardness. With the exception of some miles of easy work near the Greenbrier, which can be done so rapidly that it was not advisable to put it under contract until next Spring, the whole line of the New River and Greenbrier is under contract, and everywhere the contractors' gangs are busily at work. A great part of the road-bed has already been completed, and all is so planned and carried on that the whole line shall be done simultaneously with the tunnel at Great Bend. There is no reason to doubt that, as the work is now going on, the road can be opened by or before next October, which I believe the engineers expect to accomplish. Indeed, though there is still some heavy work to be done—for it is all, or nearly all, heavy work—it seemed to me that the worst had been done first, and that what remains is neither so difficult nor likely to be so costly or tedious as what is finished. The piers of the bridge at the crossing of the New River, at Miller's Ferry for instance, the longest bridge on the road, are completed; and one span of the bridge will be laid this Fall. This bridge will be 670 feet long, and the span which was being raised when I passed there was 250 feet in length.

There is very little bridging needed on the New River (I believe there is only one other bridge besides that mentioned above,) and there will be no trestle-work at all for 110 miles of road. Eventually, I believe, it is intended to replace all the trestle-work there is with masonry or with dirt embankments. I noticed that every bridge, since we left the Ohio River, is completed, for a double track; and I am told that all the tunnels but two on the whole line are made to take a double track also. Indeed, *Thorough* seems to be the motto of the engineers. About 5,000 men are now employed on the work of construction along the unfinished part of the line. The main road from Colesmouth to Kanawha Falls lies almost constantly in sight of the railroad, and frequently crosses it, and thus we had an opportunity to see the condition of this work, so important to all this region. The grading is completed, with a few unimportant breaks, to the Falls; the ties are either laid on at hand and all is ready for the iron. The work has not been very heavy so far, for the country is comparatively easy. The mountain torrents, which pour into the Kanawha, have made necessary a good deal of masonry, and it is very plain that the Company's Chief Engineer Major H. D. Whitcomb, has known how to select good masons. The high stone arches, bridges, and culverts are admirably solid, and the sandstone of the country has been laid in so workmanlike a manner that our party often stopped in admiration of it. I do not know of a road in the country whose stonework will compare with that of the Chesapeake and Ohio Railroad, so far as I have seen it.

☞ The Baltimore *Sun* says that the subject of a narrow gauge railway from that city to Cantonsville is engaging the attention of those interested in the matter, and that the preliminary surveys for a route for the contemplation road has been ordered.

☞ Recently two narrow gauge locomotives were shipped from Pittsburg for the Cherokee Railway Company of Georgia. These were the first narrow gauge locomotives built west of the Allegheny mountains.

☞ The Guilford extension of the Bangor and Piscataquis Railroad is progressing finely. Four miles of track have been laid, and half that distance has been ballasted.

Lake Shore and Michigan Southern Railway.

The earnings of this road for the year ending December 31, 1870, were as follows:

From passengers		$4,153,512 11
" freight		8,658,661 81
" express		282,088 87
" mails		142,190 67
" rents		47,657 67
" interest and dividends		56,096 92
" sixty per cent. J. & F. earnings		77,542 00
" all other sources		39,790 81
		$13,457,540 86
Expenses, viz:		
Repairs of road	$1,315,188 64	
" engines	548,973 74	
" cars	659,987 46	
" bridges	128,899 07	
" fences	79,074 26	
" buildings	290,157 49	
New & re-rolled rails	701,149 71	
Fuel consumed	968,434 25	
Oil, waste, etc.	151,969 16	
Supplies	154,655 07	
Loss and damage	106,383 36	
General office exp.	193,783 16	
Conductors, etc.	483.659 16	
Engine and firemen	468,619 28	
Agents & stat'n labor	1,200,194 51	
Telegraph repairs and supplies	17,162 61	
Gas light account	17,187 51	
Law expenses	23,479 98	
New York office	10 866 89	
Rents payable	54,706 14	
Outside agencies and advertising	191,417 51	
Contingencies	12 527 49	
Hire of cars	204,008 25	
Insurance	4,518 05	
Taxes, national	96,596 78	
Taxes, state and local	335,227 65	
		8,368,821 08
Net earnings, 37.8 per cent		$5,088,719 78
From which deduct—		
Int. on funded debt	$1,590,052 42	
Interest on guar. stock	53,350 00	
Rent Erie and Kalamazoo Railroad	80,000 00	
Rent Kalamazoo, Allegan and Grand Rapids Railroad	103,800 00	
Dividend August 1, 1870, 4 per cent	1,376,180 00	
Dividend February 1, 1871, 4 per cent	1,376,180 00	
		4,529,562 42
Surplus for the year		$559,157 86

The Lake Shore and Michigan Southern Railway Company is a consolidation of the following roads:

The Buffalo and State Line Railroad—extending from the city of Buffalo, in the State of New York, westward, to the State line of Pennsylvania — 68 miles.

The Erie and North-East Railroad—extending from the State line of Pennsylvania to the city of Erie, in the State of Pennsylvania — 20 miles.

These two roads were consolidated, under the name of the Buffalo and Erie Railroad Company, in the year 1867, in pursuance of laws of the States of New York and Pennsylvania.

The Cleveland, Painesville and Ashtabula Railroad—extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland, in the State of Ohio — 95 miles.

The Cleveland and Toledo Railroad—extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio — 118 miles.

With a Branch, (or Northern Division,) extending from Elyria, (twenty-six miles west of Cleveland,) to the city of Sandusky, in the State of Ohio — 35 miles.

Also, extending from Oak Harbor, (twenty-six miles west of Sandusky,) to Millbury, (near Toledo) — 15 miles.

These two roads last mentioned were consolidated, under the name of the Lake Shore Railway Company, in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania.

The Michigan Southern and Northern Indiana Railroad—extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in the State of Illinois — 244 miles.

This road was consolidated with the Lake Shore Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, in May, 1869, pursuant to the laws of Pennsylvania, Ohio, Michigan, Indiana and Illinois.

In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, pursuant to the laws of the State of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, thus forming a continuous line of Railway, five hundred and forty miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State of Illinois.

This company owns and controls branches as follows:

Elyria, Ohio, to Sandusky, Ohio — 35 miles.
Oak Harbor, Ohio, to Millbury, Ohio — 15 miles.
Toledo, Ohio, to Elkhart, Indiana, (Air Line) — 133 miles.
Adrian, Michigan, to Jackson, Michigan — 46 miles.
Adrian, Michigan, to Monroe, Michigan — 33 miles.

The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company:

The Detroit, Monroe and Toledo Railroad—extending from Toledo, in the State of Ohio, to the city of Detroit, in the State of Michigan — 65 miles.

The Kalamazoo and White Pigeon Railroad—extending from White Pigeon, Michigan, to Kalamazoo, Michigan — 37 miles.

The following roads are operated by this company under leases:

The Jamestown and Franklin Railroad—extending from Jamestown, Pennsylvania, (where it connects the Erie and Pittsburg Railroad,) to Oil City, Pennsylvania — 51 miles.

It is contemplated at an early day to construct the line from Jamestown to our Main Line at Ashtabula, Ohio.

This company has a large proprietary interest in this road, and operates it under a lease for sixty per cent of the earnings. We also operate

The Kalamazoo, Allegan and Grand Rapids Railroad—extending from Kalamazoo, Michigan, to Grand Rapids Michigan — 58 miles.

The terms of this lease are the payment of interest on bonds and stock amounting to $103,800 per annum.

That portion of our Main Line from Toledo, Ohio, to Adrian, Mich., thirty-three miles, was acquired by a perpetual lease from the Erie and Kalamazoo Railroad Company, by the terms of which this company pays the sum of $30,000 per annum.

The whole number of miles of Railroad owned and leased by this company is one thousand and thirteen.

The company also has thirty-six miles of double track, mainly between Erie and Cleveland, and two hundred and thirty-nine miles of side tracks.

To meet the rapidly increasing business of the road it was found necessary, during the past year, to increase equipment to the extent of twenty-five

new engines, and six hundred and one additional cars of various classes, at a cost of $654,309 45.

The equipment at the close of the fiscal year stood as follows:

Engines	299
Passenger cars—all classes	247
Freight cars—all classes	6,077

The authorized capital stock is $50,000,000. Of this sum there has been issued to the stockholders of the various companies entering into the consolidation $35,000,000, leaving the sum of $15,000,000, which, under the provisions of the consolidation agreement, a copy of which is hereto appended, can be issued only by authority of a previous vote of the stockholders.

Of the $35,000,000 of stock issued, the sum of $533,500 is claimed to have been guaranteed by the late the Michigan Southern and Northern Indiana Railroad Company, as entitled to dividends at the rate of ten per cent. per annum. A claim is being preferred by holders of a portion of the guaranteed stock for dividends from 1857 to 1863, when the regular payment of dividends was commenced, which claim is in litigation.

The claim for back dividends has been released on three thousand five hundred and six shares, leaving one thousand eight hundred and twenty-nine shares unassented.

The bonded debt of the company (including the debt of the Detroit, Monroe and Toledo Railroad Company, and the Kalamazoo and White Pigeon Railroad Company, the stock of both of which roads is owned by this company) amounts to $22,283,000.

The annual charge for interest on this debt, and the $466,000 bonds of the late Cleveland and Toledo Railroad Company, in the hands of the sinking fund Commissioners, is $1,594,430.

The rate of intereft is seven per cent. on all except $200,000, which is eight per cent.

Of this debt nineteen classes of bonds are secured by mortgages on distinct portions of the several roads entering into the consolidation.

The company, on July 1, 1870, executed a consolidated mortgage, with a provision for a sinking fund, to secure the payment of bonds registered and coupon, to the amount of $25,000,000, bearing interest at the rate of seven per cent. per annum.

The interest on the registered bonds is payable quarterly (January, April, July and October), and on the coupon bonds semi-annually (January and July), both at the office of the Union Trust Company of New York.

Of the bonds secured by this mortgage, a sufficient amount has been set apart to secure the payment of the bonded debt at maturity and the proceeds of the residue will be appropriated to double tracking the Main Line and procuring additional equipment.

There has been built at Elkhart, Indiana, (the intersection of the Main and Air Lines,) a machine shop of brick and iron, six hundred feet in length by one hundred and twenty in width, with a blacksmith shop connected therewith, one hundred feet in length, by seventy-two in width, with other improvements, at a cost of $141,881 26.

This construction has enabled the Company to dispense, substantially, with the machine shops at Adrian and Laporte. The machine shop at Adrian has been appropriated to the Car Department. The shop at Laporte has been entirely discontinued. This has resulted in the saving of a large annual outlay, and in greatly increased facilities in the transaction of the business of the company.

New depots and other structures, where none had previously existed, have been erected at other points upon the road at a cost of $139,567 57.

Additional second track and side tracks, thirty-four miles in extent, have been constructed, at a cost of $314,406.

There has been expended in bridge masonry and permanent embankment, the sum of $391,039 93.

There has been expended in permanent work upon the Kalamazoo Division the sum of $73,800.

A further sum $39,449 65 has been expended in miscellaneous construction.

There has been advanced, for the purpose of the construction of the extension of the Jamestown and Franklin Railroad, from Franklin to Oil City and beyond, during the past year, the sum of $421,262 26. The completion of this extension has contributed to a large increase of the traffic of this company.

There been placed in the track, during the past year, eighteen thousand six hundred and sixty-one tons of new and re-rolled rails, including three thousand and fifty-four tons of steel rails. The cost of these rails, with the exception of the iron used in the construction of new side tracks, has been charged to operating expenses.

The business of the last year has demonstrated the necessity of additional double track, and it has been determined to construct, during the present year, one hundred and fourteen miles between the cities of Buffalo and Toledo, that being the part of the road where additional facilities are more immediately and imperatively required.

This includes the rebuilding of that portion of the Northern Division of the late Cleveland and Toledo Railroad, extending from Sandusky, Ohio, to Oak Harbor, about twenty-six miles.

The expenditures for construction during the year, as stated in the Report of the President, amounted to $1,099,644 41; real estate purchased, $13,916 49; new engines, $266,316 45; new cars, $387,993; advances for construction of Jamestown and Franklin Railroad ($421,262 26, less $300,000 their 2d mort. bonds at 85c., $255,000 and 40 per cent. earnings of that road, $51,694 67) $114,567 59—total, $1,882,437 94.

The means to meet the above expenditures have been derived from the following sources, viz: surplus earnings, as already shown, $559,157 36; proceeds of $718,817 82 increase of debt—funded and floating—$685,817 82; sales real estate, Chicago, etc., $475,865 61; note, Le Grand Lockwood, paid, $139,989 90; decrease in other available assets, $21,607 25—total, as above, $1,882,437 94.

The number of engines on the road December 31, 1870, was 299. Miles run by engines, 8,229,447. Cost per mile run, 6.67 cents. The cars are classified as follows: first-class passenger 125, second class and smoking 15, emigrant 38, railroad postal 5, baggage and postal 12, baggage 48, directors' 2, paymasters' 2, box freight 3,329, stock and oil 1,001 platform, 1,247, coal 362, caboose 138.

Tons of through freight moved eastward, 1,815,984; do., westward, 448,217—total, 1,759,201. Way freight, eastward, 691,287; do., westward, 495,286—total, 1,186,573. Through and way eastward bound freight, 2,007,271; do., westward, 938,503—total freight movement, 2,945,774. Tons carried one mile eastward, 411,047,535; do., westward, 158,786,131—total, 569,833,666.

Number of through passengers carried, (between Buffalo and Chicago only) 1st class 61,474; 2d class, 8,277; 3d class, 3,277—73,028. Way passengers, 1st class, 1,880,088; 2d class, 22,859; 3d. class, 24,854—total, 1,927,796. Total of all classes, 2,000,824. Passengers carried westward, 1,039,646; do., eastward, 961,178. Miles traveled by through passengers, 39,435,120; do., way passengers, 119,955,817—total mileage of passengers, 159,390,937.

Tons of eastward bound freight carried on the Jamestown and Franklin Railroad, 87,079; do., westward, 85,039—total, 122,118. Tons carried one mile, 4,201,905. Through passengers carried, 5,869; way do., 58,747—total, 64,616. Total mileage of passengers, 1,109,177.

CONDENSED BALANCE SHEET, Dec. 31, 1870.

ASSETS.

Railroads:		
Buffalo to Chicago		$42,701,846 03
Toledo to Detroit		1,291,968 13
White Pigeon to Kalamazoo		610,000 00
Expended on Ashtabula Branch		364,005 59
		$44,967,819 75
Equipment		9,128,931 40
Jamestown and Franklin R. R.:		
Advances to that company to Dec. 31, 1870	$813,345 68	
First mortgage bonds	279,300 00	
Second "	255,000 00	
Stock	320,000 00	
		1,667,645 68
Detroit, Monroe and Toledo R. R. stock		412,600 00
General office building, Cleveland (40 per cent.)		11,612 14
Working supplies, fuel &c., on hand		1,940,071 62
Cash in hands of Ass't Treasurer and Paymasters		87,677 29
Uncollected earnings		373,649 77
Due from N. Y. Central R. R. (paid in January)		281,427 88
Due from Post Office Department		60,384 10
Individual accounts		100,792 91
Stocks and bonds		2,769,611 11
Buffalo, Corry and Pittsburg Railroad, advances to		34,653 18
aPcific Hotel Co. advances to		18,750 00
Bills receivable, (Lockwood)		400,000 00
Bills receivable		31,648 43
		$62,287,279 71

LIABILITIES.

Capital stock		$34,404,500 00
Guaranteed stock, (10 per cent)		533,500 00
		$34,938,000 00
Funded debt:		
Michigan Southern	$8,873,000	
Lake Shore less 466,000 in sinking fund	6,527,000	
Buffalo and Erie	3,623,000	
White Pigeon and Kalamazoo	600,000	
Lake Shore and Michigan Southern	2,660,000	
		22,288,000 00

NOTE.—Kalamazoo, Allegan and Grand Rapids bonds $840,000, and stock $610,000, on which we pay as rent of that road, are not included in the above liabilities of this company.

Dividend of Feb. 1, 1871	1,376,180 00
Dividend of Feb. 1, 1871, on guaranteed stock	26,675 00
Unclaimed dividends and coupons	29,968 75
December expenses payable in Jan.	976,980 51
Bills payable	845,451 97
Due James H. Banker, Treas	245,805 89
Due Commissioners of sinking fund	85,328 50
Profit and loss	1,529,889 59
	$62,287,279 71

President.—HORACE F. CLARK.

Vice President.—AUGUSTUS SCHELL.

Directors.—Horace F. Clark, James H. Banker, Augustus Schell, Azariah Boody, New York; William Williams, Buffalo, N. Y.; Henry B. Payne, Amasa Stone, Jr., Stillman Witt, Cleveland, O.; William L. Scott, Milton Courtright, John A. Tracy, Erie, Pa.; Albert Keep, Chicago, Ill.; William D. Bishop, Bridgeport, Conn.

Treasurer.—JAMES H. BANKER.

Secretary & Ass't Treas.—GEORGE B. ELY.

Auditor.—C. P. LELAND.

General Manager—J. H. DEVEREUX.

Gen'l Superintendent.—CHARLES F. HATCH.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Div dend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355 000	J. & J.	Jul. '71 3
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,282,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept. '71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 1
Do. Washington Br.....100	2,000,000	A. & O	Apl. '71 5
Baltimore City Passenger...	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 2
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J. A. J. & O.	July '71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jan. '71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '71 4
Boston, Concord & Mont...	459,000	.....	.....
Do., do. pref.100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	July '71 5
Boston and Providence ...100	3,700,000	J. & D	June '71 5
Broadway (South Boston) 50	400,000	J. A. J. O.	Oct. '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F. M. A. N	Aug. '71 3
Brooklyn City & Newt'n.100	392,800	.....	July '70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May '71 3½
Buffalo and Erie..... ...100	5,00 ,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	747,800	A. & O.	Oct. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	877,100	.....	.....
" " pref. 50	753,69 .	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	Jul '71 $2½
Cape May and Millvi le* . 50	447,000	J. & D.	June '71 3
Catawissa, ... 50	1,1 9,800	.....	.....
Catawissa, pref..... ... 50	2,200,000	M. & N.	May '71 3½
Cayuga & Susquehanna..* 50	689,110	J. & J.	July '71 4½
Cedar Rapids & Mo. pref...100	755,000	M. & N.	May '71 3½
Central of Georgia.....100	4,666,300	J. & J	July '70 5
Central of New Jersey ...100	15,000,000	J. & J.	Oct. '71 2½
Central Ohio..... 100	2,425,000	J. & D.	June '71 3
Do. pref..... 100	400,000	J. & D.	Jun. '71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*..... 100	380,000	J. A. J. & O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton..... ..100	8,925,500	M. & S.	Sept. '71 5
" " pref...100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy . 50	16,580,210	M. & S.	Sept '71 5
Chicago, Iowa & Nebras*..100	1,000,000	J. & J.	July '71 4
Chicago and Milwaukee*..100	2,247,000	.....	.....
Chicago & N. Western.....100	14,673,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	.....	J'n & J'l.	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'6 2
Cin., Sand. & Clev. pref... 50	423,646	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	194,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug '71 3½
Cleveland & Mahoning*... 50	2,000,750	M. & N	May '71 3
Cleveland and Pittsburg... 50	7,494,588	F. M. A. N	Aug '71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,786,800	M. J. S. D.	Sept. '71 2
Concord 50	1,500,000	M. & N.	May '71 4
Concord & Ports., guar.... 100	350,000	J. & J.	July '71 3½
Coney Island & Brooklyn R.	800,000	.....	.....
Conn. & Passum'k. pref. 00	2,084,200	F. & A	Aug. '71 3
Connecticut River..... ...	1,0 0,000	J. & J.	July '71 3
Cumberland Val.	1,316,900	A. & O	Apl. '71 4
Danbury and Norwalk ... 5	400,000	quarterly	Dec. '70 5
Dayton and Michigan.....	2,400 000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw & Western. 50	16,277,500	J. & J.	Dec.'70 6
Des Moines Valley..... ...100	1,0 0,200	.....	.....
Detroit & Milwaukee..... 100	452,550	.....	.....
" " pref.100	2,000,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat...100	1,200,000	F. M. A. N	May '70 2½
Dubuque and Sioux City*.0	5,000,000	J. & J.	July '71 2
Do do. pref 00	.....	J. & J.	July '71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.)..... ...100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	992,000	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga....100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J. & O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	800,000	M. & N	May'71 2½
Do. do. pref. 50	800,00.	J. & J.	Jan. 71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'68 4
Do. pref..... 100	8,632,910	Annual	Dec'69 7
Erie & Pittsburg 50	999,750	M. J. S. D.	Dec'70 1½
Evansville & Crawfordsv.100	2,143,445	.....	.....
Fitchburg..... 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750, 00	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	July '71 4
Germantown (Phila.)..... 50	112,248	J. & J.	July '71 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '71 3
Granite..... 10	.....	M. & S.	Mar.'71 4
Grass and Coates St.(P 50	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J. A. J. & O	Oct. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn. 68 3½
Illinois Central.....100	25,280,240	J. & J.	Aug. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68
Joliet and Chicago*.....100	1,500,000	J. A. J. & O	July'71 1½
Joliet & North. Indiana*..100	300 000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar.100	553,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,155,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	2,722,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J. A. J. & O	Oct. '71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M. J. S. D	Sept. '71 2
Little Schuylkill*..... ... 50	2,646,100	J. & J.	July '71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	2,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex.... 50	1,623,482	J. & J	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul. '71 4½
Louisville and Nashville...100	8,680,912	F. & A.	Feb. '71 4
Louisv., N. Alb. & Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '71 3
Lowell Horse	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	F. & A.	Dec. '70 2
Memphis and Charleston.100	5,312,726	.....	June 69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225,848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec. '70 2
Middlesex (Boston)..... ...100	400,000	A. & O.	Oct. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '71 4
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec. '70 7s
" " " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July 71 3½
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644.10.	J. & D.	Dec.'67 4
Morris and Essex*..... ... 50	11,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell..... ...100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,055,544	.....	.....
Naugatuck..... 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	A. & O.	Apl. '71 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey..... 100	7,297,200	F. & A.	Aug. '71 3
New London Northern.....100	1,003,500	.....	July '71 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428 300	A. & O.	Oct. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston ...100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Peterab'g guar.100	137,500	J. & J.	Jan. '71 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S. C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh...100	3,068,400	J. & D.	June'71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,864,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July'71 3½
" pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,288,450	J. A. J. & O	Oct. '71 2½
Old Colony & Newport ...100	4,959,02.	J. & J.	July '71 3
Orange and Newark	209,550	.....	.....
Oswego and Syracuse..... 50	432,400	F. & A.	Feb.'71 4
Pacific of Missouri..... ...100	3,711,196	.....	.....
Panama..... 100	7,000,000	J. A. J. & O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson River100	630 000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Aug '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... 100	1,32 ,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,961,300	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J. S. D.	Sept. '71 3
Phila. and Trenton*..... ...100	1,09 ,120	F. & A.	Aug '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July '71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby.. 20	100,000	J. @ J.	July '70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July'70 2½
Pittsb., F. W. & Chi. gtd.*100	19,665,000	J. A. J. & O	July'71 1½
Pittsfield and N. Adams..100	460,000	J. @ J.	July '71 3
Portland and Kennebec.....100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500.000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway 100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Apl'71 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,460	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred..... 100	1,831,400	F. & A.	A'g'71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati..100	2,039,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jul. '71 2½
Seaboard and Roanoke.....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec.'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'71 3
Shore Line..... 100	666,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia..*100	3,939,900	F. & A.	Aug.'71 4
Staten Island..... 100	600,000	J. & J.	Jul. '67 4
Stony Brook 100	267,800	M. & N.	May'70 3
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	200 000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.)....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300.000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref 100	1,000,000	M. & N.	May 70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*..... ...100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,666,000	J. & J.	July 70 3
Vermont and Canada*..... ...100	2,500.000	J. & D.	June'71 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,360.000	J. & J.	July'71 2
Vicksburg and Meridian....100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee....100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209.000	F. & A.	Aug.'71 4
West Philadelphia..... ... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon..... 100	1,463,77s	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,547,650	.....	.....
Worcester and Nashua .. 7s	1,400,555	J. & J.	July'71 5
CANALS.			
Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,598	.....	.....
Delaware Division..... ... 50	1,638,350	F. & A.	Aug '71 4
Delaware and Hudson.....100	15 000 000	F. & A	Aug '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739 800	M. & N.	M'y '67 5
Monongahela Navigation. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 100	1,025,000	F. & A.	Sep.'71 1½
" (preferred)..... 100	1 175,000	F. & A.	Sep.'71 3½
Pennsylvania..... 50	4,300 000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 8 8,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '66
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 5
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Ashburton 50	2,500,000	J. & D.	Dec.'65 4
Butler Coal..... 25	800,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal..... ..... —	.....	J & J.	Jan.'71 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... ... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'71 5
Roaring Brook Coal..... —	200,000	.....	.....
Short Mt. Coal..... 50	800.000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,500,000	J. & J.	Oct. '71 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Jan. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	6,000,000	.....	Aug.'71

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Oct. 1, 1871.					
Loan of June 14, 1858 ..... registered	86,045,000	5	Jan. & July.	1874	105½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,714,000	6	Jan. & July.	1880	115¾
.. .. coupon	4,701,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861 ..... registered	124,800,500	6	Jan. & July.	1881	115¾
.. .. coupon	64,520,700	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s) ..... registered	80,566,050	6	May & Nov.	1882	110
.. .. .. (5-20s) ..... coupon	380,765,750	6	" "	1882	114½
Loan of March 3, 1863 ..... registered	53,352,650	6	Jan. & July.	1881	115¾
.. .. coupon	21,647,350	6	" "	1881	116½
Loan of March 3, 1864 (5-20s) ..... registered	2,497,600	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s) ..... registered	41,610,500	6	May & Nov.	1884	110½
.. .. .. (5-20s) ..... coupon	41,995,700	6	" "	1884	113½
Loan of March 3, 1865 (5-20s) ..... registered	44,839,900	6	May & Nov.	1885	110½
.. .. .. (5-20s) ..... coupon	120 622,800	6	" "	1885	114
.. .. 2d series (5-20s) ..... registered	65,081,550	6	Jan. & July.	1885	114½
.. .. .. (5-20s) ..... coupon	169,685,800	6	" "	1885	112
.. .. 3d series (5-20s) ..... registered	91,037,500	6	Jan. & July.	1887	112½
.. .. .. (5-20s) ..... coupon	235,847,650	6	" "	1887	112½
.. .. 4th series (5-20s) ..... registered	12,411,000	6	Jan. & July.	1888	113
.. .. .. (5-20s) ..... coupon	26,931,300	6	" "	1888	112½
Loan of March 3, 1864, (10-40s) ..... registered	137,810,150	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s) ..... coupon	56,757,200	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71. registered	54,471,150	5	F. M. A. & N.	1881	....
.. .. coupon	7,955,350	5	" "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	27,490 000	2	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,618,832	6	Jan. & July.	'95-'99	110⅝
U. S. Notes and Fractional Currency	394,660,231	ntl.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	65
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	100½
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	58½
.. — .. (Aid R. R's)	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	115
.. — 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	"	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..	5,927,000	6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s) ..		6	" "	1883	100½
.. — .. of 1864, (10-20s) ..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	8	" "	1889	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	84
.. — " " " 1842 to 1848	273,000	7	Various.	'72-'74	92½
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	93
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100½
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1566	....
.. —War Loan Bonds	204,000	6	May & Nov.	1858	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. — 1867	4,000,000	6	May & Nov.	1907	71
.. — 1870	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'88-'88	....
.. —Funded Floating Debt	3,000,000	6	May & Nov.	1910	82
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	646,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	101
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg	1,856.335	5	" "	1890	....
.. — .. .. converted	1,687.345	5	" "	1890	....
.. — .. .. of 1834 ...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	5	" "	1865	....
.. — .. .. .. converted	216,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	105
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	73-'74	....
.. —	320,000	5	May & Nov.	72-'80	97½
.. —	153,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000.000	6	Jan. & July.	71-'76	111
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	111½
.. —Bounty Loan of 1863	200,000	5	" "	1883	....
.. — .. of 1864	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. —	500,000	5	" "	'91-'98	99
.. —Southern Vermont R. R.	200,000	5	" "	1900	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	93½
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	95
Nebraska—(No Debt)	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	71-'78	100½
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	99
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	105
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	109
.. — .. Bonds	21,089,000	7	" "	1877	110
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	100
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	107½
.. —	2,099,000	6	" "	1874	109
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	71-'91	89½
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	21
.. — .. .. (new) ..	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1900	30
.. —	1,821,400	6	April & Oct.	1900	....
.. —Special Tax Bonds	11,407,000	6	" "	1900	16½
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	....
.. — .. (")	1,600,000	6	" "	1875	103½
.. — .. (")	4,095,320	6	" "	1881	104½
.. — .. (")	2,400,000	6	" "	1886	106½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	94,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	95
.. —	90,400	5	" "	1877	100½
.. —	7,890,550	6	" "	1877	93
.. —	726,950	5	" "	1882	103
.. —	9,237,050	6	" "	1882	95
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	100½
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old)	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863	736,000	6	Jan. & July.	1893	100
.. — .. of 1863	239,000	6	April & Oct.	1893	101
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	454,445	5	" "	1868	77
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	77
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	44½
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	55
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	59
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	24
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	80½
Texas—No legal debt	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	71-'78	101
.. — .. Certificates	201,000	6	" "	71-'78	....
Virginia—State Stock ..... registered	21,817,578	6	Jan. & July.	long.	57
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	....
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	70
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July	71-'89	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1886	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1900	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	96
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free gold	15,000pm	7*	Jan. & July.	New York.	1900	83
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870 gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N.Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
3d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1900	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	58[illegible],000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (Camden and)	490,500	6	March & Sept.	Princeton.	1885	82½
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1908	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	99
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	24
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m. b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,680,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,360,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	96
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	95
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	90
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1900	102½
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	100½
Subordinate Loan (1st. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101½
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	200,000	7	June & Dec.	New York.	1890	....
Chesapenke and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	66
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")...	186,500	6	" "	" "	1872	....
3d Mort. (" ")...	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	155,000	8	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaron:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	305,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	91½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	44	July.	Frankfort.	1850	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	97½
Dix. Peo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1889	97½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	100
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	98
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	95
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	92
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1894	99½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1857	1,051.861	7	June & Dec.	New York.	1550	82
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1500	77½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1895	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	98
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	84
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	100
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1505	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1500	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund	15,000,000	7	April & Oct.	New York.	1908	85
2d Mortgage Consol. sk'g fund	5,000,000	7	Jan & July.	" "	1900	72
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1951	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	100
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	86
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York	1889	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,600	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1890	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia	1888	...
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1868	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Senf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct	" "	1875	91
2d Mort. (General)	1,633,000	7	March & Sept	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1507	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1905	....
Income Bonds	462,000	7	Jan. & July	" "	1964	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) ....guar.	1,080,000	8	June & Dec.	New York.	1890	....
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,916,639	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150,867	6*	May & Nov.	NY& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage Aug. 1, 1856	924,000	*	Feb. & Aug.	New York.	1576	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	....
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque & Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Sks Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98½
Loan of 1865	160,000	6	April & Oct.	"	1885	95½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	97½
Essex Railroad 1st Mortga e	194,400	6	Jan. & July.	"	1876	93
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	84
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortga e	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	91½
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	85½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	85
Buffalo Branch, 1st mortgage	188,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1862	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,074,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1858	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1859	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1880	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Fushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	103½
2d Mortgage	985,000	7	May & Nov.	" "	1875	99
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1894	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1893	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,086	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	" "	1888	88
3d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	" "	1893	88

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	89
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	95
Mo. State Loan, 1856	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	" "	1885	95½
1st Mort. (Q. and Palmyra R.R.,	500,000	8	Feb. & Aug.	" "	1892	95
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	6,000	7	Jan. & July.	" "	1886	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund..gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86½
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction	3,000,000	7*	April & Oct.	New York.	1875	103
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	85
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	99½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1923	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1889	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1882	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,080,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar	15,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1863	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
James'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1907	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	597,000	7	May & Nov.	" "	1852	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1852	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R (LS&MSo.)						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104⅛
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	70,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	800,000	7	Jan. & July.	New York.	1880	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1869	94
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,258,000	7	May & Nov.	" "	1885	100½
2d Mort. (" ")	2,693,000	7	" "	" "	1877	97½
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,SF.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1805	....
Leaven., Lawrence & Galverston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	92
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1868	97½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	99½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1882	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold		6*	Jan. & July.	Boston	1890	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold		7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1860.....	775,000	8	" "	" "	1889	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1890	....
1st Mort. (Lo. & Frankfort Br..	87,000	6	Jan. & July.	" "	71-'80	....
Louisv.Loan (")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)...	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.).....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1890	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	18 5	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July	Boston.	1889	91½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	16½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	70½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia	1896	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	250,000	6	May & Nov	Boston.	1885	50
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 650,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guarnnteed	1,900,000	8	Jan. & July	Boston.	1890	107½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	121
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	107½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1868	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	104½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	109½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	....
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	109½
2d Mortgage.....	2,693,000	7	" "	" "	1877	97½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago (C&NW):						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	93½
1st Mortgage (Minn. Cent.).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	93
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	109
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	91
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	90½
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,554,000	7	May & Nov.	New York.	1873	....
2d Mortgage (")	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869....	5,000,000	10	Jan. & July.	New York.	1899	95
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	100
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	....	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18 0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £151,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	98
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1855.....	120,000	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven	.888	....
New H., Middlet'n & Williman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	" "	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1809	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	140,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	93
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(s'.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	108,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1880	....
New York and New Haven:						
1st Mortgage.....	1,050,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $3,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.)						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,498	7	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	56
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	95½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	95
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	'377	....
Consol. Mort. of July 1865	2,019,000	6*	" "	"	1900	92
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1860	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	55
1st Mortgage	550,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	104½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	50
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	90
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	79
Va. State Loan	249,962	7	" "	" "	1885	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	8*	Feb. & Aug	New York.	1880	....
1st Mortgage.....gold	7,000,000	.*	Jan. & July.	" "	1895	101
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.8b.	740,950	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19.350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (T W & W):						
1st Mortgage .....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	92½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	95
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	93½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April. & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	88½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	85
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	101½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1866	1,121,000	6	" "	"	1893	83½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	100
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1850	....
Sterling Loan of 1836	268,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B. & O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	92½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	—— & ——	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	—— & ——	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N.Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	—— & ——	Boston.	1889	....
Potsdam & Watertown (R.W & O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia stg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	....
Consolidated, Mort.	1,722,000	6	May & Nov.	N. Y. & Rich.	'75-'90	80
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1896	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Stg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Stg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	88
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	98
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	....
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1890	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y 14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	76
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	15,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	90
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1, 1864	2,365,000	7	April & Oct.	New York.	1894	94
2d Mortgage of May 1, 18 8	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1900	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1886	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	246,745	7	" "	" "	1869	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1876	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1880	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1836-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	75,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	6	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1909	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000..gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,826	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$242,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	90½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	88
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	78
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	85½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	79
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	81
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	300,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	94½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	70
Income Mortgage	10,000,000	10	March & Sept.	"	1874	72
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'96	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1896	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	"	1891	37
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1880	102½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	....	83½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100½
Vermont and Massachusetts.						
1st Mortgage	5[illegible],000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	2[illegible],000	7	" "	"	1879	....
Vermont Valley (Vt. Centra'						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa & O."						
Virginia & Tennessee (A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	78
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1886	....
4th Mortgage	846,000	8	" "	" "	1900	88½
Registered Certificates	116,12[illegible]	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1900	....
Warren (D. L.& W.)						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	55,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $3,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama.						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	800,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	99½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79½
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.)						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	90½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	100
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	87-'97	....
1st Mortgage, endor. by N. Car.	1,00[illegible],000	8	" "	" "	87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	95½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1890	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	95½
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1894	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,684	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,900	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,100	6	J. A. J. & O.	Philadelphia.	1884	84
Mortgage Loan	2,0[illegible],000	6	" "	"	1897	1[illegible]
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	980,000	6*	" "	"	1894	88½
Convertible Loan	1,996,879	6	" "	"	18[illegible]	83
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,965	7	" "	" "	1885	....
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	78
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	77
Plain Bonds	171,354	6	— & —	"	1876	1
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	80
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	66
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa	600,000	6	Jan. & July.	Philadelphia.	1878	....

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	90
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lins.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York	2,881,918	*	.....	.....	3,765,000	950,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	91
Jan. 31, 1871	132.0	—	37.9	112.0	25	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
May 31, 18 1	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point .....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	188,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	396,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	—	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	16.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	16.5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	454.6	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	483.0	—	324	164	35	5,438	Baltimore and Ohio ¶.....Md. & W. Va	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	142½
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	....
Sept. 30, 1870	108.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	5,680,685	—	1,693,629	—	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Mooschead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,708	256,941	—	600,000	98,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 187	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1871	21.1	—	....	....	.....	.....	.....	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600.000	.....	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	....
Dec. 31, 1870	15.5	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.1	49.7	289.0	—	165	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154 639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	149
Sept. 30, 1870	41.0	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass	1,205,963	395,035	100,000	68,740	872,600	800,500	188,652	30,542	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	476,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.L.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	2½
Sept. 30, 1870	26.7	10 9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	156 879	8	100	....
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	138
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	804,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	146½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	148½
Sept. 30, 1870	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	8,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	GrandTru	nk.)	250,000	14	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota.Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	—	—	—	—	—	3,360,000	.....	.....	—	.....	.....	.....	2,156,846	1,041,042	—	100	104
Apr. 30, 1871	45.0	—	302.0	—	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River.)	.....	—	100	34½
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	3,500,000	2,500,000	.....	.....	141.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	5,847,900	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	119
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	66.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	72
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	66.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	—	.....	.....	3,359,500	441,850	.....	.....	67.5	337,401	.....	.....	655,212	231,106	—	50	....
Sept. 30, 1870	84.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	.....	.....	589,110	—	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.0	2.5	18 7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,225,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,946	106,552	541.5	.....	.....	.....	3,764,493	1,290,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,519,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3.2 1,000	1,568,942	.....	97.0	2,345,045	40,490,888	158,096,552	4,393,514	1,881,297	8	100	101½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,081,960	71,349,000	.....	.....	....	3 502,193	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,950,217	*	167,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	.....	.....	380,000	—	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	.....	.....	.....	.....	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hud	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,066,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198.490	2,085,925	807,000	.....	168,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	.....	.....	871.900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552.625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,684	.....	.....	4,849,405	2,065,299	10	100	118
Apr. 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,617	16,590,510	11,560,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,940,525	7,207,685	2,779,011	10	100	126

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Oash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3.000.000			....	(Recently brought into operation.)					—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich gan Central.)			.....	.....	—	100	....
Nov. 30, 1870	361 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*			14,367,946	80,624 595	.....	.....	1,377.0	5,711.146	.....	.....	7,475,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080 963	*			1,610,968	1,803 312	250,000	.....	197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....		—	(Leased & oper by Tol. Wab. & Wester			.....	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000				450,000	1,100,000	.....		—	(Operated by Tol Wabash &	Western.	.....	.....	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565.490	2,800,392	2,920,197	179,865	9,238,92	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	55
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*			4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylva nia.)			.....	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,671	75.0	575 644	.....	.....	2,412,150	843.903	12	100	....
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill ¶.Conn & R.I.	4,704 866	*			2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000				20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)			.....	.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000.000	341,000	136,183	44,508	119.8	.....	.....	.....	752,067	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6.000.000	*			2,600,000	3.400,000	.....	.....	166.0	.....	.....	.....	1,538.422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,150	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	20
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4 224	*Illinois Central* .....Illinois.	33,199,574	*			25.296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305.218	265.409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....				2.750,000	2,750,000	.....	.....	—	(Under construction at $35,000 p.m.)			.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921.274	707,495	—	100	71
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....				.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18.034 663	59,549.690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000	.....	.....	114.0	(Leased & oper. by Pennsylva nia.)			.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000	.....	.....	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000	.....	.....	....	(Leased & oper. by Ill. Cen.)			140,672	49.235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	1: 9 550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400.000	130,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730	.....	.....	.....	—	(In course of construction.)			.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000	.....	.....	.....	—	(Recently completed.)			.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*...Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*			6,000,000	4,000,000	.....	.....	215 0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000	.....	.....	—	(Leased & oper. by Chicago & Alton.)			.....	.....	7	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300.000	800,000	.....	.....	—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.).....Ohio & Ind.	6,187,645	*			3 027,450	2,033.000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180, 50	800,000	.....	.....	4.6	18,020	.....	(14 mos.	134,035	57,786	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306.000	400,000	.....	.....	42.0	(Recently completed.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840.000	.....	.....	—	(Leased & oper. by L. Sh. & Mich. So.)			.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640.000	.....	.....	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500	.....	.....	....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	.....	.....	112.0	(Oper. by bondholders.)			.....	.....	—	—	—
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶.....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1.335,000	2 279.336	.....	.....	80.0	1.193.150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1.300,000	1,300,000	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500.000	.....	.....	37.0	45.561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	292	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	92½
Sept. 30, 18 0	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4.000.000	.....	.....	.....	—	(Under construction at $33,000 p. m.)			.....	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4.500.000	.....	.....	—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,900	5,000		—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49 507	—	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000.000	4.000.000	.....	85,418	....	.....	2,649,250	2,856,000	816,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	775,100				375,100	300,000	40,000		—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.0	—	158	30	16	3,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5.588,000	414,417		208.5	.....	.....	.....	5,938,167	2,320,760	10	50	116
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*			900,000	900.000	.....	.....	—	(Under construction to be completed in 1871.)			.....	.....	—	100	....
Jun. 30, 1870	119.5	70.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391			5,871,450	2,528,000	.....	.....	196.0	1.096 503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	50.0	—	....	78 0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns—Is near completion.)			.....	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to Pine Bl. 70 m.			In 1871.)	.....	—	100	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	*	915,658	.....	2,646,100	783.000	.....	.....	38.8	(Leased & oper. by Phila. & Read'g.)			211,651	64	100	92½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1.500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)			.....	.....	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416.704	20.651,246	12,161,070	751,474	139,289	—	50	....
Jun. 30, 1871	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	.....	.....	.....	15,000pm	16,000pm	.....	.....	—	(Leased to Chicago & Alton.)			.....	.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	80.718	2,472,183	2 859.520	1,245,770	350,337	171.1	620,895	13.955,245	12,174,004	948,748	221 845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,579,694	8,680.912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3 000 0 0	.....	.....	.....	289.0	(No returns of operations published.)			.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	.....	1,844,904	1,666	2,051,100	.....	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence....Massachusetts.	332,883	39,255	.....	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston &	Lowell.)		.....	.....	6	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1 0	81.0	2	1	1	10	Owensboro and Russellville...Kentucky.	400.000	*							....	(Under	construction.)				—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* †.....Missouri.	12,038.714	3,394.374	420,357	370,669	3,635,760	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Padu ah and Gulf .....Kentucky.	1,333.500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000 000	2,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—			630,000	.....	.....		—	(Leased	and oper. by Erie.)		.....	.....	12	100	55
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—			500,000	500,000	.....		—	(Leased	and oper. by Erie)		.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—			248,000	85,000	.....		—	(Leased	and oper. by Erie.)		.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000	.....		—	(Leas. b	y Tol. Wa	b. & W'tn.)	.....	26,500	5½	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538.691	—			342,150	140,000	36,542		—	Leas &	oper. by C'm. & Am.)		.....	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pemberton and New York...New Jersey.	875,000	—			500.000	375,000	.....		—	(Leas. &	oper. by N. Jersey So	uthern.)	.....	.....	6	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	113½
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania Coal.....Pennsylvania.	2,000.000	—	2,731,000		4,000,000	556,000	175,000		62.5	(Traffic	chiefly coal. Div. fro	m coal tr	ade.)		20	50	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Pennsylvania and N. York. N.Y. & Penn.	5,811.700	*			1,811,700	3,000 000	.....		106 9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	82 0	—	8.5	—	10	8	4	122	Peoria and Bureau Valley.....Illinois.	1,800,000	—			1,200,000	600,000	.....		—	(Leased	& oper. by	Chic., R. I. & Pac.)	949,686	311,914	8	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria, Pekin and Jacksonville...Illinois.	3,000.000	*			1,000,000	2,000.000	.....		83.0	246.648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Peoria and Rock Island.....Illinois.	4,300,000	.....	.....	.....	2,00,0000	2,000,000	.....		90.0	(Recentl	y completed.)		.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Perth Amboy and Woodbridge. N. Jersey.	214,581	—			57,200	100,000	57,381		6.5	(Owned	by Cam. &	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Petersburg †.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		92.3	.....	.....	.....	280,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,690		58.1	155.390	.....	.....	251.576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Philadelphia and Erie †.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		289.0	2,228,683	.....	.....	3,144,045	366.316	—	50	47½
Nov. 30, 1870	98.4	85.0	301.3	42.1	164	145	*	11369	Philadelphia and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,2 0	55,900	.....	.....	33.6	405,605	.....	.....	700,465	303.186	10	50	172
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	575.3	5.100.175	41.508,247	457,787,779	9,571,367	3,062,582	10	50	105
Oct. 31, 1870	96.9	3.8	107.5	—	59	151	*	1,002	Philadelphia and Trenton...Pennsylvania.	1,497,604	—			1.259,100	.....	.....		33.4	(Oper. b	y Unit. Co.)	(14 mos.	1.389.328	120, 06	10	100	....
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Philadelphia, Wilm. and Baltimore. Penn	10,692,178	*	1,507,868	677,153	9 562 6'0	2,359.500	530.471	434,578	101.7	995,284	.....	.....	2,677,147	929,288	8	50	107
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,7e8,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg and Connellsville †.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsburg, Ft. W. and Chic...P., O., I. & I.	24,894,193	*			19,714,285	13.664,000	18,230		500.6	5.381,430	.....	.....	7,863,574	3,123,631	7	100	97
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Pittsfield and North Adams.....Mass.	443,678	—			450,000	.....	.....		—	(Leas. &	oper. by Bo	s. & Alb'y.)	.....	27,000	6	100	85½
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Port Huron and Lake Michigan.....Mich.	489,113	34,493	—	101,813	44,100	505.000	76,319		.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland, Saco and Portsmouth....Maine.	2,871,294	*			993,100	1,222,848	268,519		109.5	416,955	8,063,844	7,724,807	41,259	28,943	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland and Oxford Central.....Maine.	550,000	*			250.000	250,000	50,000		27.5	.....	.....	.....	646,265	125,219	6	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000	.....	.....		—	(Leased	& oper. by	Eastern.)	.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500,000	.....		—	(Under	construction.)		.....	.....	10	100	134
Sept. 30, 1870	20.5	—	—	25.4	1	—	—	25	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170 000	200,000	.....		26.0	.....	.....	.....	88,144	31,756	—	100	104
Nov. 30, 1870	15.0	—	0 6	—	4	6	3	11	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence, Warren and Bristol. R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40 0	—	—	—	—	—	—	—	Providence and Worcester...R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000.000	46,000	135.000	117,698	48.3	348,465	.....	(10 mos.	661.717	193,811	10	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Quincy and Warsaw.....Illinois.	1,400,000	—			600,000	800,000	.....		—	(Leas. &	oper. by	Ch., Burl. &	Quinc.)	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Raleigh and Gaston †.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	—	—	507,288	1,000.000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	.....	2,035,072	181.0	600.87	10.481,419	22,373,357	1,656,169	583,253	7	100	102
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond and Danville †.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698.740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond, Frederick and Potomac †..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34.949	557.817	75.5	173.100	4.737.532	904,930	328,129	68.245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	8	3	2	47	Richmond and Petersburg †.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	• 32,698	46.4	91,896	1,349,010	1,721,310	170.693	50.377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Richmond and York River †.....Virginia.	1,440,321	*	.....	.....	650,000	712,173	78,148		38.3	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*	—	—	427,402	.....	.....		22.0	.....	.....	.....	86,052	24,916	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rochester and Genesee Valley..N. York.	656,926	*	—	—	• 557,560	70,000	.....		.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome.....Georgia.	235,235	*	—	—	250,844	.....	.....		(Leased	& oper. by	Erie.)		.....	.....	6	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rondout and Oswego.....New York.	1,106,478	*	.....	.....	1,256,936	12,000	7,602	.....	218.2	593.514	15,296,580	19 605.175	1,824,943	475,270	10	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	Rutland .....Vermont.	8,000,000	*	—	—	7,000,000	1,000.000	.....	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	.....	239.0	.....	10,016,552	19,603,470	1,199,969	297.492	—	100	244
Dec. 31, 1870	175.0	84.0	22.1	—	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000.000	6,000,000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	4,340.000	6,700,000	.....	.....	112.0	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	195.0	15 0	28.0	—	46	24	11	667	St. Louis, Council B. & Omaha..Mo. & Io.	.....	.....	.....	.....	6,000.000	3,200,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	*St. Louis and Iron Mountain* †...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	—	(Under	construction—80 m.	on oper. Jun. 1, '71.)	1,990,376	580,474	—	100	27
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	—	—	2,223,850	2,725,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385.803	—	100	59
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250.000	.....	.....	—	(Leas. &	oper. by Ch	icago & Alton.)	240,000	.....	—	100	....
Dec. 31, 1870	158.0	—	—	—	17	10	4	315	St. Louis and St Joseph .....Mo.	2,000,000	—	—	—	1,000,000	1,000,000	.....	.....	—	(Under	construction.)		.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,500,000	4,500,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	St. Paul and Chicago..... .....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Leas. &	oper. by Te	rre H. & Indianapo.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	180.0	273.250	5,745,728	5,941,575	477.465	168,775	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem.....New Jersey.	278,328	*	—	—	180.550	100,000	.....	.....	110.0	284,410	.....	.....	390,613	175,529	—	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Salem and Lowell .....Massachusetts.	551,985	*	—	—	243,305	326.900	1,287	82,506	—	(Leas. &	oper. by W	est Jer.)	.....	.....	—	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	—	2,524	910.350	2,807,000	.....	.....	6	(Leas. &	oper. by B. &	Lowell.)	.....	.....	6	50	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Saratoga and Schenectady....New York.	484,684	—	—	—	300,000	40.000	.....	.....	1.4	.....	.....	.....	.....	.....	1.4	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	—	179,048	997,100	1,157,245	49,267	15,532	116.3	433,006	.....	.....	480.173	130,245	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	—	25,479	65,882	449,588	140,901	.....		104.0	.....	.....	.....	.....	.....	6	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	.....	.....		—	(Oper. te	mporarily	by Mac. & West'n.)	.....	.....	—	100	....
									Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	320,000	.....		—	(Under	construction.)		.....	.....	—	100	....
																		—	(Leas. &	oper. by Phila. & Reading.)		24,803	5	50	....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Bloesburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	743,695	7	...	70
Catawissa,* pref. and guar....	2,200,000	7	7	86
Cayuga and Susquehanna,* guar....	589,110	...	0	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	31
Chemung, guar....	380,000	8	6	....
Cheshire, pr ferred....	2,017,815	7	3	84½
Chicago and Alton, pref....	2,425,400	7	10	114½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	84½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	91
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	591,761	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	88
Erie, preferred	8,536,910	7	7	65
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref....	5,078,224	...	...	65½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	348,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	24
" " 2d pref	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	73½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref....	3,500,000	7	7	78
Paterson and Hudson,* guar....	650,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	203,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	.....	...	7	77
St. Louis, Alton and T. H., pref....	2,040,000	7	7	61
Sandusky and Cincinnati, pref....	445,584	6	6	36½
Schuylkill Valley,* guar....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	84
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,060	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	122
Schuylkill Navigation, pref....	2,688,997	6	6	30
Union, preferred....	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	....
Mariposa Mining, pref....	5,774 400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	35 — @	38 50
Pig, American, No. 1		37 — @	38 —
Pig, American, No. 2		35 — @	36 —
Pig, American, Forge		33 — @	34 —
Bar, Refined, English and American		— — @	80 —
Bar, Swedes, assorted sizes	(gold)	85 — @	100 —
	—Store Prices.—		
Bar, Swedes, ordinary sizes		107 50 @	120 —
Bar, Refined		85 — @	— —
Bar, Common		90 — @	— —
Scroll		102 50 @	132 50
Ovals and Half-round		102 50 @	122 50
Band		— — @	97 50
Horse Shoe		100 — @	105 —
Rods, ⅜@3-16 inch		90 — @	125 —
Hoop		107 50 @	150 —
Nail Rod	per lb.	— 6½ @	— —
Sheet, Russia, as to No.'s	(gold)	— 17½ @	— 18
Sheet, Single D. and T. Common		— 4½ @	— 5¼
Rails, English	(gold) per ton.	59 — @	59 —
Rail-, American, at Works in Penna. c'y.		70 — @	71 —
Anvils. (Eagle)	per lb currency.	— 8 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).	per lb.	— 15 @	— 18
English Spring (2d and 1st quality)		— 7 @	— 10
English Blister (2d and 1st quality)		— 10 @	— 17
English Machinery		— 11 @	— 13
English German (2d and 1st quality)		— 10½ @	— 12
American Blister "Black Diamond"		— — @	— 12
American, Cast, Tool, do.		— 15 @	— 16
American, Spring, do.		— 9 @	— 11
American Machinery do.		— 9 @	— 10
American German do.		— 9 @	— 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb	4 50 @	— —
Cut Spikes, all sizes		4 75 @	— —
Clinch		6 — @	— —
Horse Shoe, Forged (No. 10 to 5)	per lb.	19 @	— 33
Copper		— — @	— 39

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 41 @	— 41½
Straits	(gold).	— 36½ @	— 36¾
English	(gold).	— 34½ @	— 35

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal. per box.	8 75 @	9 —	10 25 @	10 75
I. C. Coke	7 50 @	8 50	9 — @	10 —
Coke Terne	6 37½ @	7 50	7 25 @	9 —
Charcoal Terne	7 75 @	8 25	9 50 @	10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).	per gall.	— 14½ @	— —
Crude, 40 @ 47 gravity (in shipping order)		— — @	— 13
Refined, Standard White (in ship'g order)		— — @	— 24
Refined, prime White (in shipping order)		— — @	— 26
Refined, S. W. (in jobbing lots)		— — @	— 25½
Refined, S. W. (in tin)		— 28 @	— 29
Naptha, Refined, (65 @ 73 gravity)		— 10½ @	— 10¾
Residuum	per bbl.	4 — @	— —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 50
20 by 30 to 24 by 30	15 00	13 75	11 50	9 66
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	22 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	...per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

	Th. 12	F. 13.	Sat. 14.	M. 16.	Tu. 17.	W. 18
Canton Co.	72	70	....	....	69½	67½
Central Pacific 6s	101½	101	101½	101½	100½	100½
Central of N. Jersey	104	103	103½	....	104½	101
Chicago & Alton	113	....	114	113½	113	
" pref.	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	91½	91½	
Chicago, Burl. & Q.	125½	124	....	....	128	126
" 8s, 1883	112	....	....	....	....	....
Chic. & Northwestern	58½	58	54½	54½	53½	53½
" pref.	86½	85½	....	87	84½	83½
" 1st M.	98	98	98	....	98	
" S. F.	....	....	....	....	....	....
" Consol.	92	....	....	....	....	....
Chic., Rock Isl. & Pac.	96½	96½	97½	97½	95½	96½
Chi., R. I. & Pa. 7s, 1906	100	100	....	98	99	99½
Clev., Col., C. and Ind.	85	83	85	83	82½	84
Clev. and Pittsburg	112	115	113½	114½	114	
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	101	100	....	....	....	....
Col., Chi., & Ind. C.	17½	17½	17½	16	15½	
" 1 M	86½	85	85	85½	85	
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	118	119	....	....	118	
Del. Lack. & Western	105½	104	105½	105½	104	103½
" 1 M. 7s	....	....	....	....	....	98
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	27½	27	27½	27½	27	27½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	94	....	91½
" 4 M. 7s, 1880	....	....	....	....	....	86
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort	88	....	....	....	....	....
Hannibal & St. Joseph.	55	56	58	58	55½	55
" pref.	66½	67½	68	68	67	65½
" 8s, conv	99½	99½	....	98	98	95½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	104	104	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	135	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	95½	92½	94½	95	92½	91
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	115	117	....	....	116	116
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	101½	101	102	100½	100½	
" 2 M.	98	....	....	....	....	97½
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	2½	2	2	1½	2	2
" Tr. 20s ctfs.	....	....	....	....	....	....
Milw. and St. Paul.	53½	53	54½	54½	54½	53
" pref.	74	72½	74½	75	73½	72½
" 1st mort	....	....	....	....	....	94
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	....	94	....	93½	93	
" H. & St. J. 1s	....	....	....	....	....	....
Morris and Essex	94	93½	93½	93	92	92½
" 1st mort	....	103½	....	103½	....	....
" 2d mort	98	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	102	....
" 6s, S.F. 1883	....	93	....	93½	93	
" 6s, S.F. 1887	....	....	94	....	....	....
N. Y. Cen. & Hud. Riv.	86½	86	87½	87½	87½	84½
" certificates	82½	81½	83½	83½	81½	81½
N. York and Harlem	123½	121	122½	....	120½	119
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	40	....	38	....	....	....
" new	....	....	....	....	....	21
Ohio and Miss.	35½	36½	37½	37½	35	34½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	45½	44½	45½	45½	42½	41½
Panama	....	58	58	....	....	58
Phila. and Reading	104½	102	105½	105½	104	104½
Pitts., Ft. W. & Chi. gtd.	98	98	97	....	97	....
" 1 M.	....	105	....	....	....	105
" 2 M.	....	100½	100	....	100	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	17½	17	17½	17½	16½	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	98½	....	....	....	....	....
" 2 M. pref.	....	....	85	85	....	....
" Income bds	79	78½	....	....	77	76
Tennessee 6s, old	66½	65½	64½	....	65½	63½
" new	65½	65	64½	65	65	64
Tol., Wab. & Western	53½	54½	55½	55½	52½	52½
" pref.	....	....	84	....	....	....
" 1 M.	....	....	94½	....	....	....
" 2 M.	91½	....	90	90½	....	89½
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	82	81
Union Pacific	22½	22½	22½	22½	22½	20½
" 1st mort.	84	84½	85½	84½	84½	84½
" L. Gt. 7s	71	71	70½	72	70½	70
" Inc. 10s	71	71½	73	71½	....	72
Virginia 6s, old	....	....	60	....	59	....
" new	....	....	....	....	....	....
" consol	61½	61½	....	....	....	60

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
FEDERAL STOCKS :—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108¼	109⅞	109⅝	109½	109½	
U. S. 5s, 10-40s, reg	108⅜	107½	107	108⅝	108½	....
U. S. 6s, 1881, reg	....	115	115½	115½	115⅝	
U. S. 6s, 1881, coup	115½	115⅝	116	116⅞	116½	116⅛
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	109½	....	110½	....	....	110
U. S. 6s, 5-20s, c. 1862	114⅛	113⅞	....	115½	114½	114⅜
U. S. 6s, 5-20s, reg. '64	..	....	....	....	110½	....
U. S. 6s, 5-20s, c. 1864	113⅛	113½	....	....	....	113⅜
U. S. 6s, 5-20s, reg. '65	110	....	....	....	110½	....
U. S. 6s, 5-20s, c. 1865	114⅛	114½	114½	114⅞	....	114½
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	112⅛	112⅛	113½	112⅛	112½	
U. S. 6s, 5-20s, reg. '67	112	....	112⅞	112⅝	....	
U. S. 6s, 5-20s, c. 1867	112⅛	112⅝	112⅞	112½	112⅛	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	113	
U. S. 6s, 5-20s, c. '68	....	112⅞	....	112½	112⅝	
U. S. 6s, Pac. R. R. issue	110⅜	110⅞	111½	111⅛	....	111

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Catawissa	....	....	....	....	....	....
" preferred	46½	46	43½	44	44	44½
Camden and Amboy	....	....	....	116	119	117
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	90	....	....	90	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	96	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	34½	35⅝	32	34½	34	33⅝
" 6s, 1884	....	....	....	84	....	84
" Gold L	90⅝	90½	90	90	89	89
" R. R. L	....	....	....	....	....	....
" Conv. L	83	....	....	....	....	....
Lehigh Valley R. R	61	59	58⅞	58½	58½	58½
" 6s new coup	....	....	....	....	....	....
" 6s new reg	98	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	52	52	51½	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	101	....	100	100	....	....
" 7s	....	....	....	95½	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	41	40⅝	40	....	39⅝
Oil Creek & Alleg. Riv.	48	47	43½	46	....	45½
" 7s	....	....	....	....	85	....
Pennsylvania R. R	58½	55½	55½	57	57½	57
" 1st M	100½	....	100	....	99½	99
" 2d M	....	....	....	....	....	....
" Gen. mort	....	....	....	92½	....	....
" " reg	....	91	91	....	....	....
Penn. State, 6s, 1st series	....	....	....	....	101	101
" 6s, 2d series	....	....	....	103	....	....
" 6s, 3d series	107	....	106	106	....	....
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
" new	101	100	100	100	100	100
Philad., Germ. & Nor	86	86	....	....	86	....
Phila. & Reading	53⅜	53	51½	53	53	52½
Philadelphia and Erie	....	....	24½	24	24½	24
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	85
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	15	15	15	15½	....
" 6s, 1882	77	....	....	....	....	....
" 6s, 1870	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	20½	20⅝
Chestnut & Wal	53	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	23½	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Baltimore City 6s, 1875	....	....	....	95½	....	....
" 1886	....	....	....	....	....	....
" 1890	97½	97⅜	96	96	96	96
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	142	141½	....	....	....	142½
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	93	93⅜
Marietta & Cin. 1st M	....	....	....	96½	....	....
" 2d M	86	85	....	....	85½	85½
" 3d M. 8s	....	79½	....	....	....	....
Northern Central	41	....	....	....	....	40
" bonds, 1885	....	....	....	....	....	....
" 1900. 89	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	93	....	92½	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	62	62	61½	....	60½	....
" Defer. Certif.	25	24½	24⅞	....	24½	24½
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
Boston and Albany	151½	....	150	150	149½	149
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	147	146½	....	....	....	....
Boston and Providence	....	....	148½	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	25	23½	....	....	24½	24
Cheshire, pref	....	....	....	....	....	....
Concord	....	79	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	108½	108	107½	....	107½	
Fitchburg	....	141½	140	....	140	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	115	116½	116½	116	115½	
Northern, N. H	....	112	112	112	111½	
Ogdens. & Lake Champ	87	87½	....	88	87½	
" pref	....	....	....	....	....	
Old Colony & Newport	104½	104	103½	102½	....	102½
Ph., Wil. & Baltimore	54	....	....	53½	53½	53½
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	23½	22½	23½	....	23	22½
" 6s	....	....	....	....	....	84
" Land Grant 7s	71½	....	....	70	71½	70½
" Income 10s	71	....	....	....	71½	....
Vermont & Canada	....	101½	....	....	....	101½
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	71½	....	....	....	72½
Cambridge	....	....	....	....	....	....
Metropolitan	....	77	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Sept. 29.	Oct. 6.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	85 — 90	85 — 90
Do. do., 2d mort., 1881	80 — 85	80 — 85
Do. Penn., 1st mort., 1877	85 — 90	85 — 90
Do. do., 2d mort., 1882	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1890	41½ — 42½	39 — 40
Detroit and Milwaukee 1st mort. 7s	71 — 73	71 — 73
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	24½ — 24⅝	24¼ — 25
Do. sterlg. 6 p. c. convertible bonds	67 — 69	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	109 —110	109 —110
Panama General mort. 7s, 1897	82 — 87	84 — 89
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	97 — 99
Do. General mort. 6 p. c. 1910	94 — 96	95¼— 96¼
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	97 — 99	94 — 96
Do. with option to be paid in Phila.	97 — 99	94 — 96

American Railroad Journal.

Saturday, October 21, 1871.

Stock Exchange and Money Market.

The reports of the great Chicago fire unfavorably influenced the course of Money, Stock and Produce values through the week. The heavy drain of currency diminished the city bank reserves, and brought their aggregate hoard of lawful money below the 25 per cent. of their liabilities, called for by the national banking act. The U. S. Sub-Treasury currency balance was also materially reduced. The offerings of Money in the open market have been on a less liberal scale, and loans and discount rates have been quoted very firm at extreme figures, to the prejudice of even the most responsible borrowers, whose wants have been less promptly provided for at even the ruling quotations, which on Tuesday of the current week were full 7 per cent. to the Government houses, 7 per cent. in currency and gold and a commission to the Stock Exchange firms, and 7@ 12½ per cent. per annum in the discount form, with very few mercantile negotiations reported at the legal rate, which was an inside price. On Wednesday the demand continued urgent, for both speculative and commercial purposes, the latter largely for remittance to Chicago, whence came reports on Tuesday of the pretty general resumption of business by the banks of that city. The city banks, in their latest return, show a reduction of $3,754,200 of legal tender notes, $998,400 of specie, and $7,401,000 of deposits; also a reduction of $4,645,200 in their loan and discount averages, and an increase of $73,900 in their item of circulation. The city bank exchanges, last week, averaged $135,793,734; and thus far, this week, 132½ millions daily. The banks now hold $1,359,425 less of specie and legal tender notes, than the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is $9,277,700, against $11,610,708 same time last year. The city bank deposits are now $215,182,100 against $187,489,715 week ending Oct. 15, 1870. The legal tender reserve amounts to $50,841,900 against $50,526,279 same time last year. The circulation now stands at $30,334,000, against $32,967 705 same time last year. The loans are now $293,511,000, against $265,275,790 at this date last year.

The U. S. Sub Treasury reduced its currency balance $2,203,849 and enlarged its coin reserve $1,698,281, as the result of the week's business. The receipts of the office were $3,997,031 in coin, and $4,630,031 in currency; payments, $2,298 750 in coin, and $6,833,871 in currency. The office received $2,938,717 in coin or its equivalent, from customs; and disbursed $111,462 of coin interest.

The U. S. Sub-Treasurer retired, last week, $2,541,863 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $336,368,650; and as security for deposits of public money, United States bonds for $15,619,500. The aggregate of the outstanding circulation of the National Banks of the country is $323,509,652.

Government revenues were up to a fair average yield during the week. The excises yielded last week about 2¼ millions, and thus far since July 1, $41,581,736. The customs at the port of New York, last week were $2,809,063; and at the outports, equal to about $900,000 more, all in coin, or coin certificates.

Gold has been less confidently dealt in, and the price has declined materially, influenced, in good part by the Money pressure. The speculative call has been less active. The customs drain, up to a fair average; the export movement light. The range of the price during the week, has been from 113@114¼, and the closing quotation on Wednesday was 113⅛ against 114⅛ the preceding Wednesday. The specie outflow, last week, was $515,308; on Tuesday of this week, $53,000; and on Wednesday $200,000. The Gold Exchange Bank clearances have been as follows: Oct. 12, $55,007,000; Oct. 13, $82,946,000; Oct. 14, $70,913,000; Oct. 16, $35,783,000; Oct. 17, $52,967,000; Oct. 18, $38,446,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Sept. 30, 1871, $65,866,253, against $67,374,186 same time in 1870.

The export drain of specie was $515,308 last week, against $654,323, same week preceding year. The shipments since January 1, 1871, have been $58,871,182, against $50,320,907 same time in 1870.

The customs demand for Gold last week, averaged $489,786 a day; thus far, this week, it

has averaged $665,000 a day, or equal to a weekly aggregate of $3,990,000. The arrivals o specie from Europe, Havana and other foreign ports last week, were $54,852, and since Jan. 1 1871, $8,311,267 against $8,489,011 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $128,690,993 against $117,269,670 same time in 1870.

Foreign exchange has been decidedly lower, under a pressure to sell, but closes more firmly, with a moderate inquiry for prime bills. Bankers' sixty day bills on London closed on Wednesday at 108¼@108½; sight bills on London, 109¼@109½.

The produce exports from this port, week ending with Oct. 17, were to the currency value of $5,831,474.

Government securities have been in very moderate request and weak as to price, yet not offered with remarkable freedom.

Under the Treasury Department programme for October, Government proposes to sell Gold, as follows: Thursday, Oct. 26—Two Million. And to buy in, Five-Twenties, as follows: Wednesday, Oct. 25—Two Million.

On Wednesday, Government bought in four millions of Five-Twenties at 110 08@110 47 nett. The amount of bonds offered was $6,264,100.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115⅞@116⅛; U. S. Five-Twenties of 1862, 114¼@114½; U.S. Five-Twenties of 1864 at 113@113⅜; U. S. Five-Twenties of 1865, 114¼@114½; U. S. Five-Twenties of 1865 consolidated, 112@112⅛; U. S. Five-Twenties of 1867, 112⅜@112½; U. S. Five-Twenties of 1868, 112½@112¾; U. S. Ten-forties at 109⅛@109⅜; U. S. Six per cent. currency bonds, 110⅛@111.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 4.	Oct. 11.	Oct. 18.
Consols	93 3/16	92½	93 3/16
U.S. 5-20's of 1862	93⅛	92½	90¼
U. S. 5-20s, 1865	93¼	92½	91 11/16
" 1867	93⅛	92½	91 11/16
" 10-40s	90⅛	89	88 11/16
Erie	25⅛	22⅝	22¾

The new Funding Five per cent. Loan was quoted in London on Wednesday at 2¾ per cent. discount.

State bonds have been in quite moderate demand at depressed and unsettled prices.

Railway bonds have been comparatively firm, and in fair demand for investment purposes. Central Pacific Sixes closed at 100¾@101. The six per cent. First Mortgage Loan of the Chesapeake and Ohio Railroad is meeting with a ready sale at the present price of 93 per cent. and accrued interest.

The St. Joseph and Denver City eight per cent. gold bonds have been in fair request at the established price of 97½ and accrued interest.

Railway and miscellaneous share property has been moderately active at very variable prices, closing quite feverishly and irregularly.

General business has shown less activity. Values of Domestic Produce have been unsettled. Bread Stuffs closed weak: Provisions firm. Middling upland cotton closed on Wednesday at 19⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 230,571 bales, against 312,587 bales same time in the preceding year; exports 65,650 bales, against 66,140 bales in the previous year; stock at the ports at latest dates. 146,427 bales, against 177,851 bales same date 1870.

At the Live Stock Markets, Beeves have been in more demand at from 7½@13 cts.; Veals at 3½@11 cts.; Sheep at 4½@6½ cts.; Lambs at 6@7¾ cts.; Swine, 5¼@5½ cts per lb., all live weight. The week's receipts were 9,783 Beeves, 1,854 Veal Calves, 36,877 Sheep and Lambs; and 31, 846 Swine.

Foreign goods less active, as a rule; groceries have shown more firmness as to prices. The week's imports of foreign goods reached $6,244,-339, including $2,338,509 of dry goods.

Ocean freights have been fairly active and rates have been quoted firmer.

New York.—Ohio 6s, 1881, 104½; Georgia 7s, gold, 93; South Carolina 6s, new, Jan. and July, 44¾; do. Apl. and Oct., 43; Louisiana, 6s, Levee bonds, 68; Alabama 5s, 68; North Carolina 6s, special tax, 16½; do., Fund Act, 1866, 30; New York State 7s, B. L., 110; Chicago and Northwestern Int. bonds, 95; Toledo, Wabash and Western consol. bonds, 79; Quincy and Toledo 1st mort., 90; Gt. Western 1st mort., 1888, 98; St. Louis and Iron Mt. 1st mort., 90; Joliet and Chicago 1st mort., 106; Hannibal and Naples 1st mort., 89; Long Dock bonds, 90; Toledo, Peoria and Warsaw 2d mort., 78; Albany and Susq. R. R., 91; Brooklyn 6s, W. L., 94; Western Union Tel., 56⅞; do., 7s, 98; Spring Mt. Coal, 60; Consol. Coal, of Md., 37¾; Adams Exp., 80½; U. S. Exp., 50½; Am. Mer. Union Exp., 53; Wells-Fargo Exp., 50.

Philadelphia.—Penn. and New York 7s, 93½; Schuylkill Nav. 7s, boat loan, 80; West Jersey R. R. 7s, 100; Lehigh Valley 7s, 100; do., 6s, 90½; Huntingdon and Broad Top Mt., consol., 47; Nesquehoning R.R., 55½. The latest quotations are: City 6s, 99@100; do. free of tax, 99½@99⅝; State 5s, coupon, 100@—; do. 6s, W. L., 100½@100½; do. 1st series, 101¼@102; do. 2d series, 102½@103; do. 3d series, 105¾@106½; Reading, 52¼@52⅜; do. 7s, 1893, 103@—; do. mort. 6s, 1880, 92@92½; Camden and Amboy, 119@119¼; do. mort. 6s, 1889, 95@96½; do. 1883, 90@92; do. 1889, 87½@—; Pennsylvania R. R., 57¼@57⅜; do. 1st mort., 98@99¼; do. 2d mort., 98@100; do. General mort. coupon, 92@92½; do. reg., 92@93; Little Schuylkill R. R., 43@44½; Morris Canal, 48@51; do. pref., 120@—; do. 6s, 87@—; Susquehanna Canal, 9@10; do. 6s, 60@—; Schuylkill Nav., 8@9; do. pref., 15@16½; do. 6s, 1882, 75@78; Elmira and Williamsport pref., 42@43; do. 7s, 1878, 92@—; do. 5s, 61@—; Lehigh Coal and Navigation, 33@33; do. 6s, 1884, 83½@84½; do. R. R. Loan, 92¼@92¾; do. Gold Loan, 88½@88¾; North Pennsylvania, 46@48; do. 6s, 99@100; do., 7s, 98@99; do. Chattle 10s, 110@111; Philadelphia and Erie, 23½@24; do. 6s, 87@—; Minehill, 51¼@51½; Catawissa, 18@18; do. pref., 43@43½; Lehigh Valley, 58@58½; do. 6s, new coupon, 98@98; do. reg., 97½@98; do. 7s, 99¾@100; Fifth and Sixth streets, (horse,) 45@46; Second and Third, 67@70; Thirteenth and Fifteenth, 28@28½; Spruce and Pine, 32@33; Green and Coates, 47@—; Chestnut and Walnut, 50@53; Hestonville, 20@21; Union, 70@70½; Germantown, 30@—.

Boston.—Vermont Central 1st mort., 85; do, 2d mort., 87; Old Colony and Newport 6s, 1876, 94¾; Central Pacific 7s, 1883, 101⅛; Michigan Central 8s, 1890, 107½; Vt. Central and Vt. and Canada 8s, 1877, 100½; Cedar Rapids and Missouri 7s, 1916, 90; Stanstead, Shefford and Chambly 7s, 83¾; Leavenworth, Lawrence and Galveston 10s, 92; Burlington and Missouri River R. R. 7s, 1875, 101; Quincy and Palmyra R. R. 8s, 1892, 95; Ogdensburg and Lake Champlain 8s, 1879, 102; Connnecticut and Pass. Rivers R. R., 91; Indianapolis, Cincinnati and Lafayette R. R., 7½; Rutland, 24½; do. pref., 77; Worcester and Nashua R. R., 135; Cincinnati, Sandusky and Cleveland R. R., 19½; Norwich and Worcester, 115; Boston, Clinton and Fitchburg R. R., 65; Cape Cod R. R., 72; Boston Water Power, 41: Cary Imp., 12½; Maine 6s, 1889, 101; New Hampshire 6s, 1873, 99; Connecticut 6s, 1883, 100¼; Rhode Island 6s, 1882, 100; Chicago 7s, 90; Bath 6s, 1891, 90; Portland 6s. 1877, 97½; Hartford 6s, 1876, 99; Cincinnati 7 3-10s, 1897, 101; Boston 5s, 1884, gold, 99; St. Louis 6s, 1873, 96½; Brooklyn 7s, 1906, 98; Allouez Mining Co., 2; Astor, 25c.; Calumet and Hecla, 105; Humboldt, 60c.; Hancock, 2½.

Baltimore.—Northern Central 6s, 1900, gold, 92; Orange, Alex. and Manassas bonds, 79; Orange and Alexandria 4th mort., 8s, 81½; Western Maryland 3d mort. guar., 91; Virginia and Tennessee 8s, 88½; Richmond and Danville bonds, 80¾; Central Ohio 1st mort., 84¾; Virginia 6s. 1866, reg., 62½; do., 1867, 57¼: do., old., 47½; Richmond City 6s, 79½; Memphis City 6s, 55. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92¾@93; Baltimore and Ohio, 141½@142½; do., 6s, 1875, 94@97; do., 1880, 95@95; do., 1885, 90@93½; Northern Central, 39⅝@40⅞; do. 6s, 1885, 92@92½; do., 1900, 88@88½; do., 6s, 1900, gold, 91⅞@92¼; N. W. Va. 1st mort., 97@—; do., 2d mort., —@97; do., 3d mort., 1885, 89@—; Marietta and Cincinnati 7s, 1892, 96@97; do., 2d mort., 85⅝@85¾; do., 3d mort., 77@80; Central Ohio, 28@29⅞; do., 1st mort., 84¾@85; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 91@—; do., 3d mort., guar., 90@91⅞; do., 2d mort. pref., 92@—; do., 6s, guar, by Washington Co., 84¾@85; Richmond and Danville bonds, 80@81; Orange and Alexandria 1st mort. 6s, 90½@92; do., 2d mort. 6s, 79@81; do., 3d mort. 8s, 89@90; do., 4th mort. 8s, 81½@82; Orange, Alex. and Manassas 7s, 76@79; Virginia and Tennessee 8s, 88@89; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 75@—; Baltimore 6s, 1875, 95½@96½; do., 1884, 97@99; do. 1886, 97@99; do., 1890, 96@96½; do., 1893, 97@—; do., 1900, 95¾@96; do., 5s, 1888-'79, 80@82; Memphis City 6s, 54¾@55¼; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 104@105; City Passenger R.R. 22½@—; George's Creek Coal, 76@83.

☞ The Catoctin (Md.) *Clarion* says of the Western Maryland Railroad, that Mr. Placide, bridge builder, and his army of track layers, some fifty or sixty persons, are now at work on the summit of the mountain, and descending to the Washington county side, putting down from one-fourth to one-third of a mile per day. In a few weeks the road ready for the cars will be built to Smithsburg.

Short Line to Europe.

The completion of the new rail connection with Halifax, Nova Scotia, which has just been accomplished, will shorten the present quickest time to England by several hours. We see it stated that it is intended to still further diminish the length of the sea voyage by building a road from Truro to White Haven Bay at the extreme eastern end of Nova Scotia, which is about 125 miles nearer Liverpool than Halifax. White Haven is a good harbor, with sufficient depth of water to accommodate large ocean steamers. A line of steamers from Liverpool to that place, connecting there with a railroad direct to New York, would be the shortest and quickest possible route between England and the United States.

Martinsburg and Potomac Railroad.

We have just seen the report of Mr. Edward Watts, Chief Engineer of the above railroad company, addressed to the Directors. It bears date September 23, 1871, and very forcibly demonstrates the importance of this particular road as a connecting link between Virginia and the Pennsylvania system of railroads. Major Watts looks to the intersecting of that line of Virginia improvements which extends from the James river to the Kanawha river, as well as the railroad from Charleston to Cincinnati. Major Watts estimates that the probable cost of grading and laying the track from Powell's Bend, on the Potomac, to Martinsburg, a distance of 10.72 miles, will be $284,865 05; and from Martinsburg to the Frederick county (Va.) line, in the direction of Winchester, 13.78 miles, $350,889 10.—*Hagerstown Mail.*

☞ The West Wisconsin Railway is now very nearly finished, and trains will be running through from Tomah to St. Paul by November 1. The earnings of the Road from local traffic on the completed portion constitute already a profitable business; and arrangements and connections are about perfected which will make it the Great Air-Line Route from Chicago to the North-West, effecting a saving of more than 100 miles over the present route. The Bonds are a First Mortgage on the road itself and on a valuable Land Grant of 1,000,000 acres. They bear interest in gold at the rate of 7 per cent per annum, and are sold now at 90 and accrued interest in currency by White, Morris & Co., 18 Wall-st., and Gwynne, Johnson & Day, 16 Wall-st., where pamphlets and further information may be obtained.

☞ The litigation heretofore pending between Mr. Lord and the Indianapolis, Cincinnati and Lafayette Railroad Company has been amicably settled, and the contesting creditors have agreed to come into the arrangement of reorganization. All of the rest of the unsecured debt had previously signed the agreement. Within a few months the concern will be completely out of trouble, and under its reorganization the managers are confident of a rapid and substantial development. By arrangements with the Ohio and Mississippi and other roads, the company will receive $100,000 annually from its real estate.

☞ The Bucksport and Bangor Railroad Company have made choice of their Directors, who have elected Sewell B. Swazey of Bucksport President of the road. The Directors have been empowered to issue first mortgage bonds, not to exceed $20,000 per mile, at 6 per cent. interest, payable in gold. Col. Gowen of Boston, has subscribed for $10,000 worth of stock.

Railways in India.

The annual report of Mr. Juland Denvers, the Government Director of Indian Railway Companies, furnishes the following information:

The extent of railway communication now open in India is 5,050 miles, of which 556 miles were completed last year, and 211 since the beginning of the present year. The three Presidency towns, and the capitals of the Northwest Provinces and of the Punjab are now united, and the system of trunk lines laid out by the late Lord Dalhousie may be regarded as completed. Commencing at Negapstam, the most southern terminus of the present Madras system, and proceeding by Bombay, Jubbulpore, Allahabad, and Lahore, to Moultan, on the Indus, a continuous length of about 2,800 miles of railway has been formed. All this has been effected at a cost of about £70,000,000, and profits at the rate of 3½ per cent. upon this sum were earned last year. A further sum or about £18,000,000 has been expended upon the other lines open for traffic, and upon those which are in progress, making a total outlay of £88,000,000 upon railways up to 31st of March last.

☞ Chancellor Zabriskie, at Trenton, has pronounced a decision sustaining the validity of the lease of the property and franchises of the United Companies of New Jersey to the Pennsylvania Railroad Company, and refusing the injunction against it. He holds, among other things, that all the property of the roads and their appendages may be leased and operated without the unanimous consent of the stockholders; and that the directors have been clothed with such powers by the statute of the State. An appeal was taken to the Court of Errors, but the Chancellor refused to continue the temporary injunction pending the decision of that court.

☞ There is one link in the European and North American Railway yet unfinished, that running west from Truro, about 75 miles in length. The work upon it is rapidly advancing, so that by next July it is probable that passenger trains will run through from Boston to Halifax without change.

☞ The Kent *News* understands that the directors of the Kent County Railroad Company have entered into a contract with Philadelphia people for the completion of the road to Chestertown by the 15th of November next.

☞ The Ware River Railroad will be graded from Gilbertville to Winchendon in six weeks. The first shipment of one thousand tons rails is at hand, and the track will be laid from Baldwinville to Winchendon before December first.

☞ The officers of the Albany, Sand Lake and Stephentown Railroad Company, recently elected, are: Albert R. Fox, President; Geo. Ellis, Vice-President; Horatio F. Averill, Secretary; and George Maguire, Treasurer.

☞ The first rail of a new street railway to connect Pottsville, St. Clair, Minersville, Port Carbon and Palo Alto, was laid at Pottsville on the 16th inst.

☞ The Wilmington, Columbia and Augusta Railroad has been completed from Sumter to Columbia, S. C., thus giving a through and direct communication by rail between Wilmington, N. C., and Augusta, Ga.

☞ The first sod of the Prince Edward Railway was turned at Charlottetown on the 5th inst.

☞ CHESAPEAKE AND OHIOS—FIVE-TWENTIES—CENTRAL PACIFICS.

Banking Office of FISK & HATCH,

No. 5 Nassau-st., New York, Oct. 16, 1871.

Of the Fifteen Million Chesapeake and Ohio Six Per Cent. Loan, less than one third remain unsold, and this remainder is rapidly being taken up. These bonds have thirty years to run, are especially desirable for investment, can now be bought at 93 and accrued interest, that is, with coupon attached, payable November 1.

$1,000 Chesapeake and Ohio Bond costs to-day $957 62.
$500 Chesapeake and Ohio Bond costs to-day $478 81.
$100 Chesapeake and Ohio Bond costs to-day $95 76.

We have but a limited supply left of the smaller denominations. Bonds are in coupon or registered form, same as Five Twenties.

When the railroad is completed, in 1872, and the Bonds are dealt in at the Stock Exchanges of the world, we have no doubt they will be equally popular with the Central Pacifics, which now command a premium, and are a favorite security here and in Europe; both roads being prominent lines, and under substantially the same fiscal management. Principal and interest of the Central Pacific and Chesapeake and Ohio Bonds, are specifically payable in gold coin in New York; the interest on the former being paid January and July, and of the latter, May and November, corresponding with the two classes of Five-twenties.

We recommend either of them to our friends and customers with the same confidence as we did the Five-twenty bonds, when we were selling millions of them for the United States Government.

We buy and sell Five-Twenties, Ten-Forties, Eighty-Ones, and Central or Western Pacifics, or receive them in payment for Chesapeake and Ohio Bonds at their current market price. Orders for Chesapeake and Ohio Bonds, accompanied with Drafts or Checks, may be forwarded to us by mail, and the bonds will be sent by express, charges paid.

FISK & HATCH.

P. S.—Accounts of Banks, Bankers and others received, on which we allow Four per Cent. interest.

Certificates of deposit issued and collections made in all parts of the Union.

Harvey Fisk.
A. S. Hatch.

☞ The Springfield (Mo.) and Little Rock (Ark.) railroad company was chartered May 16th 1871, with W. P. Egan president, A. B. Gaylor, treasurer, and B. C. Coblentz, secretary, with a capital stock of $3,000,000. The charter requires that the road shall begin at the state line, in the northern part of Boone county, at or near where White river crosses the state line, and run in a southeast course through Boone, Marion, Searcy, Van Buren, Conway and Pulaski counties, terminating at Little Rock.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool.....	$3,250,579	$3,427,466
" cotton...	1,282.248	1,432,826
" silk	2,595,264	2,721,685
" flax	986,844	1,082,125
Miscellaneous dry goods..	866,442	923,189
Total entered for consump.	$8,981,377	$9,587,291

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$1,709,787	$1,527,742
" cotton ...	857,772	412.339
" silk	646 670	1,036,503
" flax	485,666	362,972
Miscellaneous dry goods..	67,480	104,818
Total withdrawn from warehouse	$3,267,375	$3,444,374
Add entered for consump.	8,981,377	9,587,291
Tot. thrown on the market.	$12,248,752	$13,031,665

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$857,554	$1,181,253
" cotton ...	225,989	298,300
" silk.....	576,311	649,252
" flax	342,949	369,095
Miscellaneous dry goods..	92,417	109,805
Total entered for wareh'g..	$2,095,220	$2,607,705
Add entered for consump.	8,981,377	9,587,291
Total entered at the port.	$11,076,597	$12,194,996

The imports of foreign dry goods at New York for nine months from January 1, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool...	$16,053,940	$23,516,281
" cotton.	12,234,488	16,764,793
" silk ...	17,592,441	22,884 153
" flax ...	7,915,384	9.724,632
Miscellaneous dry goods	7,179,403	8,306,982
Total entered for cons'p.	$60,975,646	$82,196,841

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool ...	$9,669,381	$10,284,903
" cotton..	4,474,514	4,410,955
" silk	4,329.876	6,116,737
" flax	4,684,875	4,234,589
Miscellaneous dry goods.	1,090,645	1,187,394
Total withdrawn from warehouse	$24,199,241	$26,234,578
Add entered for consump.	60,975,646	82,196,841
Total thrown on the market....	$85,174,887	$108,431,419

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$8,905,390	$11,038,437
" cotton..	4,160.097	4,835,378
" silk	4,408,408	6,760,233
" flax	3,691,752	3,553,514
Miscellaneous dry goods.	1,100,199	1,487,301
Total entered warehouse.	$22,265,846	$27,674,863
Add entered for consump.	60,975,646	82,196,841
Total entered at the port..	$83,241,492	$109,871,704

☞ The Williamsport (Md.) *Pilot* asserts that "Mr. Bokee president of the Western Maryland Railroad, says that the appropriation will be exhausted in constructing the Owing's Mill end, and consequently there will be no funds with which to construct the Williamsport end." It was at Williamsport that the railroad was to connect with the Chesapeake and Ohio canal coal trade.

Journal of Railroad Law.

RAILROAD COMPANIES—PERSONS STANDING UPON PLATFORM—WHAT IS NEGLIGENCE OF PERSON AND WHAT OF COMPANY.

The facts in the recent case of Quinn *vs.* The Illinois Central Railroad Company (51 Ill., 495), are fully and clearly stated in the following opinion by

LAWRENCE, J.—This suit was brought by the administratrix of Bernard Quinn, deceased, to recover damages for his death. On the trial, the court, after the plaintiff closed his evidence, on motion of the defendant, withdrew it from the consideration of the jury, who thereupon returned a verdict for the defendant.

It appears that the deceased was one of a large funeral party, had taken passage on the cars of the appellee at Cairo for a point a few miles distant from that city. The cars were quite full, but the conductor thinks there were unoccupied seats in one of them, and there was standing room in all. The deceased with several other persons, was standing on the platform when the conductor passed along collecting fares. In making change for a bank note which the deceased paid for his fare, the wind carried away the paper as it was passing from the hand of the conductor to that of the deceased. The latter attempted to regain it, and as he was then standing on the edge of the platform, or on the step, he lost his foothold and fell to the ground. As he fell he struck against the embankment, was thrown back under the cars and killed.

This brief statement of the facts, about which there is no controversy, shows there is no ground whatever for maintaining this action. It was the negligence of the deceased, not that of the railway company, which caused his death. He was chargeable with extreme carelessness, and we can not see on what grounds any material negligence can be attributed to the company. He had voluntarily taken a dangerous position which resulted in his death, and there is no reason why the company should be made to pay damages therefor. Admitting, however, as claimed by appellant's counsel, that the conductor should have advised the deceased to enter the car, at least while paying his fare, his failure to do so was as nothing when compared with the gross negligence of the deceased. The death of the unfortunate man can be attributed only to his own carelessness.

It is urged, however, that this question should have been left to the jury. The practice adopted by the court can not be safely followed in many cases. Whenever there is evidence tending to prove the issue, the plaintiff has a right to take the verdict of a jury. But if this had gone to the jury and they had found for the plaintiff, the court should have set aside the verdict, or if it had refused to do so, it would have been set aside by this court. As no injustice has been done the plaintiff we can not reverse the judgment.

Judgment affirmed.

At the September term 1870, a petition for a rehearing of this cause was presented on behalf of the appellant, whereupon the court delivered the following additional opinion by

LAWRENCE, CH. J.—A petition for rehearing having been presented in this case we have again considered it, but see no reason to change the conclusion heretofore announced. Counsel cite in their petition Colegrove *vs.* N. Y. and N. H. R. R. Co., 20 N. Y., 492, and Willis *vs.* Long Island R. R. Co., 32 Barb. 399, and same case 34 N. Y., 681. These cases do not sustain the claim to recover made upon this record. In both of these cases the defendant was guilty of great negligence, independently of all question as to insufficient room within the cars, and the substance of the decision is, that a railway company may be guilty of such negligence as to be liable for an injury to a passenger, notwithstanding he is standing upon the platform, and would have been safe if within the car. To this proposition we should probably not disagree. But in this case the only negligence which can be attributed to the company is the failure to supply sufficient sitting accommodation to a funeral party going a distance of twelve miles, and consisting of seventy or eighty persons, the evidence leaving it extremely doubtful whether any notice at all had been given to the company that such a party would leave upon the train, and there being absolutely no evidence that the company had been notified what would be the size of the party or what accommodations they would require. A railway company which fails to furnish comfortable sitting accommodation for its ordinary number of passengers, or even for an extraordinary number upon due notice, is certainly negligent and should be held to strict accountability, but it would be unreasonable to apply the same strictness when a train is unexpectedly crowded by a funeral party going only a few miles.

In this case, however, we deny the application for a rehearing because, admitting all the evidence proves or tends to prove, admitting that the company had been notified that there would be a funeral party upon the train, and admitting even that all the seats were occupied, it is still proven by all the witness that there was abundant standing room in the cars, and this is conceded by appellant's counsel. It is further conceded in the petition for rehearing that the deceased was standing on the steps of the platform holding on to the railing. It is also proved that deceased had been in the employment of the railway company, and was of course familiar with the perils of railway travel. When a passenger voluntarily places himself in this most exposed position, with abundant standing room within the cars, and falls to the ground not in consequence of a collision, or a broken rail, or other fault of the company, but in the endeavor to secure money that the wind had blown away, we can see no ground for holding, that his own negligence is not far greater than any that can be attributed to the company. In the case above cited, of Willis *vs.* L. I. R. R. Co., in 32 Barb. upon which counsel rely in the petition for a rehearing, the court distinctly places its decision upon the ground that the injury to the plaintiff arose from a cause which the plaintiff was not bound to guard against, namely, the throwing of the train from the track by obstruction on the road which the company should have removed, and say: "If a man places himself in such a position that in the ordinary movement and conduct of the train he is exposed to danger, he may justly be said to be negligent of his security, and must take the consequence if he is injured." The court further say: "If the plaintiff in this case had been thrown off the platform by

a jerk or movement of the train, he would have encountered a danger incident to his position, and although the jerk might have been occasioned by high and unusual speed, or other mismanagement, still, at the most, the fault would have been mutual." It is apparent from these quotations that upon the principles laid down by that court, no recovery could be had in the present case.

We are by no means disposed to relax in the least degree, the just obligations or liabili ies of railway companies, but in this case the death of the deceased was so clearly attributable to his own rashness that we cannot hold the company liable in damages.

Rehearing denied.

Cheap Railroads for Cheap Freight Transportation.

The sudden and remarkable popularity of the narrow gauge system in this and other countries, and the rapidity with which the theories of its advocates have been seized, generalized and reduced to a practical demonstration in the Denver and Rio Grande and other narrow gauge roads not yet completed, is due to the fact that a reduction of gauge seems to furnish a practical solution of the question of cheap transportation by rail. Whether it does or not will, we think, be found to depend upon the standard by which the success of the new system is measured. Compared with the aver age of American railroads of the standard or broad gauge, a cheaply built and economically managed narrow gauge road might be found to have effected an important economy, but the comparison would scarcely be a fair one, since the aver age American railroad is neither cheaply built nor economically operated. Most of our railroads "cost' a great deal more than is represented in the actual value of the materials and labor em ployed in construction; and, from the hollowness of their financial basis, most companies owning and operating railroads in this country are compelled to declare dividends upon from 40 to 50 per cent more capital than they have anything to show for. Thus built and equipped, few of them are managed on good business principles or with a view to rendering the community the greatest amount of service at the least possible cost. The competition between the companies consisting chiefly in a rivalry in the matter of fast trains, and a saving of time is usually gained at the expense of the rapid destruction of road-bed and rolling stock, and enormous consumption of fuel. These conditions are not favorable to economy, and to realize a sufficient profit upon business done under such a ruinous system the public must be taxed, through high freights and fares, not only to pay interest upon fictitious capital, but to repair the constant and costly injury to permanent way and equipment. Suppose, however, that a road of the standard gauge, well built and equipped, were to be devoted by its managers to the transportation of freight at rates one-half lower than those now charged by competing lines, and, instead of running five trains per day at ruinous and dangerous speed, ten or twenty trains should be run at a speed of, say, eight or ten miles per hour, it requires, we think, but little ar gument to show that such a road could increase its capacity for business fourfold without so much as doubling its operating expenses, allowing for the diminished wear and tear and the greater economy of fuel in proportion to mileage. Relieve such a road of the burden of a debt for which it has nothing to show but fictitious shares of capital stock, run as many trains at moderate and even speed as business may require, and the mere question of cheap transportation by rail would, we think, be solved much more quickly and satisfactorily than by a mere reduction in the width of the gauge.

It may be argued that, with their present equipment our broad and standard gauge railroads are not fully adapted to cheap transportation, however managed. We grant the force of this objection, and would urge upon the projectors of new railroads, as well as the managers of old ones, the importance of reducing the percentage of non paying weight now hauled by building lighter rolling stock, rather than by reducing the gauge of the tracks, and maintaining the same relative proportion between the non-paying and paying weight to be drawn over them. Our cars, especially our "improved" passenger coaches, are both too heavy and too costly, and in this there must be a radical reform. In this matter we may follow with safety the lead of the British railroad engineers, who have generally rejected the narrow gauge system as impracticable, but who look with unqualified favor upon the numerous roads with light permanent way, light engines, light cars and cheap depot accommodation, now building in different parts of the United Kingdom. These roads are precisely what are needed in this country as auxiliaries and feeders to the trunk lines. They are built with the American standard gauge of 4 feet 8½ inches, with all parts sufficiently strong to carry a maximum weight of five tons to each pair of wheels. Expensive tunnels, high embankments, deep cuts, costly viaducts and expensive stations are avoided. Such a road, it is claimed, can be built at an expense of $15,000 to $17,000 per mile, exclusive of the cost of the land, and on this limited capital a comparatively small traffic transported at rates considerably below the present average per mile, would pay a fair annual dividend. A line of this description, lately built under the patronage of the Duke of Buckingham, cost but $7,000 per mile. Its highest embankment is twelve feet, and its deepest cut ten feet. The rails, weighing 30 lbs to the yard, are secured in longitudinal timbers, six inches by six inches in the cross section. The timbers are united by transoms at every twelve feet, held in their places by wrought iron rods. Everything is at once light and strong, and as an important reduction in non-paying weight is effected without a proportionate reduction in the capacity of the cars, the advantages possessed by such roads over those built on the narrow gauge plan are apparent at a glance. One of the most important of these advantages is that the cars of such a road could run upon any standard gauge track, and its capacity for traffic could be at any time increased without involving the necessity of reconstruction throughout, as is the case with narrow gauge roads operating as feeders or branches of trunk lines. The system is well worthy of thorough trial in this country, and we would urge that that trial be made before we have gone too deeply into the building of narrow gauge roads, which, at least, may only partially realize the expectations of those who are now so eager in projecting and so enthusiastic in building them.—*Daily Bulletin.*

Canadian Pacific Railroad.

The report of the surveyor employed to run the line of the proposed Canadian Pacific Railroad has been published. The distances are as follows:

	Miles.
Montreal to Ottawa	115
Ottawa to Mattawan	195
Mattawan to Fort Garry	985
Fort Garry to Yellow Head Pass	985
Thence to the limits of British Columbia. 52	
Route by the Upper Fraser (British) Columbia) by "short cut"	445
	2,467
Total length from Montreal to the Pacific	2,777

☞ The Directors of the St. Croix and Penobscot Railroad propose to construct their road from Princeton to Grand Lake Stream, at which point the Shaw Brothers talk of building the largest tannery in the world. A survey of this proposed extension is to be made at once. When built, a gap of twenty-four miles remains to be filled up between Grand Lake Stream and Passadumkeag, which, when done, the city of Calais will then be brought to within five hours' ride of Bangor.

Gt. Western Railway of Canada.

The dividend announced during the week, for the past half year, realises our expectations, and must, we think, be a pleasing surprise to the Proprietors, especially to those who have been led by articles in some other papers to take a downcast view of this very excellent railway property.

The dividend is 5½ per cent. per annum, free of income tax, and compares thus—

Half-year ending—	P.c. per annum.
July, 1871	5½
" 1870	4
" 1869	3
" 1868	2

The July half-year is the inferior part of the year, and having regard to this circumstance, and the great increase in the traffic now going on, we shall not be surprised if the current half year (ending next January) yields from 7 to 8 per cent per annum. The dividend for the 2nd half of 1870 (ending January, 1871) was 6 per cent. per annum. If the current, January, 1872, dividend increase by only as much as the July dividend just announced has increased, namely by 1½ per cent. per annum, it will be 7½, and make the dividend for the whole of 1871, 6½ per cent.—a pretty fair rate for "poor frozen up Canada" to turn out, and a rate that is fairer still when we consider that this Company pay (as all Companies should) their dividends free of income-tax.—*Herapath, Sept.* 30.

☞ The Philadelphia *Ledger* says that a very heavy tonnage of soft coal for gas purposes is now being carried over the Bald Eagle Valley railroad, which extends from near Tyrone, on the Pennsylvania railroad, to Lock Haven, on the Philadelphia and Erie road, a distance of some fifty-one miles, and it adds "new railway connections southward from the Huntingdon and Broad Top Mountain railroad promise an early outlet for Cumberland coal across our State to our own and a further eastern market, to the greatly increased profits of existing roads in the connection."

☞ The track of the Baltimore and Potomac railroad is now laid about twelve miles south of the Annapolis and Elk Ridge railroad, to Muddy Hole Branch, Prince George's county, a point about two miles from Buena Vista, and about ten and a half miles from Washington. At Huntington the main stem branches off toward the Potomac, and the track is laid three miles south of the prospective town. On the north of the Annapolis Road the track is laid to the Patapsco, a distance of nine miles. In all there are about twenty-five miles of the road laid.

☞ The Boston *Journal* says the losses sustained at the fire in Chicago by the Michigan Central Railroad were very light. The road was not an owner of the passenger depot, and its total loss was a small freight house which was destroyed together with its contents, which however were fully covered by insurance in solvent companies.

☞ The revenue of the Baltimore and Ohio road and its branches for the month of September was $1,219,769 21, showing an increase compared with the same month for the preceding year, of $177,905 16. It is understood that the tonnage moved exceeds that of any month in the previous history of the company.

☞ It is stated that Gen. Mahone has been successful in effecting a loan for the Atlantic, Mississippi and Ohio Railroad Company to the amount of $15,000,000, and the deed of mortgage involved has been duly recorded in Norfolk county, Va., the State tax upon which was $15,000.

Augusta and Hartwell Railroad.

A correspondent of the Elberton (Ga.) *Gazette* has been investigating the delay in commencing the construction of the Augusta and Hartwell railroad. He says:

When Mr. Seymour, the new Chief Engineer, of the road, took charge, his judgment suggested a different and what is claimed a more practicable route for the first ten or fifteen miles of the road next to Augusta, than upon either of the lines indicated by previous surveys. This new line required examination, and many other preliminary matters demanded adjustment before the work could proceed without interruption. The essential details of arrangement are now said to be nearly accomplished, and the contractor, Mr. E. Hanford, of New York is expected to arrive within a week, prepared to place 500 hands on the road about the 19th of October. The first ten miles will, it is confidently expected, be completed by the first of January. A piece of good news in connection with the future prospects of this road is the information, from a reliable source, that George D. Chapman, he who exhibited such peculiar "developing" talent in the construction of railroads (upon paper,) has, of his own volition, retired from the Board of Directors, and is henceforth to have no voice in the management of the enterprise. With this obstruction out of the way, it is to be hoped that the friends of the road in Augusta and along the projected route will give it the benefit of all the moral and material encouragement which the universally acknowledged importance of the road demands.

☞ The Alexandria *Gazette*, of 9th inst., says that the work on the branch of the Richmond, Fredericksburg and Potomac railroad has been completed to Chappawomsic creek, to which point material trains are now running. As soon as the bridge over this creek is completed there will then remain about two miles of track to lay, which can be done in about two weeks, by which time the road will be finished to its terminus at Quantico, where the trains will connect with the Potomac steamers, instead of at Aquia Creek, as at present, thus shortening the distance and lessening the time between that place and Richmond.

☞ The Hagerstown *Herald* says that the commissioners appointed by the Legislature of Maryland to take subscriptions preparatory to organizing the Antietam Railroad Company in Washington county, give notice that books of subscription will be opened. The capital stock is fixed at $200,000, and in shares of $20 each. The road is to run from the Antietam iron works, or the Potomac, at Shepherdstown, through Washington county, to connect with the Miramar railroad, which runs from the Susquehanna, opposite Harrisburg, to the State line in Franklin county, south of Waynesboro'.

☞ The Winston (N. C.) *Sentinel*, of the 5th instant, says that President Belo, of the Northwestern North Carolina railroad, has made a contract with the Richmond and Danville Railroad Company by which the latter is to complete said road from Greensboro' to Winston by the 1st of July next.

☞ The proposed Albany, Sandlake and Stephentown Railroad will shorten the distance between Albany and Boston twenty-six miles. Its early completion is probable.

☞ The ships Charlotte and Uncle Joe arrived at Norfolk on the 8th instant with full cargoes of railroad iron for the Atlantic, Ohio and Mississippi (General Mahone's) railroad.

Southwestern Pennsylvania Railroad.

The route of the proposed railroad from Greensburg to Connellsville, has been finally determined, and twenty-five sections have already been put under contract. The Directors selected what is known as the Jack's Run route, and the work will be pushed forward as rapidly as possible. The following contracts have been awarded: Sections one to seven inclusive, P. & F. Collins; sections eight and nine Col. Painter; sections ten, eleven, and twelve, Thomas Schnatterly; sections thirteen, fourteen, and fifteen, J. C. M'Causland & Co.; sections sixteen, seventeen, and eighteen P. & F. Collins; sections nineteen and twenty, D Williams; sections twenty-one and twenty-two, Mr. Roller; sections twenty-three and twenty-four, to John Snider.

Trenton and Fulton Railroad.

From the Clairborne (La.) *Advocate* we take the following estimate of the cost per mile of the Trenton and Fulton railroad. We see from this that it will be a cheap road:

HOMER (LA.) August 25 1871.

I herewith give an expression of my views regarding the cost per mile to build a three-feet gauge railroad from Monroe, Louisiana, to Fulton, Arkansas:

Excavations	$425 00
1,760 Cross Ties	440 00
10,570 feet, lineal measure, of stringer 9x6	360 00
62 tons of tire iron, to be fastened at the ends with screw spikes	3,100 00
Spikes	170 00
Bridging and trestles	1,200 00
Per mile	$5,695 00

Respectfully, RICHARD SERPELL.

The proposition for a preliminary survey was promptly accepted by a number of citizens of Homer, and Col. Serpell has already embarked in the work.—*Magnolia Flower.*

☞ The St. Gothard railway, with a tunnel about the length of that of the Mont Cenis, may soon be commenced. The capital necessary for the tunnel is about 60,000,000f, and for the lines to join the Italian and the Swiss systems about 125,000,000f. Subsidies to the extent of 85,000,000f. have been voted by Germany, Italy, and Switzerland, and the remaining 100 millions are to be taken by a syndicate, 65,000,000f. in bonds, bearing, 5 per cent. interest, and 35,000,000f. in shares. It is estimated that at least seven to eight years will be required for completion of the work.

☞ L. B. Boomer, of Chicago, has the contract for building a bridge across the Missouri River at Atchison, Kansas, his bid being $850,000 for the bridge complete, including the approaches. The bridge is to be finished within twelve months.

☞ The Granite Branch railroad, a spear of the Old Colony and Newport railroad, has been completed and formally opened to passenger traffic between the villages of West Quincy, East Milton, and Boston.

☞ The officers of the Credit Valley Railway company are; George Laidlaw, President, and C. J. Campbell, Vice-President, W. H. Beatty Solicitor and J. G. Conlin Secretary.

☞ The track of the Wellington, Grey and Bruce Railway is laid to Harriston, on the border of the county of Bruce.

☞ The laying of the track on the Maine Central extension was completed to the Grand Trunk Railway track on the 6th inst.

☞ The shipments of iron ore from Marquette for the season up to October 3d amounted to 273,825 tons; and from Escanaba to 338,807 tons—a total of 612,192 tons. Of pig iron from Marquette, 19,702 tons; and from Escanaba 6,976 tons—a total of 26,678 tons. Total of ore and pig iron, 638,870 tons—a difference in favor of Escanaba of 51,816 gross tons.

☞ The Milwaukee *Wisconsin* says that a sufficient amount of iron has been purchased for the Green Bay and Lake Pepin Railroad to lay forty miles of track. The first cargo is expected to reach Chicago by the 20th inst. The completion of this important thoroughfare is thus assured.

☞ The Bayfield *Press* says "a company of capitalists of New York city, with E. G. Roberts as President, has bought the old road bed on the line of the Hudson and Superior road, and will lay twenty miles of iron from Hudson to New Richmond this season."

☞ The amount of the Virginia State debt funded under the act of last session, on the 11th instant reached $20,400,000. The whole debt is $40,000,000, one-third of which is chargeable to West Virginia.

☞ It is stated that the Tyngsborough and Brookline (Mass.) Railroad has been located as far as North Pepperell, within four miles of its New Hampshire terminus. The surveyor's work will soon be completed and proposals advertised for.

☞ The Chicago and Northwestern Railway company officially announces that its entire loss will not exceed $500,000, and that all the shops, engines and passenger cars at the depot were saved.

☞ The Baltimore and Potomac Railroad Company have begun to grade for their track in Virginia avenue, Washington, and will soon begin to lay the rails.

RAILROAD IRON.

1,400 Tons 40 lb. Welsh Rails, made by the Rhymney Company, in store for sale by

PERKINS, LIVINGSTON & POST,
31 New Street,
New York.

Notice to Contractors.

PENN. & SODUS BAY RAILROAD CO.,
CHIEF ENGINEER'S OFFICE,
SENECA FALLS, N. Y., Sept. 25th, 1871.

PROPOSALS for furnishing and laying the Iron and Ties on the graded portion of this Road, will be received at this office until noon of Wednesday, the 25th of October. Said portion consists of the Southern Division, 25 miles long, extending from Spencer, in Tioga county, through Tompkins county to the Seneca county line; and the Middle Division, 33 miles long, from the Seneca county line to Waterloo; in all about 58 miles.

Proposals will be received for either or both Divisions, and are to be based on the following terms of payment, viz: twenty per cent. to be in the capital stock of the company; thirty per cent. in town bonds or cash, at the option of the company, and the remaining fifty per cent. in the first mortgage bonds of the Road. The Company reserves to itself the right to reject any or all bids that are not deemed consistent with their interests.

Specifications may be procured by application to the undersigned. ALFRED F. SEARS,
8t30 Chief Engineer.

To Contractors.

INVITATION IS GIVEN FOR PROPOSALS TO CONSTRUCT A PORTION OF THE BALTIMORE SHORT-LINE RAILWAY, embracing the GRADUATION and MASONRY of eighteen sections or miles lying between Belpre and Athens, in the State of Ohio.

SPECIFICATIONS of the work can be obtained at the offices of the Marietta and Cincinnati Railroad Company, in Parkersburg, West Virginia, and Athens, Ohio, on and after the 11th instant, and SEALED PROPOSALS therefor addressed to the undersigned will be received in the PARKERSBURG OFFICE up to the 25th instant inclusive.

The privilege of rejecting any or all proposals being reserved to the Baltimore Short-Line Railway Company.

JOHN WADDLE, President.

October 9th, 1871.

Notice to R. R. Contractors.

PROPOSALS for grading and masonry for about twenty miles of the Nashua, Acton and Boston Railroad, will be received at the office of the engineers until the evening of the 23rd of October next. Proposals may be made for grading one or more sections into which the work will be divided. Profiles and specifications may be seen at this office. The corporation reserves the right to reject any or all proposals.

E. H. SPALDING, President.

NASHUA, Sept. 25, 1871.

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This old established firm continue to build all kinds of Freight Cars to order.

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having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

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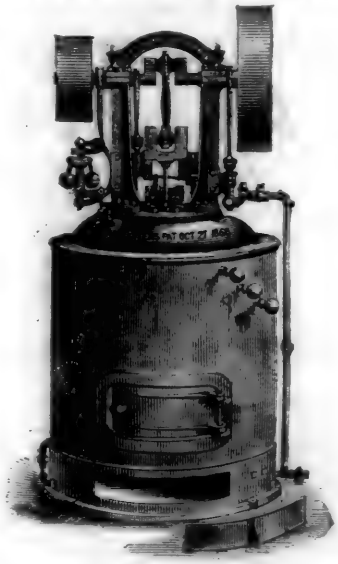
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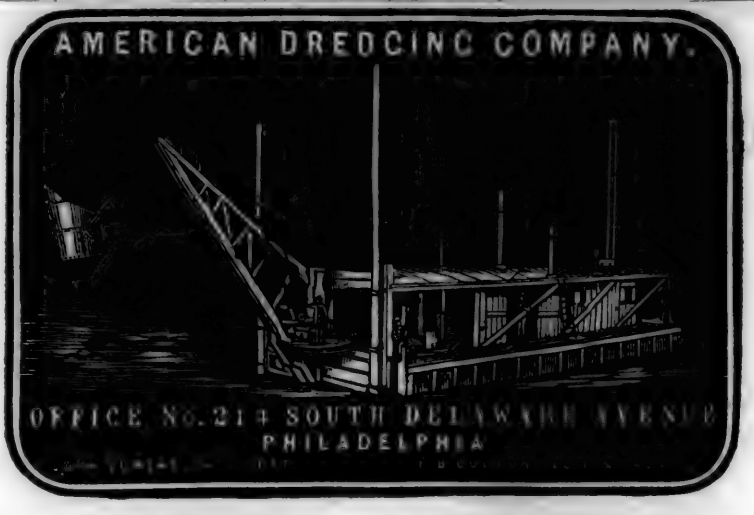


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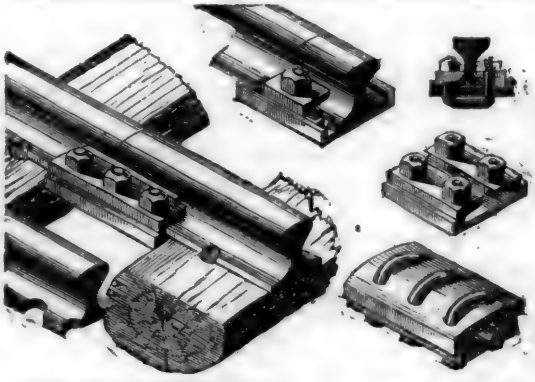
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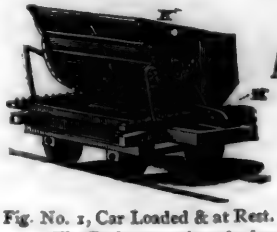


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of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.
and Puddled Steel Rails, Chairs, Spikes, &c.

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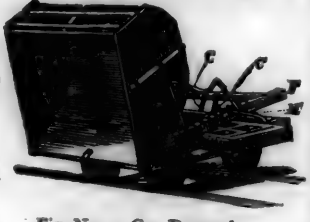


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Oct. 30, steamer RISING STAR, Capt H. P. Conner, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, direct, connecting at Panama with steamer SACRAMENTO, Capt. Parker, touching at Punta Arenas, Acajutla, and San Jose Guatemala, also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Oct. 27.

Steamer AMERICA will leave San Francisco, Nov. 2, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXVII., No. 43.] SATURDAY, OCTOBER 28, 1871. [WHOLE No. 1,858 VOL. XLIV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 28, 1871.

First Class Railroad Construction.

From Mr. Nordhoff's letters to the *Tribune*, from Virginia, we extract the following particulars concerning the portion of the Chesapeake and Ohio Road now in operation:

East of the White Sulphur, and between that point and Covington, we passed over that part of the Chesapeake and Ohio Railroad which was surveyed and built by the State of Virginia before the war. This part of the line crosses the Alleghanies, and the work done here, in tunnels and cuttings, is remarkable for its courage and that disregard of cost which is a characteristic of Government work. The Virginia Central Railroad was completed, from Richmond to Covington, a distance of 205 miles, in 1861. While it was building the State of Virginia undertook to build a railroad from Covington to the Ohio River, to complete the line from the west to tide-water. On this work the State spent $3,400,000, and what it did was magnificently done. The masonry tunnels are all double tracked, the cuts are straight and clean, and the line its engineers laid has admirably low grades and easy curves.

But the war stopped this work. After the war the State was unable to finish it, and finally a law was passed granting to the Virginia Central Company all the franchises and property of that portion begun by the State, on the condition that they should complete it to the Ohio River. The two portions were consolidated under a new name—the Chesapeake and Ohio—and, at a later period, New York capitalists, discovering the great advantages of the route, and its immense resources, stepped in with abundant means and determined to complete the work. They receive from the State a free gift of all that the State had done west of Covington; are relieved from taxation until the dividends reach 10 per cent., and have some other important privileges. The gentlemen who thus seized upon what seems to me one of the greatest opportunities in the country for a solid and profitable investment of capital, were Messrs. A. A. Low, Wm. H. Aspinwall, Jonas G. Clark, Richard Irwin, Wm. B. Hatch, P. Fisk, and C. P. Huntington, the last named being President of the Company.

Gen. W. C. Wickham, Gen. Anderson, and several other Virginians are also among the Directors. With men like those at the back of it the work is going on rapidly, and will be completed next October. I have been struck, all along the new line now building with the solidity of the masonry and the thoroughness with which every part of the work is done. The tunnels and bridges are all, with the exception of two tunnels, prepared for a double track; the whole line can be double-tracked at a comparatively small expense whenever it becomes necessary, and the land investments made, not only at Huntington, but all along the line, at every point where there is likely to be an important town, promise in themselves to pay magnificently. The work is done for cash, and accordingly there is no waste; with a country of wonderful mineral and other wealth to develop, and Western connections, which will make it, when completed, one of the great through lines connecting the West, with tide-water—considering also its low grades, and its small cost compared with other through lines, it will have great advantages over its competitors.

East of Covington lies a famous iron region, which has already a few large furnaces. But they need the coal which the Chesapeake and Ohio Road can bring them so cheaply when it is completed, to enable them to work to advantage, for they have "skinned" their forests for charcoal. A Pennsylvanian, an expert in iron, who had been "prospecting" in this region reported it to be very rich, having a distinct and very heavy vein of iron ore, and, in fact, he asserted that this region was for iron what the great Kanawha Valley is for coal.

It is marvelous to me that a region so near the great monetary center of the country, and so wonderfully rich in mineral wealth, should have been left untouched until now. But the blight of Slavery hung over it, and capital and free labor alike avoided it. The Chesapeake and Ohio Railroad, when it is completed, will quickly create a new Virginia. From its completion will date, I do not doubt, the real prosperity of both Virginia and West Virginia. It will draw capital and labor to the now sparsely settled and undeveloped coal and iron country; the facilities for cheap transportation will create numerous iron furnaces, salt and oil works; the coal which now lies under so large a part of the great Kanawha lands will be mined for consumption in the East as well as the West and South West. I am told that the best Kanawha cannel coal can be sold, in New York, when the road is completed, for $6 50 per ton.

The Hartford Tunnel.

The new Hartford tunnel for the Hartford and New Haven Railroad, is nearly completed. The enlargement of the old tunnel was made through an exceedingly troublesome strata of quicksand and clay, which had a tendency to cave in, and thus seriously impede the operation of excavating and pile driving, which was carried on at the same time. The tunnel passes under two busy streets, one having a horse railroad track, and both having gas pipe, aqueduct pipe, etc., all of which had to be moved and removed, so as not to discommode the public. Trains passed upon the road itself on an average every five minutes during the day a fact which necessitated considerable calculation. The number of piles driven was 1731, or measuring the part actually under ground, seven miles. The work was under the immediate supervision of E. M. Read, superintendent of the Hartford and New Haven Railroad, who is a practical and efficient engineer.

Change of Gauge.

We hear discussed the propriety and profitableness of changing the gauge of the Wilmington and Manchester and Charlotte, Columbia and Augusta Roads from five feet to four feet eight and one-half inches. The present difference in gauge involves a transfer of freight and passengers at Charlotte and Wilmington. Such a change, producing uniformity, would ensure a continued line to Baltimore and New York of uniform gauge, quickening intercommunication, and lessening the cost of transportation.

A direct, uninterrupted transit from Augusta to Norfolk and Baltimore, so far from operating injuriously upon the interests of Augusta, will, if we apprehend prevailing views correctly, be received with favor by our commercial citizens. The great current of trade is now, and for a long time to come will continue to set Northward. Interior trunk lines of railroads have entered successfully into competition with water carriage by circuitous routes for all the finer classes of merchandise and in the way of return freight, for the heavier products of the country close uninterrupted connection by rail, bringing cheap rates over roads of low gradients with the ports of Wilmington and Nor-

folk and with Baltimore, a great and thriving commercial centre, cannot work injury to the commerce of Augusta. The natural position of our city, being the farthest point South which permits the storage of cereals free from the hazards of the tropics, within easy reach of such points as Charleston, Port Royal, Savannah and Brunswick, and now in close connection with the Gulf and Cuba by way of Cedar Keys, makes highly desirable every facility whether of quick transit or cheap freights, with the great commercial emporiums of the North and West.—*Augusta Chronicle.*

Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1870 and 1871, were as follows:

	1869–'70.	1870–'71.
From passengers..	$3,799,257 80	$3,333,111 03
" freight	8,187,597 10	7,700,808 79
" express	256,677 84	237,812 28
" mail	173,306 40	189,585 86
" miscellaneous	118,589 07	233,596 98
	$12,535,428 21	$11,694,914 44
Expenses, viz:		
Repairs of engines.	$590,449 48	$423,439 30
" cars	917,685 53	547,347 24
" build'gs.	147,640 45	86,100 70
" fences ..	73,797 22	67,016 62
" bridges .	259,912 92	201,802 33
" track ...	1,574,365 58	1,365,794 66
" tools, etc.	182,022 51	92,954 90
Fuel used on locomotives	976,349 68	647,063 09
Fuel and lights used on cars & at stations....	143,036 31	102,763 90
Oil and waste used.	117,248 49	82,875 76
Office and station furniture & exp.	54,608 28	43,570 79
Furniture & fixtures for cars.....	16,713 09	10,619 41
Foreign agents....	43,233 44	40,611 33
Advertising..... ...	21,801 67	11,503 44
Stationery, etc....	55,565 78	48,243 25
Engineers, etc.....	550,559 03	516,035 56
Conductors, etc....	369,360 19	351,404 85
Laborers & switchmen at stations..	653,492 20	594,630 98
Agents & clerks at stations.....	498,435 88	425,595 06
Superintendence ..	80,787 40	73,411 52
Rents....	38,613 78	41,980 28
Loss and damage..	64,247 49	49,227 86
Injury to persons..	40,853 21	26,512 21
Teaming freight, etc.	10,205 76	9,813 45
Insurance	22,721 50	13,580 00
Miscellaneous exp.	102,924 69	72,941 17
Operating exp...	$7,606,631 51	$5,946,839 66
Taxes....	306,754 11	329,962 73
U. S. tax on earn'gs	95,454 71	31 588 04
Revenue tax stamps	4,477 01	3,115 87
Total expenses...	$8,013,317 34	$6,311,506 30
Earnings less operating expenses & taxes....	$4,522,110 87	$5,383,408 14
From which deduct—		
Interest on fund'd debt ($1,071,341 50, less amount to credit of interest & exchange $8,564 04)	$1,062,777 46	
Sinking funds	45,120 00	
Dividends on Chicago and Milwaukee Railway stock....	994 27	
Rent of Chicago, Iowa and Nebraska R. R.	460,734 51	
Rent of Cedar Rapids and Mo. River R. R.	470,368 80	
	2,039,995 04	
Leaving net income for the year...	$3,343,413 10	
Add balance to credit of Income Account May 31, 1870....	541,424 29	
Total net income	$3,884,837 39	
From which have been declared—		
5 per ct. dividend on both the common and preferred stock, payable December 30, 1870..	$1,750,943 80	
5 per cent. dividend on both the common & preferred stock, payable June 30, 1871, including amount of Government tax....	1,800,334 42	
	3,551,278 22	
Leaving balance to credit of Income Account May 31, 1871....	$333,559 17	

The lines comprising the different divisions of the road are as follows:

Wisconsin Division:	Miles.
Chicago to Fort Howard	242.2
Kenosha to Rockford	72.4
	314.6
Galena Division:	
Chicago to East Bank of Mississippi River, opposite Clinton	137.0
Chicago to Freeport	121.0
Elgin to Richmond	33.0
Geneva to St. Charles	2.4
	293.4
Iowa Division:	
Length of Bridge from East Bank of Mississippi River to Clinton	1.1
Clinton to Cedar Rapids, (Chicago, Iowa and Nebraska Railroad).	81.3
Cedar Rapids to Missouri River, opposite Omaha, (Cedar Rapids and Missouri River Railroad)	271.6
Clinton to Lyons, (Lyons Branch Railroad)	2.4
Lyons to Maquoketa, (Iowa Midland Railroad)	33 0
	389.4
Madison Division:	
Belvidere to Madison.....	67.6
	67.6
Peninsula Division:	
Escanaba to Lake Angeline Mine....	67.9
Branches and Extensions to Mines...	5.9
	73.8
Milwaukee Division:	
Chicago to Milwaukee.....	85.0
	85.0
Total miles....	1,228.8

The business of the different Divisions of the road during the past and preceding years compare as follows:

Earnings:	1870.	1871.
Wisconsin Division.	$2 846,585 80	$2,611,578 67
Galena " .	4,238,403 08	3,989,262 91
Iowa " .	3,419,086 90	2,879,556 39
Madison " .	217,714 93	202,705 91
Peninsula " .	723,306 07	865,573 08
Milwaukee " .	1,090,331 93	1,146,237 48
Totals.....	$12,535,428 21	$11,694,914 44
Expenses:		
Wisconsin Division.	$2,070,671 59	$1,587 543 01
Galena " .	2,261,522 02	1,854,602 56
Iowa " .	2,536,650 24	1,820,268 40
Madison " .	157,558 84	145,687 64
Peninsula " .	414,754 67	367,630 80
Milwaukee " .	572,159 98	535,778 89
Totals....	$8,013,317 34	$6,311,506 40
Net, as above....	$4,522,110 87	$5,383,408 14

During the year ending May 31, 1871, there has been expended for permanent improvements, and charged to new construction, the sum of $1,767,-985 75; and for additional rolling stock the sum of $160,160 05. The additional rolling stock consists of 9 locomotives (less 4 sold) 1 first class and 1 second class passenger car, 3 baggage, 1 way, 44 coal, 1 box, 1 wrecking and 145 iron ore cars. The company now have 264 locomotives, 134 first class and 32 second class passenger cars, 151 caboose and way, 113 baggage, mail and express, 7 boarding, 3,675 box, 909 platform, 315 stock, 128 coal, and 996 iron ore cars.

The number of passengers carried during the year was 2,239,949; do., carried one mile, 100,-802,521. Tons of freight carried, 2,298,170; do., carried one mile, 268,417,381. Decrease in passengers, 37,054; and in mileage of do., 14,654,938, or 12.69 per cent. Increase in tonnage, 75,192; and in mileage of do., 3,670,141, or 1.39 per cent. Total number of passengers and tons of freight carried, 4,537,664; do., carried one mile, 869,219,-902—increase in passengers and tons carried, 38,-138; decrease in mileage of do., 10,984,797, or 2.89 per cent. Earnings per passenger per mile, 3.31 cents; do., per ton per mile, 2.87 cents—average earnings per passenger and per ton per mile, 2.99 cents. Increase in earnings per passenger per mile, 0.61 per cent.; decrease in earnings per ton per mile, 7.12 per cent.—decrease in earnings per passenger and per ton per mile, 5.08 per cent. Earnings per passenger, $1 49, a decrease of 10.78 per cent.; earnings per ton, $3 25, a decrease of 8.97 per cent.—average earnings per passenger and per ton, $2 43, a decrease of 8.65 per cent.

From the foregoing it appears that while the number of tons of freight carried one mile increased 1.39 per cent., the earnings per ton per mile decreased 7.12 per cent.; and to this enforced reduction in rates, in sympathy with the decline in the value of the more important classes of products, is attributable the loss in freight earnings. The decrease in passenger receipts appears to be wholly due to a falling off in passengers carried, as the rate per passenger per mile seems to have been slightly increased, although the average earnings from each passenger shows a considerable decrease.

Compared with the previous year the results of the year ending May 31st, 1871, may be summed up briefly as follows: There was a decrease in gross earnings of $840,513 77; a decrease in working expenses of $1,659,791 85; in taxes of $42,019 19; in interest payments of $54,965 33; in rent of leased roads, $113,293 26; making total decrease in expenses, $1,870,069 63, and a net gain to the company of $1,029,555 86.

The net earnings for the year, after satisfying all current charges for operating, taxes, interest, sinking funds and rentals, were $3,343,413 10, against $2,313,857 24 net earnings for the year ending May 31st, 1870. These earnings, with the balance of income at the beginning of the fiscal year, were sufficient to enable the Board of Directors to declare two semi-annual dividends of five per cent. each, on both classes of stock, and to leave a balance of $333,559 17 to be brought forward to credit of Income on the 31st of May, 1871.

This balance is more than absorbed in the General Balance Sheet by payments made for works of construction that add new value and facilities to the company's property. Payments have also been made for account of the old purchase of the Winona and St. Peter Railroad, and advances made for its extension and the completion of the La Crosse, Trempealeau and Prescott Road, and considerable reduction of the old funded debt of the Chicago and North Western Railway Company effected by the payment of maturing bonds.

It is inevitable that the demands of business on our road as upon all others similarly situated in the great and growing West, will call for some enlarged accommodations in the extension of side tracks, depot grounds, new station buildings, equipment, etc., from time to time, and it is a question for the Board to consider at some future period in what manner this class of outlays shall be provided for.

Whether the means shall be found in the increased profits resulting from the legitimate growth of business which may be reasonably looked for in the future, or whether a larger reserve of income shall be kept to meet these wants by temporarily diminishing the rate of dividends from present earnings, or whether the improvements required from time to time shall be made from the proceeds of sales of stocks or bonds within reasonable limits, without impairing the ability of the company, are matters that will receive careful deliberation hereafter, and such measures adopted as shall be thought best to give stability and strength to the company.

The capital stock has been increased during the year $89,050, viz.: common, $44,330; preferred, $44,720. The common stock now amounts to $14,720,959 40; and the preferred to $20,415,013 42—total, $35,135,972 82. There is also the amount of $615,300 of preferred and $53,046 of common stock, not included in the above, which is owned by the company, and duly registered by the Registrar of Transfers. This stock has been held by trustees of the company for many years and is what remains from an amount of stock originally issued (prior to 1866) and subsequently registered for the convenience of the company in taking up Galena and Chicago, Beloit and Madison, and Chicago and Milwaukee Railroad Companies' stock, and for other purposes.

The bonded debt, as shown in the last annual report, has been decreased $248,900—the whole amount of bonds of the various classes retired during the year having been $737,900, and the amount issued $489,000. In addition to which the company issued in April and May the Madison Extension 7 per cent. gold bonds, for construction of that line, (including $1,153,438 62 that had been advanced for grading, iron, ties, etc.,) amounting to $3,150,000. Including these bonds, the increase in the funded debt amounts to $2,901,100.

We give in another part of this week's issue that portion of the company's report which refers to the connections and extensions of the road. Since the close of the fiscal year, and up to the date of the Report, July 31, 1871, the company had negotiated the sale of the entire issue of the $2,700,000 of Menominee Extension gold bonds, mentioned therein, and put the construction of the road from Fort Howard to the Menominee River, about 52 miles, under contract, to be completed by May 1, 1872. The balance of the line from Menominee River to a connection with the Peninsula Division was being rapidly examined and surveyed, with a view to its construction at an early day. The Madison Extension line had been opened for 20 miles to Lodi, and the Lake Geneva Extension completed. Thirty miles of the Winona and St. Peter Extension had been let to be ready for rails in a few months.

The dividends declared during the year will be seen to have amounted to ten per cent. on the common and ten per cent. on the preferred stock—leaving a surplus, after payment of the June dividend, of $333,559 17.

The entire operating expenses, including taxes, were but 53.96 per cent. of the earnings.

CONDENSED BALANCE SHEET, May 31, 1871.

Old Construction:		
Cost of road and property in accordance with terms of consolidation, to May 31, 1870		$39,948,712 62
For purchase of stock of the Chicago and Milwaukee Railway Company		23,700 00
		$39,972,412 62
New Construction:		
Balance to debit of this account May 31, 1870	$4,637,248 87	
Add for amount expended during the year for new rails	51,120 24	
Right of way and depot grounds	94,085 67	
Construction of new buildings	48,123 07	
Addit'nal side tracks	84,899 65	
Construction of new fences, gates and crossings	1,427 71	
Changing location of road between Syene and Madison	201,659 74	
Cost of St. Charles Railroad	8,801 55	
Cost of Madison Ext.	1,153,438 62	
Cost of Menomonee Extension	2,457 17	
Discount on securities	121,972 33	
		6,405,234 62
New equipment:		
Balance to debit of this account May 31, 1870	$5,462,851 74	
Add for new locomotives and cars purchased and built during the year	160,160 05	
		5,623,011 79
Assets and securities on hand:		
G. & C. U. R.R. Co's bonds held for sinking fund	$34,610 00	
Lands, and receipts and expenditures on account of company's land grants	73,175 93	
Subscript'n to Northern Pacific R. R.	6,666 66	
Jay Cooke & Co., fiscal agents North'n Pacific Railroad	100,000 00	
Subscription to Jay Cooke & Co., fiscal agents for shares & bonds of Northern Pacific Railroad	4,888 88	
Lake Superior and Puget Sound Co., through Jay Cooke & Co	1,250 00	
Lake Superior and Puget Sound Co.	5,010 00	
La Crosse, Trempealeau and Prescott Railroad	302,568 30	
Winona, Mankato and New Ulm R. R.	56,948 18	
Winona, Mankato and New Ulm R.R. Co's stock	100,000 00	
Other stocks & bonds	76,671 42	
Winona and St. Peter R. R. Co.—balance	1,069,082 12	
Advances to State Line and Union R. R. Co., on account of construction	2,048 84	
		1,832,950 33
Materials on hand		873,179 98
		$54,706,789 34

Common stock:		
Amount outstanding May 31, 1870.		$14,676,629 40
Issued since for bonds of Peninsula R. R. Co		44,000 00
On account of sundry old and past due stock dividends		330 09
		$14,720,959 40
Preferred stock:		
Amount outstanding May 31, 1870	$20,370,293 42	
Issued since for b'ds of Peninsula R.R. Co	44 000 00	
For stock of Chicago & Milwaukee Railway Co	300 00	
On account of sundry old and past due stock div'ds	420 00	
		20,415,013 42
Funded debt:		
Preferred S.F. bonds	$1,245,500 00	
Appleton Extension bonds	182 000 00	
Green Bay Extension bonds	300,000 00	
Funded coupon (interest) bonds	755,000 00	
General First Mortgage bonds	3,588,000 00	
First Mort. bonds of G. & C. U. R.R. Co.	1,785,000 00	
Second Mort. bonds G. & C. U. R.R. Co.	948,000 00	
Elgin and State Line purchase bonds	135,000 00	
Mississippi River Br. bonds	200,000 00	
Seven per ct. equipment bonds	101,000 00	
Ten per ct. equipment bonds	275,000 00	
Consolidated S.F. b'ds	2,560,000 00	
First Mortgage bonds Peninsula R. R. of Michigan	767,000 00	
		12,841,500 00
First Mort. bonds C. & M. R. R. Co	$397,000 00	
Second Mort. bonds M. & C. R. R. Co	182,000 00	
Third Mort. bonds M. & C. R. R. Co	10,500 00	
First Mort. bonds C. & M. R. W. Co	1,135,000 00	
First Mort. bonds B. & M. R. R. Co	333,000 00	
		2,057,500 00
Madison Extension S.F. Gold bonds of C. & N. W. R. W. Co		3,150,000 00
Operating debts	$4,319 821 02	
Less assets	3,441,563 67	
		878,257 35
Balance due D. N. Barney and associates on Winona and St. Peter purchases, payable in semi-annual instalments, up to May, 1874		310,000 00
Income account—balance to credit May 31, 1871		333,559 17
		$54,706,789 34

President.—JOHN F. TRACY.

Vice President.—M. L. SYKES, JR.

Directors.—J. M. Burke, Geo. S. Scott, A. G. Dulman, M. L. Sykes, Jr., Charles R. Marvin, Harvey Kennedy, A. B. Baylis, David Dows, Francis H. Tows, R. P. Flower, New York; J. L. Ten Have Frzn, Amsterdam, Holland; Wm. L. Scott, Milton Courtright, Erie; Wm. H. Ferry, Henry H. Porter, John F. Tracy, Chicago; B. F. Allen, Des Moines, Iowa.

Secretary & Treasurer.—ALBERT L. PRITCHARD.

General Manager.—JAMES H. HOWE.

Gen'l Superintendent.—JOHN C. GAULT.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ..100	5,545,225	.....	.....
Atlantic & Gt. Western ..50	25,879,923	.....	.....
" " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept. '71 2
Augusta and Savannah ..100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,660,000	A. & O	Apl. '71 5
Baltimore City Passenger...	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J. A. J. & O.	July '71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jun. '71 2½
Boston and Albany 100	19,150,800	M. & N.	May '71 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '71 4
Boston, Concord & Mont..100	459,000	.....	.....
Do., do. pref.100	1,340,400	M. & N	May '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	Nov. '71 3
Boston and Providence ...100	3,700,000	J. & D	June '71 5
Broadway (South Boston) 50	400,000	J. A. J. O.	Oct. '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F. M. A. N	Aug. '71 7
Brooklyn City & Newt'n.10	399,800	.....	July '70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	May '71 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)10	747,800	A. & O.	Oct '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	577,100	.....	.....
" " pref. 50	753,60	.....	.....
Camden & Burlington Co.10	331,000	.....	July '69 3
Cape Cod 0	915 57.	J. & J.	Jul'71 $2½
Cape May and Millvi le* . 50	447,00	J. & D.	June '71 3
Catawissa. 50	1,1 9 500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May '71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	May '71 3½
Central of Georgia..... 100	4,666,300	J. & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	Oct. '71 2½
Central Ohio..... 100	2,425,000	J. & D.	June '71 3
Do. pref..... 100	400,000	J & D.	Jun. '71 2½
Cen. Park, N. & E. River.10	970,000	.....	Oct. 67 2½
Chemung*..... 50	3,800,000	J. A. J & O	Jan. '70 3
Cheshire, preferred 10	2,085,925	J. & J.	July '71 2
Chicago and Alton..... 10	8,925 600	M. & S.	Sept. '71 6
" " pref...10	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy . 50	16,500,210	M. & S.	Sept. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*.10	2,247,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June '71 5
" " pref.100	20,370,293	J. & D.	June '71 5
Chicago, R. I. & Pacific....10	17,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger...	.....	J'n & J'l	Jan. '68½
" Street	.....	J. & J.	Jan. '64½
Cin., Sand. & Clev. pref... 50	428,616	M. & N.	May '71 3
Citizens' Passenger (Phil.) 50	192,750	J. & J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug '71 3½
Cleveland & Mahoning*... 50	2,036,750	M. & N	May '71 3½
Cleveland and Pittsburg... 50	7,494,588	F. M. A. N	May '71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,788,800	M. J. S. D.	Sept. '71 2
Concord..... 50	1,500,000	M. & N.	May '71 5
Concord & Ports., guar.... 10	350,000	J. & J.	July '71 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passum'p. R. pref. 00	2,084,200	F. & A	Aug. '71 3
Connecticut River..... 00	1,7 0,0 0	J. & J.	July '71 5
Cumberland Valley..... 00	1,316,900	A. & O.	Apl. '71 4
Danbury and Norwalk ... 5	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec. '70 6s
Des Moines Valley..... 100	1,530,200	.....	.....
Detroit & Milwaukee..... 10	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	May '70 2½
Dubuque and Sioux City*.10	5,000,000	J. & J.	July '71 2
Do do. pref.10	.....	J. & J.	July '71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.)..... 100	4,062,000	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga....10	1,999,524	.....	.....
Eighth Avenue (N. Y.) ..100	1,000,000	J. A. J & O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	800,000	M. & N	May'71 2½
Do. do. pref. 50	800,00	J. & J.	Jun. '71 3½
Erie Railway 100	75,000,00	F. & A.	Feb.'68 4
Do. pref.....100	8,595,91	Annual	Dec'69 7s
Erie & Pittsburg 50	999,780	M. J. S. D.	Dec'70 1½
Evansville & Crawfordav.100	1,143,446	.....	.....
Fitchburg..... 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,00	J. & J.	Jan. '69 3
Flint and Holly 100	500,00	M. & N.	May '67 5
Forty-Sec. St. & G. St. F'y.100	750, 00	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	July '71 4
Germantown (Phila.)..... 50	112,245	J. & J.	July '71 3½
Girard College (Phila.) ... 50	100,000	J. & J.	Jul. '71 3
Granite..... 10	.....	M. & S.	Mar '71 4
Green and Coates St. (P 50	150,00	J. & J.	July '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J. A. J & O	Oct. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top .. 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	J'n. 68 3½
Illinois Central 100	25,280,240	J. & J.	Aug. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '64 5
Joliet and Chicago*..... 100	1,500,000	J. A. J & O	July '71 1½
Joliet & North. Indiana*..100	300 000	J. & J.	July '71 4
Lake Shore & Mich. So. ..100	38,000,000	F. & A.	Aug. '71 4
" " guar.100	533,500	F. & A.	Aug. '71 6
Lackawanna & Bloomsb... 50	1 336,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,168,568	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N	M'y. '67 5
Lehigh Valley 50	17,716,400	J. A. J & O	Oct. '71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan. '69 4
Little Miami.*..... 50	3,572,400	M. J. S. D.	Sept. '71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex.... 50	1,623,482	J. & J	Jul. '69 3
" " pref.. 100	848,700	J. & J.	Jul. '71 4½
Louisville and Nashville.. 100	8,680,912	F. & A.	Feb. '71 4
Louisv., N. Alb. & Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western..... 100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central..... 100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '71 5
Marietta & Cincinnati 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 7
Massawippi..... 100	400,000	F. & A.	Dec. '70 3
Memphis and Charleston..100	5,312,726	.....	June '69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston)..... 100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225 848	J. & J.	July '71 5
Middleboro' and Taunton. 100	149,029	J. & D.	Dec. '70 2
Middlesex (Boston)..... 100	400,000	A. & O.	Oct. '71 3
Mill Creek and Minehl.*. 50	323,376	J. & J.	July '71 4
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul..... 100	11,422,664	.....	Dec. '70 7s
" " " pref..... 100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July '71 3½
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point..100	1,644,10.	J. & D.	Dec. '67 4
Morris and Essex*..... 50	11,900,950	.....	Jun. '71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell..... 100	720,000	M. & N	May '71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck..... 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	800,000	A. & O.	Apl. '71 4
New Haven & N London..100	788,538	.....	.....
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '69 3
New Jersey..... 100	7,297,200	F. & A.	Aug. '71 3
New London Northern.... 100	1,003,500	.....	July '71 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem.... 50	8,000,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '71 4
Nieg. Bridge & Canand*100	1,000,000	J. & J.	July '71 3½
Norfolk & Peterab'g guar.100	137,500	J. & J.	Jan. '71 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May '71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb. '71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi..... 100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun. '71 3½
Oil Creek & Allegheny R. 50	4,258,450	J. A. J & O	Oct. '71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '71 4
Pacific of Missouri..... 100	3,711,198	.....	.....
Panama..... 100	7,000,000	J. A. J & O	Jan. '71 3
Paterson and Ramapo..... 100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	515 000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	M. & N.	May '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Aug '71 4
Peoria and Hannibal.....	800,000	J. & J.	Jul. '69 8
Petersburg..... 100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J	July '71 5
Do. Do. preferred. 50	1,561,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J. S. D.	Sept. '71 3
Phila. and Trenton*..... 100	1,099,120	F. & A.	Aug '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July '71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July '70 –
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '70 2½
Pittsb., Ft. W. & Chi. gtd.*100	19,666,000	J. A. J & O	July '71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 5
Portland and Kennebec...100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock,..100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun. '71 5
Ports., Gt. Falls & Conway 100	170,000	J. & J.	July '71 4
Providence & Worcester..100	2,000,000	J. & J.	July '71 5
Raleigh and Gaston.....	.....	.....	July '71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Apl '71 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Peterab g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov. '67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred..... 100	1,831,400	F. & A.	A'g '71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	443,598	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'n. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jul. '71 2½
Seaboard and Roanoke.....100	868,200	M. & N.	Nov. '70 4
Second Avenue (N. Y.)....100	670,000	.....	July '70 2
17th & 19th streets (Ph.).. 50	150,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line..... 100	636,200	J. & J.	Jul. '71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 –
Somerville 100	75,000	M. & N.	May '71 3
South Carolina 100	5,810,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia.*100	3,959,900	F. & A.	Aug. '71 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May '70 3
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July '71 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70
Thirteenth and Fif (Ph.).. 50	.....	J. @ J.	July '71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870, 11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May '70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*..... 100	274,400	J. & D.	Jun '71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov. '70 4
Union (Phila.) 100	291,476	J. @ J.	July '71
Utica and Black River..... 100	1,666,000	J. & J.	July '70 3
Vermont and Canada*..... 100	2,500 000	J. & D.	June '71 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,260,000	J. & J.	July '71 2
Vicksburg and Meridian..100	337,408	.....	.....
Virginia Central 100	3,383,678	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug '71 4
West Philadelphia..... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon 100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July '71 5
CANALS.			
Chesapeake and Delaware 50	1,983,563	J. & D.	June '71 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '71 4
Delaware and Hudson.....100	15 000 000	F. & A.	Aug '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug. '71 3
Erie of Pennsylvania..... 50	61,000	.....	.....
Lehigh Coal and Navigat. 50	8,739 800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	July '70 3
Morris (consolidated).....100	1,025,000	F. & A.	Sep. '71 1½
" (preferred).....100	1 175,000	F. & A.	Sep. '71 3½
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '67 5
" " (pref.) 50	2,898,977	F. & A.	Feb. '67 5
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	.....	.....	.....
" preferred 50	2,907,850	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept. '69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan. '70 2
American Coal..... 25	1,500,000	M. & S.	Sept. '71 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Butler Coal..... 25	500,000	J. & D.	Dec. '70 2
Central Coal 100	2,000,000	J. & J.	July '65 5
Fulton Coal.....	.....	J. & J.	Jan. '71 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec '68 2½
Pennsylvania Coal 50	3,700,000	FMA&N	Aug '71 5
Roaring Brook Coal..... —	200,000	.....	Dec '68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal.... 50	1,500,000	J. & J.	Oct. '71 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July '71 3
United States Express 100	6,000,000	FMA&N	N'v. '69 2½
Wells, Fargo & Co. Exp....100	5,000,000	.....	Aug. '71

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Oct. 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	105½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,714,000	6	Jan. & July.	1880	115½
.. .. coupon	4,701,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	110
Loan of July 1, and Aug. 3, 1861.....registered	124,800,500	6	Jan. & July	1881	115½
.. .. coupon	64,520,700	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s).....registered	80,566,050	6	May & Nov.	1882	110½
.. .. .. (5-20s).....coupon	380,765,750	6	" "	1882	110½
Loan of March 3, 1863.....registered	53,352,650	6	Jan. & July.	1881	115½
.. .. coupon	21,647,350	6	" "	1881	116½
Loan of March 3, 1864 (5-20s).....registered	2,497,600	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s).....registered	41,610,550	6	May & Nov.	1884	110½
.. .. .. (5-20s).....coupon	41,995,700	6	" "	1884	113½
Loan of March 3, 1865 (5-20s).....registered	44,839 900	6	May & Nov.	1885	109½
.. .. .. (5-20s).....coupon	120 622 800	6	" "	1885	114½
.. .. 2d series (5-20s).....registered	55,081,550	6	Jan. & July.	1885	112½
.. .. .. (5-20s).....coupon	169,685,800	6	" "	1885	113
.. .. 3d series (5-20s).....registered	91,037,800	6	Jan. & July.	1887	112
.. .. .. (5-20s).....coupon	235,847,650	6	" "	1887	113
.. .. 4th series (5-20s).....registered	12,411,000	6	Jan. & July.	1888	113
.. .. .. (5-20s).....coupon	26,931,900	6	" "	1888	112½
Loan of March 3, 1864, (10-40s)....registered	137,810,100	5	Mar. & Sept.	1904	105½
.. .. .. (10-40s).....coupon	56,757,200	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71.registered	54,471,150	5	F. M. A. & N.	1881	....
.. .. coupon	7,955,350	5	" "	1881	....
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	27,490 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	trred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	110½
U. S. Notes and Fractional Currency.....	394,660,231	mtl.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	67
.. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. .. (sterling).....	688,000	6	June 1.	1870	....
.. .. (" extended)..	82,500	8	Jan. & July.	1886	....
.. .. (" ")..	712,800	5	" "	1886	....
.. .. (new).....	1,316,700	8	" "	'86-'88	98½
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	56
.. .. .. (Ald R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	115
.. .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424.500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805.000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'92	....
.. .. .. of 1863, (20s)..	5,927,000	6	" "	1883	100½
.. .. .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. .. .. of 1865, (20s) free..		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. .. 1869	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	84
.. .. " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	92½
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	93
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. .. " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. ..	1,059,500	7	" "	'76-'89	....
.. .. .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	90½
.. .. of 1843	160,000	5	" "	1873	....
.. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. ..	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. .. 1867.....	4,000,000	6	May & Nov.	1907	65
.. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000.000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	101½
.. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. .. of Mar. 19, 1864.....(cur.)	2.832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084.400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,856,335	5	" "	1890	....
.. .. converted	1,687,345	5	" "	1890	....
.. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. ..	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20.131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651.398	6	" "	1885	104
.. —Southern Relief Bonds.....	100.000	6	" "	1875	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	74-'76	....
.. ..	275,000	5	April & Oct	'73-'74	....
.. ..	320,000	5	May & Nov.	'72-'80	97½
.. ..	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	111
.. .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	111½
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.).....	3,505.000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 586	5	" "	'88-'90	97½
.. ..	866,500	5	" "	'91-'95	....
.. —Southern Vermont R. R.....	200,000	5	" "	1900	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,569,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'78-'85	109
.. —War and Bounty Loan Bonds....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1885	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	61-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	74-'90	94
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	95
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	....
.. .. .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100½
.. .. .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'76	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	99
.. .. .. of 1863 (free).....	1,002,900	6	" "	'88-'93	....
.. .. .. of 1864.....	503,400	6	" "	'97-'03	105
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. .. Bonds.....	21,089,000	7	" "	1877	109
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	1894	109½
.. ..	800,000	6	" "	1878	....
.. ..	348,000	5	" "	plens.	....
.. ..	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. ..	5,150,100	6	" "	1873	....
.. ..	2,099,000	6	" "	1874	107½
.. ..	473,000	6	" "	1875	109
.. ..	880,000	6	" "	1877	....
.. ..	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,900	6	Jan. & July.	'71-'91	....
.. .. (old)..	3,839,400	6	April & Oct.	'71-'91	56½
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'99	....
.. .. (new).	1,749,000	6	April & Oct.	'92-'93	19½
.. —Funding &c. Bonds of '66 '68	2,800,400	6	Jan. & July.	1899	27½
.. ..	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	15½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July	1870	....
.. .. .. (")..	1,600,000	6	" "	1875	103½
.. .. .. (")..	4,095,399	6	" "	1881	104½
.. .. .. (").....	2,400,000	6	" "	1886	106½
.. —Union Loan (Columbus).....	396,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,196	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. ..	4,731,300	6	" "	1872	95
.. ..	90,400	5	" "	1877	101
.. ..	7,590,550	6	" "	1877	95
.. ..	726,950	5	" "	1882	102½
.. ..	9,237,050	6	" "	1882	95
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	106
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	100½
.. .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. .. .. of 1863.....	736,000	6	Jan. & July.	1893	100
.. .. .. of 1863.....	239,000	6	April & Oct.	1883	101
.. .. .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. .. .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	77
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'80	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	77
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	44½
.. —Funding & Special Bonds '68	1,092,150	6	" "	1888	40
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	40
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	60
.. —*Funding Bonds	4,009,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	69½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. .. .. Certificates	201,000	6	" "	'71-'78	101
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	62
.. .. .. Bonds .....coupon	11,108,000	6	" "	"	....
.. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866.....registered	1,872,965	6	" "	"	....
.. .. .. Bonds of 1866.....coupon	1,473,000	6	" "	"	60
.. .. (sterling).....	466,250	6	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq'a D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1866	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1863	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	98
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	80
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,008,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	gold 3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)	gold 7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	90½
Loan of 1850	879,500	6	" "	"	1880	95
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93½
Loan of 18-0	sterling 3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1890	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	590,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan & July.	New York.	'76-'90	....
Belefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (Camden and)	499,500	6	March & Sept.	Princeton.	1885	82½
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1895	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	24
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga.	gold 3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund	gold 2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	70
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	" "	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1898	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,300,000	8	Jan. & July.	Boston.	1894	94
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1866	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'10	90
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1900	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2 837,000	7	Feb. & Aug.	" "	1500	101½
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1500	84½
Central Pacific of California:						
1st Mortgage	gold 25,010,000	6*	Jan. & July.	New York.	'95-'99	101½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101½
Income bonds	10,000,000	....	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1992	93
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ").	186,500	6	" "	" "	1872	....
3d Mort. (" ").	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	98
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,825,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1900	....
American Cen. R.R. (67 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix., Peo. & Han. R.R. (46½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	980,000	8	April & Oct.	" "	1890	100
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	98
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	....
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	93
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	95
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	94½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 500	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1908	....
Consol. sk'g fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	92
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m.g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1898	100
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free.gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,600,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1854	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1857	1,051,861	7	June & Dec.	New York.	1890	82
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 ....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	95
Cleveland and Pittsburg:						
2d Mortgage	700,500	7	March & Sept.	New York	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	90
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	84
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov	" "	1900	95
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1883	100
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1928	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	8 ½
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan. & July.	" "	1909	70
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1861	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1860	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	100
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	86
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Sueq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,800	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	...
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	...
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten.(Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General)	1,633,000	7	March & Sept	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	...
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) ... guar.	1,080,000	8	June & Dec.	New York.	1890	87½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,916,629	8	" "	N Y.& Detroit	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150,867	6*	May & Nov.	N Y.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.)						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	95½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1880	....
Dubuque Southwestern:						
1st Mortgage, preferred	160,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.& G.:						
1st Mortgage	640,000	6	Jar. & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	Loudon.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	96½
Loan of 1865	160,000	6	April & Oct.	"	1885	96½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	600,000	6	May & Nov.	"	1889	97½
Essex Railroad 1st Mortga e	194,400	6	Jan. & July.	"	1876	93
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & Ju'y.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.)						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway						
1st Mortga. e	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	89½
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	85¼
5th Mortgage convertible	926,000	7	June & Dec.	" "	1888	85
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.)						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n.1st on 66m.& 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1899	....
Ft.W.,Muncie & Cin.(F.W.J.& S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	103¾
2d Mortgage	985,000	7	May & Nov.	" "	1875	100¼
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264.	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510.	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210.	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W.& W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	" "	1888	88
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	" "	1893	86

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,548	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,768	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	95
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	60,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	" "	1885	90½
1st Mort. (Q. and Palmyra R.R.	700,000	8	Feb. & Aug.	" "	1892	95
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 20.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	3,000,000	7	May & Nov.	" "	1876	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 18.0 to 180)	1416,000	7	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	367,500	7	Feb. & Aug.	" "	1875	86¾
1st Mortgage (Consol)	1,089,000	7	April & Oct.	" "	1896	47
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	103
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.& W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	85
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1862	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
James'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1890	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	597,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1862	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1894	....
Junction, Philadelphia:						
1st Mortgage, guarnteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R (LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,065,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1850	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" " ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" " ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	94
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.52½m)	5,256,000	7	May & Nov.	" "	1885	100
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	98½
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" " ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" " ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" " ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1905	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	92
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of '70(reg.)tor $6,000,000	1,050,000	7	" "	"	1900	98½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	...
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18-0	...
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ")....	423,000	6	" "	" "	1905	..
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	...
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1880	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1889	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1883	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1890	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv. Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1890	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	91½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	98
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov	Boston.	1885	50
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1900	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1900	....
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	108½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1862	115½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	108½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" " ")	500,000	8	April & Oct.	" "	1882	104½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" " ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1860	67½
Michigan Southern & North. Ind.						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	100
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1808	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1896	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	91½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	93¾
1st Mortgage (Minn. Cent.).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	90
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	90¾
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1905	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870....	1,400,000	10	April & Oct.	" "	1890	100
Missouri Valley (K.C.S. J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold)	5,470,000	6*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling)		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1856	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	540,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	200,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18 0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds.....	600,000	7	Jan. & July.	" "	1906	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93¾
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	120,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1890	....
Convertible, tax free...	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	99
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102
Bonds for B. & N. Falls R.R.S'k.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1876	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1838	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	104,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1880	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1904	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1890	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	103,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1869	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1885	....
3d M. of Oct. 1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	99½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	95½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89
3-1 Mortgage(York & Cumb RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	92
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ").	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,800	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	...
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1860	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	600,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	100
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	834,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	85
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	104½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	505,000	8	May & Nov.	Richmond.	1873	90
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	79
Va. State Loan	249,952	7	" "	" "	1833	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	875,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1900	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1886	....
1st Mortgage.....gold	7,000,000	7*	Jan. & July.	" "	1890	101
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'75	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	2,899,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage .....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	102½
2d M. stg.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,800	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	95
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1880	90½
1st Mortgage	1,500,000	7	" "	"	1900	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	78
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	286,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89
2d Mortgage	3,000,000	7	Jan. & July	"	1888	85
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	101½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	85½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	100
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B.& O.)						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	92½
2d Lien Balt. Loan	1,000,000	6	" "	"	1898	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1885	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	—— & ——	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	—— & ——	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N.Y.	1888	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	—— & ——	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$350,000	7	March & Sept.	Philadelphia.	1882	....
3d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	....
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	80½
4th Mortgage	64,500	6	—— & ——	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,000	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv., S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1910	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	88½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	98½
Rutland & Burlington (Rutland):						
1st Mort. conv. into prof. stock	70,000	7	Feb. & Aug.	Boston.	1862	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	....
St. Joseph & Denv. C.(R.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	95½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	77
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	90
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,365,000	7	April & Oct.	New York.	1894	94
2d Mortgage of May 1, 18.8	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1895	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed.	2,000,000	7	April & Oct.	" "	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	—— & ——	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1873	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1873	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1900	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871, on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1869	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1869	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1806	97,008	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	—— & ——	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	—— & ——	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	—— & ——	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	—— & ——	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special) Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L.)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	484,000	7	—— & ——	New York.	1890	....
2d Mort. " " "	200,000	7	—— & ——	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	3	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Con. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1880	....
Sterling Mountain:						
1st Mortgage	350,000	7	—— & ——	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	—— & ——	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	—— & ——	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.& W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	90½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	88
2d Mortgage (W. Div.)	1,200,000	7	April & Oct.	" "	1886	78
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Eric, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	90
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	85½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	83½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	85
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	8	Jan. & July.	New York.	1878	....
2d Mortgage, guaranteed	300,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	85½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1899	74½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	77½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	"	1891	36½
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	102½
Stanstead,Shefford & Cham. L.	500,000	7	Jan. & July.	"	....	83½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	164,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1899	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa. & O."						....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	454,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	78
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88½
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	99½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79½
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1900	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage(Pittsb. Div.)guar.	1,060,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	90½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	100½
West Shore Hudson River:						
1st Mortgage	676,200	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	95½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	95½
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1905	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1875	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,100	6	J. A. J. & O.	Philadelphia.	1884	84½
Mortgage Loan	2,0 0,000	6	" "	"	1897	91½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	880,000	6*	" "	"	1894	90½
Convertible Loan	1,996,879	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	105,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1876	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	250,905	7	" "	" "	1885	....
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	78
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	78
Plain Bonds	171,354	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	623,850	7	— & —	"	1889	80
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	62
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,067	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	500,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	506,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	68
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac ..... New York	2,881,918	*	.....	.....	3,763,000	980,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga ..... Alabama	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0						—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶ ... New York	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	90
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley ..... Pennsylvania	10,234,814	*	984,551	8,579	2,256,350	7,511,000	674,166	786,229	132.0	.....	11,311,323	46,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,702	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge ..... Maryland.	445,000	—	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	(Leased and oper. by Cheshi	re.	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe .... Kansas.	.....	.....	.....	.....	1,815,000	980,000	.....	.....	42.0	87,679	.....	.....	182,680	78,239	—	100	....
May 31, 1871	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶ . Ga. S. C. & N. C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point ..... Alabama.	1,200,129	*	2,500	128,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn. & O.	59,598,598	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,352,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.5	—	26	19	32	242	Atlantic and Gulf ¶ ..... Georgia.	7,073,388	—	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶ . N. Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶ ..... Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	(Leased & oper. by Grand Trunk.			.....	.....	4	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris .. N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	8,427,728	2,974,268	8	100	142½
Sept. 30, 1870	379.0	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ .... Md. & W. Va.	30,027,824	—	18,444,220	1,263,620	16,550,362	11,246,571	463,880	21,375,051	454.6	.....	.....	.....	381,924	182,686	10	100	....
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch .. .... W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac ..... Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake ..... Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.2	1.5	2.5	—	5	2	—	60	Bellefonte and Snow Shoe .. Pennsylvania.	323,291	118,768	256,941	.....	600,000	99,000	.....	.....	267.0	54,310	.....	.....	36,000	36,000	—	100	....
May 31, 1871	56.0	—	4.0	—	.....	.....	.....	.....	Bellville and Southern Illinois .... Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 187	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware ..... New Jersey.	4,125,366	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1871	21.1	—	....	—	—	—	—	80	Berkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	—	.....	.....	250,000	48,000	.....	.....	—	(Leased & oper. by Fall Brook Coal Co.)			12,500	5	100	....
Sept. 30, 1870	200.8	49.7	289.0	—	163	118	40	3,045	Boston and Albany .... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	12,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,765,987	863,186	10	100	139½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ..... Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	38,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,988	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,036,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ¶ . M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	2½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell ..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	284,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	138
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine ..... Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	146½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence ..... Mass. & R. I.	2,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	150
Jun. 30, 1870	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany ..... Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb .. Penn. & N. Y.	2,860,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Leased & operated by Erie.)			.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb .... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	465,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased & oper. by Grand Trunk.)			250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie .. N.Y. & Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased & oper. by Erie.)			.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ... Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	187,655	.....	....	31,924	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River* ..... Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	9,855,700	.....	2,156,946	—	.....	.....	.....	2,156,846	1,041,042	—	100	104
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River .. Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operated by Burlington & Mo. River.)			.....	.....	—	100	34½
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated by Chicago, Burlington & Quincy			.....	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific ..... California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy ..... New Jersey.	12,527,160	*	.....	.....	5,847,800	8,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	128
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co .. New Jersey.	715,382	—	.....	.....	332,925	338,000	44,437	.....	—	(Leased & oper. by Camd and Amboy.)			42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic ..... New Jersey.	1,762,852	328,543	30,550	209,182	1,120,795	990,100	150,473	50,499	60.0	.....	.....	10 mos.	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	72
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville ..... New Jersey.	818,449	—	.....	.....	447,000	260,000	221,274	.....	—	(Leased and oper. by West Jersey.)			.....	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville ..... Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa ..... Penn.	2,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,212	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	—	.....	.....	589,110	.....	.....	.....	—	(Leased and oper. by Dela., L. and W.)			54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota ..... New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	2,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased and oper. by Illinois Central.)			.....	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River* .. Iowa.	11,225,000	—	.....	.....	7,620,000	3,605,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			479,675	—	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R. .... Kansas.	3,725,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia ..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,612,046	106,582	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa ..... Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey ..... New Jersey.	16,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3.2 1,000	1,568,043	.....	97.0	2,345,043	40,499,888	158,096,552	4,393,514	1,881,297	8	100	1'6
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio ..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased & oper. by B.& Ohio.)			842,436	68,323	—	100	29½
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶ .. California.	125,350,000	*	.....	.....	54,001,000	71,349,000	.....	.....	.....	3 502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,950,217	—	157,492	228,100	2,572,300	1,233,295	754,521	401,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung ..... New York.	400,000	—	.....	.....	380,000	.....	.....	.....	—	(Oper. by Erie & N.Centrl.)			30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington ..... S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany .. N. Y.	600,000	—	.....	.....	275,000	300,000	10,000	.....	—	(Leased & oper. by Del. & Hud. C. Co.)			.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio ..... Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,982	.....	.....	227.4	427,428	6,996,373	7,213,298	677,325	39,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	399	Cheshire ..... New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,890	.....	168,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased and oper. by Phila. and Read.)			.....	.....	—	100	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2,063,299	10	100	112½
Apr. 30, 1871	400.0	—	167.0	—	175	84	45	3,043	Chicago, Burlington and Quincy .. Illinois.	16,871,000	4,722,545	9,205,928	1,964,317	16,890,510	11,569,459	1,888,022	2,707,889	642.0	4,113,932	56,320,468	206,749,525	7,207,685	2,779,011	10	100	128

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	.....	.....	.....	.....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000	—	—	.....	(Recently brought into operation.)			.....	.....	—	100	.....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000	—	—	—	(Leased and oper. by Mich gan Central.)			.....	.....	—	100	.....
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk †.....Canada.	92,772,070	*	.....	.....	14,867,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	.....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western †.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,355	.....	.....	406.0	2,042,272	61,915,319	133,250,631	4,054,335	1,644,342	4½	100	.....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia †....S. Carolina.	3,080,963	*			1,510,965	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	.....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	.....	—	(Leased & oper. by Tol. Wab. & Wester			.....	.....	—	100	.....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	.....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* †.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	58½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension.....New York.	8,039,500	*	.....	.....	.....	4,000,000	40,509	—	116.0	116,322	1,752,206	2,252,264	193,619	loss.	—	100	.....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			.....	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	575 644	.....	.....	2,412,150	843,903	12	100	.....
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill†.Conn & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,262	5,051,366	898,755	121,394	—	100	.....
Dec. 31, 1870	0.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	—	—	—	20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. Paul.)			.....	.....	—	100	.....
Dec. 31, 1870	74.0	—	10 1	—	13	13	8	285	Housatonic.....Connecticut.	2,105,558	*		284,082	131,451	2,000,000	341,000	136,182	44,508	119.8	.....	.....	.....	752,697	147.025	—	100	.....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central †.....Texas.	6,000,000	*	.....	.....	.....	2,600,000	3,400,000	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	.....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt....Penn.	2,738,811	*	.....	.....	.....	834,250	2,008,096	.....	58.8	178,067	.....	.....	267,575	Loss.	—	50	20
Dec. 31, 1870	580.9	146.5	114 6	—	187	103	44	4 224	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,397,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—	—	—	2,750,000	2,750,000	—	—	—	(Under construction at $35,000 p.m.)			.....	.....	—	100	.....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*				5,000,000	6,500,000	—	—	202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	.....
Jan. 30,	170.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,383,514	*				7,685,497	7,891,580	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	767,488	—	100	8
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	*	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*		390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034 663	58,549,690	1,793,944	647.946	—	100	.....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	.....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	.....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	—	4,625,000	2,960,000	—	—	.....	(Leased & oper. by Ill. Cen.)			140,652	49,235	—	100	.....
Mar. 31, 1871	15.0	—	2.1	—	3	2	1	107	Iron.....Ohio.	275,668	47,000	12,800	29,992		129.550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9.355	—	100	.....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250.000	18,000	262,000	.....		400.000	130,000	—	—	11.0	10,262	.....	.....	35,318	9,281	—	50	.....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens.....New York.	268,386	—	—	—		286,730	—	—	—	—	(In course of construction.)			.....	.....	—	100	.....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*				330,000	—	—	—	—	(Recently completed.)			.....	.....	—	100	.....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*		22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,061	.....	.....	489,561	250,624	—	100	.....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*				6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	119.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*		751,640	600,003	2,000,000	4,923,000	456,985	—	226.0	.....	.....	.....	1,217,243	336,079	—	100	.....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)			.....	.....	7	100	.....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	.....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*				3,027,450	2,033,066	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	100	.....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	124,035	57,766	—	100	.....
Mar. 31, 1871	42.0	—	2.0	—	.....	.....	.....	.....	Junction and Breakwater.....Delaware.	706,000	*				306,000	400,000	—	—	42.0	(Recently completed.)			.....	.....	—	100	.....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....		610.000	840.000	—	—	—	(Leased & oper. by L. Sh. & Mich. So.)			.....	.....	6	100	.....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	490,000	—	.....	.....		250,000	240,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	.....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,506	*				2,776,000	5,776,506	—	—	.....	499.498	.....	.....	1,037,274	316,910	—	100	.....
May 31, 1871	82.0	—	—	68.0	.....	.....	.....	.....	Kansas City and Santa Fe.....Kansas.	.....	*	.....	.....		.....	.....	.....	—	—	(Under construction.)			.....	.....	—	100	.....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	38,962,629	*		4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1 804,771	14,708,284	49,053,158	3,360,787	860,746	—	100	.....
May 31, 1870	90.6	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	.....	1,200,000	—	—	112.0	(Oper. by bondholders.)			.....	.....	—	—	—
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	.....	25,000pm	—	—	—	(Under construction.)			.....	.....	—	100	.....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston †....Tennessee.	.....	.....	.....	.....	.....	.....	.....	—	—	—	(Under construction.)			.....	.....	—	100	.....
Dec. 31, 1870	51.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky †....Tennessee.	.....	.....	.....	.....	.....	.....	.....	—	—	—	(Under construction.)			.....	.....	—	100	.....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg.....Penn.	3,525,000	625,000	.....	.....		1.335,000	2.279,335	.....	.....	86.0	1.183.150	.....	(14 mos.	1,219,816	398,013	—	50	.....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....		1,300,000	1,300,000	—	—	—	(Under construction.)			.....	.....	—	100	.....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington...Ind.	.....	.....	.....	.....		2,800,000	1,500,000	—	—	—	(Under construction.)			.....	.....	—	100	.....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville....Ohio & Ind.	1,342,500	31.910	370,000	.....		1,212,500	500,000	.....	.....	37.0	45,561	.....	.....	60,686	14,497	—	100	.....
Dec. 31, 1870	539.9	473.1	269.8	—	209	178	69	6,007	Lake Shore & Mich. S..N.Y., P..O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,086,179	—	1,013.1	8,219,893	189,390,937	569,933,666	13,457,541	5,088,720	8	100	98½
Sept. 30,	18.0	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—	—	—	—	4,000,000	—	—	—	—	(Under construction at $33.00 p. m.)			.....	.....	—	100	.....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*				5,000,000	4,500,000	—	—	—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	.....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence.....Pennsylvania.	619,944	—	—	—	—	260,250	360,000	5,000	—	—	(Leased & oper. by Pitts. Ft. W. & Chi.)			49.507	.....	—	50	.....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	—	—	2,849,250	2,856,000	316,115	85,418	—	100	.....
Jun. 30, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	.....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	.....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*				18,159,400	5.588,000	414.417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	118
Dec. 31, 1870	—	—	—	55.2	.....	.....	.....	.....	Lexington and St. Louis.....Missouri.	.....	.....	.....	.....	.....	900,000	900,000	—	—	—	(Under constr. to be completed in 1871.)			.....	.....	—	100	.....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia.....Ohio	6,000,663	974,391	.....	.....	.....	5,871,450	2,528,000	—	—	196.0	1,096,566	21,825,726	.....	1,840,229	549,776	7½	100	.....
Dec. 31, 1870	80.0	—	.....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	.....	6,000,000	5,600,000	—	—	—	(No returns—Is near completion.)			.....	.....	—	100	.....
Dec. 31, 1870	18.0	—	.....	92.0	.....	.....	.....	.....	Little Rock, Pine Bluff & N. O..Arkansas.	.....	.....	.....	.....	.....	.....	750,000	—	—	—	(Under cons. to be completed in 1871.)			.....	.....	—	50	.....
Nov. 30, 1870	26.3	3.0	19.9	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	—	915,658	.....	.....	2,646,106	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)			271.658	.....	6½	100	92½
Dec. 31, 1870	25.0	—	.....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana.	3,000,000	*	.....	.....	.....	1,500,000	1,500,000	—	—	—	(Under cons. to be completed in 1871.)			.....	.....	—	100	.....
Sept. 30, 1870	94.0	64.0	15.8	.....	22	43	9	244	Long Island.....New York.	5,016,462	*	.....	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	.....
Jan. 30, 1871	51.0	—	.....	209.0	.....	.....	.....	.....	Louisiana and Missouri River.....Mo.	1,630,000	—	—	—	15,000pm	16,000pm	—	—	—	—	(Leased to Chicago & Alton.)			.....	.....	—	100	.....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	154,941	59,718		2,472,183	2,859,520	1,245,770	350,337	171.1	650,895	13,955,245	12,174,094	948,748	221 845	—	100	.....
Jun. 30, 1870	183.0	190.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,794	*	2,164,956	2,570,694		8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	.....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	.....	3,000,000	—	—	—	289.0	(No returns of operations published.)			.....	.....	—	100	.....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,843,904	1,666		2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			924	17	—	100	.....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255	—	15,133		200.000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			.....	.....	6	100	.....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	600,000	—	—	—	—	(Leased & oper. by Summit B ranch.)		62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	—	770,000	—	—	85.0	(Operated by Georgia.)		59,410	7.849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	186	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,500,000	85,172	90,175	195.0	348,922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862	166.0	292,258	.....	.....	692,585	251,273	10	100	....
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,357	—	180.8	(Leased & oper. by Phila.& R eading.)		.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	123.8	229,572	6,581,531	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	...	...	...	....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72.124	46,593	1,000,000	20,000	7,017	91,699	26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	151
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned & oper. by Concord.)		.....	.....	—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	—	—	—	—	—	—	—	(Leased & oper. by Bos., Clin. & Fitch.)		.....	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	....
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	.....	40.0	166,280	.....	11,093,783	745.291	326,750	...	100	....
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	54.0	(Recently compl. n o statem't of oper.)			—	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	—	—	—	3,000,000	—	—	—	—	(Under construct ion.)			—	—	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles.	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661	.....	.....	1,417,441	522,919	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarksv. and Louisv. ¶	Tenn.	(No bala	nce sheet	furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	.....	84.0	.....	.....	.....	160,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457,876	3,638,132	.....	790,689	198,340	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—	—	(Under construct ion & now partly op en.)			—	—	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold b	y bondho	lders.)	800,000	250,000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	116
Dec. 31, 1870	56.5	—	2.9	—	...	...	...	....	Michigan Lake Shore	Michigan.	832,085	*	—	—	41,048	880,000	.....	.....	56.5	(Commenced operat ions Aug 29, 1870.)			—	—	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,339	113.113	25,720	4,069	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,688	—	—	—	84,537	.....	10,151	—	—	(In prog ress. Leas to N. Y. & Oswego a t 7p. c.)			—	—	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	251,883	—	—	—	110,050	225,000	56 350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o perated by contr ct's.)		.....	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased & oper. by Pennsyl.)		.....	.....	.....	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	323,375	—	—	—	3.8	(Leased & oper. by Phila.& Re		.....	—	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	.....	.....	15,239	5,007	6	180	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	896,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	55
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased & oper. by Phila.& Reading.)		.....	—	74	50	104
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	109,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	...	...	...	....	Minnesota and North Western	Minn.	.....	.....	—	—	20,000p.m	20,000p.m	—	—	—	(Under construct ion.)			—	—	—	100	....
Jun. 30, 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	.....	.....	.....	—	4,657,980	—	—	237.0	(Oper. by S. R.R. a ssociati'n.)		1,268,981	Lnss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	—	—	—	1,200,000	17,000p.m	—	—	—	(Under construct ion.)			—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	—	20,000p.m	—	—	—	(Under construct ion.)			—	—	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	(Under construct ion.)			—	—	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,263,641	13,504,013	1,199,226	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74.701	1,278,272	610,000	169,197	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	867	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,565	—	—	—	150,315	177,000	4.550	—	—	(Operated by Erie.)			42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morga	n of Ne	wYork w	ho bough	t it for $2	,500,000.)	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	...	...	...	....	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b y Del. Lac. & Wstn.)		2,858,453	957,521	7	100	93
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	66 675	720,000	—	—	144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	....
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1 378,506	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	373,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas.& oper.by N. &C.) 10m.		416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b oper. by L. Coal & N av. Co.)			—	10	50	101
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—	—	(Leased & oper. by Central of N. Jer.)			—	—	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	...	...	...	....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be compl. in Aug.1871.)			—	—	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172,500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	(Leas.& oper. by P bgFt.W.& Chicago.)			—	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. by N. Hav'n & New Y ork.)			—	—	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	850,000	2,200,000	.....	.....	—	(Under construct ion.)			—	—	—	100	....
Sept. 30, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	1,800,000	1,440,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	...	...	...	....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850,000	.....	.....	—	(Oper.in cons. with	Camd. &	Amboy.)	.....	.....	10	100	120
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	....
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	.....	.....	.....	3,000,000	3,000,000	.....	.....	—	(Under construct ion.)			—	—	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	—	100.0	287,024	.....	(10 mos.	375,766	65 494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	L. & M.	.....	.....	.....	.....	4,200,000	4,500,000	1,000,000	—	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	...	...	...	....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	.....	(Under construct ion.)			—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	.....	—	—	—	5,000,000	—	—	—	—	(Under construct ion.)			—	—	—	100	....
Sept. 30, 1870	—	—	—	58 0	—	—	—	—	New York and Boston	New York.	.....	—	—	—	3,000,000	3,000,000	—	—	—	(Under construct ion.)			—	—	—	100	....
ept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,222	.....	.....	89,428,330	13,681,807	.....	.....	842.2	11,429,877	321,366,953	169,057,777	22,363,320	8,295,240	8	100	88
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	8,300,000	5,072,840	645,500	.....	132.9	887,941	25,532,856	19,602,827	2 709 077	997,389	8	100	122
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	—	.....	.....	221,700	141,500	33,400	—	5.1	10,900	38,100	17,375	6,945	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	89	18	418	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3	.....	.....	.....	2,316,959	1,063,342	10	100	145
Sept. 30, 1870	138.0	60.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47.791	67.5	338,659	.....	.....	749,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas.& oper.by N. Y. Cen. & H.Riv'r.)			60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	...	...	...	....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,452	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,569	4,813	102.0	260,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	11g.0	—	—	—	—	North Louisiana and Texas	La.	.....	—	—	—	—	—	—	—	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	.....	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	.....	74.7	595,303	.....	.....	1,355,509	590,726	—	50	94
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,342	Northern Central ¶	Md. and Penn.	11,080,648	3,016,449	.....	1,429,319	5,000,000	5,217,000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521,712	2,816,662	1,271,962	6	50	80
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	—	155,265	357,145	3,068,400	115,000	138,426	258,792	82.6	444,771	6,435,927	21.357,261	689,628	256,272	8	100	111
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	850,000	—	—	1,000,000	400,000	—	—	(Leased & oper. by Erie.)			—	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	...	...	...	....	Northern Pacific	Minn., Dak. &c.	.....	.....	.....	.....	10,000,000	50,000p.m	—	—	—	(Under construct ion.)			—	—	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	115
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	122.0	(Leas.& oper.by V. Central.)			—	—	6	100	87
Dec. 31, 1870	34.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106	—	393.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	37
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	960.160	.....	.....	4,259,450	3,170,000	.....	.....	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	94
Sept. 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	103
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141.013	2,692,540	5,340,676	574,313	.....	292.6	555,226	8,827,750	15,430,793	939,680	359,677	—	100	....
Sept. 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313	*	—	—	793,400	201,000	—	—	43.9	130.199	3,709,860	6,698,247	349,033	86,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville...Kentucky.	400,000	*			450,000	200,000			.....	(Under	construction.)					100	....
Feb. 28, 1870	283.5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413	—	356.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	5,734,136	.....	—	47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	and oper. by Erie.)	—	.....	.....	12	100	57
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	—	(Leased	and oper. by Erie)	—	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	85,000	—	—	—	(Leased	and oper. by Erie.)	—	.....	26,500	5¼	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000	—	—	—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691	—	—	—	342,150	160,000	36,542	—	—	(Leas.&	oper. by C	'm.& Am.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	119
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000	—	62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000	.....	—	106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—			1,200,000	600,000	—	—	—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	83 0	—	8.5	—	10	8	4	123	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000	.....	—	83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000	.....	—	90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	—	—	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442	—	92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	67	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,690	—	58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565	—	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	48½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1,626,250	55,900	.....	.....	33.6	405,606	.....	.....	700,465	303,186	10	50	172
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	146	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	108
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	—	—	—	1,259,100	—	—	—	33.4	(Oper. b	y Unit. Co.	) (14 mos.	1,389,328	120, 06	10	100	....
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	106½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429			5,424,350	10,027,990	99,030	—	200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058		1,794,576	5,500,000	818,538	—	72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic...P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230	—	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas.&	oper. by Bo	s.& Alb'y.)	.....	27,000	6	100	85½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505,000	76,319	—					41,259	28,943		100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519	—	109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000	—	27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585,069	79,576	1,500,000	—	—	—	—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	134
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	55	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170,000	200,000	—	—	26.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302	—	—	.....	.....	.....	88,144	31,755	—	100	100
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*			437,917	55,000	16,500	—	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000	—	—	—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
May 31, 1871	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405	—	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	—	—	161.0	600,871	16,481,419	22,373,357	1,656,169	583,253	7	100	102
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,845,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶.. Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*			650,000	712,173	78,148	—	38.3	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402	—	—	—	22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.8	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	—	—	—	557,560	70,000	—	—	—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844	—	—	—	20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,606,175	1,324,943	475,270	10	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,478	*	.....	.....	1,256,936	12,000	7,602	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*			7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	24½
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	—	22.0	45,657	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	—	—	—	—	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*			4,340,000	6,700,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	4,000,000	3,200,000	.....	.....	—	(Under	constructi	on—80 m.l	n oper. Ju	n. 1, '71.)	—	100	27
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,070	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	59
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,550	*			2,223,850	2,725,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	18	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	—	—	—	1,000,000	1,000,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,500,000	4,500,000	.....	.....	—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago..... .....Minn.	—	—	—	—	2,000,000	3,000,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,813	175,629	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper. by W	est Jer.)	.....	.....	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by B.	& Lowell.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000	.....	.....	—	(Leas. &	oper. by W	est Jer.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	—	—	—	300,000	40,000	—	—	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	—	179,048	997,100	1,157,245	49,267	15,532	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga.& Ala.	499,128	*	25,479	65,882	449,588	—	140,901	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....	.....	—	(Oper. te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
																		—	(Leas. &	oper. by Phila.& Read	ing.)		23,803	5	50	....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	753,695	7	....	70
Catawissa,* pref. and guar....	2,200,000	7	7	89½
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	31
Chemung,* guar....	280,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	52½
Chicago and Alton, pref....	2,425,400	7	10	114½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	88½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	....	3½	....
Cochecho, preferred....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,322,100	6	6	91
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,508	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	88
Erie, preferred	8,536,910	7	7	60
Evansville and Crawfordsville pref..	100,000	....	....	....
Hannibal and St. Joseph, pref....	5,078,224	....	....	70
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred....	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	500,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	....	....
Leeds and Farmington,* guar....	....	....	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	24
" " 2d pref	4,051,744	6	....	11
Manchester and Lawrence*....	1,000,000	....	9	....
Michigan Southern, guaranteed....	585,500	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	76
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	....	2	....
New York and Harlem, pref....	1,500,000	8	8	125
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref....	3,500,000	7	7	73½
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	243,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar...	1,099,720	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	324,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	....	7	....
Rutland, preferred....	....	7	7	70½
St. Louis, Alton and T. H., pref....	2,040,000	7	7	81
Sandusky and Cincinnati, pref....	445,586	6	6	56½
Schuylkill Valley,* guar....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	800,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	84
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	122
Schuylkill Navigation, pref....	2,888,997	6	6	30½
Union, preferred....	....	6	....	2
Miscellaneous Stocks:				
Cumberland Coal, pref....	....	6	....	....
Mariposa Mining, pref....	5,774 400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	35 — @	38 50
Pig, American, No. 1		37 — @	38 —
Pig, American, No. 2		35 — @	36 —
Pig, American, Forge		33 — @	34 —
Bar, Refined, English and American		— — @	80 —
Bar, Swedes, assorted sizes	(gold)	85 — @	100 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		107 50	@120 —
Bar, Refined		85 —	@ — —
Bar, Common		90 —	@ — —
Scroll		102 50	@132 50
Ovals and Half-round		102 50	@122 50
Band		— —	@ 97 50
Horse Shoe		100 —	@105 —
Rods, ⅜@3-16 inch		90 —	@125 —
Hoop		107 50	@150 —
Nail Rod	per lb.	— 6¾	@ — —
Sheet, Russia, as to No.'s	(gold)	— 17½	@ — 18
Sheet, Single D. and T. Common		— 4½	@ — 5½
Rails, English	(gold) per ton.	57 —	@ 59 —
Rails, American, at Works in Penna.	c'y.	70 —	@ 71 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val.. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11	@ — 13
English German (2d and 1st quality)		— 10½	@ — 12
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— 15	@ — 16
American, Spring, do.		— 9	@ — 11
American Machinery do.		— 9	@ — 10
American German do.		— 9	@ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb	4 50	@ — —
Cut Spikes, all sizes		4 75	@ — —
Clinch		6 —	@ — —
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19	@ — 33
Copper		— —	@ — 39

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 41	@ — 41½
Straits	(gold).	— 36½	@ — 36½
English	(gold).	— 34½	@ — 35

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 75 @ 9 —	10 25 @ 10 75
I. C. Coke	7 50 @ 8 50	9 — @ 10 —
Coke Terne	6 37½@ 7 50	7 25 @ 9 —
Charcoal Terne	7 75 @ 8 25	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	per gall.	— 14	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 18
Refined, Standard White (in ship'g order)		— —	@ — 23½
Refined, prime White (in shipping order)		— —	@ — 24
Refined, S. W. (in jobbing lots)		— —	@ — 25½
Refined, S. W. (in tin)		— 28	@ — 29
Naptha, Refined, (65 @ 73 gravity)		— 10½	@ — 10½
Residuum	per bbl.	4 —	@ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	...per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 25

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25
Canton Co	67½	....	72	....	....	
Central Pacific 6s	100½	100½	101	101½	101½	
Central of N. Jersey	103½	104½	....	107	106	....
Chicago & Alton	....	112	113	....	113½	
" pref	114½	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	90	90	....	90	....	....
Chicago, Burl. & Q.	125	....	....	128	....	....
" 8s, 1883	110½	....	110½	....	....	
Chic. & Northwestern	54½	55½	59½	62	60	59½
" pref	85½	86	....	89½	88½	....
" 1st M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	92	....	....	....	92	....
Chic., Rock Isl. & Pac.	96½	97½	100	101½	100½	100
Chi., R. I. & Pa. 7s, 1896	99½	99½	99½	....	....	....
Clev., Col., C. and Ind.	82½	83½	82½	....	82½	84
Clev. and Pittsburg	115	116	118	121	121½	121½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	96½	....	....	96
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	100	....	....	100	....	....
Col., Chi., & Ind. C.	16½	16½	17½	18	17½	18½
" 1 M	85	....	85	....	....	....
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	118	118	118	....	118	
Del. Lack. & Western	103	104½	104½	107	106½	105
" 1 M. 7s	....	....	....	100	100	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	27½	27½	28	29½	29½	28½
" pref	....	....	....	60	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	90
" 4 M. 7s, 1880	85½	85½	....	....	....	....
" 5 M. 7s, 1888	....	85½	....	....	....	....
Great Western 2d mort	....	....	86	....	87	....
Hannibal & St. Joseph	58	57	57	....	....	....
" pref	66	68	69½	69½	70	70
" 8s, conv.	95½	95½	95½	96	96	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	104	....	....	....
Lake Shore & Mich. S'th.	92½	93½	96½	98½	97	97½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	....	115	117½	....	....	....
" S.F. 8s, 1882	114½	....	115½	....	....	....
M. S. and N. I. 1 M. S. F.	100½	....	....	100½	100	....
" 2 M	....	....	97½	97½	....	98½
Mariposa Mining Co.	....	....	....	....	....	....
" pref	1½	1	2	....	2	1½
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	53½	54	56	57½	55½	55½
" pref	73½	73½	76	77	....	76
" 1st mort	....	....	91	91½	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	105½	105½	105½	105½	
" 7 3-10s con	....	....	....	....	....	....
Missouri 6s	93½	93½	93½	....	93½	....
" H. & St. J. 1st	....	....	....	....	....	....
Morris and Essex	91½	91½	91	91½	93	93
" 1st mort	104	....	....	....	....	....
" 2d mort	98	....	....	....	98½	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	93	....	93	93	93	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	86½	86½	88½	89½	88½	88½
" certificates	82	....	83½	85½	84	83½
N. York and Harlem	119	122½	121½	122	....	122
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	39½	38	....	....	....	37
" new	....	....	20	....	....	19½
Ohio and Miss.	35½	....	36½	38½	37½	37
" pref	....	72	....	73½	....	....
" 1st M	....	....	99	....	....	100
Pacific Mail S. S. Co.	43½	43½	46	47½	45½	47½
Panama	55½	....	60	60	....	....
Phila. and Reading	105½	106½	107½	....	107½	107½
Pitts., Ft. W. & Chi. gtd	....	98	97	98	....	....
" 1 M	....	....	....	....	....	105
" 2 M	....	100½	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co.	....	17½	18½	18	....	
St. L., Alton & T. H.	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	98½	....	....	....	....
" 2 M. pref	85	....	....	....	....	....
" Income bds	76	....	....	....	....	77
Tennessee 6s, old	64	....	64½	....	....	69
" new	64	....	64½	66	....	69
Tol., Wab. & Western	53½	54½	56½	58	56½	....
" pref	....	....	....	....	....	....
" 1 M	....	91½	....	....	....	92
" 2 M	90	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	84	....	....	....
Union Pacific	21½	22	24	25	24½	23½
" 1st mort	84½	84½	84½	86	85½	....
" L. Gt. 7s	70½	71½	73	73½	76	....
" Inc. 10s	72	72½	....	78	....	....
Virginia 6s, old	....	....	....	59	59½	59½
" new	....	....	....	62	....	....
" consol	59	59½	60	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	....	....	109½	109¾	....	....
U. S. 5s, 10-40s, reg	108	....	107⅞	107⅞	108	108⅜
U. S. 6s, 1881, reg	114½	114¼	114⅜	....	....	115⅛
U. S. 6s, 1881, coup	116¼	115⅞	....	116½	....	....
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	109¼	....	110¼	....	....
U. S. 6s, 5-20s, c. 1862	114	114¼	114½	114¼	114¼	114¼
U. S. 6s, 5-20s, reg. '64	....	....	....	110½	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	109½	....	....	....	....
U. S. 6s, 5-20s, c. 1865	114	114⅜	113	114½	....	....
U. S. 6s, 5-20s, r. n. '65	....	112	....	....	....	112⅜
U. S. 6s, 5-20s, c. n. '65	112½	112	112½	112⅜	112⅜	112⅝
U. S. 6s, 5-20s, reg. '67	112½	112½	112	....	....	....
U. S. 6s, 5-20s, c. 1867	112⅜	112½	113½	112⅜	113	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	112½	112½	112⅜	....	....	....
U. S. 6s, Pac.R.R.issue	110⅜	110⅜	111	111⅛	111⅛	111⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Catawissa	....	....	....	....	....	....
" preferred	43	44	43½	44½	45	45½
Camden and Amboy	118	122	125	125½	128	128
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	 90	90	....	....	....	....
" 6s, 1889	....	....	....	....	....	90
" mort. 6s, '89	95	....	94½	....	95½	95½
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	33¼	33¼	34	34¼	35	35
" 6s, 1884	....	....	....	....	....	84
" Gold L	88¼	....	....	89	90	90½
" R. R. L	....	....	....	....	....	....
" Conv. L	....	....	80	....	....	....
Lehigh Valley R. R	58	58	57⅞	58	58½	58½
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	44¼	....	....	....	45	....
" 7s	....	....	....	....	....	....
Minehill	51¼	51¼	51½	51⅞	51⅞	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	99¾	99⅜
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	39	39	39	....	39	39¼
Oil Creek & Alleg. Riv.	45	45¼	45¼	46¼	47	47¼
" 7s	....	....	84	....	85	....
Pennsylvania R. R	57¼	58¼	58½	59	59¾	59¾
" 1st M	....	97¼	....	....	99	....
" 2d M	....	....	....	....	....	....
" Gen. mort	....	....	....	....	....	91¼
" " reg	....	....	....	....	91	91
Penn. State, 6s.1st series	100¼	....	....	....	....	....
" 6s, 2d series	103	....	....	....	102¼	....
" 6s. 3d series	106	....	106	....	106	106
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	99¾
" new	99¾	98¼	99	99¾	100¼	100¼
Philad., Germ. & Nor	86	....	....	....	....	....
Phila. & Reading	52¾	53¼	53¾	54	54¼	53¾
Philadelphia and Erie	23¼	23¼	23⅜	23¾	25¼	24¼
" 6s	....	....	....	....	....	....
" 7s	....	84	....	84	85	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	15	15	....	15¼	....	15¾
" 6s, 1882	....	....	75¼	....	77	77½
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	21
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Baltimore City 6s, 1875	....	....	....	....	95¾	....
" 1886	....	....	....	....	....	98
" 1890	.... 96¼	....	96¼	....	....	96¾
" 1884	....	....	....	....	....	....
" 1900	.... 95⅞	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	95¾	....	....	95
" " 1885	....	....	93¼	....	....	....
Marietta & Cin. 1st M	96	....	96	96	96	96
" 2d M	85¾	85¼	85½	....	85¾	....
" 3d M. 8s	....	....	....	....	....	....
Northern Central	....	39	....	39¼	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	93	....	92½	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	60	59¼	....	....	60¼	....
" Defer. Certif.	25	....	25	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
Boston and Albany	147¼	147	148	148½	....	149½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	....	146¾
Boston and Providence	....	....	....	150	150½	150
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	.... 23¾	24¼	26	26¾	26¼	26
Cheshire, pref	....	....	....	82½	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	139¾	....	....	139
Eastern	107	107½	107½	107½	108	108
Fitchburg	....	140	141	....	....	140½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	115½	116	117	....	117	116⅞
Northern, N. H	....	....	112	....	112	111½
Ogdens. & Lake Champ	....	....	87½	87½	....	87½
" pref	....	....	105	....	....	....
Old Colony & Newport	....	102½	102⅝	....	....	103
Ph., Wil. & Baltimore	....	53¼	53½	53¾	53	53⅜
Portl'd, Saco & Ports	....	....	....	....	....	134
Union Pacific	.... 21¼	....	23	24¼	....	23½
" 6s	....	....	....	....	84¾	....
" Land Grant 7s	....	....	73	74½	....	....
" Income 10s	.... 71¼	....	72½	....	....	....
Vermont & Canada	100	100	100	....	100	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	70¾	....	....	....
Cambridge	....	....	....	....	....	104
Metropolitan	....	....	77	....	....	....
Middlesex	....	....	....	....	80	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Sept. 29.	Oct. 6.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	85 — 90	85 — 90
Do. do., 2d mort., 1881	80 — 85	80 — 85
Do. Penn., 1st mort., 1877	85 — 90	85 — 90
Do. do., 2d mort., 1882	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1890	41½ — 42⅛	39 — 40
Detroit and Milwaukee 1st mort. 7s	71 — 73	71 — 73
Do. 2d mort. 8 p. c	69 — 72	69 — 72
Erie shares 100 dol. all paid	24⅛ — 24⅜	24⅛ — 25
Do. sterig. 6 p. c. convertible bonds	67 — 69	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	109 —110	109 —110
Panama General mort. 7s, 1897	92 — 87	84 — 89
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	97 — 99
Do. General mort. 6 p. c. 1910	94 — 96	95½ — 96¼
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	97 — 99	94 — 96
Do. with option to be paid in Phila.	97 — 99	94 — 96

American Railroad Journal.

Saturday, October 28, 1871.

Stock Exchange and Money Market.

Money, though fairly active, has been less urgently sought after since our last. The current quotations have been 7 per cent. on call on the best class of borrowers, and from 9 to 18 per cent. per annum, on the street, in the discount line, for the range of marketable grades of commercial paper. The city banks have strengthened their position during the week, and now hold over 1½ millions more of specie and legal tender notes than the 25 per cent. of their liabilities, required by the banking act. The U. S. Sub Treasury has also augmented its coin and currency reserves. The outflow of funds to the interior has been on a somewhat restricted scale. Street operators are now over the panic growing out of the Chicago fire a fortnight ago, and which was aggravated by the undue bank expansion about the same time. Our merchants also begin to feel reassured, as there is good reason why they should not, and the only remaining trouble from the Chicago fire relates to the settlements of the Fire Insurance Companies. The city banks, in their latest return, show a reduction of $827,200 of legal tender notes, an increase of $823,700 of specie, and a decrease of $11,391,000 of deposits; also a reduction of $9,930,900 in their loan and discount averages, and a contraction of $39,700 in their item of circulation. The city bank exchanges, last week, averaged $123,167,713; and thus far, this week, 123½ millions daily. The banks now hold $1,594,775 of specie and legal tender notes, more than the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is $10,101,400, against $11,948,113 same time last year. The city bank deposits are now $203,791,000 against $189,578,983 week ending Oct. 22, 1870. The legal tender reserve amounts to $50,014,700 against $52,890,812 same time last year. The circulation now stands at $30,294,300, against $32,517,036 same time last year. The loans are now $283,580,100, against $265,665,396 at this date last year.

The U. S. Sub-Treasury enlarged its currency balance $203,176 and its coin reserve $3,043,319, as the result of the week's business. The receipts of the office were $7,425,260 in coin, and $8,976,817 in currency; payments, $4,384,942 in coin, and $7,773,641 in currency. The office received $2,953,000 in coin or its equivalent, from customs; and disbursed $1,028,973 of coin interest.

The U. S. Sub-Treasurer retired, last week, $2,419,432 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $336,910,050; and as security for deposits of public money, United States bonds for $15,569,500. The aggregate of the outstanding circulation of the National Banks of the country is $323,985,382.

Government revenues yielded moderately, through the week. The excises yielded last week about two millions, and thus far since July 1, $43,439,368. The customs at the port of New York, last week were $2,762,432; and at the outports, equal to about $920,000 more, all in coin, or coin certificates.

The Treasury balances on Wednesday were: Coin $96,000,000; currency, $5,000,000. Coin certificates were outstanding for $16,000,000.

Gold has been offered more freely and has been less active. The tendency of the price has been downward, influenced in, part, by the anticipatory payments of the November interest on the public debt. The range of the price during the week, has been from 111½@113, and the closing quotation on Wednesday was 111⅝ against 113⅛ the preceding Wednesday. The specie outflow, last week, was $601,843; on Tuesday of this week, $34,366; and on Wednesday $53,241. The Gold Exchange Bank clearances have been as follows: Oct. 19, $48,035,000; Oct. 20, $49,951,000; Oct. 21. $59,788,000; Oct. 23, $47,752,000; Oct. 24, $57,899,000; Oct. 25, $77,252,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Oct. 21st, 1871, $66,895,226, against $68,140,881 same time in 1870.

The export drain of specie was $601,843 last week, against $556,181, same week preceding year The shipments since January 1, 1871, have been $59,473,025, against $50,876,890 same time in 1870.

The customs demand for Gold last week, averaged $492,167 a day; thus far, this week, it has averaged $472,500 a day, or equal to a weekly aggregate of $2,835,000. The arrivals of

specie from Europe, Havana and other foreign ports last week, were $8,032, and since Jan. 1, 1871, $8,319,290 against $8,493,710 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $131,646,153 against $119,675,357 same time in 1870.

Foreign exchange has been in moderate supply and rather more confident demand at stronger rates. Bankers' sixty day bills on London closed on Wednesday at 108⅝@108⅞; sight bills on London, 109⅜@109⅞.

The produce exports from this port, week ending with Oct. 24, were to the currency value of $5,276,054.

Government securities have met with a readier market at generally better prices, with comparatively light offerings of all issues reported.

On Wednesday, Government bought in two millions of Five-Twenties at 110 48@111 24 nett. The amount of bonds offered was $3,068,450 at from 110 48@111 40.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116¼@116½; U. S. Five-Twenties of 1862, 114@114⅜; U. S. Five-Twenties of 1864 at 113½@114; U. S. Five-Twenties of 1865, 114@114⅜; U. S. Five-Twenties of 1865 consolidated, 112⅞@113; U. S. Five-Twenties of 1867, 113@113¼; U. S. Five-Twenties of 1868, 113@113¼; U. S. Ten-forties at 109⅛@109⅜; U. S. Six per cent. currency bonds, 111@111¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 11.	Oct. 18.	Oct. 25.
Consols	92½	93 1/16	93
U.S. 5-20's of 1862..	92⅛	90¼	90¾
U. S. 5-20s, 1865....	92½	91 13/16	90⅞
" 1867	92½	91 13/16	92⅝
" 10-40s	89	88 11/16	89⅜
Erie.	22⅝	22¾	24

The new Funding Five per cent. Loan was quoted in London on Wednesday at 1⅝ per cent. discount.

State bonds have been in more demand at steadier prices.

Railway bonds have been more sought after and quoted firmer in the instances of the more popular of the old loans. Central Pacific Sixes closed strong at 101¼@101½. The six per cent. First Mortgage Loan of the Chesapeake and Ohio Railroad has been in increased favor with buyers, for investment at the current price of 93 per cent. and accrued interest.

Railway and miscellaneous share property has been more active and generally stronger, though closing irregularly.

General business has been on a moderate scale, with values of domestic produce quoted steadier toward the close. Middling upland cotton closed on Wednesday at 18½cts. per lb. The receipts at all the ports, since Sept. 1, have been 321,652 bales, against 395,735 bales same time in the preceding year; exports 98,562 bales, against 107,957 bales in the previous year; stock at the ports at latest dates, 185,192 bales, against 200,273 bales same date 1870.

At the Live Stock Markets, Beeves have been in very moderate demand at from 7@12½ cts.; Veals at 4@10 cts.; Sheep at 4½@6½ cts.; Lambs at 6@7¾ cts.; Swine, 5¼@5½ cts per lb., all live weight. The week's receipts were 7,624 Beeves, 1,315 Veal Calves, 41,806 Sheep and Lambs; and 41,380 Swine.

At the auction sale of Scranton Coal on Wednesday, 100,000 tons were disposed of at a material reduction in prices, the range having been $3 85@$5 35, against $4 15@$6 15 in September.

Foreign goods have attracted rather less attention, but prices have been quoted generally firm. The week's imports of foreign goods reached $7,115,036, including $1,791,927 of dry goods.

Ocean freights have been less active and rates have been rather less firm, closing in favor of shippers. Room, plentier.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central of New Jersey new bonds, 101½; Galena and Chicago 2d mort., 100½; Cleveland and Pittsburg consol., 95; North Missouri 1st mort., 85; New York and Harlem consol., 93; Toledo, Wabash and Western consol., 83¾; Gt. Western 1st mort., 1888, 90; Hannibal and Naples 1st mort., 90; St. Louis and Iron Mt. 1st mort., 90; Chicago and Milwaukee 1st mort., 93; Long Dock bonds, 88; New Jersey, R. R., 120; Albany and Susq. R. R., 90; New York and New Haven R. R., 145; North Carolina 6s, special tax, 13¾; do., Fund Act, 1868, 27⅛; South Carolina 6s, new, Jan. and July, 40; do. Apl. and Oct., 40; Arkansas 7s, issued to Central R. R., 65½; do. 6s, Fund Act, 56; Ohio 6s, 1881, 104½; Alabama 5s, 67; do., 8s, 98½; Louisiana, 6s, Levee bonds, 65; New York State 7s, B. L. reg., 109½; Western Union Tel., 61⅜; Quicksilver pref., 24½; Am. Coal, 45; Maryland Coal, 21¾; Pennsylvania Coal, 220; Consol. Coal, of Md., 41¼; Am. Mer. Union Exp., 54½; Adams Exp., 83½; U. S. Exp., 54½; Wells-Fargo Exp., 51; Brooklyn 6s, W. L., 94; Brunswick City Land, 7.

Philadelphia.—Susquehanna Canal 6s, 62; Penn. and New York 7s, 93½; Belvidere Delaware 3d mort., 81; West Jersey R. R. 7s, 100½; Germantown Pass. R. R., 33; Pennsylvania State 5s, reg., 92. The latest quotations are: City 6s, 99@100; do. free of tax, 100@100¾; State 6s, coupon, 100@—; do. 6s, W. L. 100@100; do. 1st series, 101@102; do. 2d series, 102¼@103½; do. 3d series, 106@107; Reading, 53⅞@53⅞; do. 7s, 1893, 100½@—; do. mort. 6s, 1880, 91½@92½; Camden and Amboy, 127@128; do. mort. 6s, 1889, 95½@96; do. 1883, 90@92; do. 1889, 89¼@—; Pennsylvania R. R., 59¼@59⅜; do. 1st mort., 99@99½; do. 2d mort., 96½@98; do. General mort. coupon, 91@92; do. reg., —@91; Little Schuylkill R.R., 44@45; Morris Canal, 48@51; do. pref., 118@125; do. 6s, 86@—; Susquehanna Canal, 9@10; do. 6s, 61@—; Schuylkill Nav., 7⅝@9; do. pref., 15½@15¾; do. 6s, 1882, 77½@78; Elmira and Williamsport pref., 42@43; do. 7s, 1878, 92@—; do. 5s, 61@—; Lehigh Coal and Navigation, 34½@35; do. 6s, 1884, 84@85; do. R. R. Loan, 90@91; do. Gold Loan, 90@90¼; North Pennsylvania, 46@47; do. 6s, 98½@100; do., 7s, 97@99; do. Chattle 10s, 110@110; Philadelphia and Erie, 23⅜@23½; do. 6s, 88½@—; Minehill, 51¾@52; Catawissa, 18@18; do. pref., 44¾@45; Lehigh Valley, 58⅜@59; do. 6s, new coupon, —@97½; do. reg., 97½@98; do. 7s, 99½@100; Fifth and Sixth streets, (horse,) 45@46; Second and Third, 65@68; Thirteenth and Fifteenth, 22¼@23¼; Spruce and Pine, 82@33; Green and Coates, 47@—; Chestnut and Walnut, 50@55; Hestonville, 20½@21¼; Union, 70@70½; Germantown, 32@34.

Boston.—Michigan Central R. R. 8s, 1890, 108¼; Carthage and Burlington R. R. 8s, 95½; Vermont Central 1st mort., 85; do. 2d mort., 86¾; Burlington and Missouri River R. R. 8s, in Nebraska, 94; Vt. Central and Vt. and Canada 8s, 1875, 100; Eastern R. R. 6s, 1885, 96½; do. 1874, 96¼; Middlesex Horse R.R. 6s. 1884,80⅞; Dixon, Peoria and Hannibal 8s, 1889, 95¼; Framingham and Lowell 1st mort. 7s, 1891, 90; Stanstead, Shefford and Chambly 7s, 83¾; Detroit, Hillsdale and Indiana 8s, 1890, 87¾; Missisquoi R.R. 7s, 80; Leavenworth, Lawrence and Galveston 10s, 92; Cincinnati, Sandusky and Cleveland R. R., 20; Indianapolis, Cincinnati and Lafayette R. R., 8; Rutland, pref., 76¾; do. 8s, 1880, 98¾; Worcester and Nashua R. R. 137; Eastern (N. H.) R. R. 104; Portsmouth, Gt. Falls and Conway R. R., 100; Boston Water Power, Co., 45½; Cary Imp., 12¼; Maine 6s, 1889, 100½; Connecticut 6s, 1883, 100¼; Chicago 7s, River Imps., 90½; do. Water Loan,91; do., Sewerage,91; Hartford 6s,1876,98¼; Cincinnati 6s, 1881@1887, 92; St. Louis 6s, 1887, 90; Boston 5s, 1877, 98¾; do., 1882, 100; Lynn 6s, 1891, 100¼; Cambridge 6s, 1887, 99¼; Allouez Mining Co., 3¾; Calumet and Hecla, 110.

Baltimore.—Orange, Alex. and Manassas bonds, 79; Northern Central 6s, 1900, gold, 92; Orange and Alexandria 4th mort., 8s, 81; Maryland Defense loan, 104; Virginia coupon 6s, old, 59½; Memphis City 6s, 55. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92¼@93; Baltimore and Ohio, 137@140; do., 6s, 1875, —@98; do., 1880, 95@95; do., 1885, 92¼@92¾; Northern Central, 39⅜@40; do. 6s, 1885, 92@92½; do., 1900, 85@87⅞; do., 6s, 1900, gold, 91½@92¼; N. W. Va. 1st mort., 97@—; do., 2d mort., —@97; do., 3d mort., 1835, 89@91; Marietta and Cincinnati 7s, 1892, 95¾@96; do., 2d mort., 85½@85¾; do., 3d mort., 79@79⅝; Central Ohio, 29@29⅞; do., 1st mort., 84¾@85; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 90@—; do., 3d mort., guar., 90@91⅞; do., 2d mort. pref., 60@—; do., 6s, guar, by Washington Co., 82@84; Richmond and Danville bonds, 80@81; Orange and Alexandria 1st mort. 6s, 90@92; do., 2d mort. 6s, 79@81; do., 3d mort. 8s, 90½@—; do., 4th mort. 8s, 81@82; Orange, Alex. and Manassas 7s, 78¾@79; Virginia and Tennessee 8s, 88@89; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78@—; Baltimore 6s, 1875, 95½@97⅛; do., 1884, 97@97; do. 1886, 97@99; do., 1890, 96¾@97; do., 1893, 97@—; do., 1900, 96@96¼; Memphis City 6s, 55@55¼; Maryland 6s, 1890, 94½@—; do. Defense Loan, 1883, 104@105; City Passenger R. R. 22½@—; George's Creek Coal, 76@83.

☞ The Tredegar Iron Works at Richmond, Va., are represented as being in a more flourishing condition than at any time since their establishment. They cover eight acres, employ thirteen hundred men, and have to be kept in operation day and night to supply the orders which are pouring in from all sections of the country. In the manufacture of coal freight cars they do the heaviest business in the United States. The company has $1,000,000 capital and its stock is chiefly owned by citizens of Richmond.

United Companies' Lease.

The lease of the property and franchises of the United Companies of New Jersey to the Pennsylvania Railroad Company is for nine hundred and ninety-nine years, at an annual rental of ten per cent. on the stock of the several companies, payable quarterly. Having been signed by the other parties in interest, the signature of the President of the Philadelphia and Trenton railroad company is now only required to perfect the instrument. When the lease is signed by all the parties, the Philadelphia *Ledger* says "a committee will make out a proper inventory of the property to be transferred, with an appraisement of its value. This, it is thought, can scarcely be accomplished in less than three weeks, and, indeed, it may be the 1st of December before the Pennsylvania Railroad Company will enter into possssion of the leased works. There will then be due to the stockholders of the United Companies the remaining 2 per cent. due on the last July dividend and the 2½ per cent. quarterly dividend due October 1. This being the 1st of December, and within a month of the January quarter of 2½ per cent. more, it is probable that the whole 7 per cent. will be paid, all under one trouble."

Dualin.

On the 11th instant a party of some seventy gentlemen, representing the principal railroad and mining interests of the country, with several prominent civil engineers, visited Tarrytown, by invitation of the LAFLIN & RAND POWDER Co., to witness some practical experiments with the new explosive "Dualin." The steamboat *Florence* was chartered for the excursion, and the trip up the river diversified by amateur blasting with the beautiful and compact electrical apparatus made by the above company. On reaching the place of exhibition, a heavy rock cut on the New York and Boston Railroad, the party first inspected two of the Hotchkiss & Gardiner steam rock drills, in operation on the very tough hornblende granite through which the cut is being driven. This drill is constructed on the principle of the Hotchkiss steam hammer, with an *air cushion* placed between the steam piston and drill so that although striking 300 blows per minute with a force of 1,500 pounds each, there was no shock to the machinery, nor any necessity for the heavy loading of stone to hold the drill in place, which is commonly used with other machines.

We have not space for a full report of the various trials with Dualin. As regards its enormous strength the most satisfactory exhibitions were first, the throwing out some 160 yards of stone, nearly all in shape to handle without subsequent breaking up, by two holes, sixteen feet deep, eighteen feet apart and eleven feet behind the face of the rock, fired simultaneously by the electrial battery; and, second, the thorough breaking of a round granite boulder over 8 ft. in diameter by about two pounds of Dualin, placed loosely on top of the rock and only covered by a bucket full of sand. For "block holes," a hole ¾ in. diameter by 6 in. deep charged with Daulin, seemed to have as much effect as one 2 inches by 2 feet filled with powder.

The suitability of Dualin for torpedoes, or work in wet shafts or mines, was demonstrated by using water as the only tamping in one case, and by the fact that the holes in the great blast above described were full of water when the Dualin was inserted.

But the most interesting and novel point was the impunity with which Dualin was subjected to the roughest handling and hardest tamping, and the quiet manner in which it burned unless caused to explode by a heavy charge of fulminating powder. Holes filled with it and lighted by ordinary Fuse burned out slowly in a beautiful fountain of fire.

Some ten pounds were packed solidly in a very tight box and placed in a large bonfire. When the fire had burned through the box at one point the Dualin ignited and burned with a brilliant light, faster than the box but without any explosion whatever. When the contents were consumed the box was taken from the flames and after being immersed in water brought to New York with the party.

☞ THE WEST WISCONSIN RAILWAY is now very nearly finished, and trains will be running through from Tomah to St. Paul by November 1. The earnings of the Road from local traffic on the completed portion constitute already a profitable business; and arrangements and connections are about perfected which will make it the Great Air-Line Route from Chicago to the North-West, effecting a saving of more than 100 miles over the present route. The Bonds are a First Mortgage on the road itself and on a valuable Land Grant of 1,000,000 acres. They bear interest in gold at the rate of 7 per cent per annum, and are sold now at 90 and accrued interest in currency by WHITE, MORRIS & Co., 18 Wall-st., and GWYNNE, JOHNSON & DAY, 16 Wall-st., where pamphlets and further information may be obtained.

☞ At a meeting of the directors of the Philadelphia and Trenton Railroad Company, held in Philadelphia on the 25th inst., to take action upon the lease of the United Companies of New Jersey to the Pennsylvania Railroad Company, it was resolved that Mr. Gatzmer, President *pro tem.*, be authorized to execute the lease upon the assent of a majority of the stockholders being obtained. For that purpose a meeting is to be held at the office of the company on the 11th of November.

☞ The Philadelphia *Ledger*, 20th instant, says "that the building of a narrow gauge line from Hanover Junction to Oxford is now substantially assured. This will give a road through Lancaster, York and Adams counties, and its further extension to the West is in such hands that we may safely anticipate the early realization of that portion of the enterprise."

☞ The Chicago *Tribune*, in a carefully prepared article, states that not less than twenty nor more than twenty-five per cent. of the total assets of that city, including both real and personal estate, has been destroyed.

☞ The Vineland Railroad is now completed to Greenwich, ten miles beyond Bridgeton; but three miles of iron remains to be laid. Cars run through to New York without change, in about six and a half hours from Vineland.

☞ The city of Sheboygan has voted $50 000 aid for the Milwaukee, Manitowoc and Green Bay Railroad.

☞ CHESAPEAKE AND OHIOS—FIVE TWENTIES—CENTRAL PACIFICS.

BANKING OFFICE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, Oct. 23, 1871.

THE SIX PER CENT. GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY are rapidly being taken up. Only a limited amount of the smaller denominations is left. These bonds offer unsurpassed safety and a liberal income, and are especially suitable for investments.

The great line of railroad upon which they are based is already completed and in operation from Richmond to the White Sulphur Springs—227 miles, and the portion between the Ohio River and the coal deposits of the Kanawha Valley, (nearly 100 miles,) is nearly ready for traffic. The intermediate section of about 100 miles is also well advanced, and will be completed and in operation within one year, so as to form a continuous trunk line from the navigable waters of the Atlantic to the Ohio River.

When the railroad is completed, in 1872, and the Bonds are dealt in at the Stock Exchanges of the world, we have no doubt they will be equally popular with the Central Pacifics, which now command a premium, and are a favorite security here and in Europe, both roads being prominent lines, and under substantially the same fiscal management. Principal and interest of the CENTRAL PACIFIC and CHESAPEAKE AND OHIO BONDS, are specifically payable in gold coin in New York; the interest on the former being paid January and July, and of the latter, May and November, corresponding with the two classes of Five-twenties.

We recommend either of them to our friends and customers with the same confidence that we did the Five-twenty Bonds, when we were selling millions of them for the United States Government.

We buy and sell FIVE-TWENTIES, TEN-FORTIES, EIGHTY-ONES, and CENTRAL or WESTERN PACIFICS, or receive them in payment for CHESAPEAKE AND OHIO BONDS at their current market price. Orders for Chesapeake and Ohio Bonds, accompanied with Drafts or Checks, may be forwarded to us by mail, and the bonds will be sent by express, charges paid.

Bonds are in coupon or registered form, same as FIVE TWENTIES; run thirty years; principal and interest in United States gold coin. Price, 93 and accrued interest, that is, with coupon attached, due November 1.

$1,000 Chesapeake and Ohio Bond costs to-day $858 77.
$500 Chesapeake and Ohio Bond costs to-day $479 38.
$100 Chesapeake and Ohio Bond costs to-day $95 88.

FISK & HATCH.

P. S.—Accounts of Banks, Bankers and others received, on which we allow four per cent. interest.

Certificates of deposit issued and collection made in all parts of the Union.

HARVEY FISK,
A. S. HATCH.

Pittsburgh and Castle Shannon Narrow Gauge Railroad.

The above new enterprise has formally commenced operations by appointing Capt. Isaac J MacKinley of this city as its Chief Engineer. Captain MacKinley has been identified with the getting up and organization of the Company from its inception, and his long experience as an engineer and real estate operator in this vicinity gives assurance that his new duties will be faithfully and energetically performed. He is now organizing a corps of engineers and in a few days will commence work in the field—and says that he will have passenger cars running through to Castle Shannon by the 1st of April. In the meantime the 1,000 acres of land owned by the company at Castle Shannon will be laid out into town lots, and villa sites are offered for sale. He will also survey and develop the vast coal interest of the company, and expects to be able to deliver in South Pittsburgh by the first of April 25,000 bushels of coal each day—the road is now delivering 15,000 bushels daily. At the same time the surveys and construction of the road will be pushed on to Finleyville, in Washington county, with all possible dispatch. The officers of the company are M. D. Hays, President; Wm. H. Edgerton, Vice-President; E. W. Rolfe, Secretary and Treasurer, and Isaac J. MacKinley, Chief Engineer. They are all young, active men in the community, whose past history gives every assurance that the Pittsburg and Castle Shannon Railroad will be hurried along to an early and successful completion. The general officers of the Company are at 75 Fourth avenue.—*Pittsburgh Chronicle.*

Chicago and Northwestern Railway.

We give elsewhere an abstract of the Report of this Company for the fiscal year ending May 31, 1871. The following extract from the Report has reference to the connections and extensions of the company's roads:

During the last year several new works have been undertaken, while others, in progress or contemplated, have been brought to completion. The following description presents the extent and importance of these various projects, and their connection with and relation to the system of railroads owned and operated by this Company:

MADISON EXTENSION LINE, 126 MILES.

In the consolidation of the Galena and Chicago Union Rail-Road Company with the Chicago and North Western Railway Company, the latter came into possession of the Beloit and Madison Rail-Road, extending to the City of Madison, and connecting there with the Prairie du Chien Division of the Milwaukee and St. Paul Rail-Road. The business of this Madison line has ever been comparatively light, as has been shown from year to year in the statements of the Madison Division, published in the annual reports of this Company. The subject of an extension of this line up the rich and fertile Baraboo Valley, through a productive and well-settled country, unsupplied with rail road facilities, has long been urged by the people of that region, and received much consideration and favor from the Direction of this Company in former times. Preliminary surveys and estimates were made of the extension to La Crosse, and in 1867, the Company acquired by purchase the La Crosse, Trempealeau and Prescott, and the Winona and St. Peter Rail-Roads, with a view of controlling their business in connection with and for the benefit of this enterprise, or of such other lines as might best be found to contribute to the business of our Wisconsin roads.

It was, however, not until the last year that any decisive measures were adopted to unite these purchases with the Madison line. It was found that the want of a rail-road in the region intermediate had invited the attention of several rival Companies, and unless the Chicago and North Western Company stepped in and occupied the field, other parties, independent of them, would construct the line, and the opportunity which such a project afforded of connecting the unprofitable Madison Division with the detached La Crosse, Trempealeau and Prescott, and Winona and St. Peter Rail-Roads, would be lost to this Company.

Under these circumstances the Directors obtained control of the charter of the Baraboo Air-Line Rail-Road Company, and after consolidating that Company and the Beloit and Madison Rail Road Company with the Chicago and North Western Railway Company, they took immediate steps to construct the link of about 126 miles from Madison to the southern terminus of La Crosse, Trempealeau and Prescott Rail-Road, near the City of La Crosse.

A first mortgage was executed to cover this piece of road, and bonds running forty years, denominated "*Madison Extension Gold Bonds*," were issued thereunder at the rate of $25,000 per mile—principal and interest payable in gold—for building the road. These bonds were all promptly sold in Holland, and their proceeds are being expended in the construction of this work. The sum of $1,153,438 62 has been expended at the date of this report, and the work is steadily progressing; a portion of the road will be in operation before winter sets in, but it is not expected to complete the whole line this year. The charter acquired provides for the construction of a branch line, if desired, to Tomah, where connection can be effected with the West Wisconsin Rail-Road now nearly completed, and thereby a new route be opened to St. Paul and the lines of the Northern Pacific Rail-Road.

LA CROSSE, TREMPEALEAU AND PRESCOTT RAIL-ROAD—28 MILES.

This property is owned by the Chicago and North Western Company, and consists of a link of twenty-eight miles of railroad, completed in December last, extending from a point opposite the City of Winona, down on the easterly side of the Mississippi River, to a point about three miles east of the City of La Crosse.

A bridge is now constructing across the river at Winona to connect the Winona and St. Peter Rail-Road with this line. At its southern terminus it now connects with the Milwaukee and St. Paul Rail Road, but its ultimate connection will be made with the new Madison Extension line, which is being constructed from Madison to a junction with this road.

The St. Paul and Chicago Rail-Road, nearly completed, extending from St. Paul down the right bank of the Mississippi to Winona, will have an immediate all rail outlet by way of this road, and through it will connect with the present system of rail-roads running to Milwaukee and Chicago.

At the time of purchase of the La Crosse, Trempealeau and Prescott Rail-Road—which was made in 1867, in connection with the purchase of the Winona and St. Peter Road—there had been a little more than one hundred and fifty thousand dollars expended on the work, and arrangements had been made by its former managers to provide means for construction, by the issue of one million of dollars of ten per cent. ten year bonds, secured by a first mortgage on the property. These bonds were subsequently issued, and indorsed, principal and interest, by the Chicago and North Western Railway Company, and their proceeds expended for building the line.

The cost of the road on the 31st of May last, was $1,097,000 40, to which should be added the sum of $205,421 65, paid as balance of interest on bonds, making the aggregate amount $1,302 422 05. Of this amount, $302,568;30 has been advanced by the Chicago and North Western Company.

WINONA AND ST. PETER RAIL-ROAD, (MINNESOTA,) 140 MILES.

This rail-road is now constructed a distance of 140 miles from Winona westward through the State of Minnesota to St. Peter, with a branch to Mankato, on the Minnesota River, is wholly owned by the Chicago and North Western Railway Company, and operated in connection with the La Crosse, Trempealeau and Prescott Road.

The charter extends entirely through the State of Minnesota and to the Big Sioux River in Dakota, a distance of about 120 miles beyond the present terminus on the Minnesota River, and carries with it a valuable land grant from the United States Government of ten sections, or 6,400 acres per mile. The quantity of land already certified to the Winona and St. Peter Company for the extension from Waseca—since it came into the possession of this Company—is a little more than 207,000 acres, which, if estimated at the moderate price of five dollars per acre, would give the handsome sum of $1,035,000 as an asset which may finally be realized from this source.

The terms of the grant under State law require the construction of 30 miles of this road each year; and as the remaining portion of the line, if built under the charter, would secure about 800,000 acres more of land, worth at the same valuation the further sum of $4,000,000, the policy of making such extensions as may be necessary from year to year, to preserve the land grant, cannot be doubted.

The next stage of thirty miles from St. Peter to New Ulm will be constructed during the ensuing year.

The means for the extensions have been largely advanced by the Chicago and North Western Company, and further advances as required will be made for the same objects.

The cost of the property and its financial condition are summed up in the following condensed statements from the balance sheet of the Company, on 31st May, 1871:

Old Construction.		
Cost of Road and Equipment as debited October 31, 1870		$3,703,650 16
New Construction, including right of way, fences, gates and crossings, construction of buildings, engineering, etc., and Mississippi Bridge approach		117,893 48
Cost of building extension from Waseca to St. Peter including construction, equipment for extension, discount on securities, &c.		1,281,539 76
Charges on account of extension west of St Peter		34 00
Other equipment completed and constructing		9,790 36
Cost of the property		$5,112,907 76
The cost is represented by the following items, viz.:		
4,000 shares capital stock owned by Chicago and North Western Railway Company		$400,000 00
First Mortgage 7 per cent. bonds outstanding	$3,750,000 00	
Second Mortgage 7 per cent. bonds outstanding, (including $450,000 owned by the Chicago and North West'n Railway Co.)	1,565,000 00	
		4,315,000 00
Amount due on account to other Rail-Road Co.'s, operating accounts, unpaid coupons, etc.	$355,282 76	
Less dues from other Railroad Companies and from Express Companies and Post Office Department, materials and cash on hand etc., including balance of $150,717 21 income account	283,649 24	
		71,633 52
Balance due Chicago and North Western Company, construction advances		826,274 24
		$5,112,907 76

Bonds including the above have been issued but for 137½ miles of road, as follows:

First Mortgage, at $20,000 per mile, $2,750,000, all sold.

Second mortgage, at $12 000 per mile, amounting to $1,650,000, of which $1,115,000 are sold and in the hands of outside parties; $450,000 belong to Chicago and North Western Railway Company, as above stated, and $85,000 are an asset of the Winona and St. Peter Company.

BRANCH ROAD TO MANKATO.

In the articles of agreement for purchase of the Winona and St. Peter Railroad, it was provided that an extension should be made to the Minnesota River, at or near Mankato; and during the last year this extension has been made by the construction of a branch line of about 3¼ miles in length into the City of Mankato, where excellent depot grounds have been obtained, and a fine elevator erected on the river front, affording ample facilities for business. As it was doubtful whether the branch could be built under the charter of the Winona and St. Peter Company, another Railroad Company was organized under the general law of the State, with the title of "The Winona, Mankato and Ulm Railroad Company," under which this work was done. The cost of the branch has been $156,948 18, represented by $100,000 full paid stock, owned by the Chicago and North Western Railway Company, and the balance by advances made by the latter Company. As a part of the system, connected with and operated by the Winona and St. Peter Company, the branch will, doubtless, be merged with it by consolidation.

The fiscal year of the Winona and St. Peter Company terminates on the 31st of October in each year, and the result of its operations for the three years ending, October 31, 1870, shows an excess of operating expenses, taxes, interest on bonds, &c., over earnings of $20 453 28. This deficiency occurred during the previous fiscal year, and was caused by the short crop of wheat along the line. Much damage by violent storms was done to the grain after harvest and before it was threshed in the field, and a lesser yield than usual was realized. These causes have effected the receipts since October last, during which time the deficiency, up to 31st May last, had run up $150,717 21. But this deficiency having occurred during the winter and spring months, will, in the usual course of business, be greatly reduced and possibly extinguished by the heavy fall earnings that belong to the present fiscal year, ending on the 31st of October next.

The gross earnings of the Company for the three years ending October 31st, 1870, averaged $561,685 41 per year.

It should be borne in mind, that during this period the eastern end of the road at Winona, with only river connections, had no outlet in winter, and its western terminus rested on the prairies, a considerable distance short of St. Peter, to which place it was completed only in May last.

There is still owing to Messrs. D. N. Barney and associates on the original purchase of the stock and bonds of the Winona and St. Peter Rail-Road Company, the sum of $310,000, payable in semi-annual instalments of $50,000 with interest, on the first day of May and November in each year. This debt is shown in the general balance sheet of the Chicago and North Western Company, and with the payments ($550,000 and interest) already made, is represented by capital stock and second mortgage bonds of the Winona and St. Peter Company belonging to the Chicago and North Western Company.

The La Crosse Trempealeau and Prescott Rail-Road has been in operation but a few months, and its business is not sufficiently developed to form any fair estimate of its earnings. The road is substantially the eastern extension of the Winona and St. Peter, as well as an outlet for the River road; and not until the bridge now building across the Mississippi to connect it with these roads is finished, and the business resulting from a continuous all rail line realized, can we expect to have more than a light local traffic on this road.

The benefits which were originally expected to result to the Chicago and North Western Company from the purchase and completion of the La Crosse, Trempealeau and Prescott, and Winona and St. Peter Railroads cannot be fully realized until a direct and continuous all rail route shall be opened between them and Chicago in the interests of this Company. And to this end, the intermediate link of the Madison Extension and the bridge at Winona are necessary projects.

The extent of the line, when completed from Chicago *via* these roads to the proposed western terminus of the Winona and St. Peter Road in Dakota, will be about 550 miles, and will form a grand trunk line penetrating some of the finest and most favored portions of Central Wisconsin and Minnesota, whose immense and undoubted resources are rapidly developing a business which it is confidently believed will be adequate to the profitable support of this important line.

ST. CHARLES BRANCH, (ILLINOIS,) 2¼ MILES.

About 2¼ miles of track have been laid from Geneva, on the Fulton line, to St. Charles, greatly increasing the facilities to the local and daily business travel between St. Charles and the City of Chicago. The cost of the branch was $43,801 55, of which $35,000 was paid by the St. Charles people.

IOWA MIDLAND RAILROAD, (IOWA,) 75 MILES.

In the permanent lease by the Chicago and North Western Company of the Cedar Rapids and Missouri River Rail-Road, in the State of Iowa, it is provided that a branch road embraced in its charter shall be operated between Clinton and Lyons, although the length of the branch, (2 4-10 miles,) and the business it controls, are too inconsiderable for profit. The Iowa Midland Railway Company, as successors of the old Iowa Central Air Line, obtained possession of the rights and property of the latter Company, and proceeded to construct a railroad which extends from the terminus of this branch at Lyons a few miles northerly, and then westerly through the beautiful and well settled country of the Masquoketa Valley to Anamosa, a distance of 75 miles, and, by means of connections with the Dubuque and South Western Railway, thence to Cedar Rapids, another route nearly parallel to the Chicago, Iowa and Nebraska Road, (which is a part of our leased line in Iowa,) would be created a few miles north of the latter road.

The control of this project, aside from any local merits it might possess, was regarded as a measure of protection to the interests of the Chicago and North Western Company; and as the business which might reasonably be expected to originate on this road would be valuable, if made tributary to the Fulton line, negotiations were concluded for the purchase and completion of the Iowa Midland by the Chicago and North Western Company, to the exclusion of the rival interests, under whose encouragement and auspices considerable work had been done and track-laying begun.

A large sum of money (some $250,000) had been expended by the old Iowa Central Air Line Company in grading a portion of this road in 1856-'7, at which time the financial revulsions of that period suspended the work.

The Iowa Midland Company reaped the benefit of this work at very small cost, and encouraged by some local aid, undertook the construction of the line, which they transferred, by lease and control of the stock, to the Chicago and North Western Company.

The means provided for construction were to be obtained by the sale of bonds which the Iowa Midland had proceeded to issue as a first mortgage on its railroad, at the rate of $18,000 per mile, amounting in the aggregate to $1,350,000, running thirty years from October 1st, 1870, and bearing 8 per cent. interest. These bonds, after the purchase, were all indorsed, principal and interest, and sold by the Chicago and North Western Company, and their proceeds made available for the prosecution of the work of construction.

The whole 75 miles are graded, about 35 miles of track are laid, the road in operation to Maquoketa, and the ties and iron provided for the balance of the line, which will be finished by the first of October next.

The charter of this Company extends across the State of Iowa, and is available for whatever extensions the interests of the line may demand. The road is operated under perpetual lease, as a part of the line of the Chicago and North Western Company, and was opened to Maquoketa in December last. The total amount expended for account of construction, up to the 31st of May last, was $915,283 21.

ELGIN AND STATE LINE RAIL ROAD, LAKE GENEVA EXTENSION, 10 MILES, (WISCONSIN.)

The piece of road covered by this extension was built to the town of Geneva, in the State of Wisconsin, many years ago, laid with strap rail and operated in connection with the Elgin and State Line Division of the Galena and Chicago Union Rail-Road Company, before consolidation with the Chicago and North Western Railway Company. The rails were long since removed, and the old grading and right of way suffered to remain unoccupied.

The situation of Lake Geneva, in the flourishing town of Geneva, its beauty and surroundings, the natural advantages for summer residences and country homes on its banks, and the attention it is steadily attracting as a pleasure resort and watering place, from the towns and cities in the vicinity, and especially from the citizens of Chicago, some of whom are already attracted to the spot and improving it, having induced this Company to avail itself of an arrangement with parties, by which the old grading and right of way on the abandoned line are secured at a very nominal price, and a charter obtained, by the title of "The State Line and Grand Union RailRoad Company," under which it is proposed to lay down the rails during the present season. It is believed that the amount of traffic, both in passengers and freight, that will go over the road between Chicago and Lake Geneva by reason of this extension of ten miles, will be materially increased from year to year, and will fully justify this outlay.

MENOMINEE EXTENSION, (WISCONSIN AND MICHIGAN,) 120 MILES.

The gap in the Company's line between Fort Howard and Escanaba, a distance of about 120 miles, which has heretofore been supplied by the use of steamboats on Green Bay during the season of navigation, and by means of stage lines in winter, has come to possess new and immediate importance.

With the development and gradual settlement of this part of the country, there has been an immense growth of lumber manufacturing in all the towns along the west shore of Green Bay; and the heavily timbered districts covered with hard wood, by their proximity to the mines will, once opened up by a railroad, multiply the number of blast furnaces that are in successful operation on the upper Peninsula for the production of Lake Superior charcoal iron.

The new business which is to spring from the peculiar resources of this new region, together with the large quantity of supplies that must be carried to the miner, lumberman and laborer, and the increased travel that will attend upon the success of these special and important branches of industry, seem to call for better facilities of transportation than can now be had by stage and steamboat.

These facilities it is the interest of this Company to provide, by the construction of the link between Fort Howard and the Peninsula Division at an early day. Large grants of land have been made both by the General Government and the State of Michigan, contingent upon the construction of this line; and these grants, if all of them are to be made available, require that the Road shall be completed within two years.

The aggregate of these grants, should there be no deficiency within the Government limits, together with the lands which, on completion of the line in Michigan, are yet to accrue to that portion of the Peninsula Road already built, amounts to upwards of 800,000 acres of every kind and quality

ound in that region. Many of these grants cover alternate sections in districts where valuable timber and minerals abound; and from discoveries that are constantly being made, it is believed that portions of the land will be found to contain immense deposits of iron ore of the best quality, and of great value to the Company.

There is no question that the connection between Fort Howard and the Peninsula Division will ultimately be made to complete the all rail line to Lake Superior; and it should be done while the benefits of these grants can be secured to the Company.

It is proposed to issue a first mortgage 7 per cent. gold bond, to be secured by a first lien on the 120 miles to be constructed, amounting to $2,400,000, or at the rate of $22,500 per mile; and to finish the road from Fort Howard to the Menominee River within twelve months, and the balance within the time to which the land grants are limited by law.

LAND GRANTS.

The quantity of land which this Company and the Winona and St. Peter Company will ultimately receive for construction of the land grant roads hereinbefore mentioned, cannot be definitely ascertained, until the final location and construction of these roads within their respective land limits shall be determined, and their precise length known; nor until it shall be known how much, if any, deficiency exists in the amount of lands reserved by Government for these enterprises.

The quantities now specifically certified are:

In State of Wisconsin	153,600	acres.
In State of Michigan	176,883	"
In State of Minnesota, Winona and St. Peter R. R. Co.	207,000	"
Total now certified	537,483	"
Quantities withdrawn from sale to be certified on completion and extension of these roads:		
Withdrawn in Wisconsin	145,920	
Withdrawn in Michigan	502,831	
	648,751	"
Add quantity estimated for 120 miles extension of Winona and St. Peter Road, (grant believed to be full,)	788,000	"
Grand total	1,974,234	"

Or, say two millions of acres.

The chief value of these lands in Wisconsin and Michigan will be found in their resources for lumbering and mining, while those in Minnesota, being mostly prairie lands, will be available for farming purposes.

It would be as difficult as premature to estimate the worth of these lands to this Company at the present time; but starting from the average value usually placed by Government on alternate sections, of $2.50 per acre, which gives a result of $5,000,000, we may run up the appraisal to $10,000,000, without much exaggeration of estimate, and then probably come short of their value when they shall be thrown open by easy railroad communication to occupation and development at no remote period in the future.

☞ The holders of the preferred shares of the Rutland Railroad which were issued in exchange for the 1st mortgage bonds are requested to authorize the cancellations of the bonds, as four-fifths of the said bonds have been converted into preferred stock. This is in accordance with the agreement of August 18, 1867. A majority of the holders must consent to this cancellation before it can be made.

☞ John G. Johnson, one of the engineers of the survey for the Canada Pacific Railway, has arrived at Toronto, and reports favorably of the country between Nepigon Bay and Long Lake for railroad,

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY OF HORSE RAILROADS FOR DAMAGES RESULTING TO OTHERS BY CONSTRUCTION OF THEIR TRACK.

The facts in the recent case of The Alton and Upper Alton Horse Railway and Carrying Company *vs.* Deitz, (50 Ill., 210), are fully and clearly stated in the following opinion by

WALKER, J.—This was an action on the case, brought to the September term, 1868, of the Alton City Court, by appellee, against appellants. The ground relied upon for recovery is, that the appellants wrongfully caused to be constructed, across a gutter on a street in the city of Alton, the track of their railroad in such a manner as to cause a permanent obstruction to the passage of the water when increased by rains, so as to overflow appellee's land; and that in consequence of such obstruction, the water was flowed back upon appellee's premises, whereby damage was caused to his garden, vegetables, flower shrubbery and seeds. Appellants filed the general issue and a trial was had before a jury, who rendered a verdict against appellants for $150. A motion for a new trial was entered, but it was overruled by the court, and judgment rendered on the verdict.

It appears, from the evidence in the record, that appellee had leased the lots which he was cultivating as a seed garden at a rent of $100 a year. It appears that prior to the construction of this railway, this ground was not overflowed, but there was a free passage for the water, and that the railway created an obstruction to its passage and flowed it back on this ground.

The law incorporating this company was adopted at the January session of the legislature in 1867. The 6th section of the act of incorporation declares that the company is authorized to lay down and maintain its railway in, upon, over and along any street or streets in the City of Alton and town of Upper Alton, subject to such restrictions as may be imposed upon by the Common Council of the city and by the trustees of Upper Alton. An ordinance was adopted authorizing appellants to lay a single track, with necessary turnouts etc., on the street in question. It provides for the manner in which the track shall be laid, and the culverts constructed; the manner in which the cars shall be propelled, the rate of speed, and declares that the Railway Company shall be liable for damages to property or person, in operating their road; and the city reserved the right to prescribe, regulate and alter the grade of the streets of the city without incurring liability to the company for damages.

It also appears, that the track of the company was laid under the direction of the City Engineer, who gave his personal attention to the matter, and this culvert was constructed according to his directions; that the culvert was not sufficient to discharge the water, as it was constructed.

Appellants insist that, as they constructed their railway track under the ordinances and under the control of the city engineer, they cannot be held liable for this injury. It will be conceded that there is no law requiring them to construct their track. That was a matter of choice, and purely a voluntary act on their part. There was no compulsion, but purely a matter of profit and gain on the part of the company. They accepted the charter, with its conditions, and it was for them to determine, before it was accepted, whether, when they complied with the terms and conditions imposed, it would be profitable. When an incorporated company of this character accept their charter and construct a railway, it is an implied condition that they will not injure others by its construction or maintenance. If they receive, exercise and enjoy special rights and privileges over those enjoyed by the community at large, it must be implied that they will respond in damages to all persons injured by the construction or maintenance of their track. And the valuable franchises they receive are certainly sufficient compensation to them for the liability thus incurred, but if they were not, it is a rule that all persons must so use their own as not to injure others.

When the city prescribed the limitations under which the company could lay their track, it was for them to determine whether they would proceed or abandon the enterprise; it was for them to say whether it would be to their present or future advantage to accept the terms, with the liability to damages to others growing out of the terms imposed by the city, and proceed with the work. When they adopted the conditions imposed by the city, and plans prescribed by its engineer, appellants made them their own. They were free to accept or reject them, and having accepted them, they are responsible for the damages resulting to others by the construction of the road, to the same extent, and precisely as though the plan had been suggested and carried out by an engineer of their own.

Whether the city or its engineer, is liable over to Appellants is a question not presented by this record, and we, therefore, refrain from discussing it.

The judgment of the court below is affirmed.

Judgment affirmed.

☞ The Secretary of the Treasury has suspended the operation of the instructions of the Department of the 4th inst., which require, after the 1st of December, the use of the American seal lock on cars conveying domestic goods through Canada, until the 1st of February. At that date further instructions will be issued.

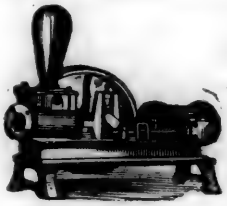
☞ The Connecticut River Railroad will probably be doubled-tracked, next year, from Chicopee to Northampton. Preliminary surveys are now going on under the direction of the officers of the road, for a railroad having one terminus at or near South Deerfield and the other at or near Shelburne Falls.

☞ The Boston and Maine Railroad company have declared a dividend of Three Dollars per share, net, of the profits of the four months ending September 30, 1871, payable on and after November 15, 1871, to stockholders of record at the close of business, November 1, 1871.

☞ The Denver and Rio Grande Railway was finished to Colorado Springs, 76 miles, on the 23d inst., and is now open for travel and freight. The gauge of the road is three feet. Surveys are now in progress to Santa Fe and the St. Louis Valley.

☞ The Bristol (Va.) *News*, says that the Pennsylvania Railroad company has purchased a controlling interest in the East Tennessee, Virginia and Georgia Railroad,

☞ W. D. Mann, executive officer of the Mobile and Northwestern Railroad company has contracted for the construction of the entire line of that road from Mobile to Helena' Arkansas, 350 miles. The work is to be commenced at once. The iron for a large section of the road is now being made in England.



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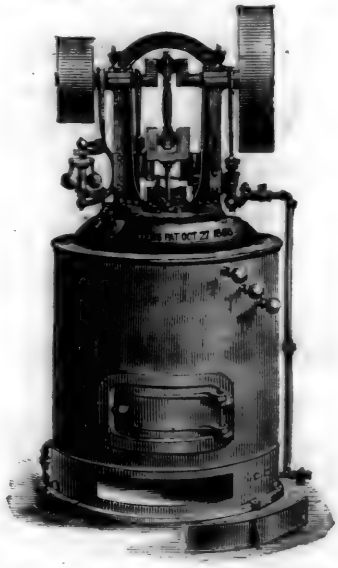
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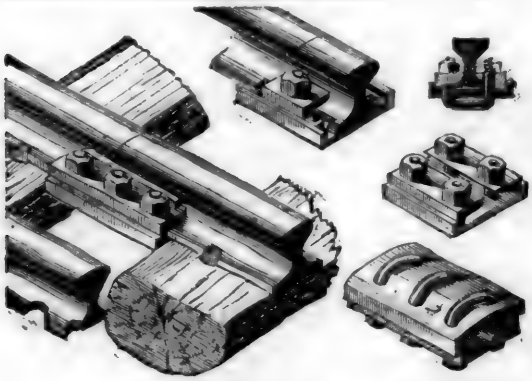
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Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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American Railroad Journal.

New York Saturday, November 4, 1871.

Portland and Ogdensburg Railroad.

At a special meeting of this Company held in Portland on the 23d ult., President J. S. Anderson presented the following report in reference to the Western or Vermont Division:

The road embraces three corporations—the Essex County Railroad, extending from the Connecticut to the Passumpsic rivers; the Montpelier and St. Johnsbury Railroad, from this last place to West Danville; and the Lamoille Valley Railroad, thence to Swanton.

Eleven miles of the Essex County Road will be graded by Nov. 20, and the iron laid from West Concord to St. Johnsbury, 8 miles. The Montpelier and St. Johnsbury Road is completed and track laid 15 miles; 6 miles remain to be ballasted, which will be done this fall.

On the Lamoille Valley Road the grading from West Danville to South Hardwick is completed, and track-laying progressing at the rate of half a mile per day. It will reach South Hardwick Nov. 20. This will open 44 continuous miles of road. The grading of the road-bed from Swanton going eastward is completed 8 miles, and by Dec. 1, will be done, ready for the track, 13 miles. Tracklaying has commenced at this end, and weather permitting will reach Sheldon early in December. Between South Hardwick and Sheldon much work has been done, leaving only 87 miles to be prepared for the iron, and much of this distance is now being worked with force sufficient to complete the grading by June, 1872.

Of the entire line, extending from Connecticut river to Swanton, a distance of 118 miles, there will be completed this fall 54 miles, leaving for completion in 1872 only 64 miles, of which ten miles are graded now, and work proceeding at a rate which ensures the completion of the entire road in 1872.

The road was opened for business September 12, 1870, to Lake Sebago, 16¼ miles from Portland; in November to Heep Falls, 24½ miles; in December to West Baldwin, 33¼ miles; in May to Hiram, 36¼ miles; in June to Fryeburg, 49 miles; in July to Centre Conway, 55 miles; in August to North Conway, 60 miles. This makes an average of 37 miles for nearly 13 months.

The receipts of the road from September 12, 1870, to September 30, 1871 were: from freight, $39,318 95; from passenger, $49,929 97; from express, mail, etc., $1,999 98—making a total of $91,248 90. The total receipts since the completion to Conway (July, August and September) are $44,975 61, divided as follows; freight, $13,554 89; passengers, $30,170 74; other sources $124.998. This shows the great success already of the road as a summer route to the mountains. Hon. W. L. Putnam offered the following, which was unanimously adopted;

Whereas, It is deemed expedient to take immediate measures for obtaining the means necessary for the extension and final completion of our road to the West line of the State of New Hampshire, the Directors are authorized to issue bonds of the Company to an amount not exceeding $3,300,000, payable in not exceeding 30 years, with interest semi-annually at the rate of 6 per cent per annum, principal and interest payable in gold, and to secure the same by a mortgage of the road located and to be located in Portland, in the State of Maine, and thence to its terminus at the Western boundary line of the State of New Hampshire, with all the land and tenements, rolling stock, stations, fixtures and franchises thereof and appurtenances thereto, together with any and all rights by leave or contract, which may be hereafter acquired in any and all railroads forming parts of a continuous line from Portland and Ogdensburg, now owned or held or that may be hereafter acquired for the use of said company. A portion of said bonds, amounting only in the aggregate to twenty-five hundred thousand ($2,500,000) dollars, to be issued to provide for the construction, completion and equipment of the whole of said railroad, the remaining ($800,000) eight hundred thousand to be appropriated to and to be used only for the liquidation and removal of a prior incumbrance on that portion of said railroad extending from Portland, Maine, to Bartlett, New Hampshire.

Voted, That the Directors be and they are hereby authorized to fix the details of said bonds and mortgage and to do all acts necessary to carry the foregoing vote into effect and to dispose of the said bonds of the company in such manner and on such terms as they shall consider for the best interests of the company, and to select three trustees to whom the aforesaid mortgage shall be made.

Automatic Signals.

An automatic telegraph signal has been placed at every cross street upon Fourth-ave., from the great depot to Harlem Bridge, by the Hudson River and New-York Central Railroad Company. The signal is displayed by the showing of a red or white color in a glass disc, elevated some 20 feet above the ground by a wooden structure, which also shields the telegraph wires. When a train arrives at certain points, the magnetic current acts, and the red color of danger covers the white disc of safety, giving the driver of an approaching carriage upon a cross street ample warning. The danger signals face toward the rivers, but others of the same construction are placed in the center of the blocks at regular intervals, with the disc toward the north and south, indicating the position of moving trains also in motion, the orders of the railway officials being that every train shall be separated by at least a mile.

It is probable that the signal posts will be placed in every village upon the several routes, they having already been provided for many villages within a few miles of this city.

Port Huron and Lake Michigan Railroad.

Those of our readers who are interested in the progress of the Port Huron and Lake Michigan Railroad will be interested in the subjoined item from the Port Huron *Times* of Oct. 26th:

The new freight depot building and engine house of the Port Huron and Lake Michigan Railroad in this city have been completed and occupied. At several stations on the line new buildings have been erected. Work on the west end is progressing satisfactorily, and it is expected that iron will be laid to Flint early next month. The Sarnia Canadian says that arrangements are being made to run an express train over the Port

Huron and Lake Michigan and Great Western Railroad as soon as Flint is reached.

Atlanta and West Point Railroad.

The earnings of this road for the fiscal years ending June 30, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$151,358 07	$140,300 65
" freight	296,700 38	295,111 77
" mail	8,649 96	8,649 96
" U. S. Gov., etc	2,082 77	1,009 18
	$467,956 58	$453,715 39
Expenses, viz:		
Conducting transp.	$69,715 55	$75,495 26
Motive power	96,477 01	92 654 74
Maintenance of way	82,996 56	75,748 48
Maintenance of cars	19,609 23	20,364 92
Taxes, fees, etc	7,100 00	3,441 27
	$275,898 35	$267,704 67
Net earnings	$192,058 23	$186,010 71
From which deduct extraordinary expenses in 1870-'71—		
New locomotives	$36,000 00	
New cars	15,000 00	
Renewing iron rails	15,000 00	
New water stations	8,500 00	
Paid on Union Passenger Depot	16,000 00	
Additions to way depots	2,500 00	
		88,000 00
Net over all expenses		$98,010 72

In 1869-'70 the extraordinary expenses were $53,000, leaving the balance of earnings at the close of that year $139,058 23. The ratio of ordinary expenses to gross receipts is 59 per cent. A comparison of items of gross revenue with the same for the previous year, will show a decrease in receipts from passengers of $10,057 42, and from freights, express, etc., of $4,183 77, making a total decrease of $14,241 19. The ordinary expenses during the same time decreased $8,193 68. The President in his report says:

All things considered, the exhibit is perhaps quite as favorable as the stockholders expected. The multiplication of rival roads, and the effect of increased and increasing competition, has been long foreseen, and officially noticed in previous reports. Since the completion of the Selma, Rome and Dalton Road, and the extension of the South and North Road from Montgomery to Calera, the effect of competition for travel has perhaps reached its *maximum*. Roads progressing in Georgia, and others contemplated, if built, will probably add as much as they will take from our travel. A more perfect communication, however, between Montgomery and Louisville, by way of Nashville, and between the same point and St. Louis, by way of Vicksburg, may still affect, injuriously, our business in the transportation of provisions.

The stockholders are aware that the competition from which we have most suffered, and from which we have most to fear in the future, is competition for what is called through business, or business connected with distant points. This is never a safe or reliable business, of which the stockholders have been frequently reminded. In the report of 1868, it is stated that—"as a general rule, the conviction is gaining strength, that no road should be built as an investment, unless its local business will pay an interest on the cost. The only exceptions will be a few great thoroughfares, the shortest and most direct between important points, and presenting such advantages in distance and business attractions as to shut out all competition."

In the same report the elements of a good local business are confidently referred to, and may be here repeated.

1st, We have the growing and prosperous city of Atlanta with all its business attractions and resources for our Eastern terminus.

2d. Our road runs through a well-settled and productive country its entire length, affording a good local business, which, of course, belongs to us.

The road transported the last year, of cotton, strictly local, 42,747 bales, and of cotton shipped from points beyond West Point, 24,731 bales.

To this local business may be added, with equal safety, the travel between Atlanta and Columbus, Montgomery, Pensacola, Mobile, New Orleans, Selma, and all points West, for which, with existing improvements, there can be little or no competition.

Very few roads of equal length and capital, exhibit more reliable means for profits and fair dividends. Our capital is small and we have no debt worth notice. The stockholders should therefore not be discouraged by a reduction of income, from increased competition, either actual or threatened. The large profits of former years, of course, cannot be expected, but with close management and judicious economy, it is hoped that the restoration of property may be continued, and fair dividends also continued to the stockholders. The large extra expenditures made necessary by the war, may be greatly reduced, and perhaps confined to a renewal of the iron. In connection with this subject, however, it may be proper to observe, that the prospect for railroads in Georgia for the ensuing year are not very encouraging. There is every indication of a very small cotton crop, whilst the provision crop promises unusual abundance. These indications may be satisfactory to the country, but promise but light business for railroads.

Since our last meeting, the Western Road from Montgomery to Selma, has been finished. This places us in free all-rail communication with Vicksburg and the contemplated Pacific line. This improvement, long needed and desired, is of great importance to all its Eastern connections. But from the condition of the Selma and Meridian Road, and the imperfect connections of the Western Road with it, we have not as yet derived all the advantages expected from that important improvement. It is the last link in an unbroken all-rail line between Vicksburg and the South Atlantic ports, and on the shortest line between the Pacific and Atlantic coast, by several hundred miles. Strong efforts are making by Northern interests and Northern capital, to monopolize and divert the immense traffic that must ultimately crowd upon this great Southern Pacific line—the construction of which is said now to be a fixed fact. San Diego, on the Pacific and Savannah, Port Royal, Charleston and Brunswick, on the Atlantic, are the natural termini of this great trans-continental line, and nature and geography will ultimately assert their claims, and cannot be entirely ignored.

We have close business connections with the Western and Atlantic Railroad, and much of our traffic and travel passes over that road. This is especially true of our provision trade, which has constituted our heaviest summer business. We are, of course, much interested in the condition of that road, and the promptness and efficiency with which its business is conducted. The road had become much run down and dilapidated, and connecting roads were suffering greatly from its want of efficiency and promptness in management. The State declined to make further appropriations for a work that afforded no relief to the Treasury, but on the other hand was rapidly running the State deeper in debt. The policy of a lease was decided on, and the property was offered for lease in December last.

For reasons above stated, the Board deemed it a duty to co-operate with other roads, alike interested in offering every facility to a measure that promised to place the road upon a better footing, and secure more prompt and efficient management. The Board accordingly joined others in endorsing the bond given by the lessees to whom the lease was awarded. The object was deemed important, whilst the responsibility is merely nominal, and the matter is only mentioned as a part of the action of the Board since our last meeting. The Board have not been disappointed. Large appropriations have been made by lessees for improvement of track and increase of outfit, and the business is now done with regularity and dispatch.

When we are informed by the Superintendent that there has been but one mail failure during the year, and that from the breaking of an axle, and that the accident alluded to is the first and only failure in five years, it is hardly necessary to remind the Board of the watchfulness and fidelity of the officers in the past as in former years. Such regularity of service and freedom from accident is believed to be unprecedented.

The company have 19 locomotives, 6 passenger, 4 baggage, 1 express, 4 cab, 1 shanty, 71 box, 19 stock, and 25 platform cars. Number of through passengers carried, 12,148; number of way passengers, 49,567—total, 61,715; against 62,375 in the previous year, a decrease of 660. Tons of freight transported, 76,090, against 78,120 in the previous year—an increase of 2,970.

BALANCE SHEET, July 1, 1871.

Road outfit and real estate		$1,200,129 51
Bills receivable		20,697 20
Supply fund		2,500 00
Interest account		1,653 31
Dividends of July and December		101,170 10
Due by agents and connecting roads		102,755 46
Road expenses for the year		355,704 67
Cash		14,576 81
		$1,799,187 06
Capital stock	$1,232,200 00	
Bonds of the company	27,000 00	
Profit and loss July 1st, 1870	82,599 66	
Dividends unpaid	698 00	
Due to agents and connecting roads	2,974 01	
Road earnings for the year	453,715 39	
	$1,799,187 06	

President.—HON. JOHN P. KING.

Directors.—R. Peters, John E. Robinson, L. B. Lovelace, W. B. Berry, F. Phinizy, John F. Moreland.

General Superintendent.—L. P. GRANT.

Secretary & Treasurer.—W. P. ORME.

Evansville and Crawfordsville Railroad.

The earnings of this road for the years ending August 31, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$208,349 94	$210,043 42
" freight	279,505 68	293,437 57
" express	14,884 38	15,418 03
" mail	9,583 34	10 500 00
" rents and storage	1,872 00	5,370 90
" use of engines and cars	3,158 83	3,403 31
	$516,804 17	$538,173 23
Expenses, viz:		
Running road	$80,972 99	$82 313 30
Maintenance of track	128,620 53	137,200 75
" structures	15,919 20	14,741 05
Repairs of machinery & cars	51,789 59	48 555 44
General expenses	70,021 17	80,560 21
Change of line at Vincennes	2,781 41	4,645 12
	$350,104 98	$368,015 87
Net earnings	$166,699 28	$170,157 36
Interest and taxes	116,652 48	111,147 59
Balance	$50,046 80	$59,009 77

The receipts from all sources during the year were $588,373 23; and the expenditures $564,682 21—showing an increase in expenditures of $26,308 98. The expenditures embrace:

Operating and maintaining road	$368,015 87
Interest on bonds and loans	101,018 18
Taxes	10,134 41
Redemption of 31 bonds for Sinking Fund	29,987 00
Increase in wood and supplies	7,318 04
Stock subscription to E.T.H. & C.R.W.	10,000 00
Construction	15,369 78
Equipment	22,843 93
Total	$564,682 21

The gross earnings of 1871 are $538,173 23, being $21,369 06 in excess of the gross earnings of the previous year. The working expenses, including very extensive renewals of track, are $368,015 87, being $17,910 98 in excess of last year, and leaving for net earnings the sum of $170,157 36, of which $141,134 59 has been applied to the payment of interest and taxes and the stipulated appropriation to the sinking fund, leaving a balance of $29,022 77.

The capital account has been increased during the year as follows:

Fencing	$4,465 67
New buildings	4,838 75
Track to the Ohio River	5,165 36
Construction account Rockville Div	900 00
New engine	11,191 80
Freight cars	11,652 13
	$38,213 71

The total cost of the road and equipment to date is as follows:

Construction	$2,432,427 70
Equipment	395,813 92
	$2,828,241 62

This cost is represented by—

Common stock	$1,044,252 93
Preferred stock	100,000 00
Seven per cent. bonds	1,154,000 00
Earnings expended	529,988 69
	$2,828,241 62

Three miles of additional side track have been laid down during the year, and the renewal of rails and ties in the main track have been far greater than in any previous year, 68,775 crossties have been purchased at a cost of $25,073 20, and 982 tons of best English splice bar Iron Rails, at a cost including splices, of $77,537 19
Less the proceeds of 720 tons old rails taken out of the track and sold for 31,602 22
Leaving the net cost of the new rails $45,934 97

There have also been repaired in the Blacksmith Shop of the company 1,038 rails at a cost of $1,155 39.

The length of track relaid with new rails is 11 2-5 miles, and with repaired rails about 2 miles.

Three thousand and forty-three car loads of gravel ballast amounting to over 18,000 cubic yards have been put upon the road during the year, and 200 lineal feet of trestle work ranging from 10 to 15 feet high have been filled up.

The length of track now laid is as follows:

Main Line Evansville to Terre Haute	109 miles.
Rockville Extension	23 "
Sidings	15 "
Total	147 miles.

One new coal burning freight engine has been purchased and placed upon the road at a cost of $11,191 80.

There have been constructed in our shops one new caboose, two compromise box, and twelve coal cars, and 25 box and 2 platform cars have been rebuilt in addition to ordinary repairs.

The equipment of the road is now as follows: 16 locomotives, 10 passenger, 1 paymaster's, 4 baggage, 6 caboose, 81 local freight box, 44 compromise box, 30 platform, 54 coal, 10 stock, 10 construction, 84 hand and 24 push cars.

The train service for the year is as follows:

Miles run by passenger trains	162,201
" " freight trains	148,956
" construction trains	39,575
Total mileage of trains	345,732

Showing an increase over the previous year by passenger trains of 2,305 miles; freight 20,766; construction 15,825. Total increase, 38,896 miles.

The number of freight cars hauled during the year is:

Loaded cars	22,393	Mileage	1,456,701
Empty	9,312	"	407,699
Total cars	31,705	Mileage	1,864,400

Showing a gain over previous year of 1,862 loaded, and 555 empty cars, and of 190,176 miles run.

The tonnage of freight carried during the year is as follows:

Through freight	77,000 tons.
Local "	103,000 "
Total	180,000 "

Being 8,000 tons of through, and 13,000 tons local freight in excess of last year.

We have received for the carriage of this freight an average of $1 30 per ton for through, and $1 87 for local, being 5 cts. per ton on through and 19 cents on local, less than was realized last year.

The number of passengers carried during the year is 155,795, being 11,704 less than last year, but notwithstanding the falling off in numbers carried, there has been an increase of revenue from this source amounting to $1,693 48; showing that the average distance traveled by passengers was greater than in previous year.

Pursuant to agreement with our bondholders 31 bonds of $1,000 each have been redeemed by the sinking fund during the year, making a total of 86 bonds redeemed to date.

The Evansville, Henderson and Nashville Railroad, our long-looked for direct Southern connection, was opened for business last April. As yet we have not received any great accession of business from this connection, but within the last two months it has drawn a considerable quantity of breadstuffs and other commodities down our line to the Southern markets.

The lines destined to form our direct connection with Chicago are still delayed in their completion, but are expected to open for business before the closing in of the Autumn. The direct line over our road, between Chicago and Nashville, being the shortest practicable line between those cities, must at an early day, by good management, very materially increase our traffic.

The "St. Louis and South Eastern Railway" now being constructed between St. Louis and Evansville, on a line only 160 miles long, is expected to open for business in November next.

This line when opened, will so far affect our interests, as to take from us all our St. Louis and Evansville business, causing a loss of traffic which we shall sensibly feel, and which we think will be but partially compensated by any fresh traffic which it will bring to our road, for the first year or more. We have united with this new company, in laying down a track from a point on our line near our city depot, to the depot and yard of the new company on the bank of the River. The St. L., and S. E. Co., is now perfecting a transfer track for the joint use of the two companies, down to the waters' edge of the Ohio River, near its depot. This connection of our road with the river, will greatly facilitate the transfer of heavy freight between the Railroad and Steamboat Lines.

Within the year now entered upon, it is expected that the Louisville, New Albany and St. Louis Railroad, which crosses our line at Princeton, will be open from New Albany to the Wabash, if no further.

This new road will divide with us the business of Princeton, the best local station on our line, and notwithstanding any new business it may bring to us at that point, will probably for a while, very sensibly diminish our earnings.

Our trains have been run during the year with even more than their accustomed regularity, and our engines have been maintained in a more efficient condition than ever before.

The same good Providence heretofore experienced has still attended us throughout the year, and up to its close no casualty has befallen any employee or passengers upon our trains.

The officers and employees of the company have been, as a rule, industrious, efficient and faithful, for which the acknowledgements of the managers are now tendered.

GENERAL BALANCE SHEET, Aug. 31, 1871.

Construction of road		$2,432,427 70
Equipment		395,813 92
Real estate		10,035 21
Fair ground stock		1,000 00
E. T. H. & C. R. W. stock		10,000 00
Fuel on hand	$13,000 00	
Supplies in shops	22,848 53	
		35,848 53
Cash	$14,551 94	
E. H. & N. R. R. bonds, $8,000 cost	6,800 00	
Bills receivable	5,989 31	
Accounts receivable	20,170 97	
Due from agents	10,014 40	
		57,526 62
		$2,942,651 98
Capital stock paid in		$1,002,871 18
Fractional script		7,847 73
Unclaimed stock dividends		38,534 07
Preferred stock		100,000 00
Seven per cent. bonds, Main Line	$1,090,000 00	
Less redeemed by sinking fund	86,000 00	
		1,004,000 00
Seven per ct. bonds, Rockville Ext.		150,000 00
Accounts & bills payable	$47,850 20	
Due other lines	14,148 89	
		61,999 00
Income account:		
Earnings expended in construction	$539,988 69	
Balance of account	52,411 27	
		582,399 96
		$2,942,651 98

President and Superintendent.—JNO. INGLE, JR.

Directors.—John Ingle, Jr., Samuel Orr, J. S. Hopkins, W. Baker, Evansville; L. S. French, Patoka; J. W. Maddox, Vincennes; J. Alsop, Carlisle; H. K. Wilson, Sullivan; C. Rose, J. H. Turner, W. R. McKeen, Terre Haute; G. K. Steele, J. J. Daniels, Rockville.

Secretary & Treasurer.—J. E. MARTIN.

Assistant Sup't.—L. PEARSON.

☞ The holders of the several classes of the Jackson, Lansing and Saginaw Railroad bonds are notified that the Michigan Central Company proposes to work the road in future, and that the bonds of the former can be exchanged for Michigan Central Eight per cent. bonds, free of Government tax, dated Nov. 1, 1871, and payable in twenty-five years. Parties desiring to make the exchange should notify Isaac Livermore, Treasurer, at Boston on or before the 10th of December next.

☞ The Knox and Lincoln railroad, extending from Bath, Me., via Wiscasset, Damariscotta and Waldoborough, to Rockland, a distance of 46½ miles, was completed on the 29th ult., and through trains commenced running on the 1st inst., connecting at Bath with the trains of the Maine Central Railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355 000	J. & J.	Jul. '71 3½
American Central..... 100	500,000	J. & J.	Jul. '69 8
Atlanta and West Point. 100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ..100	5,545,225	.....	.....
Atlantic & Gt. Western .. 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept. '71 2
Augusta and Savannah ..100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,350,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware.....100	905,800	.....	.....
Berkshire*..... 100	600,000	J.A J&O	July '71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jan. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '71 4
Boston, Concord & Mont..100	459,400	.....	.....
Do., do. pref.100	1,340,400	M. & N	Nov. '71 3
Boston and Lowell.....500	2 215,000	J. & J.	July '71 4
Boston and Maine..... ...100	4,471,275	J. & J.	Nov. '71 3
Boston and Providence ...100	3,700,000	M & N.	Nov. '71 5
Broadway (South Boston) 50	400,000	J A J.O	Oct. '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June 70 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '71 3
Brooklyn City & Newt'n.100	894,800	.....	July '70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May 71 3½
Buffalo and Erie..... 100	5.00 ,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	7 7,800	A. & O.	Oct '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	763,69	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	Jul'71 $2½
Cape May and Millvi le* - 50	447,000	J. & D.	June '71 3
Catawissa. 50	1,1 9,800	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July 71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov 71 4½
Central of Georgia.....100	4,666,800	J & J	July '70 5
Central of New Jersey....100	15,000 000	J & J.	Oct. '71 2½
Central Ohio..... 100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J & D.	Jun. '71 2½
Con. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*..... 100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925 500	M & S.	Sept. '71 5
" " pref...100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy . 50	16,580,210	M. & S.	Sept '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*..100	2,247,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific...10	17,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '71 4
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov. '71 3
Citizens' Passenger (Phil.) 50	192,750	J. & J.	July '71 7
Clev., Col., Cin. & Ind.....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*.... 50	2,050,750	M. & N	Nov'71 3
Cleveland and Pittsburg.... 50	7,494,588	F.M.A.N	Nov '71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Sept. '71 2
Concord 10	1,500,000	M. & N.	Nov. '71 5
Concord & Ports., guar....100	360,000	J. & J.	July'71 3½
Coney Island & Brooklyn R.	800,000	.....	.....
Conn. & Passum. R. pref. 50	2,084,200	F. & A.	Aug.'71 3
Connecticut River..... 50	1,7 0,000	J. & J.	July '71 5
Cumberland Valley..... ... 50	1,316,900	A. & O	Apl. '71 4
Danbury and Norwalk .. 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*.....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,520,200	.....	.....
Detroit & Milwaukee..... 100	452,350	.....	.....
" " pref.100	2,09 ,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*.10	5,000,000	J. & J.	July'71 2
do do. pref.100	.....	J. & J.	July '71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.)..... 100	4,002,800	J. & J.	July '71 4
Eastern (N. H.) 100	492,000	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga.....100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*. 50	500,000	M. & N	May'71 2½
Do. do. pref. 50	500,00	J. & J.	Jun. '71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,535,900	Annual	Dec'69 7s
Erie & Pittsburg 50	999,700	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,148,448	.....	.....
Fitchburg 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	M & N.	May '70 5
Franaf. and Southw.(Ph.) 50	491,620	J. & J.	July '71 3
Georgia 100	4,166,000	J. & J.	July '71 4
Germantown (Phila.)..... 50	112,245	J. & J.	July '71 5
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '71 3
Granite..... 10	.....	M. & S.	Mar.'71 4
Green and Coates St.(P 50	110,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A J&O	Oct. '71 3
Hannibal and St. Joseph..100	4,151.700	.....	Aug'70 3½
Do. do pref.100	6,078 224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	320.000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top .. 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	J'n. '68 3½
Illinois Central 100	25.280,240	J. & J.	Aug. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2.000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... ..100	1,500,000	J. A J&O	July'71 1½
Joliet & North. Indiana*..100	300 000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar..100	833,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 836,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,155,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Oct.'71 2½
Lehigh Luzerne..... 50	344,550	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J. S.D.	Sept.'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000.000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex..... 50	1,623,482	J. & J	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'71 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western..... ..100	2,500,000	J. & J.	July '71 5
Mahanoy & Bd Mount'n* 50	1,6 .6,915	.....	.....
Maine Central..... 100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	F. & A.	Dec. '70 3
Memphis and Charleston..100	5,312,725	.....	June 69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225 848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec. '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Mill Creek and Minehill*. 50	823,376	J. & J.	July'71 3
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul..... 100	11,422,684	.....	Dec.'70 7s
" " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Sonuyik. Haven 50	3,856,450	J. & J.	July 71 3½
Mobile and Ohio 100	4,269 920	.....	.....
Montgomery & W. Point..100	1,144,100	J. & D.	Dec.'67 4
Morris and Essex*..... 50	1 ,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell..... 100	720,000	M. & N	Nov.'71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck..... 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	600,000	M. & N.	Nov. '71 4
New Haven & N London..100	788,538	.....	.....
N Haven & Northampton..100	1.800,000	J. & J.	Jan. '68 3
New Jersey..... 100	7,297,200	F. & A.	Aug. '71 3
New London Northern....100	1,003,500	.....	July'71 4
N.Y. Central & Hudson R.R.0	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem..... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '71 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,088,400	J. & D.	June'71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,250,450	J.A J&O	Oct. '71 2½
Old Colony & Newport ...100	4,959,02	J. & J.	July '71 3
Orange and Newark 100	288,650	.....	.....
Oswego and Syracuse..... 50	432,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama..... 100	7,000,00	J.A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630 000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	J. & D.	Dec. '71 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Aug '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jan. '71 3
Petersburg..... 100	1,32 ,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,001,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Sept. '71 3
Phila. and Trenton*..... .100	1,099,120	F. & A.	Aug '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby.. 50	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry .. 25	217,097	J. @ J.	July'70 2½
Pittsb., Ft. W. & Chi. gtd.*100	19,000,000	J.A J&O	July'71 1½
Pittsfield and N. Adams..100	400,000	J. @ J.	July '71 3
Portland and Kennebec....100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock...100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500.000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000.000	A. & O.	Apl'71 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred..... ..100	1,831,400	F. & A.	A'g'71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2,040.000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	503,757	J. @ J.	July'71 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'71 2½
Seaboard and Roanoke....100	888,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec.'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'71 3
Shore Line..... 100	656,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 –
Somerville 100	75,000	M. & N.	Nov.'71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,695	.....	Jul. '68 3
South Western, Georgia..*100	3,939,900	F. & A.	Aug.'71 4
Staten Island..... 100	650,000	J. & J.	Jul. '67 4
Stony Brook 00	267,500	M. & N.	Nov.'70 3
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250 000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.)....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700 000	.....	.....
" " pref.100	1,000,000	M. & N.	May 70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*.....100	$74,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July'71
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500.000	J. & D.	June'71 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860.000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,405	.....	.....
Virginia Central 100	2,353,672	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'71 4
West Philadelphia..... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon..... .100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. 71 3
Warren..... 100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 3½

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,328,595	.....	.....
Delaware Division..... .. 50	1.633,350	F. & A.	Aug '71 4
Delaware and Hudson.....100	15 000 000	F. & A	Aug '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Kne of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739 800	M. & N.	M'y '67 5
Monongahela Navigation.. 50	725 100	J. & J.	July'70 3
Morris (consolidated)..... .100	1,025,000	F. & A.	Sep.'71 1½
" (preferred) ..... .100	1 175,000	F. & A.	Sep.'71 3½
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,878,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2 002,746	.....	.....
Union..... 50	2,907,880	.....	.....
" preferred 50		.....	.....
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35 000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S	Sept. '71 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal..... ..... —	.....	J. & J.	Jan.'71 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'71 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
spring Mountain Coal..... 50	1,500,000	J. & J.	Oct. '71 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	10,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	.....	Aug.'71

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Oct. 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	105¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,714,000	6	Jan. & July.	1880	115¼
.. .. coupon	4,701,000	6	" "	1880	11 [illegible]
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861..... registered	124,500,500	6	Jan. & July	1881	115½
.. .. coupon	64,520,700	6	" "	1881	116¾
Loan of Feb. 25, 1862 (5-20s)..... registered	80,566,050	6	May & Nov.	1882	110[illegible]
.. .. .. (5-20s)..... coupon	380,765,750	6	" "	1882	111¾
Loan of March 3, 1863 ..... registered	53,352,650	6	Jan. & July.	1881	115½
.. .. coupon	21,647,350	6	" "	1881	116½
Loan of March 3, 1864 (5-20s)..... registered	2,497,600	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s)..... registered	41,610,500	6	May & Nov.	1884	110¾
(5-20s)..... coupon	41,995,700	6	" "	1884	111¾
Loan of March 3, 1865 (5-20s)..... registered	44,839,900	6	May & Nov.	1885	106½
(5-20s)..... coupon	120,622,800	6	" "	1885	111¾
.. .. .. 2d series (5-20s)..... registered	65,081,550	6	Jan. & July.	1885	113½
(5-20s)..... coupon	169,685,800	6	" "	1885	113½
.. .. .. 3d series (5-20s)..... registered	91,037,800	6	Jan. & July.	1887	113½
(5-20s)..... coupon	235,847,650	6	" "	1887	113½
.. .. .. 4th series (5-20s)..... registered	12,411,000	6	Jan. & July.	1888	113½
(5-20s)..... coupon	26,931,900	6	" "	1888	113½
Loan of March 3, 1864, (10-40s)..... registered	137,810,100	5	Mar. & Sept.	1904	104½
.. .. .. (10-40s)..... coupon	56,757,200	5	" "	1904	109¼
Consols of July 14, '70 & Jan. 20, '71. registered	54,471,150	5	F. M. A. & N.	1881	....
coupon	7,955,350	5	" "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	27,490 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14 000,000	5	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,618,832	6	Jan. & July.	'96-'99	110[illegible]
U. S. Notes and Fractional Currency.....	394,660,231	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'81-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,500	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'56-'58	99
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	56
.. — .. (Aid R. R's).....	3,000,00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	115
.. — .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	605,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	84
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	92½
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	93
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1875	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1868	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'64	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — " " of 1843	160,000	6	" "	1873	....
.. — " " military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1905	68
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1896	....
.. — .. 1867.....	4,000,000	6	May & Nov.	1907	65
.. — .. 1870.....	3,000,000	8	Mar. & Sept.	1876	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'66-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1860.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 28, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	299,000	3	" "	1890	....
.. —	429,000	6	" "	1890	90
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	7--	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	72-'80	97½
.. —	133,000	6	June & Dec.	72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	111
.. — .. .. of 1863	600,000		" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	110½
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	98
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,680	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'96	99
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,021,000	6	" "	'78-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	436,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	94
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	94½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'76	100½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71- '76	99
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	503,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,475,000	7	" "	1877	107½
.. — .. Bonds.....	21,089,000	7	" "	1877	107½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. —	5,150,100	6	" "	1871	107½
.. —	2,099,000	6	" "	1874	109
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	16½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	20
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	27½
.. —Special Tax Bonds.....	11,407,000	6	" "	1900	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	15½
.. — .. (").....	1,600,000	6	" "	1875	103½
.. — .. (").....	4,096,399	6	" "	1881	104½
.. — .. (").....	2,400,000	6	" "	1886	105½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	94,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	101
.. —	90,400	5	" "	1877	95
.. —	7,890,550	6	" "	1877	104½
.. —	726,950	5	" "	1882	96
.. —	9,237,050	6	" "	1882	106½
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	100½
.. —State Stocks (old).....	334,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	736,000	6	Jan. & July.	1883	101
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	77
.. —Blue Ridge R. R. bonds of '64	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,907,733	6	" "	'71-'90	77
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	44½
.. —Conversion Bonds of 1869....	1,266,300	6	J. A. J. & O.	1888	37
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	38
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	66
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	66
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	100
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	60½
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866.....registered	1,872,968	6	" "	"	60
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'89	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1885	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	92
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1868	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1908	4,000,000	7.3	Jan. & July.	New York.	1896	91¼
1st Mortgage, Eastern Extension	43,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	96
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free	15,000pm	7*	Jan. & July.	New York.	1900	83
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	gold 3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)	gold 7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	925,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	895,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1854, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96¼
Loan of 1850	579,500	6	" "	"	1880	95
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93
Loan of 1876	sterling 3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '89 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1890	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	587,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	837,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy)	497,500	6	March & Sept.	Princeton.	1885	82½
3d Mortgage (guaranteed by Camden and Amboy)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Equalization or consol. bonds	248,000	6	" "	"	.....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1895	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	25
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga.	gold 3,650,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund	gold 2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	550,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So.):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1878	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1892	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	83½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	....
1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	94
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,606 @ 4.84	1,396,824	6*	April & Oct.	London.	1889	....
Dollar Loan of 1875	875,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	93
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	305,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free	gold 16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	102
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st Mortgage	gold 25,010,000	6*	Jan. & July.	New York.	'05-'00	102
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101½
Income bonds	10,000,000	...	.....	" "	.....	.....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 86 m.)	371,400	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sink'g fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1992	93
1st Mort. (Va. Cen. R.R. 206 m.) gr.	100,000	6	Jan. & July.	" "	1886	....
2d Mort. (" " ")	186,000	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'90	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	560,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	104
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,925,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1900	....
2d Mort. (4 p.c. after Jul. '75)	gold 941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	758,902	8	Jan. & July.	New York.	1878	....
Carthage & Buri. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (46½ m) guar	800,000	8	Jan. & July.	" "	1880	96½
Illinois Gr. Trunk R.R. (44m) guar	900,000	8	April & Oct.	" "	1890	100
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1870	98
Ott., Osw. & Fox Riv. Val. R.R. (70m)	1,200,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. R.R. (81½ m) guar	800,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	200,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	93
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Interest (Pded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	95
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	95
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	92
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ")40m.	10.500	7	June & Dec.	" "	1895	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	100½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free .gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1890	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund..	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis June.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	82
1st Mort. (San., Day. and Cin.)..	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	385,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)..	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1872	....
3d Mortgage sinking fund	564,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,600	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1901	98
Cleveland and Pittsburg:						
2d Mortgage	700,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	84
Consol. sk'g f'd Mort. $5,000,000..	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	100
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	116,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and R'dg.	584,700	6	June & Dec.	Philadelphia.	1893	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 55 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund..	15,000,000	7	April & Oct.	New York.	1905	85½
2d Mortgage Consol. sk'g fund..	5,000,000	7	Jan & July.	" "	1909	70
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1899	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	$74,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free	553,425	7	" "	"	1876	100
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	80,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	160,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	805,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	95,000	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,900	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1868	100,000	7	Jan. & July.	New York	1890	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	30,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	642,000	7	March & Sept	" "	1879	....
3d Mortgage	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds	169,000	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.)						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	100,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten.(Seaf. to Delmar) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	584,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	New York.	1890	87½
Detroit, Lansing & L. Michigan:						
1st Mortgage	2,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,916,629	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150,887	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1888	....
Dixon, Peoria & Han.(C.B.& Q.)						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1900	90½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1900	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	....
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July.	New York.	1956	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1870	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	90½
Loan of 1865	160,000	6	April & Oct.	"	1885	90½
Loan of 1868	1,000,000	6	March & Sept.	"	1558	....
Loan of 1860	600,000	6	May & Nov.	"	1899	97½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	93
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	89½
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	85
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	85
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n,1st on 66m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1896	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G. 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,600,000	8	Jan. & July.	New York.	1890	....
Ft. W., Muncie & Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,808,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1892	103½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Mass. River Bridge bonds	200,000	7	Jan. & July.	" "	1894	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W.&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1897	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,856,005	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1873	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W.&W'y						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	" "	1888	91
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	" "	1893	86

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	94½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	" "	1885	94½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	97
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1869	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	103½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	56½
1st Mortgage (Consol)	1,089,000	7	April & Oct.	" "	1896	47
Illinois Central						
1st Mortgage Construction	3,000,000	7*	April & Oct.	New York.	1875	103
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.& W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	85
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1900	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	89½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1868	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1862	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1909	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	100
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1852	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(L.S&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'90-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	"	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,800,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP.& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	94
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coupt (" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,258,000	7	May & Nov.	" "	1885	100½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	97½
1st Mort. (Jnnc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1880	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,S F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	300,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	92
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where	Due.	Price.
Lehigh Valley:						
1st Mort. of 1868	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	99½
1st Mort. (Hazleton R.R.)of 1862	122,000	6	April & Oct.	"	1872	....
Lowey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1865	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold		6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold		7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'watn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1900	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1880	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1901	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1880	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)...	849,000	6	April & Oct.	" "	'80-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.).....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000				....	....
Macon and Western:						
1st Mortgage of 1870.....	150,000	7	April & Oct.	New York.	1890	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(E.to P.& Ken.) ach.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B C. & F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July	Boston.	1889	80½
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug	London.	1891	....
1st Mortgage Dollar.....	2,454,523	7	" "	Baltimore.	1891	98
2d Mortgage.....	2,500,000	7	May & Nov	"	1896	82½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1900	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov	Boston.	1895	50
2d Mortgage.....	150,000	6	June & Dec.	"	1899	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,287	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	104½
Michigan Central:						
1st Mortgage, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage,sinking fund conv.	2,294,500	8	" "	" "	1882	115½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	108½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1888	....
2d Mort. (" " ")	500,000	8	April & Oct.	" "	1882	103
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" " ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.	1,080,000	8	June & Dec.	" "	1890	87½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	109½
2d Mortgage.....	2,693,000	7	" "	" "	1877	97½
Middletown, Unionville & W. Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1936	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage. (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	91½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	101
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	90
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	90½
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,9:0	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870....	1,400,000	10	April & Oct.	" "	1920	91½
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	...
Mobile Lo'n$1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	...
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold)	5,470,000	6*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling)		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	...
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640.000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18 0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	264,000	8	" "	" "	1881	....
Income Mortgage.....	594,000	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1893	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1880	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1859	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1859	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1880	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	" "	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1890	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3 000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	3.0,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,036,620	6	May & Nov.	New York.	1883	93
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	502,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.).						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1880	....
New York and New Haven:						
1st Mortgage.....	1,050,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1904	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,600	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1890	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	99½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	98
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	91½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,800	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1865	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	100
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	91½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	50
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	79
Va. State Loan	249,962	7	" "	" "	1883	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage gold	7,000,000	7*	Jan. & July.	" "	1880	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1855	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	55,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (TW&W):						
1st Mortgage gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	100,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mort. }	2,594,000	6	April & Oct.	"	1875	96½
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	90½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1888	95
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	91½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.)						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C. R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1885	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	86
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	101½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1867, conv.	143,500	6	" "	"	1900	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1893	90
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	100
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1860	....
Sterling Loan of 1843	976,800	6*	" "	"	1860	....
Sterling Loan of 1836	258,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	85
Pittsburg & Connellsville (B. & O.)						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	92½
2d Lien Balt. Loan	1,000,000	6	" "	"	1885	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv. gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	158,100	6	" "	" "	1875	....
Consolidated, Mort	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	76
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1890	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	84½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	98½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&C.B.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	....
St. Joseph & Denv. C.(K.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	53
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	90½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,365,000	7	April & Oct.	New York.	1894	94
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,000,000	7	April & Oct.	" "	1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	225,000	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1890	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1880	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1880	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	800,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1899	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866–'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862–'67	342,600	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	...
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000..gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	599,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car	250,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	8	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1890	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,800,000	7	June & Dec.	New York.	1894	90½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	87
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	78
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	91
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	85½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	85
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	250,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	300,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	87½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1859	74½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	77
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,200,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1876	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	84½
2d Mortgage	1,500,000	7	" "	"	1891	86½
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1882	102½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	....	83½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,300	7	" "	New York.	1860	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,436	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa & O."						....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	78
3d Mortgage	900,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	546,000	6	" "	" "	1900	54½
Registered Certificates	116,128	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile)						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000		7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1875	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	6*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	90½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79½
2d Mortgage preferred	600,000	6	" "	"	1890	91
Bonds endorsed by Balt.	500,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor. by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage,(Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	90½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	100½
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1865	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,00 ,0.0	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	96
2d Mortgage	262,200	7	Jan. & July.	"	1901	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1898	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	95½
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	2,500,000	7	Jan. & July.	" "	1894	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1805	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	84½
Mortgage Loan	2,0 0,000	6	" "	"	1897	102
Gold Loan	6,000,000	6*	June & Dec.	"	1897	....
Gold Loan	980,000	6*	" "	"	1924	90½
Convertible Loan	1,996,879	6	" "	"	18.7	80
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,965	7	" "	" "	1885	....
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	76
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	77½
Plain Bonds	171,334	6	—— & ——	"	1876	81
Improvement bonds	306,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	623,850	7	—— & ——	"	1889	80
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	60
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	672,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	200,000	6	" "	"	1885	....
3d Mortgage	426,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1888	....
Wyoming Valley (Penna.)						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	99½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750 000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	90
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State and Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities: Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Carried one mile: Passengers.	Freight.	Earnings: Gross.	Net.	Dividends.	Value of Shares: Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York	2,881,918	•	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,946	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama	10,500,000	•	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	26	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,298,713	880,762	57,597	—	100	90
Jan. 31, 1871	332.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	•	984,551	8,379	2,256,350	7,511,000	674,165	786,229	332.0	.....	11,311,925	43,298,884	1,705,633	931,851	—	50	....
Jun. 30, 1870	28.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800,000	•	.....	.....	.....	426,000	.....	.....	68.0	139,949	.....	.....	204,763	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	—	—	—	350,000	—	—	—	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	500,000	—	—	—	246,018	150,000	—	—	—	(Leased and oper. by Cheshire.			7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	—	1,815,000	930,000	—	—	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶.Ga.S.C.& N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.0	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	•	2,500	138,050	1,222,200	27,000	3,672	77,787	86.7	.....	.....	.....	455,715	185,011	8	100	....
Dec 31, 1870	387.3	38.18	141.4	—	166	80	35	3,478	Atlantic and Great West.N.Y. Penn.& O.	59,598,590	•	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,361,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	•	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1871	95.0	—	5.0	—	9	7	3	60	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	•	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1871	292.0	—	13.0	35.5	34	26	—	829	*Atlantic and Pacific* ¶.....Missouri.	26,250,000	—	—	—	15,000,000	10,250,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	—	—	.....	3,994,900	3,149,920	175,197	—	—	(Leased & oper. by Grand Trunk.			.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	8	Avon, Genesco and Mount Morris ..N. Y.	217,832	•	—	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	•	—	—	550,000	471,200	—	—	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.0	—	48.0	—	324	164	35	5,438	Baltimore and Ohio ¶.....Md. & W. Va.	30,027,824	•	18,444,220	1,263,620	16,550,362	11,346,371	468,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	139
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	5,680,685	—	1,693,029	—	103.5	.....	.....	.....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	•	—	—	2,000,000	3,000,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	—	—	625,000	150,000	105,000	—	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe...Pennsylvania.	323,291	118,708	256,941	—	600,000	92,000	—	—	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.0	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,160,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	•	—	—	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	—	—	600,000	—	—	—	—	.....	.....	.....	42,000	33,293	5½	100	....
Dec. 31, 1870	16.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased & oper. by Fall Brook Coal Co.)			12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	103	118	40	3,045	Boston and Albany.... Mass. & N. York	21,938,629	•	2 154 639	1,701,178	19,413,207	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	152
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg.....Mass	1,205,983	395,638	100,000	68,790	872,600	800,500	188,652	30,842	66.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	10	373	Boston, Concord and Montreal .....N. H.	2,850,000	•	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	28.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	24
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	254,844	932,176	67.5	.....	.....	10 mos.	984,754	186,879	8	100	128
Sept. 30, 1870	74.2	8.8	64.3	—	46	50	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,471,995	•	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,568,658	511 550	10	100	146
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I	2,730,169	•	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	151
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	•	—	—	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	—	—	2,280,000	585,500	.....	.....	—	(Leased & operated by Erie.)			.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,160	4,666,007	261,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	—	—	2,625,000	3,867,790	.....	.....	—	(Leased & oper. by Grand Trunk.)			.....	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	.....	—	(Leased & oper. by Erie.)			.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,656	—	—	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	58	22	18	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	....	.....	.....	.....	2,156,846	1,041,042	—	100	104
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operated by Burlington & Mo.River.)			.....	.....	—	100	84½
Apr. 10, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated by Chicago, Burlington & Quincy.			.....	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	•	—	—	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	—	—	—	—	Camden and Amboy.....New Jersey.	12,527,160	—	—	—	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	128
Dec 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased & oper. by Camd and Amboy.)			42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,852	328,543	30,580	209,162	1,120,795	996,100	159,473	50,699	60.0	.....	.....	.....	384,444	159,229	—	100	....
Sept. 30, 1870	64 9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass	1,454,779	•	8,220	98,127	915.577	125,000	51,424	460,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	72
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	•	—	—	447,000	200,000	211,274	—	—	(Leased and oper.by West Jersey.)			—	—	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	•	—	—	426,900	—	—	—	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	685	Catawissa.....Penn	3,826,500	•	—	—	3,359,500	441,850	.....	.....	67.5	387,491	.....	.....	655,812	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased and oper. by Dela., L. and W.)			44,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	478,768	•	—	—	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased and oper.by Illinois Central.)			.....	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18 7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,236,000	•	.....	.....	7,620,000	3,615,000	—	—	—	(Leased and oper.by Chic. and N.W.)			479,675	.....	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	•	—	—	1,000.000	3,200,000	—	—	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	•	797,260	1,106,298	4,666,400	780,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,290,043	10	100	....
Dec. 31, 1870	185.0	—	4 6	43.0	24	18	5	512	Central of Iowa.....Iowa.	8,510,000	•	—	—	5,550,000	2,960,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	780	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,648,170	2,210,558	15,000,000	3.2 1.000	1,568,042	—	97.0	2,345,045	40,499,588	158,096,552	4,393,514	1,881,297	8	100	104½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	•	—	.....	3,000,000	2,500,000	—	—	—	(Leased & oper. by B.& Ohio.)			842,436	68,323	—	100	29½
Dec 31, 1870	881.0	164.5	66.0	—	179	193	33	3,646	*Central Pacific of California* ¶..California.	125,350,960	•	.....	.....	54,001,960	71,349,000	.....	.....	....	3 502,103	.....	.....	7,020,711	3,860,146	—	100	....
Dec. 31, 1870	194.8	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,950,217	•	157,492	228,100	2,571,300	1,238,200	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	.....	.....	—	(Oper. by Erie & N.Centrl.			30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	•	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany....N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased & oper.by Del. & Hud. C. Co.)			.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	85	21	13	810	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,767	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	50,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	302	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	108,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	465,000	.....	—	(Leased and oper. by Phila.a nd Read.)			.....	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	•	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	113½
Apr. 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9 293,928	1 964,317	16,590,510	11,569,459	1,858,023	2,797,889	642.0	4,113,982	56,320 468	206,949,525	7,207,685	2,779,011	10	100	130

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recent	ly brought	into oper	ation.)	.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			....	(Leased	and oper. b	y Mich gan	Central.)	.....	—	100	....
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644 342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080 963				1,510,968	1,803.312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000				(Leased	& oper by	Tol. Wab.	& Wester	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri Missouri	1,550,000				450,000	1,100,000				(Operat	ed by Tol	Wabash&	Western.	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶..... Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,864	3,340,228	1,099,667	—	100	84½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039.500	*	.....	.....	4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	54.0	(Leased	& oper. by	Penn sylva	nia.)	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	16	584	Hartford and New Haven....Connecticut.	3,657,126	809,000	1,725,380	282,501	4,786,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412.150	843,903	12	100	....
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn &R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	886,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operat	ed by Mil	and St. Pa	ul.)	.....	—	100	....
Dec. 31, 1870	74.0	—	10 1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,062	131,451	2,000.000	341,000	156,183	44,508	119.8	.....	.....	.....	752,057	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6.000.000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538 422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,850	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	20
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4 224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,860	6,869.500	.....	.....	1,109.6	5,397,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	—	—	—	—	2 750,000	2,750,000	—	—	—	(Under	construct	ion on $35,0	00 p.m.)	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5.000.000	6,500,000			202.5	(Comm	enced ope	rations Se	pt. 1870.)	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	70
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	260	Indianapolis, Peru and Chicago..Indiana.	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3.410,000	*	390,567	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,634.663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450.000	3,150,000	—	—	114.0	(Leased	& oper. by	Pennsylva	nia.)	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Jonia and Lawrence.....Michigan	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	—	(Leased	& oper. by	Ill. Cen.)		140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	1:9 550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,336	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250.000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In cour	se of cons	truction.)		.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recent	ly comple	ted.)		.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,778,036	*	22,565	86,716	520,973	1,895,000	217,602	308,740	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215 0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923.000	456,985	—	326.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	& oper. by	Chicago &	Alton.)	1,217,243	336,079	—	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300.000	800,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	7	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	—	—	3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	8	100	....
Oct. 31, 1870	4.6	—	1 0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	261,277	26,713	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	—	—	306.000	400,000	—	—	42.0	(Recen	tly comple	ted.)		134,035	57,766	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840.000	—	—	—	(Leased	& oper. by	L. Sh. & M	ich. So.)	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	880,000	—	.....	.....	250,000	640.000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	8	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	—	—	2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	—	—	—	—	—	—	—	—	—	(Under	construct	ion.)		—	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,250	1,790,777	—	551.5	1 804,771	14,708,284	49,053,188	3,350,787	880,746	—	100	....
May 31, 1870	90.0	—	11 0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	.....	.....	112.0	(Oper. b	y bondhol	ders.)		.....	.....	.....	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under	construct	ion.)		—	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under	construct	ion.)		—	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under	construct	ion.)		—	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1.801	Lackawanna and Bloomsburg .....Penn.	3,825,000	625,000	.....	.....	1.335.000	2 279,335	.....	.....	80.0	1.133,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under	construct	ion.)		—	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under	construc t	on.)		—	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31.910	370,000	.....	1,212,500	500.000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	26.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P..O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	189,390,937	569,833,666	13,457,541	5,088,720	8	100	100½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under	construct	ion at $33,0	00 p. m.)	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	—	—	5,000,000	4,500,000	—	—	—	(Opened	for traffi	c Sept. 15,	1870.)	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360.000	5,000	—	....	(Leased	& oper. by	Pbg, Ft. W	. & Chi.)	49.507	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	.....	2,649.250	2,556,030	316,116	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased	& oper. by	Leh. Coal	& Nav. Co.)	—	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co. & now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	156	86	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	18,159,400	5.588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	118½
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900,000	900,000	.....	.....	—	(Under	constr. to	be compl'd	in 1871.)	.....	—	100	....
Jun. 30, 1870	119.6	76.6	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	—	—	5,871,450	2,528,000	—	—	196.0	1.096.503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	73 0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No retu	rns—Is ne	ar comple	tion.)	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	—	—	—	—	Little Rock, Pine Bluff & N. O..Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under	cons. to be	comp. to P	Bl. 70 m.i	n 1871.)	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	89½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	—	—	1,500,000	1,500,000	—	—	—	(Under	cons. to be	completed	in 1871.)	.....	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	....
Jun. 30, 1871	51 0	—	....	200.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased	to Chicago	& Alton.)		—	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	154,941	50,718	2,472,183	2 859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,579,694	8,680.912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,964,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3 000.000	.....	.....	.....	289.0	(No retu	rns of ope	rations pu	blished.)	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St.L. Ind.& Ill.	364,170	—	1,84[illegible],904	1,666	2,051,100	—	161,923	17	10.0	(Recent	ly opened	10 miles.)		924	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)	—	—	6	100	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	600,000	—	—	—	—	(Leased & oper. by	Summit Branch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	1,631,900	770,000	—	—	35.0	(Operated by Georgia.)		59,410	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	195.0	348,922	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,562	166.0	292,258	.....	692,585	251,273	10	100	....
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,357	—	130.8	(Leased & oper. by	Phila.& Reading.)	.....	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,445	3,400,500	2,895,320	149,349	—	123.8	229,572	6,581,551	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1871	22.4	—	4.1	—	.....	.....	.....	....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72.124	46,593	1,000,000	20,000	7,017	91,699	26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	151
Mar. 31, 1871	19.0	—	1.3	—	.....	.....	.....	....	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned & oper. by	Concord.)	.....	.....	—	100	....
Sept 30, 1870	22.1	—	0.6	—	.....	.....	.....	....	Mansfield and Framingham	Mass.	638,185	—	13,000	1,462	258,000	300,000	98,855	—	—	(Leased & oper. by	Bos., Clin. & Fitch.)	.....	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,000	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—	40.0	166,280	.....	11,098,783	745,291	326,750	—	100	....
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	.....	—	54.0	(Recently compl. no statem't of oper.)		—	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	.....	—	—	3,000,000	—	—	—	—	(Under construction.)		—	—	—	100	....
Jan. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles.	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661	.....	.....	1,417,441	522,919	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarksv. and Louisv. ¶	Tenn.	(No balance sheet furnished. In hands of Sands of State Receiver.)								82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457,576	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—	—	(Under construction & now partly open.)		—	—	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recently sold by bondholders.)				800,000	250,000	424,500	—	27.0	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	4,978,070	1,439,866	10	100	117½
Dec. 31, 1870	56.5	—	2.9	—	.....	.....	.....	....	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	—	56.5	(Commenced operations Aug 29, 1870.)		.....	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,389	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,698	—	—	—	84,537	.....	10,151	—	—	(In progress. Lease to N. Y. & Oswego at 7 p. c.)					100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.	N.Y.	351,883	—	—	—	110,050	225,000	50 350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,800,000	1,100,000	—	—	—	(Road operated by contr ct's.)		.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.8	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased & oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	322,375	—	—	—	3.8	(Leased & oper. by	Phila.& Reading.)	.....	.....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	.....	.....	15,239	5,007	6	160	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	893,044	265,091	960.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	56½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased & oper. by	Phila.& Reading.)	.....	.....	7	50	104
Dec. 31, 1870	33.8	8.0	8.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	.....	.....	.....	....	Minnesota and North Western	Minn.	.....	.....	.....	.....	20,000p.m	20,000p.m	—	—	—	(Under construction.)		—	—	—	100	....
Jun. 30, 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,950	—	—	237.0	(Oper. by S. R. R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	—	—	—	1,200,000	17,000p.m	—	—	—	(Under construction.)		—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	—	20,000p.m	—	—	—	(Under construction.)		—	—	—	100	....
Dec. 31, 1870	342.0	—	....	260.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	.....	.....	10,007,500	7,750,000	—	—	—	(Under construction.)		—	—	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf.	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,226	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.5	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,565	—	—	—	150,315	177,000	4,550	—	—	(Operated by Erie.)		42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned by Charles Morgan of New York who bought it for $2,500,000.)								85.0	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	—	—	—	—	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. by Del. Lac. & Wstn.)		2,858,453	957,521	7	100	94
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	360	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	....
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1,378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,578,144	122,284	1,511,684	3,576,167	470,323	608,806	132.5	373,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas. & oper. by N. & C.) 10m.		416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,958	106,993	1,864,400	120,500	86,768	176,782	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b oper. by L. Coal & Nav. Co.)		.....	.....	10	50	101
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—	—	(Leased & oper. by Central of N. Jer.)		.....	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be compl. in Aug.1871.)		.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172,500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	(Leas. & oper. by P bg Ft. W. & Chicago.)		.....	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. by N. Hav'n & New York.)		.....	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	8	4	2	20	N. Hav. Middlet'n & Williamantic.	Conn.	.....	.....	.....	.....	850,000	2,200,000	.....	.....	—	(Under construction.)		—	—	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,807,092	483,115	.....	.....	1,800,000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	.....	.....	.....	....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850,000	.....	.....	—	(Oper. in cons. with Camd. & Amboy.)		.....	.....	10	100	120
Dec. 31, 1870	73.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....	92.8	.....	.....	295,823	118,536	—	100	....
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	—	—	—	3,000,000	3,000,000	—	—	—	(Under construction.)		—	—	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	16	15	8	309	New London Northern	Conn. and Mass.	1,486,223	*	22,116	220,161	1,003,500	651,500	72,500	.....	100.0	287,024	.....	(10 mos.	375,766	65 404	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	La. & M.	.....	*	.....	.....	4,200,000	4,500,000	1,000,000	.....	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	....	(Under construction.)		.....	.....	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	—	—	—	—	5,000,000	—	—	—	—	(Under construction.)		—	—	—	100	....
Sept. 30, 1870	—	—	—	58 0	—	—	—	—	New York and Boston	New York.	.....	.....	—	—	3,000,000	3,000,000	—	—	—	(Under construction.)		—	—	—	100	....
ept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N. Y.	48,130,462	11,635,222	.....	.....	89,428,330	13,681,807	.....	.....	842.2	11,429,877	321,365,953	169,087,777	22,383,320	8,295,240	8	100	90
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,000,017	.....	.....	8,000,000	5,072,840	645,500	.....	132.9	887,941	25,532,886	19,602,827	2,709 077	997,389	8	100	121½
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	—	—	221,700	141,500	33,400	—	5 1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,913	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	145
Sept. 30, 1870	138.0	66.5	9.6	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	148.0	179,237	3,695,117	2,895,328	809,989	142 479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	67.5	338,659	.....	.....	748,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas. & oper. by N. Y. Cen. & H. Riv'r.)		60.000	—	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	38.0	.....	.....	38,432	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	South Carolina.	4,947,746	*	320.200	360.738	4,000,000	553,413	292,030	783,241	223.0	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,245,985	39,569	4,813	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	11g.0	—	—	—	—	North Louisiana and Texas	La.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	.....	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	.....	74.7	595,303	.....	.....	1,355,509	590,726	—	50	94
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080 648	3,016,449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995.513	317.0	2,541,535	27,334,821	151,521,712	2,810,662	1,271,962	6	50	74
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,253	367,145	3,068,400	115,000	138,426	258,792	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	111½
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	82	Northern New Jersey	N. J. and N. Y.	527,452	*	850,000	—	1,000,000	400,000	—	—	—	(Leased & oper. by Erie.)		.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	1732.0	.....	.....	.....	....	Northern Pacific	Minn., Dak. &c.	.....	—	—	—	10,000,000	50,000p.m	—	—	—	(Under construction.)		—	—	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	187,787	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	116
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101.464	271,239	122.0	(Leas. & oper. by V. Central.)				6	100	88
Dec. 31, 1870	34.0	53.0	11.7	—	27	44	28	1,380	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,607	2,054,988	3,421,774	285,191	24,196,604	6,534,856	493,106	—	393.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	38
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	254	Oil Creek and Allegheny River	Penn.	7,166,936	960.160	.....	.....	4,250,450	3,170,000	.....	—	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	94
Sept 30, 1870	72.5	70.2	45.2	—	38	78	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,209	142.7	(10 mos.	35,486,808	7,461,065	1,276,843	474,712	6	100	102½
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	600,000	1,577,282	141,013	2,682,540	5 340,676	574,313	.....	292.6	555.226	8,827,750	13,430,793	939,680	359,677	—	100	....
Sept. 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,212	*	—	—	793,400	201,000	—	—	43 9	130,139	3,709,890	6,698,247	349.635	85,959	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky	400,000	*							....	(Under	construct	ion.)			—	100	....
Feb. 28, 1870	283.5	—	39.5	—	97	50	23	1,130	*Pacific* †.....Missouri.	12,038 714	4,394 374	420,357	370,609	3,635,750	9,219,389	1,657,413		365.0	,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	80	Padu ah and Gulf.....Kentucky.	1,338,500	110,000	28,700						63.5	.....	.....	.....			—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	151	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000 000	2,734,138			47.6								
Sept. 30, 1870	14.5	—	16.2	—					Paterson and Hudson.....New Jersey.	630,000				630,000										12	100	57
Sept. 30, 1870	12.0	—	12.0	—					Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper.b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—					Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper.b	y Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0					Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000			—	(Leased	and oper.b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—					Pemberton and Hightstown....N. Jersey.	538.691				342,150	100,000	36,542		—	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—					Pemberton and New York..New Jersey.	575,000				500.000	375.000			—	(Leas &	oper. by C	'm.&Am.	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,363	Pennsylvania.....Pennsylvania.	33,806,907	*	27,356,661	8,668,549	33,850,000	32,760 090	4,991,734	1,524,392	—	(Leas.&	oper. by N	Jersey So	uthern.)				
Dec. 31, 1870	47.0	—	54.0	—	23	3		1,188	Pennsylvania Coal.....Pennsylvania.	2,000.000	*	2,731,000		4,000,000	556,000	175,000		601.6	40,185,233	.....	.....	17,531.707	6,271,222	10	50	120
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811.700	*			1,811,700	3,000.000			62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	46.0	—	7.9	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			106 9		.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000.000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Jun. 30, 1871	90.0	—	4.2	—					Peoria and Rock Island.....Illinois.	4,300,000	*			2,000,000	2,000,000			83.0	246.648	.....	.....				100	....
Dec. 31, 1870	6.5	—	—	—					Perth Amboy and Woodbridge..N. Jersey.	214,581				57.200	100.000	57,381		90.0	(R cent	ly complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg †.....Virginia.	1,850,166	*		62,580	1,324,200	296.094	93,442		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,0 06	1.100,000	326.690		92.3		.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie †.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,585		58.1	155,390	.....	.....	251.576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1,626,2 0	55.900			289.0	2,228,683	.....	.....	3,144,045	366 316	—	50	46
Nov. 30, 1870	98.4	55.0	301.3	42.1	144	145	*	11369	Philadelphia and Reading..Pennsylvania.	29.994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	33.6	405,605	.....	.....	700.465	303.186	10	50	171½
Dec. 31, 1870	28.6	—	36.2	—					Philadelphia and Trenton..Pennsylvania.	1,497,604				1,250,100				33.4	(Oper.b	y Unit.Co.	) (14 mos.	1.389.328	120, 0c	10	100	126
Oct. 31, 1870	96.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn	10,692,178	*	1,507,868	677,153	9 562 6 0	2.359.500	530.471	434,578	101.7	995,234	.....	.....	2,577.147	929,288	8	50	107½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,7 8,274	2,386,429			5,424,350	10,027,990	99,030		200.5		.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville †.....Penn.	4.621,787	409.251	3,428,05		1,794,576	1,500,000	818,538		72 0	522.044	.....	.....	655.736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13.684,000	18,230		500.6	5.38 ,430	.....	.....	7,863.574	3,123,631	7	100	98
Sept. 30, 18 0	18.6	—	1.4	—					Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas.&	oper. by Bo	s.& Alb'y.)		27.000	6	100	85½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505.000	76,319			.....	.....	.....					
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,294	*			993,10	1,222.848	268,519		109.5	416,955	8,003,844	7,724,807	41.250	28,943	—	100	....
Dec. 31, 187	27.5	*	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250.000	250,000	50,000		27.5		.....	.....	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0					Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Under	construct	ion.)	.....	.....	10	100	131
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170 000	200.000			26.0	.....	.....	.....			—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302			.....	.....	.....	88,144	31,755	—	100	100
Nov. 30, 1870	15.0	—	0.5	—	4	6	3	11	Providence, Warren and Bristol..R. I. & M.	704,336	*			437,917	55,000	16,500		15.0		.....	.....			—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114.275	56,137	2,000,000	46,000	135.000	117,098	48.3	345,465	.....	.....	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—					Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000							(10 mos.		661.717	193,811	10	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston †.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164.049	1,153,379	5,929,904	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,553			507,268	1,000.000	1,056,405		48.0	172.982	.....	.....	318.113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	586,084	737,841	6,000,000	1,689,750			181.0	600.87	16,481,419	22,373,357	2v1.689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville †.....Virginia.	6,931,704	*	1,427,035	89.741	4,000,000	2,680,000	285,392	2,035,072	190.5	379.899	6,698,740	7,545.929	1,656,169	583.253	7	100	102
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	185	Richmond, Frederick and Potomac †..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34.949	557.817	75.5	173.100	4.737.532	904,930	692,367	224,733	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and Petersburg †.....Virginia.	1,188,215	*	56,062	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,016	1,721,810	328,129	68.245	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Richmond and York River †....Virginia.	1,440,321	*			650.000	712,173	78,148		38.3		.....	.....	170.693	50,377	—	100	....
Sept. 30, 1870	18.5	—	1.8	—					Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	86,062	24,916	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000										100	....
Sept. 30, 1870	141.1	48.5	23.4	—	38	29	13	604	Rome.....Georgia.	235,235	*			250,844				20.0	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rome, Watertown and Ogdensburg..N. Y.	4,000,000	*	399,953	.....	2.997.800	1,777,900	334	.....	218.2	593.514	15,296,580	19 606.175	1,324,943	475,270	10	100	110
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rondout and Oswego.....New York.	1,106,473	*			1,256,936	12,000	7,602	.....	.....	8,314	2v6.724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	Rutland.....Vermont.	8,000,000	*			7,000,000	1,000,000			230.0	.....	10,016,552	19,603,470	1,189,969	297.492	—	100	24½
Dec. 31, 1870	112.0	—	—	150.0	...	...	...	....	St Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	84.0	22.1	—	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10.000.000	6.000.000	.....	.....	112.0	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Alton and Terre Haute..Illinois.	10,700,000	*			4,340,000	6,700,000			209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	St. Louis, Council B. & Omaha..Mo.& Io.	.....	.....	.....	.....	6,000.000	3,200,000	.....	.....	—	(Under	construct	ion—80 m.i	1,990,376	580,474	—	100	27
Dec. 31, 1870	151.0	—	15.1	—					*St. Louis and Iron Mountain* †...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....		n oper.Ju	n. 1, '71.)		.....	.....	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	59
Dec. 31, 1870	72.2	—	2.0	—					St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis and St Joseph .....Mo.	2,000,000				1.000.000	1,000,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0					St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000	.....	.....	—	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Leas. &	oper.by Te	rre H.& In	dianapo.)	.....	—	100	....
Dec. 31, 1870	121.3	—	8.0	75.0	12	6	4	184	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	16.6	—	—	—		2	1	12	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	273.250	5,74 ,728	8,941,575	477,465	168,775	—	100	....
Sept. 30, 1870	16.9	—	2.6	—					Salem.....New Jersey.	278,328	*			180.550	100,000			110.0	284,410	.....	.....	390,813	175,529	—	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	10	237	Salem and Lowell .....Massachusetts.	551,985	*		2,524	243.306	326,900	1,287	82,596	—	(Leas. &	oper.by W	est Jer.)	.....	.....	6	50	....
Sept. 30, 1870	21.5	—	1.6	—					Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*			910,350	2,307,000			—	(Leas. &	oper.by B.	&Lowell.)			1.4	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Saratoga and Schenectady....New York.	484,684				300,000	40,000			116.3	433,006	.....	.....	480.173	130,245	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0					Savannah & Charleston.....S. Car. & Ga.	2,040 106	*		179,048	997,100	1,157,245	49,267	15,532	—	(Leas.&	oper.by Re	nsselaer &	Saratog.)	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Sav., Griffin & North Alabama..Ga.&Ala.	499,128	*	25,479	65,882	449,588		140,901		104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—					Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....	.....	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
									Schuylkill Valley.....Pennsylvania.	576,050				576,050				—	(Under	construct	ion.)			—	100	....
																		—	(Leas. &	oper.by Ph	ila.& Read	ing.)	23,803	5	50	....

| | | |

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,404,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston Concord and Montreal, pref.	1,346,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	753,695	7	....	70
Catawissa,* pref. and guar....	2,200,000	7	7	59½
Cayuga and Susquehanna,* guar....	539,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	31
Chemung, guar....	350,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	83
Chicago and Alton, pref....	2,425,400	7	10	114½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	58½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	....	3½	....
Cochecho, preferred....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	91
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	504,241	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	88
Erie, preferred....	8,536,910	7	7	61½
Evansville and Crawfordsville pref.	100,000	....	....	....
Hannibal and St. Joseph, pref....	5,078,224	....	....	73
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred....	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred....	190,750	7	3½	25
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	500,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar....	....	....	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred....	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	24
" " 2d pref....	4,051,744	6	....	11
Manchester and Lawrence*....	1,000,000	....	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	823,378	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	76½
Mine Hill and Schuylkill Haven,* guaranteed....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	....	2	....
New York and Harlem, pref....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref....	3,500,000	7	7	75
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie*	5,996,700	....	....	....
Philadelphia and Reading, pref....	1,561,800	....	10	....
Philadelphia and Trenton,* † guar...	1,099,720	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	500,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	567,500	....	7	....
Rutland, preferred....	....	7	7	74½
St. Louis, Alton and T. H., pref....	2,040,000	7	7	61
Sandusky and Cincinnati, pref....	445,500	6	6	36½
Schuylkill Valley,* guar....	576,650	5	5	....
Shamokin Valley & Pottsville,* guar.	899,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	84
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,060	....	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	122
Schuylkill Navigation, pref....	2,688,907	6	6	31½
Union, preferred....	....	....	....	2
Miscellaneous Stocks:				
Cumberland Coal, pref....	....	6	....	....
Mariposa Mining, pref....	5,774,400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 — @ 37 —
Pig, American, No. 1		37 — @ 38 —
Pig, American, No. 2		35 — @ 36 —
Pig, American, Forge		33 — @ 34 —
Bar, Refined, English and American		— — @ 80 —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —
	—Store Prices.—	
Bar, Swedes, ordinary sizes		107 50 @120 —
Bar, Refined		85 — @ — —
Bar, Common		90 — @ — —
Scroll		102 50 @132 50
Ovals and Half-round		102 50 @122 50
Band		— — @ 97 50
Horse Shoe		100 — @105 —
Rods, ½@3-16 inch		90 — @125 —
Hoop		107 50 @150 —
Nail Rod	per lb.	— 6½@ — —
Sheet, Russia, as to No.'s	(gold)	— 17½@ — 18
Sheet, Single D. and T. Common		— 4½@ — 5½
Rails, English	(gold) per ton.	57 — @ 59 —
Rails, American, at Works in Penna.	c'y.	70 — @ 71 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va... (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11 @ — 13
English German (2d and 1st quality)		— 10½@ — 12
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool,	do.	— 15 @ — 16
American, Spring,	do.	— 9 @ — 11
American Machinery	do.	— 9 @ — 10
American German	do.	— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb	4 50 @ — —
Cut Spikes, all sizes		4 75 @ — —
Clinch		6 — @ — —
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 33
Copper		— — @ — 39

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 41 @ — 41½
Straits	(gold).	— 35½@ — 36½
English	(gold).	— 34½@ — 34½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 75 @ 9 —	10 25 @ 10 75
I. C. Coke	7 50 @ 8 50	9 — @ 10 —
Coke Terne	6 37½@ 7 50	7 25 @ 9 —
Charcoal Terne	7 75 @ 8 25	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)..per gall.	— 13½@ — 13½	
Crude, 40 @ 47 gravity (in shipping order)	— 17½@ — 17½	
Refined, Standard White (in ship'g order).	— — @ — 23	
Refined, prime White (in shipping order).	— — @ — 23	
Refined, S. W. (in jobbing lots)	— — @ — 24	
Refined, S. W. (in tin)	— 28 @ — 29	
Naptha, Refined, (65 @ 73 gravity)	— 10½@ — 10½	
Residuum....per bbl.	4 — @ — —	

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	Th. 26.	F. 27.	Sat. 28.	M. 30.	Tu. 31.	W. 1
Canton Co.	....	....	....	....	....	....
Central Pacific 6s	101½	101½	101½	101½	101½	101½
Central of N. Jersey	106½	106	106½	106½	106	106½
Chicago & Alton	113½	....	....	113	113	113½
" pref.	....	....	....	....	....	....
" 1 M.	106	....	....	....	....	....
" S. F.	....	....	....	....	101½	....
" Inc. bds.	....	....	....	....	90½	....
Chicago, Burl. & Q.	130	....	....	....	130	....
" 8s, 1883	....	....	....	....	112	....
Chic. & Northwestern	61	....	60½	60½	60½	60
" pref.	....	....	....	89	....	88½
" 1st M.	94½	95	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	100½	....	99½	100½	100½	100½
Chi., R. I. & Pa. 7s, 1896	99½	....	....	....	....	100½
Clev., Col., C. and Ind.	83½	....	82½	82	82½	82½
Clev. and Pittsburg	116½	124	125½	125	122	122½
" 2 M.	97	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind., C.	17½	17½	17½	17½	17½	17½
" 1 M.	86½	....	86	85½	85½	....
" 2 M.	70	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	118
Del. Lack. & Western	106½	....	105½	....	105½	105½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	29½	29½	28½	28½	28½	28½
" pref.	60	....	61½	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883 80½	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	85½	85
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	86	85½	86	85½	86	....
Hannibal & St. Joseph.	58½	60½	60½	60½	61½	63
" pref.	71½	71½	72½	....	73	....
" 8s, conv.	96½	....	....	97	97	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	104½	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	97½	97	97½	96½	100½	98½
Lake Shore Div. bonds	....	90	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	117½	117	....	....	117½	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	100	100	100	100½	100½	....
" 2 M.	97½	....	....	....	....	....
Mariposa Mining Co.	1½	....	....	....	....	....
" pref.	2	1½	....	....	....	....
" Tr. Rs ctfs.	....	....	....	....	....	....
Milw. and St. Paul.	55½	55½	55½	56	56	56½
" pref.	....	....	....	75½	....	76½
" 1st mort.	91½	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	105½	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	94	93½	....	94½	94	....
" H. & St. J. 8s	....	....	....	97½	91½	94½
Morris and Essex	93	93	93½	93½	93½	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	99	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	102	....
" 6s, S.F. 1883	93	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	91½	....
N. Y. Cen. & Hud. Riv.	88½	88½	88½	89	89½	89½
" certificates	....	....	84½	84½	85½	84½
N. York and Harlem	121½	122	....	....	121½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	36½	36½	....	37	37	36½
" new	....	....	....	....	....	....
Ohio and Miss.	37½	....	37½	....	37½	....
" pref.	....	....	....	....	75	....
" 1st M.	....	....	100	....	....	....
Pacific Mail S. S. Co.	49	46½	47½	48	47½	47½
Panama	87	....	....	....	....	....
Phila. and Reading	108	107½	....	....	108	107½
Pitts., Ft. W. & Chi. gtd.	97	97	....	99	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	102	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	17½	17½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	97	....	....	....	....	....
" 2 M. pref.	86	86	86	....	85	....
" Income bds.	....	....	....	....	76	....
Tennessee 6s, old	66	66½	66	66	66	66
" new	66½	66	....	66	....	66½
Tol., Wab. & Western	57½	....	58½	59½	59½	59
" pref.	....	....	....	83	....	....
" 1 M.	92	....	....	....	91½	....
" 2 M.	....	91	91	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	85	....	85	....	86	....
Union Pacific	23½	24	23½	23½	24½	23½
" 1st mort.	86½	86½	86½	86½	86½	87½
" L. Gt. 7s	75½	75½	75½	75	75	75½
" Inc. 10s	77½	75½	77	....	....	....
Virginia 6s, old	59½	59½	60½	....	60½	60½
" new	....	....	....	....	....	....
" consol.	60½	....	60½	60½	60½	60½

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	Th.26.	F 27.	Sat.28.	M.30.	Tu.31.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109¼	....	109½	....	109½	
U. S. 5s, 10-40s, reg	108¼	108¼	108¾	....	108¼	
U. S. 6s, 1881, reg	115¾	115¾	116½	....	115¾	....
U. S. 6s, 1881, coup	116¾	116¾	116¾	....	116¾	116¾
U. S. 6s, '81, O.W.L	112	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	110¾	110¾	....	....	....	....
U. S. 6s, 5-20s, c. 1862	114¾	114¾	....	....	x111¾	
U. S. 6s, 5-20s, reg. '64	....	110¾	....	....	....	....
U. S. 6s, 5-20s, c. 1864	114¾	....	....	114¾	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	114¾	114¾	....	....	114¾	....
U. S. 6s, 5-20s, r. n. '65	112¾	113	....	113½	113½	113¾
U. S. 6s, 5-20s, c. n. '65	113	113½	....	....	113½	113¾
U. S. 6s, 5-20s, reg. '67	....	113½	....	....	113¾	113¾
U. S. 6s, 5-20s, c. 1867	113¾	113½	....	112½	113¾	113¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	113½	113¾	113¾
U. S. 6s, Pac.R.R.issue	111	111	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Catawissa	....	....	....	....	....	....
" preferred	44¾	44¾	44¾	44¾	44¾	44¾
Camden and Amboy	127¾	126	127	128	128	
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	90	90	....	....	....	....
" 6s, 1889	....	90	....	....	....	....
" mort. 6s, '89	....	95¾	....	96	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	94	....	....	....	....	....
Lehigh Navigation	35¾	34¾	....	....	34¾	....
" 6s, 1884	....	....	....	....	....	90¾
" Gold L	90¾	90¾	90¾	....	....	90¾
" R. R. L	90¾	....	....	....	90¾	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	59	59	60	59¾	59¾	59¾
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	97¾	....	....
Little Schuylkill R.R	44¾	45	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	52	52	....	52	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	47¾	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	98	....	98	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	40¾	39¾	....	....	....	39¾
Oil Creek & Alleg. Riv	....	47¾	47	47	47	47
" 7s	....	86	....	86	86	
Pennsylvania R. R	59	59¾	59¾	59¾	60¾	60¾
" 1st M	99¾	99	97¾	....	....	98¾
" 2d M	....	97	96¾	96¾	....	96¾
" Gen. mort	91¾	....	....	....	....	90¾
" " reg	90¾	....	....	90¾	....	90¾
Penn. State, 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	104	104	....	104¾	....	
" 6s, 3d series	106	....	....	....	106¾	....
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
" new	100	99¾	99	99¾	99¾	99¾
Philad., Germ. & Nor	....	....	....	85¾	....	....
Phila. & Reading	55¾	54	53¾	53¾	54	54¾
Philadelphia and Erie	24¾	....	24¾	....	....	25
" 6s	89	89	....	....	....	....
" 7s	85¾	85¾	....	....	85¾	....
Schuylkill Navigation	....	....	....	....	7¾	....
" pref	16	....	15¾	....	....	....
" 6s, 1882	77	77	....	....	77¾	....
" 6s, 1870	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	53	53	....	....	....	....
Green & Coates	....	....	47	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Baltimore City 6s, 1875	90	....	....	....	....	....
" 1886	....	....	....	....	....	....
" 1890	96¼	....	96¾	96¾	96¾	96
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	138	....	139
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	95	....
Marietta & Cin. 1st M	....	....	....	....	....	96
" 2d M	85¾	....	....	....	....	....
" 3d M. 8s	79¼	....	....	....	....	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	92¾	92¾	92¾	92¾	92¾
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	60¾	....	....	....	60¾	60¾
" Defer. Certif	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	Th.26.	F.27	Sat.28.	M.30.	Tu.31.	W.1
Boston and Albany	....	150	151	151	152	
Boston and Lowell	....	....	....	138	....	
Boston and Maine	....	146¾	....	....	146	
Boston and Providence	151¼	....	....	151	....	
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	25¾	24¾	24¾	25	....	
Cheshire, pref	....	83	....	....	83	
Concord	....	82a	....	....	....	
Connecticut River	....	140	....	....	138¾	
Eastern	107¾	108¼	108	....	107¾	
Fitchburg	....	142	....	142	142¼	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	117	117	117	117	117¾	
Northern, N. H	113¾	112¼	111¾	....	....	111¾
Ogdens. & Lake Champ	87¾	....	87	....	....	88
" pref	....	....	....	....	....	....
Old Colony & Newport	103	103	103	....	102¾	102¾
Ph., Wil. & Baltimore	53¾	....	53¾	53¾	53¾	53¾
Portl'd, Saco & Ports	134	....	131	....	....	....
Union Pacific	23¾	23¾	23¾	....	....	....
" 6s	84	84¼	....	....	84¾	84¾
" Land Grant 7s	74¾	74¾	....	....	....	....
" Income 10s	75	75	....	74¾	74¾	....
Vermont & Canada	100	....	100	100¼	100¼	
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	103	....	....	104	
Metropolitan	....	76	....	....	75	
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	8¾	....	8¾	....	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	3¾	
Quincy	....	....	....	....	28¾	

London Stock Exchange.

	—Closing Prices.— Oct. 13.	Oct. 20.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	85 — 90	85 — 90
Do. do., 2d mort., 1881	80 — 85	80 — 85
Do. Penn., 1st mort., 1877	85 — 90	85 — 90
Do. do., 2d mort., 1882	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1900	38 — 39	38 — 37
Detroit and Milwaukee 1st mort. 7s	71 — 73	72 — 74
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	22½ — 23¾	22½ — 23
Do. sterlg. 6 p. c. convertible bonds	68 — 72	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c	101 —103	101 —103
Do. 100 dol. shares, all paid	107 —108	107 —108
Panama General mort. 7s, 1807	81 — 85	78 — 82
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	95½ — 96¾	95½ — 96¾
Do. $50 shares	50 — 52	49 — 50
Philadelphia and Erie 1st mort. 1881	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, November 4, 1871.

Stock Exchange and Money Market.

Money has been in rather better supply, and though there has been an active inquiry for aid, rates have been quoted more favorable to borrowers, especially on call. The discount business is quite tame, and lenders are yet extremely cautious in making advances on mercantile paper. The call loan quotation on prime collaterals is generally 7 per cent, with, in exceptional instances, 6 per cent; the best double name commercial notes are rated at 9@12 per cent. per annum discount, and the best single name obligations at 12 @15 per cent. The city banks, in their latest return, show an increase of $490,800 of legal tender notes, $600,700 of specie, and a decrease of $448,800 of deposits; also a reduction of $2,121 500 in their loan and discount averages, and an increase of $198,500 in their item of circulation. The city bank exchanges, last week, averaged $110,854,014; and thus far, this week, 95½ millions daily. The banks now hold $2,748,000 of specie and legal tender notes, more than the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is $10,702,100, against $13,108,406 same time last year. The city bank deposits are now $203,342,200 against $193,077,798 week ending Oct. 29, 1870. The legal tender reserve amounts to $50,500,000 against $53,009,099 same time last year. The circulation now stands at $30,492,800, against $32,420 509 same time last year. The loans are now $281,458,600, against $265,979,485 at this date last year.

The U. S. Sub Treasury enlarged its currency balance $298,931 and its coin reserve $1,490,412, as the result of the week's business. The receipts of the office were $5,122,424 in coin, and $4,215,858 in currency; payments, $3,632 012 in coin, and $3 916,927 in currency. The office received $2,700,000 in coin or its equivalent, from customs; and disbursed $3,050 082 of coin interest.

The U. S. Sub-Treasurer retired last week, $2,271,484 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $336,920,350; and as security for deposits of public money, United States bonds for $15,569,500. The aggregate of the outstanding circulation of the National Banks of the country is $324,526,652.

Government revenues have been on a somewhat reduced scale since our last. The excises yielded last week about 1½ millions, and thus far since July 1, $44,874,876. The customs at the port of New York, last week were $2,540,484; and at the outports, equal to about $850,000 more, all in coin. or coin certificates.

Under the Treasury programme for November, Government proposes to sell at least, seven millions of Gold as follows: Thusday, Nov. 2—One Million. Thursday, Nov. 9—Two Millions. Thursday, Nov. 16—One Million. Wednesday, Nov. 22—Two Millions. Wednesday, Nov. 29—One Million. And to buy in five millions of Five-Twenties as follows: Wednesday, Nov. 1—One Million. Wednesday, Nov. 8—One Million. Wednesday, Nov. 15—One Million. Tuesday, Nov. 21—One Million. Tuesday, Nov. 28—One Million.

Gold has been moderately active, and less variable as to price. The supply available for immediate delivery has been increased by the outflow of coin-interest from the Treasury office. The customs drain has been less extensive; and the export movement, comparatively limited. The speculative call seemed rather more confident toward the close. The range of the price during the week, has been from 111⅝@112⅜, and the closing quotation on Wednesday was 112¼ against 111⅛ the preceding Wednesday. The specie outflow, last week, was $413,681; on Tuesday of this week, $45,000; and on Wednesday $92,000. The Gold Exchange Bank clearances have been as follows: Oct. 26, $43,723 000; Oct. 27, $47,535,000; Oct. 28. $34,489,000; Oct. 30, $32,842,000; Oct. 31, $29 211,000; Nov. 1, $91,342,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Oct. 28th, 1871, $69,945,308, against $72,013,267 same time in 1870.

The export drain of specie was $413,681 last week, against $303,562, same week preceding year. The shipments since January 1, 1871, have been $59,886,706, against $51,180 452 same time in 1870.

The customs demand for Gold last week, averaged $450 286 a day; thus far, this week, it has averaged $529,220 a day, or equal to a weekly aggregate of $3,175,320. The arrivals of

specie from Europe, Havana and other foreign ports since Jan. 1, 1871, have been $8,319,290 against $8,493,710 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $134,347,868 against $121,747,892 same time in 1870.

Foreign exchange has been held with a fair show of confidence, but has not been in urgent request. At the close rates were a fraction lower and the market dull. Bankers' sixty day bills on London closed on Wednesday at 108½@108⅝; sight bills on London, 109½@109⅝.

The produce exports from this port, week ending with Oct. 31, were to the currency value of $4,918,236.

Government securities have been in more general request at stronger prices, on a light offering of bonds. Washington advices of Wednesday reported the reduction of the public debt in September at $8,900,000. The Five-Twenties of 1862, 1864, and old issue of 1865 are now quoted ex the November three per cent. coupon.

On Wednesday, Government bought in one millions of Five-Twenties at 111 18@111 70 nett. The amount of bonds offered was $3,095,400 at from 111 18@112.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116½@116¾; U. S. Five-Twenties of 1862, 111⅜@111½; U.S. Five-Twenties of 1864 at 111⅜@111⅜; U. S. Five-Twenties of 1865, 111¼@111½; U. S. Five-Twenties of 1865 consolidated, 113⅛@113⅜; U. S. Five-Twenties of 1867, 113⅜@113¾; U. S. Five-Twenties of 1868, 113½@113¾; U. S. Ten-forties at 109⅛@109⅜; U. S. Six per cent. currency bonds, 111¼@111½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 18.	Oct. 25.	Oct. 31.
Consols	93 1/16	93	93
U. S. 5-20's of 1862	90¼	90¾	91⅜
U. S. 5-20s, 1865	91 11/16	90⅞	91⅛
" 1867	91 11/16	92⅝	93⅛
" 10-40s	88 11/16	89⅜	89½
Erie	22¾	24	....

The new Funding Five per cent. Loan was quoted in London on Tuesday at 1¼ per cent. discount.

State bonds have been in fair demand and held with more firmness.

Railway bonds have been in better request and quoted stronger in the instances of the more popular of the old loans. Central Pacific Sixes closed buoyantly at 101½@102. The few bonds of this favorite loan offering in the open market are promptly taken at the full current rates. For the Chesapeake and Ohio Sixes, there is a good investment call at the established price of 93 per cent. and accrued interest. The November half-yearly three per cent. of coin interest on this loan is now being paid by the financial agents of the Company, Messrs. Fisk & Hatch. Of this Loan, but four out of fifteen millions remain to be marketed, the proceeds of which, with the cash on hand, will be ample for the completion of the entire line. On the eastern division of the road, 227 miles, from Richmond to the White Sulphur Springs, the earnings from way traffic alone, in the current year, will reach nearly $800,000. On the western division of 100 miles, from the Kanawha coal region to the Ohio River the rails are now being laid, and the transportation of coal from the Kanawha mines westward will be commenced in a short time, which will be a source of considerable income to the Company. Work is in steady progress on the middle division of about 100 miles, to establish the connection of the Eastern with the Western divisions, and to form the through line from the James to the Ohio Rivers. It is confidently expected that the entire line will be ready for through traffic by the Summer of 1872.

Railway and miscellaneous share property has been fairly active and generally quoted higher as to price though closing irregularly.

General business has been on a moderate scale in most kinds of domestic produce. Breadstuffs closed heavily. Provisions about steady. Middling upland cotton closed on Wednesday at 18⅜ cts. per lb. The receipts at all the ports, since Sept. 1, have been 417,464 bales, against 498,384 bales same time in the preceding year; exports 139,122 bales, against 148,456 bales in the previous year; stock at the ports at latest dates. 216,980 bales, against 283,846 bales same date 1870.

At the Live Stock Markets, Beeves have been in more demand at from 7½@13 cts.; Veals at 4@10 cts.; Sheep at 4¾@6¾ cts.; Lambs at 6¼@8 cts.; Swine, inactive 4⅞@5⅛ cts per lb., all live weight. The week's receipts were 6,236 Beeves, 1,319 Veal Calves, 26,134 Sheep and Lambs; and 54,089 Swine.

Foreign goods have been comparatively quiet, but prices have not varied materially. The week's imports of foreign goods reached $7,826,357, including $2,462,704 of dry goods.

Ocean freights have been moderately active but rates have been variable closing less buoyantly.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 37; do. Apl. and Oct., 38; Alabama 8s, 99; do. 5s, 67; N. Y. State 7s, B.L., 107½; North Carolina 6s, Fund Act, 1868, 20; Brooklyn 6s, W. L., 94; Long Dock bonds, 90; Toledo, Peoria and Warsaw 1st mort., W. D., 87; Pacific R. R. 7s, guar. by Mo., 100¾; Central of New Jersey new bonds, 102; Gt. Western 1st mort., 1888, 91; Cedar Falls and Minnesota 1st mort., 85; Chicago and Gt. Eastern 1st mort., 85½; Ohio and Miss, Consol., 91½; Toledo, Wabash and Western consol.,84; St. Louis and Iron Mt. 1st mort., 90½; Cleveland and Pittsburg consol., 95; North Missouri 1st mort., 85; Albany and Susq., 2d mort 92; Rome, Watertown and Ogdensburg R. R., 110; Western Union Telegraph, 61¾; Consol Coal of Md, 41; Spring Mt. Coal, 65; Am. Coal 46; Maryland Coal, 28; Adams Exp., 85; Am. Mer. Union Exp., 56½; U. S. Exp., 58½; Wells-Fargo Exp., 52⅝.

Philadelphia.—Penn. and New York 7s, 91½; Pennsylvania Canal 6s, 75; Philadelphia and Reading deben. bonds, 83; do., 6s, 1843-'80, 90; Wilmington and Reading 7s, 95; Camden and Atlantic 1st mort., 95; Allegheny Valley 7 3-10s, 91¼; Catawissa 7s, new, 95; West Jersey 7s, 100½; Philadelphia and Trenton R. R., 126; Big Mt. Coal, 6; N. Y. and Middle Coal Fields, 4; Fulton Coal, 5; Pittsburg 5s, 75. The latest quotations are: City 6s, 99@99; do. free of tax, 99⅛@99⅝; State 5s, coupon, 100@—; do. 6s, W. L. 100@100; do. 1st series, 102 @103; do. 2d series, 104@104¼; do. 3d series, 106⅛@108; Reading, 54@54¼; do. 7s, 1893, 100@—; do. mort. 6s, 1880, 90@92½; Camden and Amboy, 128½@129; do. mort. 6s, 1889, 92½@93; do. 1883. 90@91; do. 1889, 89½@90; Pennsylvania R.R., 60@60½; do. 1st mort., 98@98½; do. 2d mort., 96½@98; do. General mort. coupon, 90¼@90½; do. reg., 90@91; Little Schuylkill R.R., 44½@45; Morris Canal, 47@50; do. pref., 118@125; do. 6s, 87@—; Susquehanna Canal, 6@10; do. 6s, 61@—; Schuylkill Nav., 7½@9; do. pref., 15½@15⅝; do. 6s, 1882, 77¼@78¼; Elmira and Williamsport pref., 42@43; do. 7s, 1873, 93@94½; do. 5s, 61@—; Lehigh Coal and Navigation, 34@34¾; do. 6s, 1884, 84@84½; do. R. R. Loan, 89½@90; do. Gold Loan, 90½@90½; North Pennsylvania, 45@46½; do. 6s 99@100; do., 7s, 97@98; do. Chattle 10s, 110@110; Philadelphia and Erie, 24@24½; do. 6s, 88@89; Minehill, 51¾@52; Catawissa, 12@16; do. pref., 44⅜@44¾; Lehigh Valley, 58¼@59½; do. 6s new coupon, —@97½; do. reg., 97½@98; do. 7s, 100@100; Fifth and Sixth streets, (horse,) 45@47; Second and Third, 63@70, Thirteenth and Fifteenth, 22½@23½; Spruce and Pine, 32½@33; Green and Coates, 47@—; Chestnut and Walnut, 51@54; Hestonville, 20@21; Union, 60@—; Germantown, 33@34.

Boston.—Western R. R. 6s, 1875, 98¼; Missouri River, Ft. Scott and Gulf 2d mort., 10s, 1890, 91¼; Stanstead, Shefford and Chambly 7s, 83½; Vt. Central and Vt. and Canada 8s, 100; Vermont Central 1st mort., 84½; Cedar Rapids and Missouri 7s, 1916, 89; Old Colony and Newport 7s, 1877, 102½; Grand River Valley 2d mort. 8s, 1879, 103; Mansfield and Framingham 1st mort. 7s, 89¾; Framingham and Lowell 1st mort. 7s, 1891, 90; Hannibal and St. Joseph 8s, 94¾; Worcester and Nashua R. R., 137; Cincinnati, Sandusky and Cleveland R. R., 19⅞; Indianapolis, Cincinnati and Lafayette R. R., 7⅛; Rutland, pref., 74¼; do. 7s, new 84½; Portsmouth, Gt. Falls and Conway R. R., 100; Summit Branch, 48¼; Norwich and Worcester R.R., 116; Eastern (N. H.) R. R., 102¾; Boston Water Power, Co., 40; Cary Imp., 11⅜; Gilberton Coal, 30; Maine 6s, 1890, 100; Massachusetts 6s, 1872, gold, 110½; Vermont 6s, 100; Hartford 6s, 1876, 98; Lyon 6s, 1891, 98¾; St. Louis 6s, 1885, 86¾; Boston 6s, 100; Chicago 7s, 91; Cambridge 5s, 1882, 88¾; Portland 6s, 1877, 95; Salem 6s, 1877, 99; Allonez Mining Co., 8½; Calumet and Hecla, 110; Native 20c.; Hancock, 2½; Petherick, 8¼; Ridge, 2.

Baltimore.—Northern Central 6s, gold, 1900, 91¾; Orange and Alexandria 2d mort., 6s, 80; do., 4th mort., 8s, 81½; Memphis City 6s, 55⅛; Baltimore City 5s, 79; Virginia coupon 6s, old, 59⅜. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92⅝@92¾; Baltimore and Ohio, 139@140; do., 6s, 1875, 95@95; do., 1880, 93@95; do., 1885, 93@93; Northern Central, 40@40½; do. 6s, 1885, 92½@93½; do., 1900, 85@87; do., 6s, 1900, gold, 91½@92; N. W. Va. 1st mort., 97@—; do., 2d mort., —@97; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 95¾@96½; do., 2d mort., 82¾@—; do., 3d mort., 79@80; Central Ohio, 29@30; do., 1st mort., 84@85; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 90@—; do., 3d mort., guar., 90@91½; do., 2d mort. pref., 62@—; do., 6s, guar. by Washington Co., 82@83; Richmond and Danville bonds, 76@—; Orange

and Alexandria 1st mort. 6s, 86@—; do., 2d mort. 6s, 80⅛@81; do., 3d mort. 8s, 86@—; do., 4th mort. 8s, 81@82; Orange, Alex. and Manassas 7s, 79@80; Virginia and Tennessee 8s, 85@—; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78@—; Baltimore 6s, 1875, 95¾@96½; do., 1884, 97@97; do. 1886, 97@99; do., 1890, 96@96⅜; do., 1893, 97¾@99; do., 1900, 96@96½; Memphis City 6s, 55⅜@55½; Maryland 6s, 1890, 94@—; do. Defense Loan, 1883, 104@105; City Passenger R. R. 22½@—; George's Creek Coal, 76¼@83.

Louisville, Cincinnati and Lexington Short Line Railroad.

A contract has been entered into between the Chesapeake and Ohio Railroad Company and the Louisville, Cincinnati and Lexington Short Line Railroad Company, whereby the former company agrees to purchase all the private stock which may be offered in the latter company, within sixty days at sixty cents on the dollar, or at sixty five cents on the dollar on six, nine and twelve months' time; and the Short Line Company guarantees that a sufficient number of shares of such stock shall be offered to give the Chesapeake and Ohio Company complete control of the road. It will require about $300,000 in stock to fulfill this condition. The Short Line Company will also issue one million of new bonds, which the Chesapeake and Ohio Company will buy. The contract was executed on the 30th ult.

Extensive Steamship Building Contract.

The San Francisco (Cal.) *Bulletin* learns officially that the Pacific Mail Steamship Company have just closed contracts with the Harland and Hollingsworth Company, of Wilmington, Del., and Roach & Steers, of New York, for the construction of three iron propeller steamers, with compound engines, 400 nominal horse-power, and having capacity for 2,000 tons of cargo, besides their coal and stores. These steamers are intended to run between Aspinwall and New York, or between San Francisco and Panama, as may be required. The company are also about to contract for two iron propellers for the China line, with compound engines of 600 nominal horse-power and of 4,000 tons cargo capacity.

☞ The Calumet and Hecla Mining Company, of Lake Superior, makes a quarterly dividend of $5 per share on 60,000 shares, and an extra of 10,000 shares of stock (one new share to six old) with $5 per share cash on that. The Company has 10,000 shares of stock on hand, yet to be divided, making a total of 80,000 shares, the stock having bren "watered" from 40,000 shares. The success of this mine is very marked, going far ahead of the palmiest days of the Minnesota or Pittsburg, and giving promise of still farther improvement.

☞ The public debt of the United States has been reduced during the past month $8,905,491-84; and since March 1, 1869, $204,754,413 09. The total debt, principal and interest, now amounts to $2,361,051,842 81. The amount of coin in the Treasury now is $99,054,589 23; currency, $10,288,805 55—total, $109,338,394 78. Debt less cash in the Treasury, November 1, 1871, $2,251,713.448 03.

☞ An advertisement of interest to Bridge Builders will be found in our advertising columns.

Virginia Coal and Iron.

Mr. Greeley, who has paid strict attention to the prospects and profits of iron manufactures in this Country, makes this allusion in the *Tribune*, to the chances now presenting themselves along the line of the Chesapeake and Ohio Railroad:

The certain and speedy completion of the Chesapeake and Ohio Railroad, connecting by rail every important city of old Virginia, through the heart of West Virginia, with the valleys of the Kanawha, Ohio, and Mississippi gives a new value to the Mineral wealth of both the States traversed by that great work.

West Virginia, which embraces 16,000 of the 55,000 square miles of the great Allegheny coal-basin—the largest and among the richest known to exist in the world. Its center seems to be the valley of the Great Kanawha, the chief river of West Virginia, wherein Prof. Ansted reports nearly twenty workable seams of Coal, with an aggregate thickness of over seventy feet. Its horizontal position, proximity to the surface, and freedom from noxious gases, render it the easiest mined Coal in America. From this field the Coal is now dug which supplies New York and Philadelphia with gas. It has been computed that most of this area will yield 45,000 tons of Coal to the acre, or 28,800,000 tons to the square mile; much of it so disposed as to render pumping or lifting unnecessary. Immense quantities of it are now boated down the Kanawha and Ohio, finding markets all the way down to New-Orleans. Splint, Cannel, and every other variety of Bituminous Coal, are found in different parts of this vast field. The Splint is widely regarded as the best Coal known for smelting Iron from ore, which exists in great abundance all through both Virginias. It is probable that the valley of the Kanawha, when traversed by the Chesapeake and Ohio Railroad, and its branches, will be found one of our best localities for making good Pig Iron cheap; while the Cannel Coal yields sixty gallons of superior Petroleum to the ton, and has been, as it probably will again be, the surest and most profitable source of that valuable oil. The seams of Cannel Coal often show an aggregate thickness of fourteen feet, giving 21,000 tons to the acre, containing 1,260,000 gallons of crude oil. And fit timber for oil casks is nowhere else so abundant as in West Virginia.

Iron Ore is found in most of the counties of the two Virginias, and has been mined to profit in at least twenty of them; the James River Canal and most of the Virginia Railroads (laid with British rails) traverse or cross it, as the Chesapeake and Ohio either does or soon will. When the Chesapeake and Ohio and Norfolk and Great Western shall have been finished, the requisite branches and and connections will almost build themselves. When these roads shall have commenced freighting Ore to the coal-fields and Coal back to the ore-beds, Virginia may profitably supply half the seaboard and a third of the Ohio Valley with cheap and excellent Iron. The fact that the Chesapeake and Ohio Railroad had to be cut, for a considerable distance, through a vein of Coal eleven feet thick, will serve to convey some idea of the mineral wealth of the two Virginias. A new railroad from the Chesapeake and Ohio at the junction of the Greenbrier with the New River, forming the Great Kanawha, will run up the valley of New River, crossing the Virginia and Tennessee and the Norfolk and Great Western Roads, carrying the Coal of the Kanawha Valley to the great ore-beds of South-Western (old) Virginia, and incite unwonted beneficent activity in Iron-making therefrom.

In most counties of either Virginia, excellent Coal or Ore (often both in close proximity) can be bought at prices ranging from $5 to $50 per acre. Many of these acres have a rich, deep, virgin soil, with a splendid growth of forest trees covering two-thirds to three-fourths of them—lands which in Pennsylvania would be deemed dirt-cheap at $1,000 per acre. Who can doubt that Free Labor with Railroads will soon give a like value to the Mineral lands of old and of West Virginia.

OFFICE OF FISK & HATCH,

BANKERS AND FINANCIAL AGENTS

OF THE

CHESAPEAKE AND OHIO RAILROAD COMPANY,

No. 5 NASSAU ST., NEW YORK.

The rails are being laid on the Western Division of 100 miles of the Extension of this great East and West Trunk line, which in a short time will be ready for travel and traffic, and to commence the transportation of Kanawha coal to the Ohio River. The earnings of the Eastern Division of 227 miles, as a local road, awaiting the completion of the Middle Division of 100 miles, will reach, this year, nearly $800,000. The total cost of the entire road, and the large equipment required for its mineral and through traffic, will be fully $30,000,000.

The total amount of the FIRST MORTGAGE Bonds, which we are now selling, is FIFTEEN MILLION DOLLARS, of which only about four millions remain unsold, the proceeds of which, with the Cash on hand, will be ample for the completion of the entire line. The inducements they offer to investors are: A perfect security; great popularity and a high price when the road is finished; the same rate of interest as FIVE-TWENTIES; principal and interest both payable in United States gold coin in New York City; their present low price (93 and accrued interest) 20 per cent. less than Five-twenties, with equally certain payment of interest and principal.

We recommend them to our friends and customers with the same confidence which we have always recommended the UNITED STATES GOVERNMENT and the CENTRAL PACIFIC BONDS.

We continue to buy and sell CENTRAL PACIFIC BONDS, and fully expect they will, in time, reach the price of Five-twenty Bonds.

FISK & HATCH.

HARVEY FISK.

A. S. HATCH.

Cairo and Fulton Railroad.

We learn, upon what we deem good authority, that all differences between the conflicting interests in regard to the construction of this road, have been settled. To-day, or to-morrow, track-laying will commence on the second twenty miles of the road. Enough iron is here to complete the road to Little Red river. The second twenty miles, in order to save the land grant, have to be completed by the 20th of December.—*Ark. Gaz., Oct.* 24.

☞ The Helena (Arkansas) *Clarion* is informed by Col. Dorsey that the Central railway is all right. The company are closing a contract for an iron bridge for White river. The iron for the track will begin to arrive early in November.

☞ The Searcy (Ark.) *Record* learns that the Pennsylvania Railroad has put its shoulder to the wheel of the Cairo and Fulton railroad, with a view of making this the through line to the Pacific via the 32d parallel.

Journal of Railroad Law.

RAILROAD COMPANIES—A PERSON VOLUNTARILY EXPOSING HIMSELF TO SAVE ANOTHER'S LIFE NOT NECESSARILY GUILTY OF NEGLIGENCE.

The case of Ecker Administratrix, &c., *vs.* The Long Island Railroad Company (43 N. Y. 502,) was an action in the City Court of Brooklyn by the plaintiff as administratrix of her husband Henry Eckert, deceased, to recover damages for the death of the intestate, caused as alleged by the negligence of the defendant, its servants and agents, in the conduct and running of a train of cars over its road. The case, as made by the plaintiff, was, that the deceased received an injury from a locomotive engine of the defendant, which resulted in his death, on the 26th day of November, 1867, under the following circumstances:

He was standing in the afternoon of the day named, in conversation with another person about fifty feet from the defendant's track, in East New York, as a train of cars was coming in from Jamaica, at a rate of speed estimated by the plaintiff's witnesses of from twelve to twenty miles per hour. The plaintiff's witnesses heard no signal either from the whistle or the bell upon the engine. The engine was constructed to run either way without turning, and it was then running backward with the cow-catcher next the train it was drawing and nothing in front to remove obstacles from the track. The claim of the plaintiff was that the evidence authorized the jury to find that the speed of the train was improper and negligent in that particular place, it being a thickly populated neighborhood, and one of the stations of the road.

The evidence on the part of the plaintiff also showed that a child three or four years old was sitting or standing upon the track of the defendant's road as the train of cars was approaching, and was liable to be run over, if not removed; and the deceased seeing the danger of the child, ran to it, and seizing it, threw it clear of the track on the side opposite to that from which he came; but continuing across the track himself was struck by the step or some part of the locomotive or tender, thrown down, and received injuries from which he died the same night.

The evidence on the part of the defendant, tended to prove that the cars were being run at a very moderate speed, not over seven or eight miles per hour, that the signals required by law were given, and that the child was not on the track over which the cars were passing, but on a side track near the main track.

So far as there was any conflict of evidence or question of fact, the questions were submitted to the jury. At the close of the plaintiff's case, the counsel for the defendant moved for a non-suit upon the ground that it appeared that the deceased's negligence contributed to the injury, and the motion was denied and an exception taken. After the evidence was all in, the judge was requested by the counsel for the defendant to charge the jury in different forms, that if the deceased voluntarily placed himself in peril, from which he received the injury, to save the child, whether the child was or was not in danger, the plaintiff could not recover, and all the requests were refused and exceptions taken, and the question whether the negligence of the intestate contributed to the accident was submitted to the jury. The jury found a verdict for the plaintiff and the judgment entered thereon was affirmed, on appeal, by the Supreme Court, and from the later judgment the defendant has appealed to this court.

The following is the opinion of the court delivered by

Grover, J.—The important question in this case arises upon the exception taken by the defendant's counsel to the denial of his motion for a non-suit, made upon the ground that the negligence of the plaintiff's intestate contributed to the injury that caused his death. The evidence showed that the train was approaching in plain view of the deceased, and had he for his own purposes attempted to cross the track, or with a view to save property placed himself voluntarily in a position where he might have received an injury from a collision with the train, his conduct would have been grossly negligent, and no recovery could have been had for such injury. But the evidence further showed that there was a small child upon the track, who, if not rescued, must have been inevitably crushed by the rapidly approaching train. The deceased saw, and he owed a duty of important obligation to this child to rescue it from its extreme peril, if he could do so without incurring great danger to himself. Negligence implies some act of commission or omission wrongful in itself. Under the circumstances in which the deceased was placed, it was not wrongful in him to make every effort in his power to rescue the child, compatible with a reasonable regard for his own safety. It was his duty to exercise his judgment as to whether he could probably save the child without serious injury to himself. If, from the appearances, he believed that he could, it was not negligence to make an attempt so to do, although believing that possibly he might fail and receive an injury himself. He had no time for deliberation. He must act instantly, if at all, as a moment's delay would have been fatal to the child. The law has so high a regard for human life, that it will not impune negligence to an effort to preserve it, unless made under such circumstances as to constitute rashness in the judgment of prudent persons. For a person engaged in his ordinary affairs, or in the mere protection of property, knowingly and voluntarily to place himself in a position where he is liable to receive a serious injury, is negligence, which will preclude a recovery for an injury so received; but when the exposure is for the purpose of saving life, it is not wrongful, and therefore not negligent unless such as to be regarded either rash or reckless. The jury were warranted in finding the deceased free from negligence under the rule as above stated. The motion for a nonsuit was, therefore, properly denied. That the jury were warranted in finding the defendant guilty of negligence in running the train in the manner it was running, requires no discussion. None of the exceptions taken to the charge as given, or to the refusals to charge as requested, affect the right of recovery. Upon the principle above stated, the judgment appealed from must be affirmed with costs.

Church, Ch. J. Peckham and Rapallo J. J. concur.

The following is the dissenting opinion delivered by—

Allen, J.—The plaintiff's intestate was not placed in the peril from which he received the injury which resulted in his death, by any act or omission of duty of the defendants, its servants, or agents. He went upon the track of the defendant's road in front of an approaching train, voluntarily, in the exercise of his free will, and while in the full possession of all his faculties, and with capacity to judge of the danger. His action was the result of his own choice, and such choice not compulsory.

He was not compelled, or apparently compelled, to take any action to avoid a peril, and harm to himself, from the negligent or wrongful act of the defendant, or the agents in charge of the train. The plaintiff's rights are the same as those of the intestate would have been, had he survived the injury and brought the action, and must be tested by the same rules; and to him and consequently to the plaintiff, the maxim *Volenti non fit injuria* applies. It is a well established rule, that no one can maintain an action for a wrong, when he consents or contributes to the act which occasions his loss. One who with liberty of choice, and knowledge of the hazard of injury, places himself in a position of danger, does so at his own peril, and must take the consequences of his act. This rule has been applied to actions for torts as well as to actions upon contract, under almost every variety of circumstance.

Whenever there has been notice of the danger, and freedom of action, the injured party has been compelled to bear the consequences of the action irrespective of the character and degree of negligence of other parties—(Corwin *vs.* N.Y. and E R. R. Co. 3 Ker. 42). The doctrine applicable to voluntary payments of money not recoverable by law grows out of this rule of law, and rules governing in cases of contributing negligence of the injured party is nearly allied to, if not an outgrowth of the maxim *volenti non fit injuria*.

Whether the defendant was or was not guilty of negligence, or whatever the character and degree of the culpability of the defendant and its servants is not material. The testator had full view of the train and saw, or could have seen, the manner in which it was made up, and the locomotive attached, and the speed at which it was approaching, and, if in the exercise of his free will, he chose for any purpose to attempt the crossing of the track, he must take the consequence of his act. The defendant may have been running the train improperly, and perchance illegally, and so as to create a legal liability in respect to any one sustaining loss solely from such cause, but the company is not the insurer of or liable to those who, of their own choice and with full notice, place themselves in the path of the train and are injured.

It is not the law that the co-operating act of the injured party must be culpable or wrong in attention. It may be merely negligence or the result of the will. (Per Beardsley, J., Tonawanda R.R. Co., *vs.* Munger, 5 Denio, 255.) The rescue of the child from apparent imminent danger was a praiseworthy act and entitled the plaintiff to the favorable consideration of the court and to a lenient and liberal interpretation and application of the rules of law in her behalf. But the principles of law cannot yield to particular cases.

The act of the intestate in attempting to save the child was lawful as well as meritorious, and he was not a trespasser upon the property of the defendant, but it was not in the performance of any duty imposed by law, or growing out of his relation to the child, or the result of any necessity. There is nothing to relieve it from the character of a voluntary act, the performance of a self-imposed duty, with full knowledge and apprehension of the risk incurred. Evansville R. R. Co. vs. Hyatt (17 Ind. 102), is in circumstance somewhat like the case before us, and the decision is in accord with the views herein expressed.

I am of the opinion that the judgment of the Supreme Court and of the City Court of Brooklyn should be reversed and new trial granted, costs to abide event.

Folger J. concurred in the foregoing opinion.

Judgment affirmed.

Commerce of New York.

The foreign imports at New York for the month of September, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.	$17,745,075	$21,432,482
Do. for warehousing....	7,748,840	8,869,861
Free goods.....	1,409,353	2,708,238
Specie and bullion.....	592,496	331,679
Total entered at port...	$27,495,764	$33,342,255
Withdrawn fr. wareh'use	10,732,135	12,889,575

The foreign imports at New York for the nine months from January 1, were:

	1870.	1871.
Entered for consumpt'n.	$129,923,147	$165,096,546
Do. for warehousing...	93,186,652	111,353,165
Free goods.....	9,980,838	22,584,178
Specie and bullion.....	8,381,171	5,586,766
Total entered at port...	$241,421,808	$304,620,655
Withdrawn fr. wareh'se	90,985,835	98,625,022

The revenue from customs at New York for nine months from January 1, has been as follows:

	1870.	1871.
Six months.....	$67,581,811 10	$73 692,107 93
In July.....	10,592,841 87	11,934,957 33
August.....	15,078,512 90	16,932 839 65
September.....	14,182,516 12	15,733.891 86
Nine months...	$107,435,681 49	$118 293,796 77

The exports from New York to foreign ports in the month of September, were:

	1870.	1871.
Domestic produce.....	$15,157,390	$20,100,569
Foreign free goods.....	11,451	193,707
Do. dutiable.....	923,627	569.026
Specie and bullion.....	4,616,856	2,130,320
Total exports.....	$20,709,824	$22,993,622
Do. exclusive of specie.	16,092,468	20,863,302

The exports from New York to foreign ports for nine months from January 1, were:

	1870.	1871.
Domestic produce.....	$126,422,006	$166,414,661
Foreign free goods....	332,895	996.862
Do. dutiable.....	7,777,750	5,893,916
Specie and bullion....	48,927,983	57,619,924
Total exports.....	$183,460,634	$230,925,303
Do. exclusive of specie.	134,532,651	173,305,439

☞ The Pine Bluff (Ark.) *Republican* says that a contract has been executed, in the sum of $2,000,000, providing for the immediate construction of the Pine Bluff branch of the Memphis and Little Rock railroad.

Plans of the Chesapeake and Ohio Railroad.

Two general routes have been proposed for the western connection of the Chesapeake and Ohio Railroad. The Virginia portion of that railroad terminates at Huntington, Va., a place that is situated on the Ohio river, opposite the mouth of Symmes creek, in Lawrence county. The first route, called the river route, runs through the counties of Lawrence, Scioto, Adams, Brown and Clermont, to Cincinnati. The second has been known as the Hillsboro' route. Starting from the mouth of Symmes creek, it proceeds through Lawrence, Jackson, Pike, and Highland counties to Hillsboro'. From this place it separates into two main stems, the one running through Clinton, Warren and Montgomery counties to Dayton, and the other over a route not yet surveyed through Clermont county to Cincinnati.

The contest waged between the friends of these two routes has been earnest and prolonged. The friends of the Hillsboro' route were led by Colonel W. H. Trimble, of Hillsboro', and it is to his exertions, in large measure, that a liberal and reasonable proposition has at last been made by the President of the Chesapeake and Ohio Railroad looking to the construction of the western connection of the road through Hillsboro'.

That proposition comes in the form of a letter dated the 29th instant, and promises the building of the road on condition that the right of way be secured from Symmes creek to Dayton, and of *bona fide* subscriptions to the amount of $850,000.

The distance from Symmes creek to Hillsboro' is about one hundred miles, and the right of way along this part of the route has been almost wholly secured. From Hillsboro' to Dayton is about fifty miles, and the distance from Hillsboro' to Cincinnati is about the same. One hundred miles of the route, therefore, is common to the two cities. The country through which this portion of the line passes is very rich, both in coal and minerals, and also in timber and building stone. The heaviest grade is thirty feet to the mile. The entire cost of construction of the road bed from Dayton to Symmes creek is estimated at $2,252,140, this being the amount needed to prepare the road for the ties.

The entire cost of building and equipping the road is estimated at about $4,000,000. Of this amount, it will be seen, the people living along the line of the road are asked to raise less than one-fourth, the other three fourths of the stock being taken by the Chesapeake and Ohio Railroad Company. The amount that Highland county will be called upon to contribute is $175,000.

That the road will pay admits of little doubt. Men who are pressing a project in Kentucky are calculating on $10,000 a mile annually from local receipts. The country through which this road is to run is more populous and richer in resources than that through which the Frankfort, Paris and Big Sandy is to be constructed.—*Balt. Am. Oct.* 30

Wooden Railroad in Canada.

A wooden railroad is being constructed from the town of Sorel, at the confluence of the Richelieu river with the St. Lawrence, through Drummondville, to Arthabaska, Province of Quebec, by Mr. L. A. Senecal, contractor. The Montreal *Herald* gives a long account of a recent trip on the line. Upward of 2,000 men were at work, and the rails were laid on a large portion of the road. An experimental trip was made, the train going at the rate of 25 miles per hour, and running with remarkable smoothness. The journal quoted furnishes the following particulars:

The ties, which are of Hemlock and tamarac, are brought down on trucks from the woods through which the road runs; they are put on a rollway, run up to most ingenius circular saws, so gauged that at one operation they are mortised the proper depth and distance, not the difference of a hair breadth being found between one and another. As fast as they are cut the ties are rolled over to a different siding from that on which they are received, an ordinary circular saw sides them, and they are loaded up to be run out to the piles where they are wanted. The wedges for laying up the rails are also prepared here. The rails are of maple, 4 by 7 inches, and 14 feet long, the gauge of the line being 4 feet 8½ inches. The cost of the line, in which cost are included stations (9 in number), car and locomotive depot, engine and repairing shops, engine and tender, 2 passenger cars, 8 grain cars, and 25 wood cars, is $5,000 a mile, in full for all but the Yamaska bridge, which cost $35,000. It should be mentioned that land damages, fences, e c, are included, also, in this amount.

Central Railroad of New Jersey.

Mr. John Taylor Johnston, the president of the Central Railroad of New Jersey, has issued a circular in which he announces a return to quarterly dividends of 2½ per cent. The company's receipts for 1871 up to the 1st of October were $4 801,869, a profit of $2,167,530. More than half the receipts were from coal, viz.: coal, $2,640.443; merchandise, $1 146,051; passengers, $952,984. The cost of the entire road has been $10,784,000. It is now doubled tracked from Somerville to Jersey City, and the laying of two more tracks will soon be commenced. The whole line is now being laid with steel rails. The equipment of the entire line of 180 miles with the branches in Pennsylvania and New Jersey, has cost $6,8 0.000. The stock of the company will be increased by the issue of $5,000,000 in scrip, convertible into new stock as soon as legislative authority for the issue shall have been procured.

Norfolk and Great Western Railroad.

The stockholders of this road met in Danville on Thursday, and the President, Colonel Flournoy, presented his report, covering a contract with competent parties in New York, and through them with parties in London, for the building of the road. The work is to commence at Danville, going west, by December 1st, 1871, and on the eastern division as soon as subscription on that division reaches $3,000,000. The subscription on that division now reaches $1 400.000. One million six hundred thousand dollars is to be raised by Norfolk, Portsmouth, &c. The contractors provide to pay off all debts of the company, and to receive county subscriptions at par—securities to be paid to the contractors as the work progresses, and the road is not to be turned over to them until one-half is constructed. The contract was ratified by the stockholders, and Col. Flournoy was unanimously re-elected.—*Lynchburg (Va.) News.*

Michigan Air Line Railroad.

At a meeting of the stockholders of this Company at Jackson, Mich., on the 28d ult., the following gentlemen were elected directors for the ensuing year: J. E. Young, Wm. Young, Chicago; R. W. Landon, Niles; J. F. Wolff, Centreville; J. C. Leonard, Union City; G. H. French, Homer; J. B. Eaton, M. M. McNaughton, Eugene Pringle, S. O Knapp, Jackson; J. H. Hubbard, Waterloo; C. W. Hayes, Pinckney; Harvey Mellen, Romeo. At a meeting of the directors held subsequently, the following officers were chosen; President, J. B. Eaton, Jackson; Secretary, E. Bancker, Jackson; Treasurer, W. D. Thompson, Jackson; Attorney, G. H. Mason, Centreville; Managing Director, M. M. McNaughton; Superintendent of the Eastern Division, T. J. Conely.

☞ A party of surveyors, under Chief Engineer Greene, of Troy, are engaged in making the preliminary survey, and fixing the approximate location of the Waloomsac Railroad.

Western Maryland Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 18th ult. Col. A. Shriver of Frederick, presided, with D. Preston Parr secretary. Mr. George M. Bokee, as president of the road, submitted the annual report, showing the condition of the road and its finances. The report says:

At the commencement of this administration the pay-rolls of the employees were some four months in arrears; they have been regularly paid up monthly for nearly a year past. The second mortgage bonds of the company have risen about fifty per cent. in price in the same time, though yet non-interest paying. The suspended and floating debts of the company have been reduced three-fifths, and the balance drawn into a definite condition, and can be estimated exactly. There is cash and equivalents on hand to an amount sufficient to pay all the regular open accounts, the bills payable, and a large part of the suspended debt of the company. There has been paid in the same time a considerable sum of coupon interest, while the bonded debt and overdue coupons are in a much more compact and satisfactory condition. And the general indications of increased prosperity, showing a gross revenue of $170,929 01, and expenditure of $122,647 18, and a net revenue of $48,281 83, being an increase of $33,001 41 over the preceding year as set forth in the report of the superintendent, John T. Rigney, Esq., are matters of cordial congratulation. While the increase in net revenue since the opening of the road to Mechanicstown has not fully met our anticipations, yet the evidences are sufficient to enable us to indulge the hope and expectation that the time is rapidly approaching when the Western Maryland railroad, necessarily enriching the country through which it passes, will satisfactorily compensate its stockholders and prove one of the most important aids to the prosperity and greatness of the city of Baltimore.

The reports of finance committee and engineer give full and detailed accounts of their operations. It is a matter of unanimous regret that alterations deemed necessary, excessive demands for right of way, and other causes have prevented the realization of sufficient means from the last endorsements of the city to complete the road beyond Hagerstown, thus leaving the extension to Williamsport unprovided for.

Heartily coinciding in the views advanced by the chief engineer in his interesting report with reference to the importance of Williamsport as a terminus of our road until its further extension to the coal fields can be accomplished, we respectfully urge the adoption of measures for the attainment of requisite means to insure the immediate commencement and early completion of that short and inexpensive, but necessary line, to enable us to transport the bituminous coal to tidewater at Canton.

Since our last annual report the work of construction has steadily progressed, enabling the company to extend the regular running of trains to Rocky Ridge on the 16th of November, 1870, to Mechanicstown on the 28th of December, 1870, and to Sabillasville on the 28th of August, 1871. The substitution of a substantial bridge instead of contemplated trestling over Owing's creek, on section 16, necessitated considerable extra graduation and masonry, and delayed the completion to Sabillasville. Almost insurmountable difficulties have been overcome in the removal of the hard, solid copper rock encountered by the contractor in his progress through the rock cuts approaching Blue Ridge or Monterey Summit, but ere the day of your annual meeting the last obstruction will have yielded to the persevering energy of the laborer, and the tracklayers will have passed through on their way over a completely graded roadbed to Pikesville or Waynesboro' Station, Smithburg, Cavetown, Chewsville and Hagerstown, which latter place, under a continuance of God's blessings, can be reached by the close of the present year.

The graduation and masonry upon the Owing's Mills division, between Baltimore and Owing's Mills, is rapidly and satisfactorily progressing, a large force of men being employed, particularly upon those portions which require the longest time for completion. An energetic contractor, Mr. John Donoghue, is now actively engaged in grading the entire line of the Emmittsburg railroad from its junction with our road at Rock Ridge to Emmittsburg, and hopes to complete his work within the present year.

The Frederick and Pennsylvania railroad is in operation from Hanover, Pennsylvania, to Taneytown, Maryland, leaving but a few miles of unfinished road from that place to its contemplated crossing of and connection with our road. On the south side a junction with us has been formed, and track is being laid toward Woodsboro' and Frederick. This road, when completed, will doubtless be an important feeder to the Western Maryland, and largely augment its revenue.

At the solicitation of citizens of Pikesville, Pennsylvania, we have established a station on section 26, and workmen are now engaged in the erection of a substantial warehouse for freight and suitable accommodations for passengers. Fully alive to the advantages to be derived from proper railroad facilities, the public spirited citizens of that section of country are now constructing an excellent road, about one and a half miles in length, ascending the mountain at an easy grade, which will connect with the turnpike leading to Washington, reducing the distance to less than five miles from that place to our station, and enable us to reap a large share of the substantial benefits from that rich and prosperous agricultural region which has so long desired railroad communication with its natural market, the city of Baltimore.

Heads of departments and employees generally are deservedly entitled to much praise for the energy and care exercised in the performance of their various duties, as evidenced by the largely increased net revenue, regularity in running trains at increased rate of speed, close connections at the Relay House, and almost total freedom from accident. Their capacity and fitness for railroad business cannot be excelled.

After the reading of the report, Hon. J. K. Longwell, of Carroll county, Hon. Joshua Biggs, of Frederick county, Isaac Motter, John Welty and Geo. W. Harris, of Washington county, were elected directors of the company for the ensuing year. At a meeting of the directors held immediately after the adjournment of the stockholders, Hon. Robert T. Banks, Mayor, was elected President.

Improvements in Canal Navigation.

The action of the Legislature in offering $100,000, for the best plan for carrying freight expeditiously and cheap on the canals is calling out many competitors and a large number of plans have already been submitted, while others are being completed. Many of them must of necessity fail of meeting the required object, while there may be several, and, no doubt, will be some which will prove really of substantial benefit. Among these plans all are ingenious, while some apply power in a manner very singular if not altogether new. One thing seems to be clear, and that is that ere long navigation on the canals will be wholly propelled by steam, and that, too, in such a manner as not only to quicken transportation but cheapen freights.

Among the many plans submitted is one which we understand has already been successful in Belgium—that of propelling a boat by means of a wire cable in the bottom of the canal, which runs over a wheel attached to the side of the boat—this wheel being turned by an engine in the boat. For this purpose an engine has been constructed in Belgium of some fifty or sixty horse power, and brought to Buffalo in this State, where a number or capitalists interested in this matter throughout the State have had a boat construction under the supervision of one of their number, Captain Baldwin. This boat has been completed and tested in Buffalo, and the intention now is to proceed to Troy, where it is to be tested by means of a cable six miles long. This cable is a rope of wire one inch in diameter, which it is claimed is strong enough for the purpose.

The boat—which, by the way, is appropriately named the Governor Clinton—left Buffalo on Sunday morning, at seven o'clock, and, with six hours and a half detention, reached this city yesterday at a quarter-past four. She was light, however, not being intended to carry freight. She was propelled by a screw, there being no cable, of course, in the canal. Our reporter paid her a visit, and found a neat little craft, with a rudder at each end, so as to run either way without turning. The screw is intended to be used only in turning bends in the canal, should the plan succeed. An examination of the engine showed it to be one of peculiar construction, but comprising a great deal of utility within a very small space. This engine is connected by a shaft to an immense wheel on the left side of the boat, over which the cable is to run in a groove, being held in its place by smaller wheels and running at the bow and stern of the boat over other wheels to prevent rubbing against the boat. It is claimed that this steamer will tow from fifteen to twenty heavily loaded boats at the rate of at least three miles an hour, and consume only eight or ten tons of coal in running from Buffalo to Albany. The idea is to have these boats stationed at intervals along the canal, and each one tow all the boats which run over that section, thus avoiding the necessity of passing each other.—*Syracuse Courier, Oct.* 25.

☞ The Milwaukee *Wisconsin* says that Mr. D. McKenzie, who has been engaged on the Northern Pacific surveys, will start in a few days with a party to run a line from St. Cloud to Litchfield, and perhaps to the Minnesota river. The work will be done under the the auspices of the St. Cloud and Minneapolis Railroad Company. The beginning of actual work on the St. Cloud and Mankato Railroad at an early day is no longer questionable.

Chesapeake & Ohio Railroad.

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SEALED PROPOSALS will be received by the undersigned at Richmond, Va., until 12 M., Dec. 6, 1871, for about 2,000 feet of IRON BRIDGING, in spans of from 20 to 180 feet.

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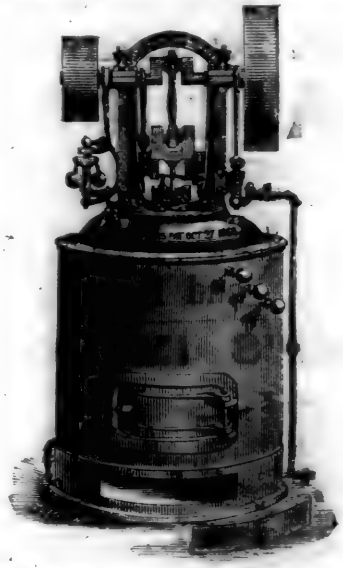
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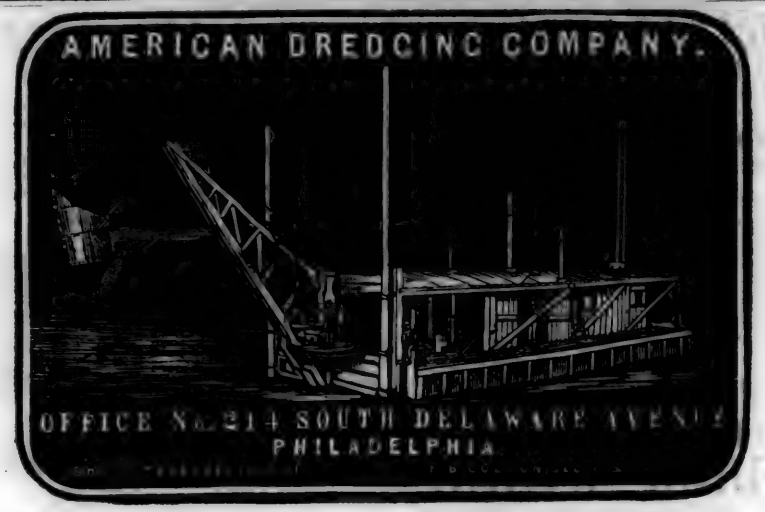
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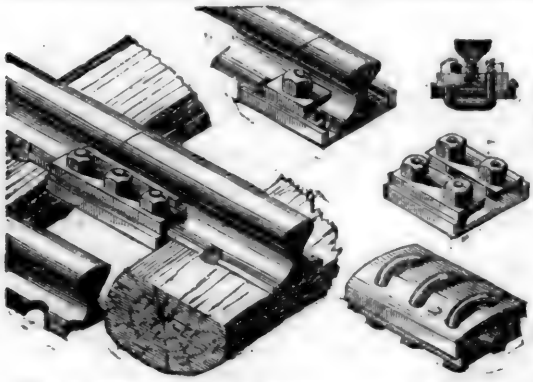


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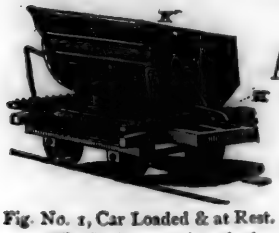
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Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

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SECOND QUARTO SERIES, VOL. XXVII., No. 45] SATURDAY, NOVEMBER 11, 1871. [WHOLE No. 1,855 VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 11, 1871.

Boston and Albany Railroad.

A special meeting of the stockholders of this corporation was held in Boston on the 2d inst., to consider the subject of authorizing an issue of bonds to meet the requirements of the corporation.

The meeting was called to order by the president, Chester W. Chapin, Esq., of Springfield. J. A. Rumrill, Esq., secretary and clerk of the corporation, read the call for the meeting, after which Mr. Chapin announced that after a consultation the directors had decided as follows:

Gentlemen.—We have called you together to consult upon the best means of raising funds to meet the large outlays rendered necessary by the increasing demands of our business. The experience of each year is demonstrating to us that the amount of business which we are to do is dependent to a large extent upon the facilities which we afford for its transaction. It is equally apparent that these facilities can only be increased by very liberal expenditures of money in permanent improvements and additions to our property. Under the laws of our State which have always prevailed up to the present time, and which we had reason to believe had settled the policy of legislation in regard to this subject, we should have had no question as to the proper course for us to pursue at this time.

The action of the last legislature, however, by depriving the owners of a railroad property of the right to assess themselves at the par value of their stock for the improvement and development of their property, has made it necessary for us to inquire what other means are within our reach for raising the necessary funds. We find that under the existing laws of the Commonwealth two ways are now open to us, first, by a sale of our stock at public auction, and, second, by an issue of bonds. If it was entirely clear that the first method, viz., the sale of stock at auction, was the wisest, it would not have been necessary to ask for further action of the stockholders, as the board of directors are already authorized by your votes to make such issues of stock as they may deem expedient. The number of shares of stock which we might issue is dependent upon certain conditions, which it is not possible for us to comply with at present, and we should soon fail to raise from this source a sufficient supply of funds to carry on our work of improvement; besides, an issue of stock to so large an amount as will be soon required in the manner now provided by law, could not fail of depreciating to a considerable extent the market value of our shares.

The directors have felt some hesitation in adopting a policy which would lead to such a result. The law authorizing an issue of bonds requires the action of the stockholders in order to legalize such issue. Under this law we are authorized to issue twenty-year bonds to the amount of the capital stock paid in at a rate of interest not to exceed seven per cent. We shall require within a short time, to meet expenditures now incurring for permanent improvements, about $2,000,000, and for the prosecution of other large works in contemplation, as the Worcester Union depot, the depot and bridge at Springfield, and further depot accommodations at Boston, and new engine house, shops and yard-room at Albany, we shall need large additional sums of money.

In the present condition of the money market it has been thought that a bond running at anything less than 7 per cent. would not be taken at its par value, and the directors, at their meeting held yesterday, voted to recommend to the stockholders an issue of 7 per cent. twenty year bonds to the amount of five millions of dollars. This action of the board was taken upon the assumption that as between the two methods of raising money now within our reach, viz., by a sale of stock at public auction or by an issue of bonds, the latter was the one which you would be likely to approve. If you think otherwise, however and believe it would be better to make an issue of stock, to be sold as provided by law, rather than make a new bonded debt, and thus create a lien against the property prior to your own, the directors are ready to carry out your views. It is to consider these two propositions and determine what, in view of the circumstances of the case, is the wisest course for us to pursue, that we have called you together, and the matter is now in your hands.

The gross receipts of the corporation last year amounted to eight millions of dollars; they have added two new locomotives to the rolling stock since the 1st of October, and will soon add four more. There is great necessity for additional storage accommodations, not less than 9,000 tons of freight being now in the cars waiting for shipment, and there are no vessels to take it away. Increased connections with western roads had introduced a new business, viz.: the transportation of grain, 4,557,700 bushels of which were carried by the road last year.

Mr. George O. Crocker of New Bedford offered the following resolution:

Voted, That the directors be authorized to issue bonds, to an amount not exceeding $5,000,000, at such time and in such manner as they may think best for the interest of the corporation; provided that the rate of interest shall not exceed seven per cent. per annum, and payable in not more than twenty years, and not to be issued at less than par.

Jonathan Bourne, jr., of New Bedford moved to amend the motion by making the principal and interest payable in gold.

Mr. Chapin stated that the directors felt confident of their ability to find a market for the bonds on a currency basis, and that it would be inexpedient to limit the sale to any but the open market.

Mr. Edward L. Davis of Worcester opposed the amendment, contending that the credit of the Boston and Albany Railroad corporation was sufficient to insure the sale of the bonds on a currency basis, and that if made payable in gold they would unquestionably command a premium, which was not provided for in the original motion.

Hon. Moses Kimball spoke in opposition to the amendment, and urged that the matter should be left to the directors, who ought to be untrammeled. As the representative railroad of Massachusetts the Boston and Albany ought to set an example against gold gambling, and not to do as many western roads had done, encourage it by the issue of gold-bearing bonds.

Mr. Bourne then withdrew his amendment,

whereupon the resolution of Mr. Crocker was adopted unanimously.

A motion was made providing that the stockholders should have the privilege of taking one bond for every ten shares of stock held by them, but this was voted down and the meeting adjourned.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JULY 31, 1871.

The receipts on capital account during the half-year to July 31, 1871, amounted to £265,572, as follows: Five per cent. preference stock arrears, third instalment £842, five per cent. preference stock in anticipation of future instalment £7,181, new 6 per cent. bonds, balance of £760,000 issued £257,550, total £265,572. The total receipts on capital account amounted, on July 31, to £6,401,308. The outlay on capital account during the half-year amounts to £121,609, of which £97,153 has been expended on account of the Glencoe line—£4,892 on Brantford branch—£14,982 for 100 new blue line cars, being additional stock; and the remaining expenditure includes cost of Miller's patent platform and couplers to passenger cars—3¼ miles of additional sidings at various parts of the line—raising remainder of overhead bridges to height of 18 feet above the level of track, &c., the details of which are shown in the engineers'and mechanical superintendents' reports. The total expenditure to July amounted to £5,701,153, leaving a balance unexpended of £703,-155 at the credit of capital account. The receipts and expenditure on revenue account for the half-year have been as follows:

Gross receipts		£458,891
Working expenses, including renewals and all charges		268,276
		£190,615
From which is deducted—		
Interest on bonds (less interest received)	£39,930	
Discount and charges on conversion of American funds	20 731	
Loss on working the Erie and Niagara and the Wellington, Grey, and Bruce railways	345	
Amount set aside for renewal of ferry steamers	2,000	
Alteration of gauge account—proportion charged this half-year	9,100	
Amount paid for repairs and compensation Nith river bridge accident account	5,895	
	78,050	
	£112,564	
Add profit on working Galt and Guelph Railway	£710	
Balance from last half-year	3,781	
	4,500	
Available for dividend		£117,064

The dividend for the half-year on the 5 per cent. preference stock amounts to £16,543, leaving a balance of £100,521. From this balance the Directors recommend the payment of a dividend for the half-year on the ordinary shares at the rate of 5½ per cent. per annum, payable in London on 31st October, which will absorb £95,-674, and leave a balance of £4,847 to be carried forward to the next half-year. The renewal fund for the ferry steamers amounts to £24,272. The discount and charges on the conversion of American currency for the half-year amounted to £20,-731, as compared with £25,282 in the corresponding half-year. The average rate of conversion was 111¼ as compared with 114¼ in the corresponding half-year. The average price of gold during the half-year was 111¼. The amount of assets in American funds at 31st July, was $348,-022 41, as compared with $322,584 69 at the commencement of the half-year. The following table exhibits the receipts and expenses for seven corresponding half-years:

RECEIPTS.

Half-year ending	Passengers, mails, and sundries. £	Freight and live stock. £	Rents. £	Total. £
July, 1865	139,821	144,028	716	284 565
July, 1866	172,731	169,576	854	343,162
July, 1867	165,365	199,221	1,116	365,704
July, 1868	155,082	200,619	948	356,649
July, 1869	157,930	226,200	937	385,066
July, 1870	153,863	254,230	807	408,900
July, 1871	158,084	300,000	747	458,891

EXPENSES.

Half-year ending	Including renewals. £	Per cent of gross receipts.
July, 1865	158,803	55 81
July, 1866	175,747	51.21
July, 1867	182,769	49.98
July, 1868	208,462	58.45
July, 1869	232,768	60.45
July, 1870	251,824	61.58
July, 1871	268,276	58 48

The following is a summary of the revenue results of the past half-year, compared with the corresponding period (including Galt and Guelph traffic):

Passenger traffic—	1871.	1870.
Local	$366,291 31	$321,449 16
Through	358,586 26	380,012 81
Total	$724,877 57	$701,461 97
Freight traffic—		
Local	$481,754 22	$524,890 62
Through	988,027 01	721,896 18
Total	$1,469,781 23	$1,246,786 75
Excess baggage, mails and express freight	55,921 06	55,263 32
Total traffic earnings	$2,250,579 86	$2,003,512 04

The aggregate traffic receipts (exclusive of Galt and Guelph), compared with the corresponding half-year, exhibit a gross increase of £50,050, as follows:

Increase in way passenger traffic		£8 497
" through freight and live stock		54,684
		£63,181
Decrease in way freight and live stock	£8,437	
Decrease in through passengers traffic and emigrants	4,403	
Decrease in mails and express fr'ght	291	
	13,131	
		£50,050

The increase in working expenses amounts to £16,452. The analysis of traffic receipts during the half-year gives the following results:

	1871. Cents.	1870. Cents.
Passenger earnings per mile—		
Receipts per way passenger	2.906	2.778
" through passenger	2.321	2.321
Freight earnings per mile—		
Receipts per ton way freight	3.141	3.165
" through freight	1.323	1.368

The cost of ordinary working expenses per train mile for seven corresponding half-years is as follows:

	Sterling.
July 31, 1865	5 0¾
July 31, 1866	4 9
July 31, 1867	4 2½
July 31, 1868	4 8¾
July 31, 1869	4 8
July 31, 1870	4 7
July 31, 1871	4 5

The condition of the roadway continues good, and trains are run with great regularity. The result of the use of steel rails has been satisfactory, and it has been decided to replace gradually the whole of the iron rails in the main track with steel rails as they require renewal. The very heavy traffic now passing over the main line renders it absolutely necessary to keep the line in a state of the highest efficiency. Every railway forming a part of the great through route between Chicago and New York is required to make punctual train connections, or the operation of the whole line of 1,000 miles would become disorganised. The policy of adjusting the Company's system of 350 miles of railway to the 4f. 8½in. gauge has now been entirely carried out, and the car stock is being altered to that gauge as fast as possible. It is considered advisable for the present to continue the 5ft. 6in. gauge (by a triple line of rails) upon the 76 miles between Hamilton and London, until some disposition can be made of those broad gauge engines which cannot be altered to narrow gauge. Careful estimates have been framed of the cost of altering the gauge, including engineering charges, conversion of the rolling stock, and providing additional narrow gauge locomotives, to replace such of those built on the broad gauge as cannot be converted. The balance of this account is estimated to amount to £91,000, which, as stated in the report of last year, it is proposed to charge to revenue, extended over a period of five years. One-tenth, or £9,100, has been charged against net revenue in the present half-year's accounts. The two years' agreement with the Michigan Central Railroad Company has been found to work well, but as it terminates on 31st December, 1871, a new agreement for ten years has been concluded, by which the through earnings of both Companies are to be divided annually upon the percentage of through traffic actually earned by each Company in the year immediately preceding. Among the new lines of railway now being constructed across the state of Michigan are some which will prove to be valuable connections to the Great Western railway. The Detroit, Hillsdale, and Indiana railroad is completed from Ypsilanti, (on the line of the Michigan Central railway) to Hillsdale—60 miles. The Detroit, Eel River, and Illinois railroad is an extension of the above as far as Logansport. The Port Huron and Lake Michigan railroad is approaching completion, being opened to Lapeer, 46 miles from Port Huron. Agreements have been entered into with the above Companies, whereby all their through traffic is secured to the Great Western railway. The Wellington, Grey, and Bruce railway has been opened for 23¼ miles during the half-year and has yielded an increase in the Great Western traffic of £5,098. The line to Harriston—27 miles additional—will be opened in time for the winter's business, and will increase the amount of traffic interchanged with that Company at Guelph. The partial failure of the grain crop last season in Canada seriously affected the earnings; the total number of bushels of grain carried locally having been £556,677, against 1,-302,031, and of flour 107,527 barrels, against 169,-380 in the corresponding period. It is satisfactory, however, to state that the crops which have just been secured are excellent, both in quality and quantity. During the past half-year two members of the board, along with the secretary, visited Canada, to make an inspection of the Company's property. Whilst in the province they rendered very valuable assistance in the discussion of, and the disposal of, various important questions then pending, especially the matter of establishing good relations with surrounding Companies. The receipts and expenditure of the Detroit and Milwaukee railroad have been as follows, for the half-year ending 30th June, 1871.

Gross earnings		£138,782
Working expenses, taxes, &c	£95,791	
Interest on bonds, &c.	40,302	
	136,093	
Balance		£2,689

The short crops in Michigan last year very much

affected the traffic of this line, but the result of the last harvest has been more satisfactory, and the earnings already show an increase over the corresponding period for 12 weeks since July 1 of £10,040. The following members of the board of Directors go out of office, viz :—Mr. John Fildes, Mr. P. Margetson, Mr. E. H. Green, and the Hon John Carling, who are eligible and offer themselves for re-election. The traffic returns since the commencement of the current half-year are encouraging, and present an increase of £36 866 in ten weeks. From present indications there is reason to expect that the amount of produce to be forwarded to the eastern markets during the autumn and winter, will be limited only by the capacity of the railways to carry it.

By order of the Board,
THOMAS DAKIN, President.

London, October 4, 1871.

Fitchburg Railroad.

A special meeting of the stockholders of this Company was held in Boston on the 3d inst., to see :

First—If the stockholders will authorize the directors to unite with the Worcester and Nashua Railroad Company in taking a lease of the contemplated Lancaster Railroad under statutes of 1871, chapter 180.

Second—To see if the stockholders will authorize the directors to locate and construct a branch railroad, with one or more tracks, commencing at some convenient point on the Fitchburg Railroad in or near the town of Concord, and thence running to some point on the Lancaster and Sterling Branch Railroad in the town of Stow, under statutes of 1870, chapter 246.

The meeting was called to order by President Stearns, who read the call, and the statute under which it was proposed to act. He proceeded to give a history of the contemplated Lancaster Railroad, and stated that the Directors of the Fitchburg Railroad were of the opinion that the connection should be made at Hudson with the Lancaster and Sterling Railroad. The parties holding the charter were ready to construct the road if the Fitchburg Company would lease it at the rate of six per cent. per annum.

Mr. E. H. Derby offered the following vote :

Voted, that the Directors be and are hereby authorized to unite with the Worcester and Nashua Railroad Company in taking a lease of the contemplated Lancaster Railroad under Statutes of 1871, Chapter 130.

Mr. Derby sustained his motion by a statement of the demands of the section of country through which the contemplated road will pass, and the great increase of business which would flow from its construction.

No objections were offered, and the resolution of Mr. Derby was unanimously adopted.

Mr. Alvah Crocker of Fitchburg offered the following motion :

Voted, That the stockholders authorize and empower the Directors to locate and construct a branch railroad with one or more tracks, commencing at some convenient point on the Fitchburg Railroad in or near the town of Concord, and thence running to some point on the Lancaster and Sterling Branch Railroad in the town of Stow, as constituted at the time of the passage of the Enabling Act, under Chapter 246 of the Acts of 1870.

Mr. Crocker set forth various reasons for the adoption of his motion. The case was so clear that he did not think it necessary to trespass upon the time of the meeting. The construction of this piece of road would shorten the distance to Boston, and conserve the interests of the strongest ally of the Fitchburg Railroad, the Worcester and Nashua Railroad, and of the people of the several towns through which the road passes. He agreed with Mr. Derby that the contemplated action of the company should have been taken long ago, and ought to be taken now before other parties should occupy the ground. The population of the towns to be affected by this measure was given as follows : Hudson, 3385, Marlboro' 8500, Sudbury 2, 100, Lancaster 1900, Berlin 1000, Bolton 1000 and Clinton 5500.

After a slight alteration in the motion to meet the change in the boundary line of Maynard, the resolution was adopted by a unanimous vote, and the meeting adjourned. The Lancaster Railroad which will be about eight miles long, will cost about $240,000, and the connecting link between Concord and Stow, four miles in length, will cost between $75,000 and $100,000.

Atlantic and Great Western Railroad.

To the Bond, Debenture, and Shareholders :

I have now pleasure to advise the present position of the proceedings for the reorganization of this company.

The trustees for foreclosure obtained possession of the line on 7th September, taking over the property and revenues as from 1st September, and proceeded to organise the several State corporations. The Pennsylvania division was constituted on 26th September, Daniel Dougherty, Esq., of Philadelphia, being elected president; the New York division was constituted on 29th September, with W. Butler Duncan, Esq., as president; and the Ohio division was constituted about the 16th inst., with the Hon. Geo. B. Wright as president, it being necessary that in the separate State organizations the president should be a resident citizen. These organizations having been effected, the consolidation will be completed as rapidly as the formalities prescribed by the statutes of the several States permit, and will have passed its various stages on or about 1st December. In the meantime the new securities are being prepared for issue during that month, and the resumption of payment is fixed for July 1st 1872.

The trust which Messrs. M'Clellan, Thurman, and Duncan so kindly undertook, and have so energetically and faithfully fulfilled, will be wound up, and its duties ended by the creation of the consolidated corporation, and the issue of new securities within eighteen months of the production of the scheme of reorganization.

Until the new administration comes into power the working of the railway must be simply provisional, without the power of development or of reform, all the old machinery for earning and collecting the revenues being continued.

After five years of suspension the weekly returns of traffic, though meagre and to some extent conjectual, are again published. These give but a faint idea of the revenue under a vigorous and honest executive, with a high-class permanent way established, renovated traffic facilities, abundant rolling stock, re-established coal and petroleum connections, and cordial co operation with local interests and connecting lines. General M'Clellan, when his duties as trustee have ceased, will assume the Presidency of the consolidated company, with the Hon. G. B. Wright, now Commissioner of Railways in the State of Ohio, as vice-president, residing in Cleveland, and Mr. Henry F. Sweetser, a man of the highest capabilities and most energetic character, as general manager.

My official connection with the company, has now temporarily ceased. I leave it free from litigation, from complication with the Erie or any other company, and from the disastrous control of Express companies or the other jobbing influences which are destroying the shareholders' interests in the majority of American railways, and in a state unquestionably able to grapple successfully with its engagements and satisfy every claim of its proprietors.

JAMES M'HENRY.

☞ Four miles of cable have been laid between Albany and West Troy to test the Belgian system of towing.

Cairo and Fulton Railroad.

The St. Louis and Iron Mountain Railroad Company has effected the purchase of the Cairo and Fulton Railroad of Arkansas. The directory immediately afterward appointed Thomas Allan and H. G. Marquand—the President and Vice President of the St. Louis and Iron Mountain Railroad—to the same office in the newly acquired railway.

Through this purchase the vast trade of Arkansas and Texas will be placed within the reach of St. Louis. Few railroad enterprises of greater importance and more direct benefit to St. Louis have, therefore, been consummated. It is the intention of the directory to push forward the work of construction on the Arkansas branch of the Iron Mountain Road and the new road with increased vigor. The former is now in running operation to within forty miles of the Arkansas line. At this point the main road will connect with the Arkansas branch of the Cairo and Fulton Road. It will then run by an almost direct southerly route to Little Rock, where a junction will be formed with the International Road of Texas. The latter in turn will run southwest, through Texas, giving St. Louis connection with Fulton, Tyler, Houston, Galveston and other intermediate cities, and tap the trade of the Arkansas and Red rivers and their tributary branches. On the Arkansas branch of the Cairo and Fulton Road twenty miles are already constructed, and thirty miles are prepared for the iron. The section has also three locomotives and twenty cars. The Missouri branch of the Cairo and Fulton Road runs from Cairo, in a northwesterly direction, until it makes connection with the Iron Mountain Railroad at Potosi.

Chicago Extension of the Baltimore and Ohio Railroad.

The Defiance, Ohio, *Democrat* of October 27th contained the report of J. Dutton Steele, Civil Engineer, of his survey of a route for the proposed Chicago extension of the Baltimore and Ohio Railroad. The portion of the route surveyed by Mr. Steele runs westward from Tiffin, in Ohio, in nearly a direct line past Defiance, Auburn, Albion, Bremen, &c., to Lake Station, on the Michigan Central Railroad, near the southern extremity of Lake Michigan, whence it may be extended to any point in Chicago or vicinity that may hereafter be selected. The distance from Tiffin to Lake Station is a hundred and twelve and a half miles, and it intersects ten North and South railroads, the most important of which is the Toledo, Wabash and Western, on account of its westward extensions and its large freight business. Of the country passed over forty-seven per cent. is timber land and four per cent. marsh; there are fourteen towns with populations of from 100 to 6,000 lying along or adjacent to the line. These towns are growing rapidly as the country becomes more thickly settled, and the manufactories increase. The estimated cost of construction for the entire line is put at $3,057,075, or $18 114 per mile.

☞ The Pennsylvania Railroad Company have leased the Sunbury and Lewistown road for the term of nine hundred and ninety-nine years. This road traverses the counties of Snyder and Mifflin, forming a connecting link between the Northern Central Railroad near Sunbury and the Pennsylvania at Lewistown, a distance of forty miles.

☞ W. G. Peck has resigned the superintendency of the Vineland Railroad, and accepted a similar position on the New Jersey Southern railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina...100	5,545,225	.....	.....
Atlantic & Gt. Western...50	25,879,923	.....	.....
" " " pref.50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,444,800	M. & S.	Sept. '71 2
Augusta and Savannah...100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,360,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 5
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	July '71 1½
Blossburg & Corning.*.....50	250,000	J. & D.	Jun. '71 2½
Boston and Albany.....100	19,150,800	M. & N.	Nov. '71 5
Boston and Chelsea.....100	110,000	A. & O.	Oct '71 4
Boston, Concord & Mont..100	459,000	.....	.....
Do. do. pref..100	1,340,400	M. & N	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	J. & J.	Nov. '71 3
Boston and Providence...100	3,700,000	M. & N.	Nov. '71 5
Broadway (South Boston) 50	400,000	J A J O.	Oct. '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City.....10	1,000,000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt'n..100	399,800	.....	July '70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May '71 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar '71 10s
" " pref.100	383,000	March.	Mar '71 10
Cambridge Horse (Bost'n)100	747,800	A. & O.	Oct '71 1½
Camden and Amboy.....100	5,847,850	F. & A.	Aug. '71 3
Camden and Atlantic.....50	377,100	.....	.....
" " pref.50	753,60	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod.....60	915,57[illegible]	J. & J.	Jul '71 $2.25
Cape May and Millvi le*..50	447,000	J. & D.	June '71 3
Catawissa.....50	1,1 9,500	.....	.....
Catawissa, pref.....50	2,200,000	M. & N	Nov '71 3½
Cayuga & Susquehanna.*.50	589,110	J. & J.	July 71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov 71 3½
Central of Georgia.....100	4,800,000	J & J	July '70 5
Central of New Jersey....100	15,000 0 0	J & J.	Oct. '71 2½
Central Ohio.....100	2,446,000	J & D.	June '71 3
Do. pref.....100	400,000	J & D.	Jun. '71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*.....100	380,000	J.A J&O	Jan. '70 3
Cheshire, preferred.....100	2,085,925	J. & J.	July '71 2
Chicago and Altou.....10	8,925 500	M & S.	Sept. '71 5
" " pref..100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy..50	18,599,210	M. & S.	Sept '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*.100	2,27[illegible],000	.....	.....
Chicago & N. Western....100	14,6[illegible]6,829	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific....10	17,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '71 4
Cincinnati City Passenger....	.....	J. & J.	Jan.'68 $2
" Street.....	.....	J. & J.	Jan.'68 $2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov. '71 3
Citizens' Passenger (Phil.) 50	192,780	J. & J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*.....50	2,000,750	M. & N	Nov'71 3½
Cleveland and Pittsburg...50	7,494,538	F.M.A.N	Nov'71 2½
Cleveland and Toledo*.....50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*.....50	1,786,800	M.J.S.D.	Sept. '71 2
Concord.....100	1,500,000	M. & N.	Nov.'71 5
Concord & Ports., guar...100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn R'd	800,000	.....	.....
Conn. & Passum'o, R. pref.00	2,084,200	F. & A.	Aug.'71 3
Connecticut River.....100	1,7 0,000	J. & J.	July '71 5
Cumberland Valley.....50	1,316,900	A. & O.	Apl. '71 4
Danbury and Norwalk.....5	400,000	quarterly	Dec. '70 5
Dayton and Michigan*....100	2,400,000	.....	.....
Delaware*.....50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western.50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,550	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	July'71 2
Do do. pref.100	.....	J. & J.	July'71 2
East Mahanoy.....50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,500	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
East Pennsylvania.....50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga....100	1,969,524	.....	.....
Eighth Avenue (N. Y.)...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,00.	J. & J.	Jan.'71 3½
Erie Railway.....100	75,000,000	F. & A.	Feb.'60 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg.....50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	2,143,445	.....	.....
Fitchburg.....100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly.....100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. 2d Av'y.100	750,000	M & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. & J.	July '71 3
Georgia.....100	4,166,000	J. & J.	July '71 4
Germantown (Phila).....50	112,265	J. & J.	July '71 3
Girard College (Phila.)...50	100,000	J. & J.	Jul. '71 3
Granite.....10	.....	M. & S.	Mar.'71 4
Green and Coates St.....50	152,650	J. & J.	July '71 5
Hartford and New Haven.100	4,796,925	J.A J&O	Oct. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa.....50	116,850	M. & N.	May '71 5
Housatonic.....100	820,000	.....	.....
" pref.....100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top...50	615,950	.....	.....
" " pref.50	212,350	J. & J.	Jn. 68 3½
Illinois Central.....100	25,289,240	J. & J.	Aug. '71 5
Indianapolis, Cin. & Lafay.50	6,185,887	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '61 5
Joliet and Chicago*.....100	1,000,000	J.A J&O	July'71 1½
Joliet & North. Indiana*.100	800,000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	33,000,000	F. & A.	Aug. '71 4
" " guar.100	583,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb...50	1 336,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy.....50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna..50	8,739,800	M. & N.	M'y '67 5
Lehigh Valley.....50	17,716,400	J.A J&O	Oct.'71 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.*.....50	3,572,400	M.J.S.D	Sept.'71 2
Little Schuylkill*.....50	2,616,100	J. & J.	July'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex....50	1,623,482	J. & J	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'71 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence.....100	200 000	A. & O.	Oct. '71 3
Lowell Horse.....100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount n*.50	1,676,916	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati.....50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep.'66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep.'66 3
Massawippi.....100	400,000	F. & A.	Dec. '70 7
Memphis and Charleston.10s	5,312,725	.....	June'69 3
Memphis and Ohio.....100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J & J.	July '71 5
Michigan Central.....100	13,225 848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec. '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Mill Creek and Minchill*.50	323,374	J. & J.	July'71 4
Millville and Glassboro'...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July 71 3½
Mobile and Ohio.....100	4,269 920	.....	.....
Montgomery & W. Point..100	44,10.	J. & D.	Dec.'67 4
Morris and Essex.*.....50	1 300,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell.....100	720,000	M. & N	Nov.'71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	M & N.	Nov. '71 4
New Haven & N London..100	738,535	.....	.....
N Haven & Northampton.100	1,800,000	J & J.	Jan. '68 5
New Jersey.....100	7,297,300	F. & A.	Aug. '71 5
New London Northern....100	1,003,500	.....	July '71 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428 350	A. & O.	Oct. '71 4
New York and Harlem.....50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J	July '71 4
New York & New Haven..100	9,600,000	J. & J	July '71 5
N Y., Provid. & Boston..100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 5
Norfolk & Peters-b'g guar.100	137,500	J. & J.	Jan. '71 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central.....50	5,000,000	M. & N.	Nov.'71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	June'71 4
North Pennsylvania.....50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A J&O	Oct.'71 2½
Old Colony & Newport ...100	4,959,025	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse.....50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania.....50	33,850,000	J. & D.	Dec. 71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Aug '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*....50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,651,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Sept. '71 3
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug '71 3
Phila., Wil. & Balt.....50	9,520,850	J. & J.	July '71 4
Philadelphia City.....50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 50	100,000	J. @ J.	July '70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '70 2½
Pittsb., Ft.W. & Chi. gtd.*100	19,666,000	J.A J&O	July '71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 3
Portland and Kennebec...100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock...100	295,400	A. & O	Apl. '71 5
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....100	.....	.....	July'71 6
Rensselaer and Saratoga..100	6,000,000	A. & O.	Apl'71 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport.....100	88,460	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred.....100	1,831,400	F. & A.	A'g 71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,896	M. & N.	May '71 3
Sand. Manef. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley*.....50	676,050	J. & J.	Jul. '71 2½
Seaboard and Roanoke...100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)...100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Potts v.* 50	569,450	F. & A.	Aug '71 3
Shore Line.....100	636,200	J. & J.	Jul. '71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville.....100	75,000	M. & N.	Nov.'71 5
South Carolina.....100	8,819,275	.....	.....
South Shore.....100	259,685	.....	Jul. '68 3
South Western, Georgia.*100	3,979,900	F. & A.	Aug.'71 4
Staten Island.....100	860,000	J. & J.	Jul. '67 4
Stony Brook.....'00	287,300	M. & N.	Nov.'70 3
Stockbridge & Pittsfield*100	448,700	.....	.....3½
Summit Branch.....50	250 000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,120	.....	.....
Taunton Branch.....100	400,000	J. @ D.	July'71 4
Tennessee and Alabama..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.).....50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '71 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,560,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,405	.....	.....
Virginia Central.....100	3,353,675	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union.....100	2,707,693	.....	.....
West Jersey.....50	1,209,000	F. & A.	Aug.'71 4
West Philadelphia.....50	249,100	J. & J.	July '71 5
Wilm. and Weldon.....100	1,468,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. 71 3
Warren.....100	1,547,650	.....	.....3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 5
CANALS.			
Chesapeake and Delaware 50	1,983,567	J. & D.	June'71 3
Chesapeake and Ohio.....25	8,228,595	.....	.....
Delaware Division.....50	1,633,350	F. & A.	Aug 71 4
Delaware and Hudson.....100	15 000 000	F. & A	Aug '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania.....50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739 800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated).....100	1,025,000	F. & A.	Sep.'71 1½
" (preferred).....100	1 175,000	F. & A.	Sep.'71 3½
Pennsylvania.....50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 8 8,977	F. & A.	Feb.'67 6
Susq. and Tide Water.....50	2,004,746	.....	.....
Union.....50	2,907,850	.....	.....
" preferred.....50	.....	.....	.....
W. Branch and Susq.....50	1,100,000	J. & J.	Jan. '65
Wyoming Valley.....50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal.....25	1,500,000	M. & S.	Sept.'71 3
Ashburton.....50	2,500,000	J. & D.	Dec.'68 4
Butler Coal.....25	500,000	J. & D.	Dec.'70 2
Central Coal.....100	2,000,000	J. & J.	July'66 5
Fulton Coal.....—	.....	J & J.	Jan.'71 4
Lackawanna Coal.....—	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal.....40	200,000	.....	Dec'68 2½
Pennsylvania Coal.....50	3,200,000	FMA&N	Aug'71 5
Roaring Brook Coal.....—	200,000	.....	Dec'68 2½
Short Mt. Coal.....50	800,000	.....	Jan. '70 5
Spring Mountain Coal.....50	1,500,000	J. & J.	Oct. '71 5
Spruce Hill Coal.....10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Jun. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express....100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	Aug.'71

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable	Market Price.
National Securities Nov. 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	105½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,728,000	6	Jan. & July.	1880	115½
.. .. coupon	4,687,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861.....registered	124,928,950	6	Jan. & July	1881	115½
.. ..coupon	64,392,250	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s).....registered	78,452,200	6	May & Nov.	1882	111½
(5-20s).....coupon	379,801,850	6	" "	1882	111½
Loan of March 3, 1863.....registered	53,360,150	6	Jan. & July.	1881	115½
.. ..coupon	21,639,850	6	" "	1881	116½
Loan of March 3, 1864 (5-20s).....registered	2,492,600	6	May & Nov.	1884	111½
Loan of June 30, 1864 (5-20s).....registered	41,029,900	6	May & Nov.	1884	111½
(5-20s).....coupon	41,226,000	6	" "	1884	111½
Loan of March 3, 1865 (5-20s).....registered	43,392,600	6	May & Nov.	1885	111½
(5-20s).....coupon	120,511,500	6	" "	1885	111½
.. .. 2d series (5-20s).....registered	13,599,650	6	Jan. & July.	1885	113½
(5-20s).....coupon	167,020,250	6	" "	1885	113½
.. .. 3d series (5-20s).....registered	91,224,350	6	Jan. & July.	1887	113½
(5-20s).....coupon	230,782,800	6	" "	1887	114½
.. .. 4th series (5-20s).....registered	12,475,000	6	Jan. & July.	1888	113½
(5-20s).....coupon	26,815,450	6	" "	1888	114½
Loan of March 3, 1864, (10-40s)....registered	137,841,650	5	Mar. & Sept	1904	109½
.. .. .. (10-40s).....coupon	56,725,700	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71.registered	54,485,150	5	F. M. A. & N.	1881	....
.. .. coupon	8,007,150	5	" "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	5,690 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	111½
U. S. Notes and Fractional Currency.....	397,080,963	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,860	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	28½
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	56
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	115
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1854.....	805,000	7	" "	1894	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..	5,927,000	6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. .. .. 1869	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71 '74	84
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	92½
.. —Atl. and Gulf R. R. 1858 to 1860.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	93
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	65
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1863	101½
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R. Loans, Stg.....	2,283,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	445,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. converted	1,687,345	6	" "	1890	....
.. — .. .. of 1854...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1899	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1965	....
.. — .. .. .. converted	215,622	6	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20.131	5	J. A. J. & O.	1890	....
.. —Defence Loan Bonds.....	3,651,398	6	" "	1883	104
.. —Southern Relief Bonds.....	100.000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July	74-'75	....
.. —	275,000	5	April & Oct	73-'74	....
.. —	320,000	5	May & Nov.	72-'80	97½
.. —	133,000	6	June & Dec.	72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	71-'76	111
.. .. of 1863	600,000	5	" "	77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. of 1864.....	4,379,580	5	May & Nov.	1894	99
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,595,060	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct	1871	....
.. —T. & G. R.R. & Hoosac T. stg	3,506,580	5	" "	88-'90	97½
.. —	996,600	5	" "	91-'96	99
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,529,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	190,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,021,000	6	" "	75-'85	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1893	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	74-'95	96
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	73-'87	92½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	893,200	6	" "	71-'76	100½
.. — .. .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	84-'89	100
.. — .. .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	71-'74	99
New Jersey—War Loan of 1861 (free).....	1,399,900	6	Jan. & July.	'71-'84	....
.. — .. of 1865 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	107½
.. — .. Bonds.....	21,089,000	7	" "	1877	108½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. —	5,150,100	6	" "	1878	....
.. —	2,089,000	6	" "	1874	107½
.. —	473,000	6	" "	1875	107
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	37½
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	92-'98	....
.. — .. .. (new).	1,729,000	6	April & Oct.	92-'98	20
.. —Funding &c. Bonds of '66-'68.	2,800,400	6	Jan. & July.	1899	21½
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,497,000	6	" "	1899	15½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (")..	1,600,0 0	6	" "	1875	....
.. — .. (")..	4,096,399	6	" "	1881	103½
.. — .. (")..	2,490,000	6	" "	1886	104½
.. — .. (")..	.....	.....	.....	.....	100½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	95
.. —	90,400	5	" "	1877	103
.. —	7,890,550	6	" "	1877	95
.. —	726,950	5	" "	1882	104½
.. —	9,257,050	6	" "	1882	95
.. —Inclined Plane Loan.....	409,000	6	April & Oct.	1879	107½
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	100½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	738,000	6	Jan. & July.	1893	101
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	77
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'76	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	77
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	44½
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	34
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	35
Tennessee—*State Bonds proper	1,388,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,038,500	6	Jan. & July.	long.	66
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	66
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	60½
.. — .. Bonds .....coupon	11,108,000	6	" "	"	....
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866.....registered	1,872,998	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	60
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,000	6	Jan. & July	77-'96	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1885	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Alleghany Valley:						
1st General Mortgage, 1906	4,000,000	7.3	Jan. & July.	New York.	1906	91½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Androos & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	96
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free	gold 15,000pm	7*	Jan. & July.	New York.	1900	83
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	gold 16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	gold 3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)	gold 7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	325,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856, sinking fund	803,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	95
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93½
Loan of 18 0	sterling 3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	58',000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1880	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage	491,500	6	March & Sept.	Princeton.	1885	82½
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	84
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	25½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga.	gold 3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund	gold 2,350,000	7*	" "	" "	1903	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River:						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1880	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,380,000	8	Jan. & July.	Boston.	1894	14
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1880	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	80
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	93½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage of 1864	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	80
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1806	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free	gold 16,000pm	7*	Jan. & July.	New York.	1900	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	....
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	102
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st Mortgage	gold 26,010,000	6*	Jan. & July.	New York.	'85-'99	102½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101½
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Chas. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 55 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sink'g fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	93
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1850	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	200,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaron:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,825,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '76) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (67 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix., Peo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1889	99½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	100
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	98
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. R.R. (31½m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	93
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1885	95
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1896	....
Consol. sk'g fund Mort. (800 m.).	2,560,000	7	May & Nov.	" "	1915	92
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1895	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1898	101
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	600,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	600,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1900	81
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	385,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,000	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	98
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	84
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	100
2d Mortgage of 1866	954,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,600	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	85½
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	70
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,245,000	7	May & Nov.		1861	....
Columbus and Hocking Valley:						
1st Mortgage s'k'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.						
1st Mortgage s'k'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	100
Connecticut River:						
1st Mortgage s'k'g fund	250,000	6	March & Sept	Boston.	1876	....
Connecticut Western:						
1st Mortgage	51,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	89
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1899	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1898	....
1st Mort. (George's Cr.)assumed	98,000	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1890	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept	" "	1879	....
3d Mortgage	700,000	7	April & Oct	" "	1881	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1906	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1900	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	600,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Senf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	97½
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1895	....
Income Bonds	462,000	7	Jan. & July.	" "	1894	....
Detroit, Hillsdale and Indiana:						
1st Mort (16,000 p. m.).... guar.	1,080,000	8	June & Dec.	New York.	1890	87½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628.525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,916 639	6	" "	N.Y.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	159,867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	96½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1878	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	96½
Loan of 1865	160,000	6	April & Oct.	"	1885	95½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	96
Essex Railroad 1st Mortga.e	194,400	6	Jan. & July.	"	1876	93
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway						
1st Mortga.e	3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	89½
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	85
5th Mortgage convertible	926,000	7	June & Dec.	" "	1888	85
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1852	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G. 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1899	....
Ft.W.,Muncie & Cin.(F.W.J.& S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1852	103½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(PF.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1897	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	5*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	....	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W & W)						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	" "	1888	90½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	" "	1893	85

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	92
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	60,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,500,500	8	" "	" "	1885	90
1st Mort. (Q. and Palmyra R.R.	700,000	8	Feb. & Aug.	" "	1892	97
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	....
Convertible Mortgage	5,600	7	Jan. & July.	" "	1889	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 20.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,891,000	7	June & Dec.	" "	1885	101½
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 18.0 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	100
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86½
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction	3,000,000	7*	April & Oct.	New York.	1875	103
1st Mortgage Construction	232,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.& W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1892	95
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1900	....
2d Mortgage	1,500,000	8	" "	" "	1900	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	69½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1892	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	200,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1895	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1898	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1900	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1880	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	297,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sks fund guar.....	410,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortg ge.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg. & Gr. R (L S & MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam. & Three Riv. (L. S. & M. S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam. & W. Pigeon (L. S. & M. S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y. & Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....
2d M rt. (" " ").	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1895	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	M rch & Sept.	" "	'71-'76	....
1st M. on R.R. 245 m. & 3,0 0,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 423 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov. & Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1 65.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000 p m	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000 p m	7	" "	" "	1891	....
Keokuk and St. Paul (C. B. & Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel. & Pres. (C. & N. W):						
1st Mortgage, guaranteed.....	500,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP & ARR 95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
2d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	94
S. Fund Bonds (L S & MSo 1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol. M. coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort. (M. S. & N. In. RR. 521m)	5,250,000	7	May & Nov.	" "	1885	100
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	95
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund, Clev. & Tol. R.R. 162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buff. & E. R.R. 88m)	25,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort. (D. M. & Tol. R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. (Kal. & W. P. R.R. 37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort. (Sch. & Three Riv. R.R.)	100,000	8	" "	" "	1887	....
1st Mort. (Kal. & Three Riv. RR.)	100,000	8	" "	" "	1887	....
1st Mort. (Kal. All. & Gr. R. R.)	840,000	8	" "	" "	1888	....
1st Mort. (Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1884	....
Lake Superior & Mississippi:						
1st M. R.R. lands, &c., 8F. free. gold	4,500,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1896	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	92
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort. of 1868 (coup. & reg.) free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort. of '70 (reg.) for $5,000,000	1,050,000	7	" "	"	1900	100
1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	8	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1890	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1900	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1880	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'weln Ind.						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1900	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1889	....
Louisville & Miss. Riv. (Ch. & Al):						
1st Mortgage, guaranteed.....	20,000 p m	7	Jan. & July.	New York.	1886	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)....	3,000 000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	71-'86	....
Louisv. Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	71-'76	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1888	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	..	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112 000	6*	April & Oct.	"	1900	....
1st Mort. (B. to P. & K en.) exch. 7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug	"	1870	....
Mansfield & Framigh. (B. C. & F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	99
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	82½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000 p m	7*	Feb. & Aug.	Philadelphia.	1896	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov	Boston.	1885	50
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	"	1885	....
Tenn. Loan.....	1,864,387	6	" "	"	1890	....
Memphis and Little Rock:						
1st Mort. (R.R. & 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1900	....
Memphis and St. Louis:						
1st Mort. (R.R. & 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1899	104½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	115½
1st Mort. (Mich. Air Line R.R.)	1,000,000	8	Jan. & July.	Boston.	1900	105½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" " ")	500,000	6	April & Oct.	" "	1863	103
1st Mort. (Kal. & So. Haven R.R.)	640,000	8	May & Nov.	" "	1868	....
2d Mort. (" " ")	70,000	8	Feb. & Aug.	" "	1880	106½
1st Mort. (Det., Hills. & Ind. R.R.)	1,080,000	8	June & Dec.	" "	1899	97½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1886	100
2d Mortgage.....	2,693,000	7	" "	" "	1877	93
Middletown, Unionville & W. Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.).						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,316,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	90¾
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	90
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	91
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	90½
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Con.).....	1,264,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Onachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,030,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,005,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold (	5,470,000	8*	May & Nov.	New York.	1852	....
1st *Mortgage*.....Sterling (		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1888	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	540,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1850.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	to 0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	504,000	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000 000	7	March & Sept.	New York.	1914	101½
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,564,000	7	Feb. & Aug.	" "	1889	93½
Musca.ine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Con-ols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1891	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,750	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1859	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage..... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3 000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd. 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	99
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102
Bonds for B. & N. Falls R.R.St.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	502,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '60	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1858	....
New York & Flushing(r.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1863, unsecured.....	106,000	7	" "	" "	1872	....
N. York. Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1904	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1878	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1890	....
Nilas and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.)						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193 500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	51,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	60,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1890	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1868(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	99½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	98
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage	1,223,000	6	April & Oct.	"	1900	85½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	92
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	46,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1900	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1860	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	91
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83
1st Mortgage	500,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102
Plain Bonds	1,000	6	March & Sept.	"	1874	95½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80
Va. State Loan	249,982	7	" "	" "	1883	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1911	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug	New York.	1880	....
1st Mortgage...gold	7,000,000	*	Jan. & July.	" "	1880	100
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama.						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19.350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £697,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Peki ,Junc. & Decatur(TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	100,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg. Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15, 84,800	6	J. A. J. & O.	Philadelphia.	1910	90½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Morigages and ground rents	102,800	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	95
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	94½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	000,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	256,500	8	" "	" "	'79-'95	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6	March & Sept.	Philadelphia.	1881	89
2d Mortgage	3,000,000	7	Jan. & July	"	1888	86
3d Mortgage	3,598,000	6	" "	"	1910	....
1st Mortgage (Sunbury & Erie)	1,000,000	6	April & Oct.	"	1877	101½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	100½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B.& O.)						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	92½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicag:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construct on bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1900	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol.(P.& K.R.R.)Apr.1, 1865	700,000	6	" "	"	1895	....
Portland loan	100,000	6	— & —	....	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. s.kg f'd conv. ...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& t x free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1869	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T.,W.& W.)						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	000,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	158,100	6	" "	" "	1875	....
Consolidated, Mort	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	76
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,000	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,4?9	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	va	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	790,000	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	83
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	98½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	....
St. Joseph & Denv.C.(K.D.112m.):						
1st Mort. o. Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (A.D.180m):						
1st M. RR.lands of M', 14, 7 free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	75
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluds & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	90
St. Louis, Jacksonville & Chicago:						
1st Mortgage o. Mar. 1, 1864	2,365,000	7	April & Oct.	New York.	1894	91
2d Mortgage of May 1, 18 8	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.)						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& S. .)				New York.		
1st Mort. of 1870.....go d	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wah.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. 80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	....	7	Jan. & July.	" "	....	....
General Mort. R.R.& Land skg	780,000	7*	" "	London.	....	....
1st M.(W. Line & L.) or$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowen (B. & L.).						
1st Mortgage guar	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1900	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1880	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1880	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1856	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1899	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,01?	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 186?-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	71-'81	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'64-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Con. of Ga).						
Mortgage Bonds, various.	500,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	550,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	850,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	90½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	88
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	74
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Erie, W.& St.L. 107 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	91
2d Mort. (Wab. & West. 107 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	80
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	87
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	89½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	78
Income Mortgage	10,000,000	10	March & Sept.	"	1874	78½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1995	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1890	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1880	84½
2d Mortgage	1,500,000	7	" "	"	1891	56½
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	102½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	....	83
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1888	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,488	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1900	....
Virginia Central see "Chess. & O."						....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	77
3d Mortgage	290,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88½
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $3,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stockbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	93½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79½
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1885	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	90½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1889	102
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1855	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	6	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	94½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	95½
Chesapeake and Ohio:						
Maryland State Loan	5,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,376,000	6*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	83½
Mortgage Loan	2,000,000	6	" "	"	1897	90½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92½
Gold Loan	980,000	6*	" "	"	1894	90½
Convertible Loan	1,996,879	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	256,000	7	" "	" "	1885	....
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						....
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	78
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	78
Plain Bonds	171,354	6	—— & ——	"	1876	81
Improvement bonds	505,000	6	May & Nov.	"	1870	86
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	62
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1883	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	95½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750 000	7	Jan. & July.	New York.	1875	....
Pennsylvania Coal:						
1st Mortgage	586,000	7	Feb. & Aug.	Philadelphia.	1884	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	90½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	[405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*			2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	278	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	90
Jan. 31, 1871	132.0	—	37.9	112.0	55	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,284,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	25	Annapolis and Elkridge.....Maryland.	445,000		.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—					Ashuelot.....New Hampshire.	500,000		.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshire	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	106	80	35	3,475	Atlantic and Great West..N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.2	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,804	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,026	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—					Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287		.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—					Bald Eagle Valley.....Pennsylvania.	1,050,000				550,000	471,200							80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	138
Sept. 30, 1870	30.0	—	30.0	—					Washington Branch ¶ .....Maryland.	1,650,000			375,984	1,650,000	20,000		355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—					Parkersburg Branch.. ....W. Virginia.					5,680,685		1,181,629		103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—					Baltimore and Potomac.....Maryland.	5,000,000	*			2,000,000	3,000,000									—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000			625,000	150,000	105,000						36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	823,291	116,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1¼	50	....
May 31, 1871	56.0	—	4.0	—	...	...	...	...	Bellville and Southern Illinois....Illinois.	.....				.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	679	Belvidere Delaware .....New Jersey.	4,125,365	*		.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—				80	Berkshire.....Massachusetts.	500,000	100,000			600.000								42,000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346				250,000	48,000				(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	168	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,418,209	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	146
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass.	1,205,963	395,035	100,000	66,790	872,600	800.500	188,652	30,942	65.0	.....	.....	10 mos.	286,281	56,416	—	100	66
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	378	Boston, Concord and Montreal .....N. H	2,850,000	*	207,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	36	19	419	Bos., Hart. and Erie ¶. M.,R.L.,Ct. & N.Y.	.....				.....				177.0	.....	.....	10 mos.	470,732	110,948	—	100	2
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	16	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	156 879	8	100	137
Sept. 30, 1870	74.2	8.8	64.8	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,668	511 550	10	100	142½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,457	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	144
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*			4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500				2,286,000	583,500	.....	.....	—	(Leased & operated by			Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700.000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—					Buffalo and Lake Huron.....Canada.	6,492,790				2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Trunk.)		250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,688	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	57.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041 042	—	100	104
May 31, 1871	55.0	—	—	125.0					Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operated by Burlington &			Mo.River.)	.....	—	100	34½
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated by Chicago, Burlington &			Quincy	.....	—	100	....
Dec. 31, 1870	60.0	31.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	10	100	129½
Dec. 31, 1870	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	715,362				332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,530	209,162	1,130.795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	80.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915.577	125,000	51,424	409,124	65.9	.....	.....	10 mos.	212,924	62,011	5	100	72
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,776	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	665,812	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—					Cayuga and Susquehanna.....New York.	589,110		.....	.....	589,110	—	.....	.....	—	(Leased	and oper.	by Dela., L.	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—					Cedar Falls and Minnesota .....Iowa.	3,174,000		.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—					*Cedar Rapids and Missouri River*...Iowa.	11,235,000	*	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,200	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000				5,550,000	2,960,000									—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,042	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	107½
Dec. 31, 1870	137.0	—	17.9	—					Central Ohio.....Ohio.	5,500,000	*		.....	3,000,000	2,500,000			—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29
Dec 31, 1870	881.6	164.5	65.0	—	179	198	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—					Chemung.....New York.	400,000				380,000				—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*			392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.8	—	0.8	—					Cherry Valley, Sharon & Albany...N. Y.	600,000				275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hud.	C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	25,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900		.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Philad	a Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,662	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	114
Apr. 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	11,669,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	128

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	.....	.....	.....	.....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,625	3,000,000	—	—	....	(Recently brought into operation.)	.....	.....	.....	.....	—	100	.....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased and oper. by Michigan Central.)	.....	.....	.....	.....	—	100	.....
Nov. 30, 1870	861.0	516.0	244.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	.....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,568,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	.....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ....S. Carolina.	3,080,963	*	.....	.....	1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	.....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	—	(Leased & oper. by Tol. Wab. & Wester	.....	.....	.....	.....	—	100	.....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.	.....	.....	.....	.....	—	100	.....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,347	*Hannibal and St. Joseph* ¶.....Missouri.	15,665,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	66
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	.....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	54.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	684	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	98,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	.....
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill ¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	.....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	.....	.....	20,000pm	20,000pm	.....	.....	—	(Operated by Mil. and St. Paul.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	.....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	.....	.....	2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	.....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt....Penn.	2,738,811	*	.....	.....	834,250	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	20
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	236,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	.....	.....	.....	151.0	.....	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	.....	.....	.....	.....	2,750,000	2,750,000	.....	.....	—	(Under construction on at $35,000 p.m.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)	.....	.....	.....	.....	—	100	.....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*	.....	.....	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	71
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	260	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,807	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	.....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	—	100	.....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	163.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)	140,672	49,235	—	.....	—	100	.....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	.....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	202,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	.....
May 31, 1871	.....	.....	.....	35.0	.....	.....	.....	.....	Ithaca and Athens .....New York.	268,286	.....	.....	.....	286,730	.....	.....	.....	—	(In course of construction.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	.....	.....	330,000	.....	.....	.....	—	(Recently completed.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	182	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	459,568	250,624	—	100	.....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	.....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)	.....	.....	.....	.....	7	100	.....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	8	100	.....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	264	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	100	.....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,085	57,706	—	100	.....
Mar. 31, 1871	42.0	—	2.0	—	.....	.....	.....	.....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(Recently completed.)	.....	.....	.....	.....	—	100	.....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	—	(Leased & oper. by L.Sh. & Mich. So.)	.....	.....	.....	.....	6	100	.....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	.....	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	208.0	61.0	15.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	.....	.....	2,776,000	5,776,500	.....	.....	—	499,493	.....	.....	1,037,274	316,910	—	100	.....
May 31, 1871	32.0	—	—	60.0	.....	.....	.....	.....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,250	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,260,787	880,746	—	100	.....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	.....	.....	112.0	(Oper. by bondholders.)	.....	.....	.....	.....	—	100	.....
Jun. 30, 1871	.....	.....	.....	135.0	.....	.....	.....	.....	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	.....
Dec. 31, 1870	.....	.....	.....	85.0	.....	.....	.....	.....	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	.....	.....	.....	115.0	.....	.....	.....	.....	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	.....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,560	31,910	370,000	.....	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	.....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	8,007	Lake Shore & Mich. S. N.Y., P., O. Ind. Ill.	44,967,820	2,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	169,390,937	569,833,666	13,457,541	5,088,720	8	100	85½
Sept. 30, 1870	.....	.....	.....	146.8	.....	.....	.....	.....	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction at $33,000 p. m.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	.....	.....	5,000,000	4,500,000	.....	.....	—	(Opened for traffic Sept. 15, 1870.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,800	—	—	(Leased & oper. by Pbg, Ft. W. & Chi.)	.....	.....	49.507	.....	—	50	.....
Dec. 31, 1870	109.6	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	.....	85,416	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	.....
Dec. 31, 1870	18.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,109	.....	.....	.....	375,100	300,000	40,000	.....	—	(Leased & oper. by Leh. Coal & Nav. Co.)	.....	.....	.....	.....	—	50	.....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	.....
Sept. 30, 1870	101.0	96.5	199.6	—	158	80	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,227	*	.....	.....	18,159,400	5,588,000	414,417	—	208.5	.....	18,207,248	39,606,988	5,938,167	2,320,760	10	50	120
Dec. 31, 1870	.....	.....	.....	36.2	.....	.....	.....	.....	Lexington and St. Louis.....Missouri.	.....	.....	.....	.....	900,000	900,000	.....	.....	—	(Under construction. to be completed in 1871.)	.....	.....	.....	.....	—	100	.....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,720	.....	1,840,229	649,776	7½	100	.....
Dec. 31, 1870	80.0	—	.....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns—Is near completion.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	18.0	—	.....	92.0	.....	.....	.....	.....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to P. Bl. 70 m.	.....	.....	.....	.....	—	50	.....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	.....	.....	38.8	(Leased & oper. by Phila. & Read'g.)	271,651	64	100	91			
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S. W. Indiana. Ind.	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	94.0	64.0	15.8	.....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	.....
Jun. 30, 1871	51.0	—	....	209.0	.....	.....	.....	.....	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	.....	.....	—	(Leased to Chicago & Alton.)	.....	.....	.....	.....	—	50	.....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,188	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,004	948,748	221 845	—	100	.....
Jun. 30, 1870	185.0	296.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	605,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,964,559	1,142,153	7	100	.....
Dec. 31, 1870	282.0	—	9.0	—	34	15	6	572	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	280.0	(No returns of operations published.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	10.0	—	.....	102.0	.....	.....	.....	.....	Louisville, New Albany & St. L. Ind. & Ill.	364,170	.....	.....	.....	.....	.....	.....	.....	—	(Recently opened 10 miles.)	954	17	.....	.....	—	100	.....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.... .Massachusetts.	332,883	30,255	.....	1,846,904	1,666	2,061,100	.....	161,923	17	10.0	—	(Leased & oper. by Boston & Lowell.)	.....	.....	—	6	100	.....
														15,123	200,000	67,700	11,529	99,055								

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania	600,000				600,000				—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia	2,500,000				1,631,900	770,000			35.0	(Operat	ed by Geo	rgia.)	59,410	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	150	Macon and Brunswick	Georgia	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	195.0	348,922	.....	.....	428,429	149,068	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia	.....	.....	.....	.....	2,500,000	150,000	.....	195,862	166.0	292,258	.....	.....	692,585	251,279	10	100	....
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	3,483,900	44,511	12,337	—	180.8	(Leased	& oper. by	Phila.& R	eading.)	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,896,320	149,349	—	123.8	229,572	6,581,531	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	290	76,227	1,716,229	942,664	196,616	102,629	10	100	147½
Mar. 31, 1870	19.0	—	1.3	—	.....	.....	.....	.....	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	13,000	1,452	258,000	360,000	98,855	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	—	50	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	.....	13,963,978	3,324,528	1,320,182	—	276.8	1,629,060	.....	.....	1,420,346	78,187	—	50	....
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—	40.0	166,280	.....	11,063,783	745,291	326,750	—	100	....
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	.....	.....	500,000	1,000,000	.....	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	.....	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	.....	.....	.....	3,000,000	.....	.....	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,726	4,157,387	469,855	70,995	328.0	801,661	.....	.....	1,417,441	522,919	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	181	Memphis, Clarksv. and Louisv. ¶	Tenn.	(No bala	nce sheet	furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,991	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	96	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457,876	3,633,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000	....	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold b	y bondho	lders.)	800,000	250,000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	119½
Dec. 31, 1870	56.5	—	2.9	—	.....	.....	.....	.....	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	—	56.5	(Commen	ced oper	ations Aug	29, 1870.)	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,628	—	—	—	84,537	.....	10,151	—	—	(In prog	ress. Leas	e to N. Y. &	Oswego at	7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.8	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	—	—	—	110,050	225,000	56 350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	323,375	—	—	—	3.8	(Leased	& oper. by	Phila.&Re	.....	.....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	.....	.....	.....	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	100.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,206,573	896,044	265,091	960.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	57½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	& oper. by	Phila.&Re	ading.)	.....	—	7½	50	104½
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	106,396	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	....	....	....	....	Minnesota and North Western	Minn.	.....	.....	.....	.....	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Jun. 30, 1870	227.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,986	.....	—	237.0	(Oper. b	y S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	—	—	—	1,200,000	17,000p.m	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	.....	20,000p.m	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,787,500	*	—	—	10,007,500	7,750,000	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,565	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Charl	es Morga	n of Ne	w York w	ho bough	t it for $2	,500,000.)	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	—	—	—	—	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del.Lac.	& Wstn.)	2,558,453	937,521	7	100	95
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,468	43.2	224,938	7,499,849	5,191,427	411,980	88,472	10	100	....
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,589	1,964,000	2,236,338	—	173.0	984,119	.....	.....	1,378,506	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	378,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	—	—	—	.....	—	—	—	—	(Leas.&	oper.by N.	& C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	616,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L	. Coal & N	av. Co.)	.....	10	50	112
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	28,824	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172,500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	780,249	—	—	—	605,000	93,300	2,000	—	—	(Leas.&	oper. by P	bg Ft.W.&	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	586,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N. Hav'n	& New Y	ork.)	.....	—	100	....
Apl. 30, 1870	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	850,000	2,200,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	1,800,000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	.....	.....	.....	.....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850,000	.....	.....	—	(Oper.in	cons. with	Camd. &	Amboy.)	.....	10	100	120
Dec. 31, 1870	73.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	....
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	—	—	—	3,000,000	3,000,000	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	.....	100.0	287,024	.....	(10 mos.	375,766	65 404	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	L. & M.	.....	.....	.....	.....	4,200,000	4,500,000	1,000,000	.....	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	....	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	.....	—	—	—	5,000,000	.....	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.	.....	.....	.....	.....	3,000,000	3,000,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,222	.....	.....	30,428,330	13,681,807	.....	.....	842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	91½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,800,017	.....	.....	8,300,000	5,072,840	645,500	.....	132.9	887,941	25,532,856	19,602,827	2,709 077	997,389	8	100	124
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	—	—	—	221,700	141,500	33,400	—	5 1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	143
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	67.5	338,659	.....	.....	746,039	266,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas.&	oper. by N.	Y. Cen. & H. Riv'r.)		60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	....	....	....	....	Niles and New Lisbon	Ohio.	568,044	*	—	—	—	—	—	—	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	500,000	.....	4,000,000	553,413	292,030	783,241	38.0	.....	.....	.....	38,452	17,678	—	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	320,200	360,738	1,009,950	1,243,985	39,869	4,813	223.0	.....	.....	.....	744,761	288,189	6	100	....
Jun. 30, 1870	72.0	—	3.0	119.0	—	—	—	—	North Louisiana and Texas	La.	.....	—	24,930	42,516	.....	.....	.....	—	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	16	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,882,887	90,000	.....	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Dec. 31, 1870	138.0	4.0	123.0	—	136	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080,648	3,016,449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	74.7	595,203	.....	.....	1,365,509	590,726	—	50	94
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,255	357,145	3,068,400	115,000	138,426	258,792	317.0	2,541,535	27,334,821	151,521,712	2,818,682	1,271,962	6	50	79
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	850,000	—	1,000,000	400,000	—	—	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	113
Aug. 31, 1871	243.0	—	....	17320	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	.....	.....	.....	10,000,000	50,000p.m	—	—	—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	116
Dec. 31, 1870	34.0	53.0	11.7	—	27	44	28	1,380	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,101	24,196,604	6,534,850	493,106	—	122.6	(Leas.&	oper.by V.	Central.)	.....	.....	6	100	87
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	960,160	.....	.....	4,259,450	3,170,000	.....	.....	39.5	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	30½
Sept. 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	98.5	650,391	.....	.....	2,718,702	1,422,833	10	50	96
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5 340,676	574,313	.....	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	103½
Sept. 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313	*	—	—	793,400	201,000	—	—	29.6	555,226	8,827,750	13,430,793	939,680	359,677	—	100	....
																			43.9	130,139	3,709,939	6,693,247	349,635	85,669	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville...Kentucky.	400,000	*			450,000	200,000			....	(Under	construction.)				—	100	....
Feb. 28, 1870	283.5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,280	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Padu·ah and Gulf .....Kentucky.	1,333,500	110,000	28,709		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	28	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	.....	.....	.....	.....	.....	12	100	57
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. by Erie.)	.....	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. by Erie)	.....	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leas. by	Tol. Wa. & W'in.)	.....	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas &	oper. by C'm. & Am.)	.....	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas. &	oper. by N. Jersey So	uthern.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	16,185,233	.....	.....	17,531,707	6,271,222	10	50	116
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coal. Div. fro	m coal trade.)	260,000	120,000	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000	.....		106.9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1879	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by Chic., R. I.	& Pac.)	.....	.....	8	100	....
Dec. 31, 1870	82.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....	.....	.....	2,000,000	2,000,000	.....		90.0	(Recently	completed.)	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam. & Amboy.)		21,501	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744		62,580	1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*		.....	220,606	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	866,316	—	50	49
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	467,787,779	9,671,367	3,062,582	10	50	109
Dec. 31, 1870	28.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton...Pennsylvania.	1,497,604	.....	.....	.....	1,259,100	.....	.....	.....	33.4	(Oper. by	Unit. Co.)	(14 mos.)	1,389,328	120,06	10	100	128
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,172	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,677,147	929,288	8	50	107½
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		200.5	.....	.....	.....	2,821,124	726,116	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic...P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	.....	.....	.....	.....	.....	.....	.....	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	95½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	.....	101,813	44,100	505,000	76,319	.....	—	(Leas. &	oper. by Bos. & Alb'y.)		.....	27,000	6	100	85
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	.....	.....	993,100	1,222,848	268,519	.....	.....	.....	.....	.....	41,259	28,943	.....	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	250,000	50,000	.....	109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585,069	79,576	1,500,000	.....	.....	.....	27.5	.....	.....	.....	.....	.....	.....	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by Eastern.)		.....	.....	10	100	129½
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	.....	.....	.....	.....	.....	.....	—	(Under	construction.)		.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	26.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	.....	.....	170,000	200,000	.....	.....	26.0	.....	.....	.....	.....	.....	.....	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*	.....	.....	483,874	10,000	176,302	.....	.....	.....	.....	.....	88,144	31,755	—	100	100
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	809,711	114,275	56,137	437,917	55,000	16,500	.....	15.0	41,676	2,113,181	202,162	74,703	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	.....	.....	.....	2,000,000	46,000	135,000	117,698	48.3	348,465	.....	(10 mos.)	661,717	193,811	10	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	99	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	600,000	800,000	.....	.....	—	(Leas. &	oper. by Ch., Burl. &	Quinc.)	.....	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,353	.....	.....	1,500,000	50,000	74,414	190,003	97.0	164,049	1,163,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	56	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	507,268	1,000,000	1,056,405	.....	48.0	172,982	.....	.....	201,689	56,200	—	100	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	6,000,000	1,689,750	.....	2,035,072	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	102
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	190.5	379,899	6,698,740	7,545,929	692,867	224,733		100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5	173,100	4,737,532	904,930	328,129	68,245		100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶....Virginia.	1,440,321	*	.....	.....	650,000	712,173	78,148	.....	46.4	91,896	1,349,010	1,721,310	170,693	80,377		100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	38.3	.....	.....	.....	86,052	24,916		100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	*	.....	.....	557,560	70,000	.....	.....	22.0	.....	.....	.....	.....	.....	.....	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	—	(Leased	& oper. by Erie.)		.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	309,953	.....	2,997,800	1,777,900	334	.....	20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	38.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	218.2	503,514	15,296,580	19,695,175	1,324,943	475,270	10	100	110
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	28½
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	22.0	45,657	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	175.0	84.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	112.0	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	—	—	200.0	2	—	—	—	—	St. Louis, Council B. & Omaha...Mo. & Io.	.....	*	.....	.....	6,000,000	3,200,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	—	(Under	construction—80 m.l	n oper. Jun. 1, '71.)	1,890,376	580,474	—	100	27
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,223,850	2,725,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	59
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Leas. &	oper. by Chicago & Al	ton.)	240,000	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	158.0	—	—	—	17	10	4	316	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	1,600,000	4,500,000	.....	.....	—	(Leas. &	oper. by N. Missouri.)		.....	.....	—	100	....
Jun. 30, 1871	60.0	—	50.0	—	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	.....	4,500,000	.....	.....	—	(Leas. &	oper. by Terre H. & In	dianapo.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	3,000,000	.....	.....	—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,576	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper. by West Jer.)		.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by B. & Lowell.)		.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady.....New York.	484,684	.....	.....	.....	910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Sav., Griffin & North Alabama. Ga. & Ala.	2,040,106	*	.....	.....	300,000	40,000	.....	.....	—	(Leas. &	oper. by Rensselaer &	Saratog.)	.....	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	.....	.....	.....	.....	Savannah & Charleston.....S. Car. & Ga.	429,128	—	25,479	65,882	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	449,588	140,901	.....	.....	—	(Oper. te	mporarily by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	876,050	.....	.....	.....	.....	520,000	.....	.....	—	(Under	construction.)		.....	.....	—	100	....
														876,050				—	(Leas. &	oper. by Phila. & Read	ing.)		28,803	5	50	....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	60
Catawissa,* pref. and guar.	2,200,000	7	7	91
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	8	83
Chicago and Alton, pref.	2,425,400	7	10	114½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	90½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandalgua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	88
Erie, preferred	8,536,910	7	7	68
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	75
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Luckawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	24
" " 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	78½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	156,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	74½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	61
Sandusky and Cincinnati, pref.	445,556	6	6	104½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	84
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	122
Schuylkill Navigation, pref.	2,888,997	6	6	31½
Union, preferred	.....	...	...	9
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	34 —	@ 40 —
Pig, American, No. 1		37 —	@ 38 —
Pig, American, No. 2		35 —	@ 36 —
Pig, American, Forge		33 —	@ 34 —
Bar, Refined, English and American		— —	@ 80 —
Bar, Swedes, assorted sizes	(gold).	80 —	@100 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		107 50	@120 —
Bar, Refined		85 —	@ — —
Bar, Common		90 —	@ — —
Scrolls		102 50	@132 50
Ovals and Half-round		102 50	@122 50
Band		— —	@ 97 50
Horse Shoe		100 —	@106 —
Rods, ⅜@3-16 inch		90 —	@125 —
Hoop		107 50	@150 —
Nail Rod	per lb.	— 6½	@ — —
Sheet, Russia, as to No.'s	(gold)	— 17½	@ — 18
Sheet, Single D. and T. Common		— 4½	@ — 5½
Rails, English	(gold) per ton.	57 —	@ 59 —
Rails, American, at Works in Penna.	c'y.	70 —	@ 71 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11	@ — 13
English German (2d and 1st quality)		— 10½	@ — 12
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— 15	@ — 16
American, Spring, do.		— 9	@ — 11
American Machinery do.		— 9	@ — 10
American German do.		— 9	@ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d	per 100 lb.	— —	@ 4 65
Cut Spikes, all sizes		— —	@ 4 90
Clinch		6 15	@ 6 65
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19	@ — 33
Copper		— —	@ — 39

TIN—Duty, Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 41	@ — 41½
Straits	(gold).	— 36	@ — 36½
English	(gold).	— 35	@ — 35½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal.... per box.	8 75 @ 9 —	10 25 @ 10 75
I. C. Coke	7 50 @ 8 50	9 — @ 10 —
Coke Terne	6 37½ @ 7 50	7 25 @ 9 —
Charcoal Terne	7 75 @ 8 25	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall.	— 13	@ — 13½
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 17
Refined, Standard White (in ship'g order)		— —	@ — 23
Refined, prime White (in shipping order)		— —	@ — 23
Refined, S. W. (in jobbing lots)		— —	@ — 24
Refined, S. W. (in tin)		— 28	@ — 29
Naptha, Refined, (65 @ 73 gravity)		— 10½	@ — 10½
Residuum	per bbl.	4 —	@ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	22 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	38 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

	Th. 2.	F. 3.	Sat. 4.	M. 6.	Tu. 7.	W. 8
Canton Co.	....	72½	....	....	....	71½
Central Pacific 6s	102	102½	101½	102½	....	103
Central of N. Jersey	106½	106½	106½	106½	....	107½
Chicago & Alton	113½	114	....	....	....	114
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	128
" 8s, 1883	....	112	....	....	....	....
Chic. & Northwestern	60½	60½	60½	60½	....	61½
" pref.	88½	89	89½	....	....	90
" 1st M.	....	....	....	....	....	96
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	102½	102	101½	....	....	103
Chi., R. I. & Pa. 7s, 1896	100½	100	100½	100½	....	101
Clev., Col., C. and Ind.	82½	....	83½	85	....	85½
Clev. and Pittsburg	126	124	124	....	....	125
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	84	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind., C.	17½	18	17½	18	....	18½
" 1 M.	86	....	86	....	....	....
" 2 M.	....	70	....	....	....	....
Del. & Hudson Canal	118	....	....	....	....	....
Del. Lack. & Western	105½	....	106	....	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	28½	....	29	29½	....	29½
" pref.	61	62	....	....	....	66
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1886	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	83	84	84	....	....	....
Hannibal & St. Joseph.	64½	67	68	....	....	66
" pref.	77	78	....	....	....	75
" 8s, conv.	97	....	98	....	....	99
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	100½	100½	101	85½x	....	87
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	117½	....	118	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	98x	....	....	....	....	100
" 2 M.	....	....	....	....	....	94½
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	1½	....	....	....	....	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	57	....	57½	57	....	57½
" pref.	77½	....	77½	77½	....	78½
" 1st mort.	....	....	....	....	....	94
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	105½
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	....	....	94½	....	....	95½
" H. & St. J. 1s	92	....	....	....	....	92½
Morris and Essex	94½	....	....	....	....	94½
" 1st mort.	....	100½x	....	....	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	91x	....	90	....	....	90
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	90½	90½	90½	....	....	91½
" certificates	85½	85½	85½	85½	....	86½
N. York and Harlem	122	....	124	....	....	124
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	100
N. Carolina 6s, old	37½	....	....	....	....	37
" new	20	19½	....	....	....	....
Ohio and Miss.	38	38½	....	38½	....	39½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	48½	47	46½	45½	....	47
Panama	....	....	....	....	....	....
Phila. and Reading	108½	108½	108½	108½	....	109½
Pitts., Ft. W. & Chi. gtd.	97½	....	97½	96	....	96½
" 1 M.	105½	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	17½	....	....	18
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	85	....	....	....	....	86
" Income bds.	74½x	....	75	....	....	....
Tennessee 6s, old	66	66½	....	66½	....	66
" new	66	66½	....	....	....	66
Tol., Wab. & Western	60½	60½	60½	....	....	62½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	92
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	80
" St. Lou. Div.	87	87½	....	....	....	....
Union Pacific	24	24½	24	24	....	25½
" 1st mort.	88	89	88½	87½	....	88½
" L. Gt. 7s	....	76½	76½	77	....	78
" Inc. 10s	77	78	....	77	....	78½
Virginia 6s, old	....	60½	60	....	....	....
" new	....	....	....	....	....	....
" consol.	60½	61	....	64½	....	64½

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 6.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109½	109¾	109¾	....	....	109½
U. S. 5s, 10-40s, reg	109¾	....	....	108¾	....	109¾
U. S. 6s, 1881, reg	115½	116	....	115½	....	115¾
U. S. 6s, 1881, coup	117	117	....	116½	....	116¾
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	111¼x	....	....	....	....	111½
U. S. 6s, 5-20s, c. 1862	111¼x	111¾	111½	111¾	....	111½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	x111½
U. S. 6s, 5-20s, c. 1864	111¼x	111¾	....	....	....	111½
U. S. 6s, 5-20s, reg. '65	111¼x	....	111½	111½	....	....
U. S. 6s, 5-20s, c. 1865	111¼x	112½	111¾	....	....	111¾
U. S. 6s, 5-20s, r. n. '65	....	....	113¾	113½	....	113½
U. S. 6s, 5-20s, c. n. '65	113¼	113¾	....	113¾	....	113½
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	114¼	114½	113¾	113½	....	114
U. S. 6s, 5-20s, reg. '68	113¾	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114¼	114½	114	....	....	114½
U. S. 6s, Pac.R.R.issue	111¾	111½	....	....	....	112

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Catawissa	....	....	....	....	....	....
" preferred	45	....	....	45½	....	45½
Camden and Amboy	129½	....	127	130	129½	....
" 6s, 1875	95	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	93	93½	94	94½	93½	....
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	....	54¼	....	54½	54½	....
" 6s, 1884	....	83¾	83½	84	83½	....
" Gold L	90	90½	90½	90½	90½	90½
" R. R. L	....	....	90½	90½	90½	89½
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	59½	59½	60	59½	59½	60
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	44½	....	....	....	....	45½
" 7s	....	....	....	....	....	....
Minehill	....	....	52	52	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	47	....	....
" 6s, 1880	....	....	....	....	....	99½
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	39½	39½	....	....	39½	....
Oil Creek & Alleg. Riv.	47	47½	47½	47½	47½	48
" 7s	....	82½	....	....	....	83½
Pennsylvania R. R	60	57¾x	57½	57½	58	58½
" 1st M	....	....	98½	98½	....	....
" 2d M	97	....	....	90½	97	....
" Gen. mort	....	....	....	90½	90½	90½
" " reg	....	....	....	91	....	91
Penn. State, 6s.1st series	....	....	....	....	102	103
" 6s, 2d series	....	....	104½	104½	....	....
" 6s, 3d series	....	....	....	107½	....	107½
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	97
" new	99½	99½	99½	99½	99½	99½
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	54	54½	54½	54½	54½	54½
Philadelphia and Erie	24½	24½	24½	....	....	....
" 6s	....	....	89	....	....	....
" 7s	86	86½	86	....	86	86
Schuylkill Navigation	....	....	....	7½	....	....
" pref	15½	....	15½	15	....	15½
" 6s, 1882	....	....	77½	77½	78	....
" 6s, 1870	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	20½	21	....	....	20½	....
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	23	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Baltimore City 6s, 1875	....	....	....	....	....	95
" 1886	....	....	....	....	....	....
" 1890	96½	96½	96	96	96	96
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	139½	139	138½	138	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	93½
Mariotta & Cin. 1st M	96	96	96	96	....	....
" 2d M	82½x	83¾	82½	82½	....	....
" 3d M. 8s	....	70	....	70½	....	....
Northern Central	....	....	40	....	39½	39½
" bonds, 1885	....	....	....	....	....	94
" " 1900	....	....	....	....	....	85½
Pittsb. & Connellsv. 7s	92½	92½	92½	92½	92½	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	60½	60½	....	61	63½	64
" Defer. Certif.	24½	....	....	....	25	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

	Th.2.	F.3	Sat.4.	M.6.	Tu.7.	W.8
Boston and Albany	147x	....	146¾	....	....	146
Boston and Lowell	....	....	137	....	....	....
Boston and Maine	143x	....	143½	....	....	142¾
Boston and Providence	....	144	....	....	....	144
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	24¾	24¾	25½	26	....	25½
Cheshire, pref	....	....	....	....	....	....
Concord	....	70	....	....	....	80
Connecticut River	....	....	....	....	....	....
Eastern	....	107¾	107¾	107½	....	107¾
Fitchburg	....	....	....	....	....	139
Manchester & Lawr'ce	....	....	....	....	....	147½
Michigan Central	....	117	117½	117½	....	118
Northern, N. H	....	112	....	....	....	....
Ogdens. & Lake Champ	....	....	86¾	87	....	87
" pref	....	....	....	....	....	....
Old Colony & Newport	103	103	103	103	....	103¾
Ph., Wil. & Baltimore	54	54	....	54½	....	55
Portl'd, Saco & Ports	....	....	130½	....	....	129½
Union Pacific	....	23¾	....	....	....	....
" 6s	....	85	86¾	....	....	87½
" Land Grant 7s	74¾	....	....	....	....	....
" Income 10s	75¾	75¾	....	....	....	....
Vermont & Canada	....	....	....	101	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	82½	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	9	....	....	....	....	10
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	3½	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Oct. 27.	Oct. 20.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	85 — 90	85 — 90
Do. do., 2d mort., 1881	80 — 85	80 — 85
Do. Penn., 1st mort., 1877	85 — 90	85 — 90
Do. do., 2d mort., 1882	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1890	36 — 36¼	36 — 37
Detroit and Milwaukee 1st mort. 7s	— — —	72 — 74
Do. 2d mort. 8 p. c.	— — —	69 — 72
Erie shares 100 dol. all paid	23½ — 24	22½ — 23
Do. sterig. 6 p. c. convertible bonds	68 — 72	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	107 —108	107 —108
Panama General mort. 7s, 1897	80 — 85	78 — 82
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	95½ — 96½	95½ — 96½
Do. $50 shares	49 — 50	49 — 50
Philadelphia and Erie 1st mort. 1881	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, November 11, 1871.

Stock Exchange and Money Market.

Business in all lines has been seriously interrupted by the political excitement. Tuesday of the present week, Election Day, was generally observed by a suspension of financial and commercial operations. Money has been offered on call quite freely since our last, within the range of 5@7 per cent. The demand from speculative sources has been less urgent, due, in part, to restricted movements in Gold and Stocks. The Government houses had their wants provided for with even more than the usual promptness at minimum rates. At the close, the tendency was toward increased ease. The mercantile inquiry was also less active, and the best grades of commercial paper were in more favor with lenders, within the range of from 9@12 per cent. per annum. The city banks, in their last weekly statement, indicated an encouraging gain in their reserves of both specie and legal tender notes. The Government office reduced its coin and currency balances materially, thus indirectly helping to strengthen the position of the banking interest. The city banks, in their latest return, show an increase of $1,901,700 of legal tender notes, $2,280,800 of specie, and of $4,085,200 of deposits; also an addition of $512,300 to their loan and discount averages, and a reduction of $207,800 in their item of circulation. The city bank exchanges, last week, averaged $100,135,287; and thus far, this week, 99⅛ millions daily. The banks now hold $5,142,000 of specie and legal tender notes, more than the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is $12,982,900, against $14,899,646 same time last year. The city bank deposits are now $207,427,400 against $194,769,716 week ending Nov. 5, 1870. The legal tender reserve amounts to $51,572,200 against $53,999,251 same time last year. The circulation now stands at $30,225,000, against $194,769,716 same time last year. The loans are now $281,970,900, against $268,293,906 at this date last year.

The U. S. Sub Treasury reduced its currency balance $2,642,288 and its coin reserve $3,183,661, as the result of the week's business. The receipts of the office were $4,754,798 in coin, and $3,517,220 in currency; payments, $7,908,496 in coin, and $6,455,440 in currency. The office received $2,587,649 in coin or its equivalent, from customs; and disbursed $1,846,314 of coin interest.

The U. S. Sub-Treasurer retired, last week, $2,365,000 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $339,398,350; and as security for deposits of public money, United States bonds for $15,274,900. The aggregate of the outstanding circulation of the National Banks of the country is $324,722,827.

Government revenues have been on a moderate scale since our last. The excises yielded last week about two millions, and thus far since July 1, about 47 millions. The customs at the port of New York, last week were $2,587,649; and at the outports, equal to about $870,000 more, all in coin, or coin certificates.

Government disbursements in October, on warrants, were $12 172,148, as follows: War, $3,178,255; Navy, $1,400,089; Interior—Pensions and Indians, $1,770,378; Civil and miscellaneous, $5,823,426.

The receipts from customs at San Francisco, since Jan. 1, have been $6,078,500, against $6,754,851 same time in 1870.

Under the Treasury programme for November Government proposes to sell Gold as follows Thursday, Nov. 9—Two Millions. Thursday, Nov. 16—One Million. Wednesday, Nov. 22—Two Millions. Wednesday, Nov. 29—One Million. And to buy in Five-Twenties as follows: Wednesday, Nov. 15—One Million. Tuesday, Nov. 21—One Million. Tuesday, Nov. 28—One Million.

There has been a less active movement in the Gold line, with a less confident speculative demand, and a less urgent customs and export call. The supply of Gold available for immediate delivery has been kept comparatively easy by the free disbursements of the Government office, on the November coin interest. The range of the price during the week, has been from 111¾@112¼, and the closing quotation on Wednesday was 111⅞ against 112¼ the preceding Wednesday. The specie outflow, last week, was $488,160; on Tuesday of this week, $11,000; and on Wednesday $———. The Gold Exchange Bank clearances have been as follows: Nov. 2, $79,711,000;

Nov. 3, $46,985,000; Nov. 4, $41,010,000; Nov. 6, $32,808,000; Nov. 8, $51,157,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Nov. 4th, 1871, $72,727,052, against $75,427,257 same time in 1870.

The export drain of specie was $488,161 last week, against $3,156,924, same week preceding year. The shipments since January 1, 1871, have been $60,139,044, against $54,866,403 same time in 1870.

The specie exports by steam and rail from San Francisco, from Jan. 1, to Oct. 25, were $13,776,882, and through the Post Office $10,991,000.

The customs demand for Gold last week, averaged $431,275 a day; thus far, this week, it has averaged $488,000 a day, or equal to a weekly aggregate of $2,928,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $13,663, and since Jan. 1, 1871, $8,402,517 against $11,108,319 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $136,935,617 against $124,320,770 same time in 1870.

Foreign exchange has been comparatively quiet, but fairly steady as to rates. Bankers' sixty day bills on London closed on Wednesday at 108½@108⅝; sight bills on London, 109½@109⅝.

The produce exports from this port, week ending with Nov. 7, were to the currency value of $5,564,262.

Government securities have been in active request at much firmer rates, particularly the 1867 Five-Twenties, which were quite scarce for immediate delivery and exceptionally buoyant as to price. The later dealers showed rather less firmness.

On Wednesday, Government bought in one millions of Five-Twenties at 111 24@111 59 nett. The amount of bonds offered was $2,015,050 at from 111 24@111 74.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116¾@117; U. S. Five-Twenties of 1862, 111⅜@111½; U.S. Five-Twenties of 1864 at 111¼@111½; U. S. Five-Twenties of 1865, 111¾@112; U. S. Five-Twenties of 1865 consolidated, 113¼@113⅜; U. S. Five Twenties of 1867, 114@114⅛; U. S. Five-Twenties of 1868, 114@114⅛; U. S. Ten-forties at 109¼@109½; U. S. Six per cent. currency bonds, 111⅞@112.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 25.	Oct. 31.	Nov. 8.
Consols	93	93	92⅞@93
U.S. 5-20's of 1862..	90¾	91⅜	91⅜
U. S. 5-20s, 1865	90⅞	91½	91½
" 1867	92⅝	93⅛	93⅜
" 10-40s	89⅜	89½	89½
Erie.	24	....	24¼

The new Funding Five per cent. Loan was quoted in London on Wednesday at 2¼ per cent. discount.

State bonds have been in moderate demand at generally steady prices.

Railway bonds have been in very good request and the more popular of the old loans have been quite readily taken at firmer and rising prices. Central Pacific Sixes closed buoyantly at 103@103⅛, with very few bonds offering at even these figures in the open market. The inquiry for this Loan from European buyers continues quite urgent, and the tendency of the price is decidedly upward. For the Chesapeake and Ohio Sixes, an improved investment call has been noted at the established price of 93 per cent. and accrued interest.

The earnings of the Central Pacific Road in October were $1,005,475, or $177,028 more than in October 1870; and for the ten months of 1871, $7,958,827 or $1,824,915 more than for the corresponding months of 1870.

Railway and miscellaneous share property has been less active but generally quoted strong as to price though closing steady.

General business has been on a restricted scale in most kinds of Produce. Breadstuffs and Provisions closed irregularly. Middling upland cotton closed on Wednesday at 18½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 494,227 bales, against 584,038 bales same time in the preceding year; exports 189,217 bales, against 204,000 bales in the previous year; stock at the ports at latest dates, 263,100 bales, against 275,000 bales same date 1870.

At the Live Stock Markets, Beeves have been in moderate demand at from 7@12½ cts.; Veals at 5@11 cts.; Sheep at 5@6¾ cts.; Lambs at 7@8¼ cts.; Swine, inactive 4⅞@5¼ cts per lb., all live weight. The week's receipts were 7,554 Beeves, 1,600 Veal Calves, 36,470 Sheep and Lambs; and 42,632 Swine.

Foreign goods have been in light demand as a rule, but prices have been quoted about steady. The week's imports of foreign goods reached $6,926,198, including $2,459,873 of dry goods.

Ocean freights have been less active, rates have been quoted much weaker toward the close.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 15⅛; do., Fund Act, 1868, 21¾; South Carolina 6s, new, Jan. and July, 35; do. Apl. and Oct., 34; Arkansas 6s, Fund Act, 55; N. Y. State 7s, B. L., reg., 108½; do. 6s, 1874, 107; Alabama 8s, 98½; Brooklyn 6s, W.L., 93¾; Long Dock bonds, 90¼; Toledo, Peoria and Warsaw 1st mort., W. D., 88; do., 2d mort. 74; Am. Dock and Imp. 7s, 95⅞; Albany and Susq. 2d mort., 92½; Central of New Jersey new bonds, 102; Ohio and Miss. Consol., 93; Pacific 7s, guar. by Mo., 100⅛; Cedar Falls and Minnesota 1st mort., 85; Gt. Western 1st mort., 1888, 90½; Dubuque and Sioux City 1st mort., 93; Lake Shore and Michigan Southern scrip, 77½; New-York and New Haven R. R. scrip, 138½; Consol. Coal of Md., 42; Pennsylvania Coal, 217; Spring Mt. Coal, 68; Maryland Coal, 24½; Western Union Telegraph, 64⅛; Adams Exp., 68; Am. Mer. Union Exp., 60; U. S. Exp., 58⅞; Quicksilver Mining pref., 24⅜;

Philadelphia.—Connecting R. R. bonds, 89; Belvidere Delaware 3d mort., 82; Pennsylvania Canal 6s, 75; Penn. and New York 7s, 94½; West Jersey 7s, 102; Wilmington and Reading 7s, 94¾; Huntington and Broad Top Mt. 1st mort., 100; Schuylkill Nav. Boat Loan, 75; do., 6s, 1895, 80½; Philadelphia and Reading 6s, 1843-'80, 92; do., mort. 7s, 1893, 100½; Camden and Atlantic pref., 30; Philadelphia and Trenton R., 128; Nesquehoning R. R., 56; Fulton Coal, 5¾; Big Mt. Coal, 6½. The latest quotations are: City 6s, 96@97; do. free of tax, 99⅞@100; State 5s, coupon, 100@—; do. 6s, W. L. 100½@—; do. 1st series, 102 @103; do. 2d series 104@104⅜; do. 3d series, 107¾@108; Reading, 54⅝@54¾; do. 7s, 1893, 100½@—; do. mort. 6s, 1880, 91@92½; Camden and Amboy, 129¾@130; do. mort. 6s, 1889, 93½@94; do. 1883, 90@90¼; do. 1889, 89½@90½; Pennsylvania R. R., 58⅛@58¼; do. 1st mort., 97¾@98¼; do. 2d mort., 97@97½; do. General mort. coupon, 90¾@90¾; do. reg., 90@91¼; Little Schuylkill R.R., 45@46; Morris Canal, 48@50; do. pref., 118@123; do. 6s, 87@—; Susquehanna Canal, 6@10; do. 6s, 61@—; Schuylkill Nav., 7½@9; do. pref., 15½@15⅝; do. 6s, 1882, 78@80; Elmira and Williamsport pref., 42@43; do. 7s, 1873, 93@94½; do. 5s, 61@—; Lehigh Coal and Navigation, 84⅜@84⅝; do. 6s, 1884, 83¾@84; do. R. R. Loan, 90@90½; do. Gold Loan, 90¾@91; North Pennsylvania, 47@—; do. 6s, 99@100¼; do., 7s, 97@97; do. Chattle 10s, 105@110; Philadelphia and Erie, 24¼@24¾; do. 6s, 85½@86½; Minehill, 52¼@52½; Catawissa, 14@16; do. pref., 45⅝@46; Lehigh Valley, 59¾@59⅞; do. 6s, new coupon, 96@97½; do. reg., 97½@98; do. 7s, 100@100¾; Fifth and Sixth streets, (horse,) 45@47; Second and Third, 62@69; Thirteenth and Fifteenth, 23@23½; Spruce and Pine, 30@32; Green and Coates, 46@—; Chestnut and Walnut, 52@53; Hestonville, 20½@21; Union, 60@—; Germantown, 31@34.

Boston.—Eastern R. R. 6s, 1885, 95½; do. 1889, 96; Agricultural Br. 1st mort. 6s, 84; Framingham and Lowell 1st mort. 7s, 1891, 88¾; Vermont Central 1st mort., 84½; Vt. Central and Vt. and Canada 8s, 1877, 100; Old Colony and Newport 7s, 1877, 102; Missouri River, Ft. Scott and Gulf 10s, 2d mort., 1890, 91; Boston, Clinton and Fitchburg 7s, 1890, 85; Western R. R. 6s, 1875, 98¼; Ogdensburg and Lake Champlain 8s, 1879, 102; Philadelphia and Reading 7s, 100; Burlington and Missouri River 8s, 1894, 103; Stanstead, Shefford and Chambly 7s, 83; Rutland, R. R., 23½; do. pref., 73¼; do. 7s, new 83; Cincinnati, Sandusky and Cleveland R. R., 20; do. 7s, 1890, 81; Indianapolis, Cincinnati and Lafayette R. R., 7⅞; Eastern (N. H.) R. R., 101½; Norwich and Worcester R.R., 116; Boston Water Power, Co., 42½; Cary Imp., 11⅞; Maine 6s, 1889, 100½; Massachusetts 5s, 1894, gold, 99¾; Chicago 7s, Sewerage, 95; St. Louis 6s, 1886, 86; Cook Co., Ills., 7s, 94¼; Boston 5s, 1882, gold, 99¾; do. 1884, 98¼; Charlestown 6s, 1891, 99½: Ridge, Mining Co., 2.

Baltimore.—Orange, Alex. and Manassas bonds, 80; Northern Central 6s, gold, 1900, 92; Orange and Alexandria 4th mort., 8s, 81¼; Central Ohio R. R., 29; do., 1st mort., 84½; Virginia and Tennessee 2d mort., 77; Maryland Defense Loan, 104; Memphis City 6s, 55½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92½@92¾; Baltimore and Ohio, 138@140; do., 6s, 1875, 95@95; do., 1880, 93@95; do., 1885, 93@93; Northern Central, 89¾@89⅞; do. 6s, 1885, 93@94; do., 1900, 85@86¼; do., 6s, 1900, gold, 92@92¼; N. W. Va. 1st mort., 97@—; do., 2d mort., 97½@—; do., 3d mort., 1885, 86@91; Marietta and Cincinnati 7s, 1892, 95¾@96¼; do., 2d mort., 82¾@83⅛; do., 3d mort., 79@80; Cen-

tral Ohio, 29@30; do., 1st mort., 84¼@84⅛; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 90@96; do., 3d mort., guar., 90@90⅛; do., 2d mort. pref., 62@—; do., 6s, guar by Washington Co., 82@83; Richmond and Danville bonds, 76⅛@78⅛; Orange and Alexandria 1st mort. 6s, 88@—; do., 2d mort. 6s, 81@81; do., 3d mort. 8s, 86@—; do., 4th mort. 8s, 80⅛@81¼; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 8s, 85@91; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 75@77⅛; Baltimore 6s, 1875, 95@95¾; do., 1884, 97@97; do. 1886, 97@99; do., 1890, 95⅞@96¼; do., 1893, —@97½; do., 1900, 96@96¼; Memphis City 6s, 54¾@55½; Maryland 6s, 1890, 94@—; do. Defense Loan, 1883, 104@105; City Passenger R. R. 22½@—; George's Creek Coal, 76¼@83.

Increase of through Freight over the Central Pacific Railroad.

We have just received from C. W. Smith, General Freight Agent of the Central Pacific Railroad Company, a statement of the quantities of through freight forwarded to the East over the road during the month of September, from San Francisco, San Jose, Stockton, Sacramento and Marysville. The freight business of the road was never so pressing as now. The weight of through freight shipped from California in September was the largest on record, amounting to 8,907,607 lbs, equal to 4,454 tons. The general capacity of a car is ten tons; from which it will be seen that 445 car loads of freight were sent to Eastern cities from California in September. Most of this quantity, of course, went from San Francisco—the amount shipped from there being 7,929,441 lbs, or 3,965 tons. The freight shipped from San Francisco in September embraced 200 car loads of Tea, 23 car loads of Coffee, 6 car loads of Silk, 6 car loads of Wine, 34 car loads of Wool, 6 car loads of Leather, 34 car loads of Hides and Skins, 8 car loads of Salmon, 1 car load of Hops and 74 car loads of unspecified merchandise. There were 2 car loads of Wine and 36 car loads of Fruit from San Jose, Sacramento, Stockton and Marysville, 3 car loads of Wool from Sacramento and 1 car load of Live Stock from San Jose. The following is a statement of pounds of through freight forwarded to the East over the road in September and for the first nine months of the year:

	September.	Nine Months.
Tea, lbs	4,002,581	9,672,455
Coffee	457,465	822,415
Cotton (foreign)	.....	125,420
Silk	124,522	628,388
Wool	839,020	13,449,878
Hides	673,097	711,973
Leather	115,714	1,200,749
Wine	142 295	1 835 050
Hops	21,458	142,946
Quicksilver	.....	81,900
Lumber and Shingles	.....	720,863
Glue	.....	85,052
Fish	160,799	545,559
Oil	.....	42,187
Whalebone	.....	8,649
Straw Hats	.....	8 528
Arms	.....	14,970
Shubbery	.....	20,000
Spices	.....	27,450
Base Bullion	.....	93,334
Machinery	.....	40,000
Stock, (1 car load)	20,000	260,000
Nuts	.....	13,470
Gum	.....	74,995
Fruit	728,819	1,446,245
Furs	.....	115,931
Unspecified	1,621,807	9,651,253
Totals	8,907,607	41,839,760

It will be noticed that the Tea and Coffee shipments for September were nearly as large as for the previous eight months. The monthly shipments of through freight by the above route from San Francisco and the interior cities named since January 1st, have been as follows:

	San Francisco.	Interior.	Total.
January, lbs	1,359,040	162,948	1,521,988
February	1,393,125	170,023	1,563,248
March	2,450,897	293,349	2,744,246
April	4,425,755	487,316	4,913,071
May	6,508,970	844,471	7,363,441
June	5,260,973	440,736	5.701,709
July	3,420,427	555.361	3,975,788
August	4,502 937	655,725	5,158,662
September	7,929,441	978,166	8 907,607
Totals	37,251,564	4,588,195	41,839,760

The traffic for September was 1,600,000 lbs larger than any previous month this year. There has been a steady gain since June. The month of October will probably present as good a showing as the previous month, since large quantities of Tea and Coffee are known to have passed over the road, including the cargo of the Hammonia from Shanghai.

☞ A meeting of the stockholders of the Atlantic and Great Western Railroad Company of Pennsylvania was held in Philadelphia on the 4th inst., to take action on the agreement for the consolidation of that company with the Atlantic and Great Western Railroad Company of New York. Stockholders representing the entire stock of the Pennsylvania Company were present, and voted in favor of adopting the joint agreement with the New York company owning the part of the line in that State.

☞ The Columbus, McArthur and Gallipolis Railroad company has been organized to construct a railroad from Gallipolis, in Meigs county, on the Ohio river, *via* McArthur, Vinton county, to Logan, Hocking county, where it is intended to connect with the Columbus and Hocking Valley Railway—thus giving the Capital City direct railroad connection with the inexhaustible rich coal, iron and salt veins of the extreme southern portion of Ohio.

☞ The Jacksonville, Pensacola and Mobile railroad, which is finished and in running order from Jacksonville to Quincy, Fla., a distance of 185 miles, with a branch to St. Marks, a distance of 22 miles, has been conveyed by the stockholders, by a deed of trust, to Francis H. Flagg, D. G. Ambler, and Converse L. Chase. This road received aid from the State of Florida to the amount of $4,000,000.

☞ A narrow gauge railroad has been opened to traffic between Toronto and Orangeville, in Ontario, Canada, and is doing a successful business in the transportation of freight and passengers. The gauge, three feet and a half, is found no obstacle to its efficiency for carrying freight, while the accommodations for passengers are described as entirely comfortable and satisfactory.

☞ The Bangor *Whig* learns that on and after the 13th of November a train will be run from that city to St. John, N. B., over the European and North American Railway, in the night, starting on the arrival of the Maine Central mail train from the West. The way or local mail will be carried on the night trains, while the through mails will be taken on both night and day trains.

☞ The earnings of the Toledo, Wabash and Western Railway in October, 1871, were $600,205, against $451,293 in October, 1870—an increase of $148,912.

OFFICE OF FISK & HATCH,

BANKERS AND FINANCIAL AGENTS

OF THE

CHESAPEAKE AND OHIO RAILROAD COMPANY,

No. 5 NASSAU-ST., NEW YORK.

Within a year the CHESAPEAKE AND OHIO RAILROAD will be in operation as a through line from the Atlantic to the Ohio, crossing the great iron beds of Virginia and the remarkable coal deposits of the Kanawha Valley. After its Western connections are completed, it will form a favorable and popular through route between the coast cities and Cincinnati, Louisville, Nashville, Memphis, New Orleans, St. Louis, Chicago and San Francisco.

We are now selling the last of the FIFTEEN MILLION GOLD LOAN, secured by mortgage on the whole railroad property. These bonds combine perfect safety with a fair income, and a prospective advantage in their future market value. Holders of Five-twenties, or other high-priced securities, can exchange for these bonds, and realize a handsome increase in the amount of their invested principal and their annual income, without impairing the security of their investment.

The CHESAPEAKE AND OHIO BONDS are issued in $100, $500, $1,000, either coupon or registered; interest six per cent. gold, payable May and November. Price, for the present, 93 and accrued interest from Nov. 1. We recommend them to our friends and customers with the same confidence with which we have always recommended the UNITED STATES GOVERNMENT and the CENTRAL PACIFIC BONDS.

We continue to buy and sell CENTRAL PACIFIC BONDS, and fully expect they will, in time, reach the price of Five-twenty Bonds. They are dealt in at all the principal money centres of the world. The Company have none left, and can issue no more on their main line, as the amount was fixed by act of Congress at $25,885,000. The property pledged to secure the bondholders is worth fully $100,000; the net receipts of the road for the year will be nearly three times the interest payments thereon.

We buy and sell FIVE TWENTIES, TEN-FORTIES, EIGHTY-ONES and CENTRAL or WESTERN PACIFICS, or receive them in payment for CHESAPEAKE AND OHIO BONDS at their current market price.

Deposit account of banks, bankers and others received, on which we allow four per cent. interest. Checks payable on presentation, without notice, the same as at a national bank.

FISK & HATCH.

HARVEY FISK.
A. S. HATCH.

☞ Work on the Portland and Ogdensburg extension from North Conway to Sawyer's Rock, fifteen miles below the Crawford Notch, has now commenced and will be pushed all winter. This portion of the route follows the Saco at intervals through Upper Bartlett; its accomplishment will be an earnest of the determination of the railroad company to push forward the gigantic undertaking of placing the rails along the steep sides of the great mountains in the Notch itself, which is the next step in forming a junction with this line through Vermont to the St. Lawrence at Ogdensburg.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of October, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool.....	$2,489,830	$1,642,304
" cotton...	1,360,288	1,064,955
" silk	2,060,820	1,762,812
" flax	1,023,876	918,372
Miscellaneous dry goods..	612,811	750,018
Total entered for consump.	$7,547,625	$6,138,461

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$722,386	$841,400
" cotton ...	213,604	204,974
" silk.....	440,312	439,098
" flax	337,879	259,795
Miscellaneous dry goods..	83,320	109,468
Total withdrawn from warehouse	$1,797,501	$1,854,735
Add entered for consump.	7,547,525	6,138,461
Tot. thrown on the market.	$9,345,126	$7,993,196

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$776,340	$1,043,579
" cotton ...	195,144	328,478
" silk.....	386,689	495,814
" flax	375,159	518,026
Miscellaneous dry goods..	84,601	87,617
Total entered for wareh'g..	$1,817,933	$2,473,514
Add entered for consump.	7,547,625	9,138,461
Total entered at the port..	$9,365,558	$8,611,975

The imports of foreign dry goods at New York for ten months from January 1, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool...	$18,543,770	$25,158,585
" cotton.	13,594,776	17,829,748
" silk ...	19,653,251	25,646,965
" flax ...	8,939,260	10,643,004
Miscellaneous dry goods	7,792,214	9,057,000
Total entered for cons'p.	$68,523,271	$88,335,302

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool ...	$10,391,717	$11,126,303
" cotton..	4,688,118	4,615,929
" silk	4,770,188	6,555,835
" flax	4,972,754	4,494,384
Miscellaneous dry goods.	1,173,965	1,296,862
Total withdrawn from warehouse	$25,996,742	$28,089,313
Add entered for consump.	68,523,271	88,335,302
Total thrown on the market	$94,520,013	$116,424,615

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$9,681,730	$12,082,016
" cotton..	4,355,241	5,163,856
" silk	4,795,097	7,256,047
" flax	4 066,911	4,071,540
Miscellaneous dry goods.	1,184,800	1,574,918
Total entered warehouse.	$24,083,779	$30,148,377
Add entered for consump.	68,523,271	88,335,302
Total entered at the port..	$92,607,050	$118,483,679

☞ The Lexington (Ky.) *Press* says that the contract for building the Lexington and Big Sandy Railroad to the mouth of the Big Sandy has been let out, as also the sub-contract for the distance from Lexington to Mt. Sterling. It may, therefore, be confidently expected that work on the road will soon be commenced.

Journal of Railroad Law.

RAILROAD COMPANIES—STANDING ON SIDE TRACK IN REAR OF "CUT OFF TRAINS" NEGLIGENCE—RULE OF LAW.

The facts in the recent case of Van Schaick, Executor of George Van Santwood, *vs.* The Hudson River Railroad Company, (43 N. Y. 527,) are fully and clearly stated in the following opinion by—

FOLGER, J.—The questions in this case arise upon the defendant's motion to nonsuit the plaintiff and dismiss the complaint. The questions are, was the defendant guilty of negligence, which caused the death of the plaintiff's testator? Was the plaintiff's testator guilty of negligence, to which contributed his death?

It seems clear to us, from the undisputed facts, that the latter query should have been solved in the affirmative. And there being no dispute as to the evidence which in our view is controlling, the question was not one of fact for the jury, but one of law for the court, and the learned justice who held the circuit erred in refusing the nonsuit and to dismiss the complaint.

Here was a person of mature years, of acute and trained mental faculties, of large experience and acquaintance with the ways of travel, and the localities over which he was then passing. He had a knowledge, got by use, of the very method and way in which he was then seeking his destination. He was taken up, he was carried, he was set down, just as and where he had before been. He started to walk north, as he had been used to do, upon the up main track, along which, cars moving southwardly toward him, could easily be seen approaching. To walk up this track was to him as to others, a customary way of passage on foot, from the round house to the ferry. The main track was, to his observation, the safe and usual track on which to walk. The side tracks were not for that purpose, but for the deposit of cars, and for the backing upon of trains for the uncoupling and deposit of cars. But at the request of an acquaintance, instead of passing along over and off the main track, and so beyond danger from the matter moving upon any of the tracks he tarried. And then of his own volition, for his own purpose, without the need put upon him by any act or arrangement of the defendant, he stepped from off the main track, which was clear and safe, upon this side track, and there placed himself between the rails behind cars there standing, and there he stopped and stood, where he could neither be seen from the north nor could himself see toward the north. While there, engaged in an act of necessity, doubtless, but a necessity of his own, the train in which he had been a passenger backed down, struck against the cars behind which he was standing, put them in motion, pushed them against and over his body, and killed him. The action of the train in backing down was to switch off and disconnect cars which were to be left from it. It was its customary and proper action on its arrival there. The track on which he stood was used for that purpose and long had been; being one of a great number thus used, lying in contiguity. It was in no sense a footway for travel or a place of stoppage for passengers arriving by that or other trains. It was neither necessary or customary for that purpose. To place himself upon it as he did, he was obliged to tarry on the roadway, and to leave the track on which passengers usually and before that passed from the caboose to the ferry. The bare statement of these facts carries with it the conclusion that the testator, from preoccupation of mind and inattention to circumstances, carelessly placed himself where harm might come to him.

Doubtless the deceased, while on the train, was a passenger in the care of the defendant. And after he left the train, still so far a passenger, as that the defendant was bound to provide him egress from their premises, safe for him to use. But he was a passenger, under such relations and circumstances as were not strange and unaccustomed to him. The facts of the case show, that had he continued in the way of egress provided for, and before that, made known to him, he would have come off in safety. He had before ridden from Schodack in the caboose, and it had before been cut off near the round-house, and he obliged to make his way on foot from that point to the ferry. And though more inconvenient than a trip by passenger train, it was still less inconvenient than not to come at all, and was, as he said, an accommodation. It appeared from the testimony, that not always could he obtain a passage in the caboose of the freight train from Schodack to the round-house, and that on this day it was especially sought for by him. He took passage, with knowledge of all the incidents of that way of passage. Can it then be said, that the contract of the defendant with him was any more than to take him up at Schodack to bear him to the round-house, to set him down there, and to find him clear foot way up the main track, and off it to the ferry, as they had heretofore done. There is no proof of any ticket sold and delivered to him, so that the contract is to be deduced from the facts as they all appear. Had he followed, and adhered to the course of travel, which they had before that afforded to him, and which he knew beforehand he must take, for aught that appears, no injury would have befallen him. For this train, to those who had used to take it, the round-house was the end of transportation. The dealings between the testator and defendant, had been such as to come to this, that the defendant had made known to him, that this train was not run especially for the conveyance of passengers, but that to accommodate them, they would on payment of fare, be taken into the caboose of the employes, and in it carried to the round-house, where the caboose would stop; and from whence they must go on foot, over the open and unobstructed main track; and that he had for this accommodation to him, paid his fare, to alight when the caboose stopped, and to finish the way on foot. It is not the ordinary case of one seeking passage to a given place, and paying fare to it, being with no previous intimation put upon a train which goes not to it. Neither is it the case, on which the manuscript opinion of the commission of Appeals has been furnished to us, of one, who though knowing that he is to take a freight train, for his paid for passage from one place to another, is compelled for the first time in his experience, to seek the train at a distance from the station, and in the way there, stumbles into pitfalls unknown to him, and of which he has had no warning. There, in ignorance on the part of the

passenger of the existence of any peculiar circumstances, the contract is to carry safely, and to afford safe way of access to the vehicle. If in that case, it had been said to the passenger, to go at this time, you must go by a freight train, not on purpose for passengers; it stands yonder; you must go to it to get on board; on the way to it there is a place dug out, over which you must pass; if under these circumstances you choose, your fare will be taken and a ticket sold to you; and he had paid and gone; it would have needed to have rendered the carrier liable, that more should have been shown, than merely that the passenger had fallen into the pit and had been hurt.

The argument of the learned counsel for the respondent seems to exclude the idea that the testator was in a way familiar to him, and that he was pursuing a mode of reaching Albany, as to which from use, he knew all. It is one too important to be dropped from the consideration of the case. He knew where he was to be set down. He knew the track he was to follow from there to the ferry. He was in familiar surroundings. Despite this, he stopped, he left the main track, where passage was usual and safe, and range of vision unobstructed; he stepped between the rails of a side track, just in the rear of cars subject to be disturbed, and there he stopped and stood.

Does it not seem clear that this was not ordinary care of self? It seems to us a self evident proposition, that no prudent man would deliberately take this stand between the rails of a railroad track, out of view, close to and behind a car, when three feet therefrom was a clear way, upon which he could see and be seen afar.

It comes to this, then, that the plaintiff's testator was a negligent contributor to the injury he suffered; or that the exercise of the ordiary care of a prudent man is excused, for that nature was so urgent that her demands were paramount. But if nature was urgent, it was an urgency which was upon him alone, and which he had no right, in his duty to others, to permit to overcome his care for himself. And it can be no excuse for the lack of prudence that the pressure of a private necessity, or the sense of delicacy in its relief, was stronger than his care for his own person. Certainly the disastrous results of so yielding to that pressure and that sense as to forget and to neglect that care, should not be visited upon those who were not instrumental in producing the necessity, and knew not of it.

The judgment of the court below should be reversed and a new trial granted, with costs to abide the event.

Judgment reversed, and a new trial ordered.

Vineland Railroad.

The Vineland Railroad, extending from Atsion, on the Atco spur of the New Jersey Southern Railroad, to Stowe Creek, on Delaware Bay, a distance of 47½ miles, has been completed, and in the course of a week trains will begin to run regularly over the entire length of the road. It requires, it is stated, only ten miles of road to be finished in Delaware to give New York a direct connection with Norfolk by way of the Delaware and Maryland Railway. A ferry company has also been organized in connection with this road under the style of the "New Jersey and Delaware Ferry Company," with William A. House as President, Charles K. Landis, Treasurer, and Edwin M. Turner, Secretary, for the purpose of running a boat from the railroad terminus to Sprnance wharf, on the opposite side of the bay in Delaware; also to run steamers *via* Chesapeake canal to Baltimore, and to the different towns along the Delaware river. The intention of this railroad and ferry company is to establish a grand freight and passenger route by canal, ferry and railroad, between the South and New York and the Eastern States.

The Public Debt Statement.

The following is a recapitulation of the public debt statement October 31, 1871:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds	$277,057,600 00
Six per cent. bonds	1,582,512,350 00
Total	$1,859,569,950 00
Accrued interest	44,902,399 96
DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	$25,690,000 00
Navy Pension fund 3 per cent	14,000,000 00
Certificates at 4 per cent	678,000 00
Total	$40,368,000 00
Interest	344,172 06
Debt on which interest has ceased since maturity	$1,798,692 26
Interest	298,322 45
DEBT BEARING NO INTEREST.	
Demand and legal tender notes	$357,592,821 25
Fractional currency	39,488,142 70
Certificates of gold deposited	16,679,900 00
Total	$413,760,863 95
Unclaimed Interest	14,442 13
Total amount outstanding	$2,315,492,506 21
Total interest	45,559,336 60
Total debt, principal and interest, to date, including interest due and unpaid	$2,361,051,842 81
AMOUNT IN TREASURY.	
Coin	$99,054,589 23
Currency	10,283,805 55
Total	$109,338,394 78
Debt less amount in Treasury	$2,251,713,448 03
Debt less amount in Treasury October 1, 1871	2,260,663,939 87
Decrease of debt during the past month	$8,950,491 84
Decrease of debt since March 1st, 1869	$273,749,811 98

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236,512	$544,730 24
Kansas Pacific	6,303,000	126,060 00
Sioux City and Pacific	1,628,320	32,566 40
Central Pacific	25,881,000	517,620 00
Central Branch Union Pacific	1,600,000	32,000 00
Western Pacific	1,970,000	39,400 00
Totals	$64,618,832	$1,292,376 64
Interest paid by United States	$12,692,475 41	
Interest repaid by transportation of mails, etc.	3,286,529 62	
Balance of interest paid by United States	9,405,945 79	

Cleveland and Pittsburg Railroad.

From the N. Y. Herald, Nov. 3.

During the day it transpired that the Cleveland and Pittsburg Railroad had been leased in perpetuity to the Pennsylvania Railroad at the rate of ten per cent. upon its present capital stock. The fact of a lease was made known in the shape of a preamble to proxies circulated by a leading brokerage firm asking endorsement of their proposition to make the capital stock ten millions and receive thereupon seven per cent. guaranteed interest, instead of ten per cent. on seven millions. The preamble at the head of these proxies reads as follows:

Whereas the Cleveland and Pittsburg Railroad Company and the Pennsylvania Railroad Company have entered into a contract or lease for a period of 999 years, from the 1st day of December, 1871, by which the Pennsylvania Railroad Company, as lessee takes possession of the Cleveland and Pittsburg Railroad, and all its property on the 1st of December, 1871, the general terms of said lease being that the Pennsylvania Railroad Company, as lessee, shall provide all moneys needful for the interest on the bonded obligations as they accrue from the said 1st day of December, and as they mature from time to time thereafter, and for the principal thereof, in the manner set forth in said lease, and also that the said Pennsylvania Railroad Company shall provide and pay to the Cleveland and Pittsburg Railroad Company a rental or dividend fund, which shall be equal to ten per cent. per annum upon the existing capital of said company, payable quarterly in the city of New York, clear of taxes, and in the manner provided and set forth in the lease of the Pittsburg, Fort Wayne and Chicago Railway to the Pennsylvania Railroad Company, said rental being equivalent to seven per cent., clear of taxes, upon $142 85 for each $100 of the existing capital stock, &c.

In other words, present holders of Pittsburg stock may elect to receive ten per cent. in quarterly dividends on their stock as it now stands, or they may vote themselves 42 85-100 shares for each 100 shares and receive seven per cent. in quarterly dividends on 142 85-100 shares of the proposed enlarged capital.

Port Royal Railroad.

The Augusta (Ga.) *Chronicle* of the 4th inst., says that since the election of the new board of directors the work on the road has been going on gradually. More iron has been bought and laid; the large bridge over Whale Branch has been completed, and but a few weeks since two fine new locomotives passed through that city for the road. On the 24 of this month there were forty consecutive miles of the road built and track laid from Port Royal towards Augusta and on the 9th instant trains will be run regularly from that point for freight and passengers connecting with the Charleston and Savannah Railroad for Charleston or Savannah, as the principal object of the Directors, recently, has been to get the road to the sea for the landing of iron and other materials, thereby saving enormous expenses at Charleston, besides freight over the Charleston and Savannah Railroad. The road hereafter will be pushed forward towards Augusta.

☞ David Hoadley, Esq., for the past eighteen years President of the Panama Railroad Company, having retired from the office, the Board of Directors, at a special meeting, unanimously elected Joseph F. Joy, Esq., late Vice-President and Secretary, to the position of President, and Mr. John Keeler to that of Secretary. Mr. Hoadley remains a member of the Board.

Virginia Valley Railroad.

The affairs of the Virginia Valley railroad have now reached a stage in which it may be realized as an actuality. The two commissioners appointed under the act of Virginia, Messrs. M. O. Harman and M. Harvey Effinger, (all the Valley stock, $1,200,000, required by the Baltimore city ordinance having been subscribed,) came to this city and opened books of subscription on Monday last, when the million authorized by the directors of the Baltimore and Ohio Railroad Company was subscribed by President Garrett, of that road, and on Tuesday, the thirty per cent. required on subscriptions by the ordinance of the Baltimore city council of September 14 1869, having been paid, the commissioners of finance of the city of Baltimore, Mayor Banks, and Messrs. R. T. Baldwin, and Charles J. Baker made the subscription of one million authorized by the city of Baltimore. In regard to the thirty per cent. cash required on subscriptions, it may be well to state that it was only required on such subscriptions as those made by the city of Staunton and the town of Lexington and individuals, and not on the county subscriptions. The Valley subscription to the road, by counties, towns, and individuals, was as follows: Rockbridge county $525,000, Botetourt county $200,000, Roanoke county $200,000, city of Staunton $150,000, town of Lexington $30,000, individuals $95,000—making the total of $1,200,000.

Two corps of engineers are now in the field surveying for the route—one at Buchanan, in Botetourt county, and one between Lexington and Staunton. Two lines are located from Harrisonburg to Staunton, and engineering work is proceeding rapidly beyond the latter point. A large portion of the line is thus ready for contract, and it depends upon the liberality of landowners as to which of the two lines will be adopted. On one, the eastern line the right of way has already been relinquished for about the distance of fifteen miles, and on the other for about seventeen miles, the whole distance between Harrisonburg and Staunton being twenty-six miles. There are also volunteered on the eastern line subscriptions to the amount of about $15,000, and on the other of about $40,000. There is also some movement among interests at Harrisonburg and Salem, (the latter on the Virginia and Tennessee road,) the two termini of the road, to establish a more direct interest in the line by local subscription on the part of those towns. It will be for the company to determine, in view of the relative merits of the respective lines from Harrisonburg to Staunton, as well as the inducements offered, which route to finally take. It may be added that the Valley road, of 116 miles, commences on a better stock basis—$3,200,000—than any, perhaps, of which we have known in all this section of country. Its importance to Baltimore, as well as the rich region which it traverses, is hardly excelled by any other connection which we have, giving us as it will, a direct new route to the great Southwest and the South.—*Balt. Sun, Nov. 2.*

New Orleans and Opelousas Railroad.

Col. Thomas Allan and his associates are energetically pushing the Iron Mountain, and Cairo and Fulton railroads to Little Rock, 340 miles from here—a point they will reach in the next year—we are gratified to find a former plan revived, that of bringing the New Orleans and Opelousas railroad in this direction from the Gulf of Mexico to meet it. This, with an intermediate road, if built, would give us a direct southern road to the sea, from St. Louis, of 760 miles. The southern terminus of this road at Berwick's Bay, is already connected with New Orleans by Morgan's Louisiana and Texas railroad, of 80 miles. From this bay the enterprising Mr. Morgan has a fleet of thirteen fine and costly steamers that distribute passengers and freights to every harbor on the gulf, as far west as the Rio Grande. If this system of roads were completed it would be difficult to overestimate its benefits to this city, the intermediate country and New Orleans.—*St. Louis Republican.*

Massachusetts Central Railroad.

At the annual meeting of the stockholders, held in West Boylston on the 1st inst., the following gentlemen was elected directors for the ensuing year; James M. Stone of Charlestown, Francis J. Parker of Newton, Joel Hayden of Haydenville, L. J. Dudley of Northampton, Francis Brigham and George Houghton of Hudson, B. H. Tripp of Rutland, Charles A. Cutting of Boston, E. B. Shattuck and Hiram Wadsworth of Barre, L. M. Hills, of Amherst, and J. Edwin Smith of Smithville.

The Directors organized by choosing James M. Stone President Francis J. Parker Treasurer, and J. M. Draper of Wayland, Clerk.

At a meeting of the directors held at Worcester on Tuesday, the treasurer stated that up to the 30th of September $133,049 of the capital stock ($3,000,000) has been paid in. The condition of affairs indicates an early beginning on the construction, which is only delayed until the remainder of the first assessment (of 20 per cent.) on the capital stock shall have been paid in. The contract has already been made with Mr. N. C. Munson, with the condition that the road shall be completed within two years. Of the twelve subscribing towns all have paid the assessment but Boylston, and that upon the individual shares has all been paid with the exception of $188. The officers of the road expect the work of construction to begin within ten days.

☞ A new railway project has been started in Montreal which may bring forth very important results to that city. Sir Hugh Allan, of the Allan Steamship Company, has been appointed president of a company to build a "Northern Colonization, railroad," running from Montreal to Ottawa, where it is to connect with the Canada Central at Pembroke. Thence a line of 180 miles is to reach Lake Nipissing, and there to connect with the net work of lines in connection with the Northern Pacific already in course of construction. A bridge is to be thrown across the St. Lawrence at the island of St. Helens. Sir Hugh Allan is reported to have gone to England, to raise funds for the construction of the road.

☞ The Denver and Colorado Narrow Gauge Railroad cost $12,500 per mile. There were 35 miles of rail laid in five weeks; the rails weighing 30 pounds per yard against 56 on the Denver Pacific. The weight of a train complete, carrying 200 passengers, is but 70 tons, against 146½ tons for a broad gauge train carrying 212 passengers. Each car weighs but eight tons against twenty on the old system. The freight cars, weighing 4,000 pounds, will carry 10,000 pounds weight, and though the engine and tender weigh but 15 tons they took an excursion train along at the rate of 25 miles an hour easily.

☞ We give elsewhere an official notice from Mr. James McHenry, stating that the trustees for foreclosure obtained possession of the above line on September 7th; that the several State organizations in connection with it were duly effected, and that the consolidation will be completed on or about the first of December proximo. In the meantime the new securities are being prepared for issue during that month, and the resumption of payments is fixed for July 1st, 1872. The revenue, under the provisional arrangement, gives signs of good development.

United Companies' Lease.

By the lease of the railroad and canal lines of the United Companies of New Jersey, the Pennsylvania Railroad Company acquires 498 miles of railroad, besides 65 miles of canal, two ferries and one bridge. The following is a list of the separate charters that pass under the lease to the Pennsylvania Railroad Company:

Camden and Amboy Railroad, 94 miles; Philadelphia and Trenton Railroad, 28 miles; New Jersey Railroad and Transportation Company, 32 miles; West Jersey Railroad, 37 miles; Salem Railroad, 17 miles; Millville and Glassboro' Railroad, 22 miles; Cape May and Millville Railroad, 41 miles; Swedesboro' Railroad, 11 miles; Belvidere Delaware Railroad, 68 miles; Flemington Railroad, 12 miles; Camden and Burlington County Railroad, 25 miles; Pemberton and Hightstown Railroad, 25 miles; Mount Holly and Medford Railroad, 6 miles; Burlington and Mount Holly Railroad, 7 miles; Vincentown Branch Railroad, 3 miles; Freehold and Jamesburg Railroad, 15 miles; Squankum and Freehold Railroad, 4 miles; Rocky Hill Railroad, 7 miles; Perth Amboy and Woodbridge Railroad, 7 miles; New Brunswick and Millstone Railroad, 7 miles; Somerset and Mercer Railroad, 18 miles; Frankford and Holmesburg Railroad, 4 miles; Connecting Railroad, 8 miles—total 498 miles. Delaware and Raritan canal and feeder, 65 miles. Jersey City Ferry Company; Camden and Philadelphia Ferry Company; Delaware Bridge Company.

☞ The Schenectady and Duanesburgh Railroad, extending from Schenectady to Duanesburgh, a point on the Albany and Susquehanna Railroad, about 24 miles from Albany, will be ready for the opening by the 1st of January. The road is about 14 miles in length.

Chesapeake & Ohio Railroad.

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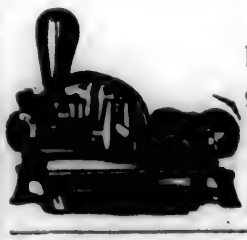
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I. A. WILLIAMS, Patentee.

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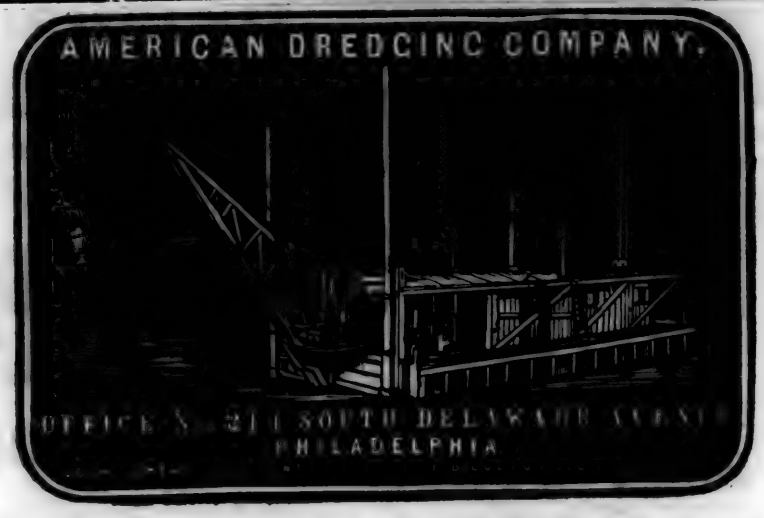


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The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2. ***To Replace the Hopper in Readiness for another Load.***

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Freight for last-named ports received until 4 P. M. of Nov. 13.

Steamer JAPAN will leave San Francisco, Dec. 1, for Japan and China.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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SECOND QUARTO SERIES, VOL. XXVII., No. 46] SATURDAY, NOVEMBER 18, 1871. [WHOLE No. 1,856 VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 18, 1871.

United Companies' Lease.

A meeting of the stockholders of the Philadelphia and Trenton Railroad Company was held in Philadelphia on the 11th inst., to pass upon the proposed lease of the New Jersey Companies to the Pennsylvania Railroad Company, the Philadelphia and Trenton being one of the roads in the control of the New Jersey Companies, and included in the lease. On the organization of the meeting, Mr. William H. Gatzmer, President *pro tem* of the company, handed the lease to the committee having charge of that document, and said:

Mr. Chairman and Gentlemen Stockholders:

Your President, because of impaired health, was advised by his physician to make his accustomed annual trip for recreation, and he is now absent in Europe, and it has devolved upon me to represent, temporarily, the official head of this company. Those who know Mr. Bradford best can say that, as president of the Philadelphia and Trenton Railroad Company, no one has been more sincerely devoted to the promotion of its true interests than he, and we hope that he may return to us restored to health.

I will read the resolutions of the Board of Directors, passed at their meeting, on the 25th of October, in reference to this meeting, covering the authority for the call of the meeting, instructions to the president in regard to the execution of the lease, and the appointment of a committee to carry into effect the resolutions:

Resolved, That the President *pro tem* is hereby instructed to call a meeting of the stockholders of this company, for the purpose of receiving their instructions in regard to the lease of the works of this company to the Pennsylvania Railroad Company, just submitted to this board—said meeting to be held at the company's office on Saturday, Nov. 11, 1871, at 12 o'clock noon.

Resolved, That if the assent of a majority in interest of the stockholders of this company be given to the proposed lease to the Pennsylvania Railroad Company, then the President *pro tem* be hereby instructed to execute the said lease, and deliver the same, when directed so to do, by the committee hereafter named.

Resolved, That Messrs. Macalester, A. J. Fish, and Welch, be said committee, and are hereby instructed to take all proper measures to carry into effect the above resolutions.

By the words of the public notice calling this meeting, you have been invited to convene together to-day to "pass upon the lease" of the Philadelphia and Trenton Railroad, and its valuable property, to the Pennsylvania Railroad Company for 999 years.

I will briefly state the action of the United Companies of New Jersey upon the lease and allude to the close relations existing between this company and the New Jersey companies.

The subject of lease has now occupied the public mind and that of the directors and stockholders of these companies for about eighteen months.

The form of lease was agreed upon and consented to by the committees of the companies constituting the lessors and lessee in May last, and on the 19th of May was reported by the special committee to the Board of Directors of the United Companies of New Jersey, on which day it was accepted by a majority vote of the United Board of Directors of the United Companies, and the presidents of the respective companies were instructed by resolution of the Board of Directors of the United Companies to execute the proposed lease when two-thirds of the stockholders in interest had consented thereto.

A committee was then appointed, with power to submit the said lease to the stockholders of the United Companies, and obtain their consent in writing, in proper form, which they proceeded to do. On the 23d of June, upon the complaint of several stockholders opposed to leasing the works of the United Companies, the Chancellor of the State of New Jersey granted a temporary injunction, restraining the officers from executing the lease, and appointed the 25th day of July following, at the Chancery room in the State House, at Trenton, for a hearing of the arguments, on which day a postponement was granted, and the arguments before the Chancellor were not made until October, and on the 18th of said month the Chancellor, by his decision, denied the injunction.

In the mean time the Lease Committee had obtained the consent in writing of two-thirds in interest of the stockholders of each of the New Jersey Companies to the execution of the lease, and had filed the same in the office of the Secretary of State of New Jersey.

On the 18th of October, at Trenton, after the decision of the Chancellor had been given, the Lease Committee held a meeting and notified the respective Presidents by preamble and resolution addressed to them, that two-thirds of the stockholders of each company (in interest) had signed their consent to the lease, and that by decision of the Chancellor, no legal impediment existed to the Presidents executing the same.

On the 19th of October the Presidents of the New Jersey Companies signed and sealed the lease.

On the same day the Board of Directors of the United Companies held a meeting, and the Chairman of the Lease Committee reported to the board that the lease had been duly executed by the Presidents.

So far as the New Jersey Companies are concerned, the lease has been executed, but as the Philadelphia and Trenton Railroad Company is a party to the lease, the execution on its part is necessary to make it a perfect instrument, and as it was deemed important by the board of directors at their meeting on the 25th ultimo that the stockholders of this company should consent to the lease before its execution, you have been called together.

Since 1835, when the joint companies of New Jersey secured a majority of the stock of this company, a contract or agreement has existed between them providing for a unity of interest. This company has since that time been so closely identified with the joint companies as to be considered and assumed as part and parcel of the joint companies of New Jersey. The stockholders of this company are mostly stockholders in the United Companies of New Jersey, and if you examine the stock list you will find that but few shares comparatively are held outside of the stock held by the United Companies of New Jersey, and by the stockholders in the New Jersey Companies. It is, therefore, apparent that the majority in interest of the stockholders of this company deem it expedient to make the lease. My views, however, are unchanged as to the inexpediency of transferring these valuable works to another company. But the stockholders who are the owners, think their interests will be better secured thereby, and they having the right and power to make the contract, their action to-day will decide the question.

In Pennsylvania, I understand, that the directors may order the execution of the lease without referring it to the stockholders, but as several members of the board of directors of this company are also members in the Board of Directors of the United Companies of New Jersey, and have there recorded their votes as opposed to the lease, it is desirable in this company, as it was in the United Companies of New Jersey (required by law), by special act, that a majority of the stockholders of the company should consent to the lease before its execution.

I do not apprehend that any discussion is expected or necessary. Every stockholder of this company is now perfectly familiar with all that can be said for or against the lease, and his mind is no doubt made up upon the question, and he will vote according to his own judgment.

In the transfer of these valuable works they will pass into the hands of the leading railroad company of this country, and by report the most extended in the world. Its managers are unequalled in capacity, of large experience, and thoroughly skilled in everything that relates to the system of railroads and canals in the United States. Our hopes are that in the future management of their great works they will continue to foster the interests of the State of their nativity, and its great city, Philadelphia; and in conducting the affairs of the public works of New Jersey that they will continue to promote the welfare of her people.

The following resolution was offered by Mr. Charles Macalester, and was unanimously agreed to:

Resolved, That for the purpose of ascertaining the views of the stockholders in regard to the proposed lease and contract, the committee be requested to remain in session until 2 o'clock, and longer if necessary, to receive the written assent or dissent of the stockholders, each share voting one vote.

There was a liberal attendance of stockholders, and the voting commenced. The entire stock of the company consists of 12,591 shares. Of these the United Companies hold 7,650 shares, all which were voted by Ashbel Welch, Esq., the President, in favor of the lease, in addition to 2,240 shares voted by individual holders, making the entire vote in favor of the lease 9,890 shares, or considerably more than three-fourths of the entire capital. The result being made known, Mr. Gatzmer, acting as the President of the company, appended his name and seal, and the lease thereupon became an accomplished fact. By this act the Pennsylvania Railroad becomes possessed of about 500 additional miles of road and 65 miles of canal. The precise action of the Pennsylvania Railroad in the premises has not yet transpired. The schedules of property of the several companies are not yet completed, though it is possible possession to the new owners may pass at once.

A Narrow Gauge Railroad.

Some of the energetic citizens of Brighton and Brookline (Mass.) will petition the Legislature next year for a charter giving them the right to build a narrow gauge railroad between the former town and Boston. It is proposed to lay the track from Warren street in Brighton through the valley on the north of Cory Hill, passing near Coolridge's Corner in Brookline, and thence to Boston across the marshes, between the location of the Boston and Albany and the Boston and Providence Railroads. The gentlemen interested in this enterprise propose to build it at once. It will open a large and desirable section of country not built over, and will afford frequent and rapid means of conveyance between Brighton and Boston. This will be the first of the many narrow gauge railroads which will on account of the low cost of construction and the moderate expense of running, become popular and useful on short routes throughout New England.—*Boston Journal.*

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JUNE 30, 1871.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines have been		£775,882
Deduct—The ordinary working expenses (being at the rate of 68.26 per cent., against 69.96 of the corresponding half of last year)	£529,636	
The renewals, &c., of the permanent way and works in the half-year debited to revenue.	66,781	
		596,417
Leaving an available balance earned in the half-year of		£179,465
Deduct—Loss on American currency		7,129
Balance		£172,336

—in comparison with £137,708 at the corresponding period of 1870.

To this sum of £172,336 has to be added the balance carried from the net revenue account of last half-year of £1,118, making a total balance of £173,454. From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of £17,572, leaving the balance of £155,882 applicable for the following payments, viz.:

Interest on hired cars (6 months)		£20,994
Interest, &c., paid on lands		2,585
Interest, on mortgage to bank of Upper Canada		4,424
Interest on loans, bankers' balances, promissory notes, European exchange, &c		1,485
Interest on British American Land Company's debentures		616
Interest on Montreal Seminary debentures		616
Interest on Island Pond debentures		2,700
Half-yearly instalment on Portland sinking fund		2,568
Atlantic and St. Lawrence lease (in full)	£30,239	
Detroit line lease (in full)	11,250	
Montreal and Champlain Railway Company	11,977	
Buffalo and Lake Huron	25,000	
		78,466
1st equipment bond interest		15,000
2d equipment bond interest		8 115
Balance carried forward		18,312
		£155,882

Comparing this half-year with the corresponding period of 1870, the gross receipts show an increase of £71,315, or 10.12 per cent. There was an increase in the passenger receipts of £6,318 or 2.48 per cent., and in the freight receipts of £66,612, or 14.93 per cent.; but a decrease in the receipts from "sundries" of about £1,600. The total number of passengers carried was 764,376 against 700,334, and the freight conveyed was 666,092 against 612,959 tons. The above increase in the freight receipts was due to the through traffic. The local traffic, owing to the deficient harvest in Canada last year, showed a decrease, as compared with the June half-year of 1870, of about £56,000. The through traffic having been carried during the half year at lower rates than the local traffic, there was less profit than would otherwise have been earned. The average receipt per passenger was 6s. against 6s. 5d., and per ton of freight 15s. 5d. against 14s. 6d. The following table shows a steady growth of traffic both in passengers and goods; but it will be observed that while the average rate for goods is higher than during the previous year, it is still below the rates of the two former years; and the passenger fares showed an improvement of one penny per passenger only upon the lowest average since 1862. The rates and fares are, as the Directors have frequently explained, beyond the control of the executive; and when, as in the present case, a smaller proportion than usual of local traffic is carried, not only does the gross revenue of the half-year suffer, but the per centage of working expenses is at the same time increased. The high proportion of working expenses to gross receipts for the half-year is thus partially accounted for.

	Passengers.			Freight.		
Half-year.	Nos.	Average per passenger. s.	d.	Tons.	Average per ton. s.	d.
1871, June	764,376	6	0	666,092	15	5
1870, June	700,334	6	5	612,959	14	6
1870, Dec	937,879	5	11	611,809	14	0
1869, June	655,850	6	9	520,881	16	0
1869, Dec	892,697	6	3	557,157	15	7
1868, June	619,298	6	8	505,987	16	1
1868, Dec	804,815	6	9	523,685	16	3
1867, June	623,227	6	8	489,647	15	1
1867, Dec	794,213	6	10	527,227	15	4
1866, June	638,708	7	0	497,292	15	4
1866, Dec	792,487	7	2	523,685	15	5
1865, June	596,571	6	3	477,837	16	11
1865, Dec	784,346	7	2	523,830	15	5
1864, June	523,284	6	0	430,034	16	3
1864, Dec	722,446	6	6	443,930	16	1
1863, June	395,056	6	0	339,484	17	3
1863, Dec	529,783	6	5	372,984	15	1

The expenses for the half year amounted, including renewals, to £596,417, or 76.87 per cent., as against £559,702 or 79.43 per cent. of the gross receipts for the corresponding six months of 1870. Excluding the renewals, the ordinary working expenses were 68.26 against 69.96 per cent. The increased expenditure in the half-year, amounting to £36,715, or about 51 per cent. of the increase in the gross receipts, was mainly occasioned by the extra train mileage run for the additional amount of traffic carried. The total train miles run were 3,153,891 against 2,749,045, showing an increase of 404,936 miles, and the increase in the car mileage was 6,852,914 miles. The cost per train mile was reduced in the locomotive department from 30.78 cents, at which it stood in June, 1870, to 29.06 cents for the half-year. The number of miles of permanent way relaid during the half-year was 58½ These renewals were effected with re-rolled iron rails, the English manufacturers having failed to forward the steel rails to Canada in time to admit of their being placed in the line before the 30th of June. The Directors are happy to state, however, that there will be in the track before the close of the present year nearly 120 miles of steel rails, and it may be mentioned that, should the price for old rails continue as high as it has been during the current half-year, viz., $32, or £6 11s. 6d. a ton, it will not cost more to lay down steel rails than the company is now paying for iron rails re-rolled at Toronto. Seventy miles of ballasting have been completed during the half-year, at a cost of £6,250. The receipts in American currency during the half-year amounted to £370,500, of which sum £81,885 was converted into sterling. The price of the premium on gold fluctuated during the half-year between 110¼ and118. and the loss on conversion was £7,129 against £7,157.

A table here shows the gross and net earnings from January 1862 to June 1871 inclusive, in mixed currency and gold, the expenditure in renewals, and the direct loss sustained by the company from the depreciation of American currency.

The items charged to capital during the half-year are fully explained in the accounts. The total addition is £1,284,245, of which £1,230,000 represents the share capital of the Buffalo and Lake Huron Company converted into equal parts of Grand Trunk Fourth Preference and Ordinary Stocks, and £11,685 the capitalised interest certificates issued to that company for interest for a portion of the year 1870 upon their Fourth Preference Stock. The other items, for ballasting, new works, new rolling stock, &c., amount (less a credit of £28,441 on account of the Buffalo Company) to £42,560. The works of the International Bridge over the Niagara River, between Fort Erie

and Buffalo, have been vigorously carried on. The abutment on the Canadian side, and the three first piers from that side, are finished; the two first spans of the ironwork are in their places, and the third span is nearly complete. The abutment on the Buffalo side is also finished, and the abutment on Squaw Island and the piers in the Erie Canal are so far advanced that the ironwork will be placed upon them during the winter, the ice being employed as a platform for that purpose. The superstructure from the abutment on Squaw Island to the junction with the New York Central Railway will be completed early next year. But there has been some difficulty in regard to the four piers intermediate between Squaw Island and No. 8 pier on the Canadian side, in consequence of the thickness of gravel over the rock in that part of the river. It will be necessary to take the foundations of those piers down to the rock itself; and until they have been successfully founded and constructed it is impossible to fix any precise date for the opening of the whole work for traffic. The contract provides, however, for the completion of the bridge for the purposes of the railway on or before the first day of January, 1872. The Intercolonial Railway will, it is now expected, be completed during the year 1873. The only work on that line which gives cause for any doubt as to the date of completion is the crossing of the Miramichi River; and this, again, in consequence of the difficulty of foundations for the piers of the two large bridges which have there to be constructed. The line from Riviere du Loup to Metis on the Saint Lawrence will be completed early next year, as will also the section between St. John (N. B.) and Halifax (N. S.) The intermediate portion through the Metapedia Valley will be opened later, owing to the difficulty of obtaining sufficient labor in that district. But the progress of the works generally is described as being "everywhere most satisfactory." In connection with this subject it may be added that the railway from Bangor, Maine to the New Brunswick boundary is now complete. This connection between Portland *via* Bangor, with St. John, New Brunswick, and the Lower provinces generally, will, it is believed, be found to be of considerable value to the Grand Trunk Company. The results of the half-year's working may thus be summed up:—There was a considerable increase of through traffic, but a falling off, in consequence of the deficient harvest of the previous year, of local traffic; and the rates which were obtained for the through traffic, lower than those of 1870, and considerably lower than those of 1869, left a very small margin of profit on the extra quantity carried. The working expenses have been kept as low as was consistent with the system of improvement which was so much required, and which has been acted upon of late years, in regard to the rolling stock as well as to the permanent way. In pressing forward the renewal of the latter until all the more important parts of the line have been laid with steel rails, the directors believe that they are consulting the best interests as well as the wishes of the proprietors; but they have to contend with high rates of wages in consequence of the prosecution of so many other public works in Canada. The reduction from 30.78 to 29.06 cents in the cost of locomotive working per train per mile is satisfactory, as showing, so far, that the mechanical and permanent way departments are both improving in efficiency. Great progress has been made in the reconstruction of the trucks under the freight cars so as to bring the whole into one uniform system, and much improvement has been at the same time effected in the passenger stock. The directors are in this and other respects steadily preparing the way for comparative prosperity on the return to better rates, by means of which alone success can ultimately be attained. It is encouraging to find, under these circumstances, that the prospects for the present half-year and for the ensuing year are brighter than for some time past. Since the 1st July, 1871, there has been, up to the 30th September, a gross increase of £53,000 in the receipts, to which should be added, say £6,000 for an extra day in 1870. Mr. Brydges writes on the 30th August:—"We have had during the present year a very excellent crop in Canada, and there is also a very good crop in the Western States generally. The quantity of business therefore for the next twelve months is absolutely assured, and the rise which has commenced so early in rates is satisfactory evidence that they will stand at good prices during the next twelve months." If this anticipation proves to be correct, the combination of higher rates with a greater amount of traffic, ought to yield an amount of net profit exceeding any that has previously been realised in the working of the Grand Trunk Railway. The half-yearly reports of the engineer and the mechanical superintendent are appended: as is also the list of stock and bondholders whose names are now registered in the company's books.—By order,

RICHARD POTTER, President.

London, October 12, 1871.

Manchester and Lawrence Railroad.

The earnings of this road for the year ending March 31, 1871, were as follows:

From passengers		$79,677 60
" freight		54,247 81
" express		6,651 85
" mails		2,609 14
" rents		163 00
" Concord Railroad		42,324 52
		$185,674 92
Expenses, viz:		
Operating & repair'g road	$38,378 30	
Insurance and taxes	30,857 76	
Rent of Methuen Branch	11,000 00	
Mt. Washington Railroad	405 78	
Reserved for unsettled claims and contingencies	3,641 03	
		84,282 87
Net earnings		$101,392 05
From which have been paid two dividends of five per cent each		100,000 00
Leaving a balance of		$1,392 05

This balance, added to the amount of prior unappropriated income, as stated in the report of last year, ($51,336 53) increases the present balance of that account to the sum of $52,728 58.

The report says:

During the year seven miles of new fence have been built, one hundred and forty tons of new rails have been laid in the track, six thousand seven hundred and fifty new sleepers have been put in, three hundred and ninety feet of side track have been constructed at Lawrence, Mass., three hundred and ninety feet at Pond crossing in Salem, N. H., and six hundred and fifty-four feet at Methuen, Mass. There has also been a large extent of side track constructed upon land recently purchased and owned in common by our own and the Concord Road at Manchester, for the mutual benefit of both roads. This additional track at Manchester had become absolutely indispensable for the accommodation of the large amount of freight business.

The road-bed, track, buildings and rolling stock are in good repair and condition, and, it is confidently believed, they have suffered no depreciation during the past year.

A comparison of the receipts and expenditures of the past year with those of the preceding one, will show that, as we anticipated in our last report, notwithstanding the reduction in the tariff which took place May 2, 1870, there has been no diminution of gross receipts in consequence, but a slight increase. Had the last winter been as favorable for business as that of 1869-'70, we can hardly doubt that this increase would have been quite considerable.

No change in the relations between the Manchester and Lawrence and other roads has occurred since our last report.

The continued operation of the Suncook Valley Railroad for the past year, under the lease thereof, seems to confirm the opinion expressed in our last report, that the lessees will not be likely to suffer pecuniary loss from their connection with this road, although the expense of its completion has somewhat exceeded the estimate then made. Some negotiations have been entered into with a view to the extension of the Suncook Valley road to the Concord road at Hooksett, so as to dispense with the Hooksett Branch, and, by making an independent line from Hooksett to Concord on the east side of the Merrimack, prevent the suspension of travel in case of the destruction of the Hooksett bridge; but no definite arrangement has yet been concluded.

The excessive rent of the Methuen Branch has continued to be paid to the Boston and Maine road. The suit in chancery, instituted by that road for the purpose of breaking up our contract of Dec. 27, 1860, with the Concord Railroad, is still undetermined. At the last December term of the Supreme Judicial Court for Merrimack county, orders were made for closing the testimony and filing briefs in the expectation of bringing the case to a hearing at the approaching June term; but circumstances beyond our control have rendered a compliance with those orders impossible, so that the case cannot be heard at that time.

No final settlement of any matters between the Concord Railroad and our corporation, arising under the contract of Dec. 27, 1860, has been made or attempted, for reasons fully stated in former reports. We have received from that road during the year, on account of joint earnings from joint property and joint business, the sums indicated in the statement of earnings and expenses, but no general adjustment has been made. No interruption of the harmonious relations heretofore existing between the two roads is anticipated.

The number of miles run by passenger trains during the year was 55,295; by freight trains, 21,635—total, 76,930. Number of passengers carried, 130,825, equal to 2,341,940 carried one mile each. Total tonnage, 64,963, equal to 1,332,841 tons transported one mile.

It will be seen from the foregoing that the tonnage has increased from 56,224 in 1870, to 64,963 in 1871; and the number of passengers from 115,363 in 1870, to 130,825 in 1871.

TRIAL BALANCE, March 31, 1871.

Construction	$1,000,000 00
Telegraph	4,770 35
Hooksett Branch	18,000 00
Concord, Manchester and Lawrence Railroad	82,000 00
New car account, Vermont Central Line	17,353 60
Cash on hand	34,735 99
	$1,106,859 94
Capital	$1,000,000 00
Notes payable	8,800 00
Unpaid dividends	6,497 00
Income	91,562 94
	$1,106,859 94

President.—ASA FOWLER.

Directors.—Asa Fowler, Ezekiel A. Straw, Benjamin F. Martin, Joseph T. Goss, Edward A. Abbot, George B. Chandler, William W. Stickney.

Treasurer.—E. W. HARRINGTON.

Superintendent.—JAMES R. KENDRICK.

☞ The Boston and Maine Railroad Company have finished the survey of a new road from Nashua to Plaistow, a distance of 16 miles, which will shorten the present route from Nashua to Portland 36 miles. It will undoubtedly be built early next spring.

☞ The change of the gauge of the Maine Central Railroad from Waterville to Danville Junction was completed on the 11th inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*100	$3,355,000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,546,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,922	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept.'71 2
Augusta and Savannah ...100	753,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,660,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	July'71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov.'71 5
Boston and Chelsea 100	110,000	A. & O.	Oct '71 4
Boston, Concord & Mont..100	459,200	.....	.....
Do. do. pref.100	1,340,400	M. & N	Nov.'71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	M. & N.	Nov. '71 3
Boston and Providence ...100	3,700,000	M & N.	Nov. '71 5
Broadway (South Boston) 50	400,000	J A J.O.	Oct. '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.AN	Nov. '71 3
Brooklyn City & Newt'n.100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N	May '71 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Bost'n)100	747,800	A. & O.	Oct '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,693	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	Jul'71 2½
Cape May and Millville* 50	447,000	J. & D.	June '71 3
Catawissa..... 50	1,159,600	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'71 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov '71 3½
Central of Georgia.....100	4,666,900	J & J	July '70 5
Central of New Jersey....100	15,000 000	J.AJ&O.	Oct. '71 2½
Central Ohio.....100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun.'71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*.....100	880,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref..100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy.. 50	14,590,210	M. & S.	Sept '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific....100	17,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '71 4
Cincinnati City Passenger....	.....	J'n & J'ly	Jan.'68&2
" Street.....	.....	J. & J.	Jan.'68&2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov. '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind.....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*.... 50	2,056,750	M. & N	Nov'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Nov'71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*.... 50	1,786,800	M.J.S.D.	Sept. '71 2
Concord.....100	1,500,000	M. & N.	Nov.'71 5
Concord & Ports., guar....100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn 1st	600,000	.....	.....
Conn. & Passum'c. R. pref. 00	2,084,200	F. & A.	Aug.'71 3
Connecticut River 00	1,700,000	J. & J.	Jan. '72 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '71 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*100	5,000,000	J. & J.	July'71 2
Do do. pref.100	.....	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga....100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ..100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	800,000	F. & A.	Feb'71 2½
Elmira & Williamsport*. 50	800,000	M. & N.	May'71 2½
Do. do. pref. 50	800,000	J. & J.	Jun.'71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'68 4
Do. pref.....100	8,583,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,446	.....	.....
Fitchburg.....100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester..100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. 2d Fy.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	July '71 4
Germantown (Phila.)..... 50	112,243	J. & J.	July '71 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '71 3
Granite.....10	.....	M. & S.	Mar.'71 4
Green and Coates St.(P' 50	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Oct. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	J'n. 68 3½
Illinois Central.....100	25,280,240	J. & J.	Aug.'71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '71 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	July'71 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar.100	533,500	F. & A.	Aug.'71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Oct.'71 2½
Lehigh Luzerne..... 50	344,660	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	Sept.'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'71 4½
Louisville and Nashville...100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '71 3
Lowell Horse 100	55,850	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	F. & A.	Dec. '70 3
Memphis and Charleston.100	5,312,725	.....	June 69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225 848	J. & J.	July '71 5
Middleboro' and Taunton.100	149,029	J. & D.	Dec. '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '71 5
Millville and Glassboro' ...50	406,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July '71 3½
Mobile and Ohio 100	4,269 820	.....	.....
Montgomery & W. Point..100	44,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	1 900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell.....100	720,000	M. & N.	Nov.'71 5
Nashville & Chattanooga..100	2,066,644	.....	.....
Naugatuck 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	M. & N.	Nov. '71 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey.....100	7,297,200	F. & A.	Aug. '71 3
New London Northern....100	1,003,500	.....	July'71 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '71 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	Dec. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Oct. '71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	J. & D.	Dec. '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Aug '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... 105	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,551,809	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Sept.'71 3
Phila. and Trenton*..... 100	1,099,120	F. & A.	Aug. '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July '70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July'70 2½
Pittsb., F.W. & Chi. gtd.*100	19,665,000	J.A.J&O	July'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 3
Portland and Kennebec...100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500.000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga .100	6,000,000	A. & O.	Apl'71 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,460	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred.....100	1,831,400	F. & A.	A'g 71 3½
St. L., Alt. and T. Haute.100	2,300 000	.....	.....
" " " pref.100	2 640.000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand. Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'71 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'71 2½
Seaboard and Roanoke....100	805,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'71 3
Shore Line..... 100	656,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	Nov.'71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia.*100	3,939,900	F. & A.	Aug.'71 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	287 500	M. & N.	Nov.'70 3
Stockbridge & Pittsfield*100	448,700	.....	.....3½
Summit Branch..... 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July'71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Boa.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '71 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'71 4
West Philadelphia..... 50	249,100	J. & J.	July'71 5
Wilm. and Weldon..... 100	1,463,778	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. 71 3
Warren..... 100	1,547,650	.....	.....3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 3½

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,639,350	F. & A.	Aug '71 4
Delaware and Hudson.....100	15 000 000	F. & A.	Aug '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 100	1,025,000	F. & A.	Sep.'71 1½
" (preferred)..... 100	1 175,000	F. & A.	Sep.'71 3½
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 878,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	M.JS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'71 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,500,000	J. & J.	Oct. '71 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Dec. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'71 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	.....	Aug.'71

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Prices.
National Securities Nov. 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	105½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,728,000	6	Jan. & July.	1880	116
.. .. coupon	4,687,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861.....registered	124,928,950	6	Jan. & July	1881	116
.. .. coupon	64,392,250	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s).....registered	78,459,200	6	May & Nov.	1882	111
(5-20s)..... coupon	379,801,850	6	" "	1882	111½
Loan of March 3, 1863..... registered	53,360,150	6	Jan. & July.	1881	116
.. .. coupon	21,639,850	6	" "	1881	117½
Loan of March 3, 1864 (5-20s).....registered	2,492,600	6	May & Nov.	1884	111½
Loan of June 30, 1864 (5-20s).....registered	41,029,900	6	May & Nov.	1884	111½
.. .. .. (5-20s)..... coupon	41,226,000	6	" "	1884	111½
Loan of March 3, 1865 (5-20s).....registered	43,392,600	6	May & Nov.	1885	111½
.. .. .. (5-20s)..... coupon	120 511,500	6	" "	1885	111½
.. .. 2d series (5-20s).....registered	83,599,650	6	Jan. & July.	1885	112½
.. .. .. (5-20s)..... coupon	167,020,250	6	" "	1885	114
.. .. 3d series (5-20s).....registered	91,224,350	6	Jan. & July.	1887	114½
.. .. .. (5-20s)..... coupon	230,782,800	6	" "	1887	114½
.. .. 4th series (5-20s).....registered	12,475,000	6	Jan. & July.	1888	113½
.. .. .. (5-20s)..... coupon	26,815,450	6	" "	1888	115
Loan of March 3, 1864, (10-40s).....registered	137,841,650	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s)..... coupon	56,725,700	5	" "	1904	110
Consols of July 14, '70 & Jan. 20, '71. registered	54,483,150	5	F. M. A. & N.	1881	....
.. .. coupon	8,007,150	5	" "	1881	....
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	25,690 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000.000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	95-'99	113½
U. S. Notes and Fractional Currency.....	397,080,963	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	165,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	28½
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	56
.. — .. (Aid R. R's).....	3.000. 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111½
.. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	"	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..	5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1895	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	" "	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	84
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	92½
.. —Atl. and Gulf R. R. 1838 to 1860.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	91½
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160.000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	5	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	61
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 26, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	825,000	6	Mar. & Sept.	1883	100½
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	289,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1890	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,022	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Prices.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	111
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1893	....
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1888	101
.. —Western R. R. Loan, (stg.)...	761,916	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	99
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
.. —	160,000	6	" "	1878	....
Michigan—Renewal Loan Bonds.....	1,821.000	6	" "	'73-'83	100
.. —Two Million Loan Bonds	478,000	7	May & Nov.	1890	....
.. —War and Bounty Loan Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Sault St. Marie Canal Bonds	250,000	7	Jan. & July.	'77-'79	....
Minnesota—State Building Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —Sioux War Loan Bonds.....	2,275,000	7	.....	1883	....
.. —*Railroad Loans Bonds.....	2,000,000	6	.....	41-'71	....
Mississippi—*State Bonds (for banks).....	438,000	6	Jan. & July.	1883	....
Missouri—State Bonds proper.....	2,727,000	6	" "	1888	....
.. —Interest Bonds of 1868.....	13,112,000	6	" "	'74-'90	97½
.. —Railroad Loans.....	1,580,000	7	" "	1876	99
.. —South Pacific, guar.....	3,000,000	6	" "	'73-'87	94
.. —Hannibal and St. Joseph.....	.....	.....	.....	.....	....
Nebraska—(No Debt).....	300,000	15	Jan. & July.	1872	....
Nevada—State Loan Bonds.....	899,200	6	" "	'71-'78	....
New Hampshire—War Loan of July 1, 1861..	600,000	6	Mar. & Sept.	'84-'89	109½
.. — .. of Sept. 1, 1864..	1,000,000	6	April & Oct.	'71-'74	100
.. — .. of Oct. 1, 1865..	1,299,900	6	Jan. & July.	'71-'84	99
New Jersey—War Loan of 1861 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1863 (free).....	593,400	6	" "	'97-'02	105
.. — .. of 1864.....	1,478,000	7	" "	1877	....
New York—Bounty Fund Stocks.....	21,089,000	7	" "	1877	109
.. — .. Bonds.....	1,910,082	6	J. A. J. & O.	pleas.	109½
.. —General Fund Stocks.....	800,000	6	" "	1876	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	107½
.. —	478,000	6	" "	1875	107
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	38½
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,759,000	6	April & Oct.	'92-'98	19½
.. —Funding &c. Bonds of '66-'68	1,821,400	6	Jan. & July.	1899	21½
.. —	11,407,000	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	1,284,317	6	Jan. & July.	1870	15
Ohio—State Loan (New York).....	1,600,000	6	" "	1875	....
.. — .. (")..	4,095,399	6	" "	1881	103½
.. — .. (")..	2,400,000	6	" "	1886	104½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	106½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	95
.. —	90,400	5	" "	1877	103
.. —	7,890,550	6	" "	1877	95
.. —	726,950	5	" "	1882	104½
.. —	9,237,050	6	" "	1882	95
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107½
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	100½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100
.. — .. of 1863.....	239,000	6	April & Oct.	1883	101
.. — .. of 1864.....	541,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	77
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	77
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	44½
.. —Funding & Special Bonds '68	1,092,150	6	" "	1888	30
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	28
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	68½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	68½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	60½
.. — .. .. stg.....	1,965,000	6	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,478,000	6	" "	"	50
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	'77-'86	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1863	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	83
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres), gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific), gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co. gold	150,000	6*	May & Nov.	Portland.	1900	....
Bellefontaine & Ind. (C.C.C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (Camden and)	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (Amboy.)	746,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	84
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'80-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	26½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	500,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River:						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	104
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	94
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	94½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1891	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	495,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	81
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'18	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	100
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	94½
Central Pacific of California:						
1st Mortgage gold	25,010,000	6*	Jan. & July.	New York.	'95-'99	103
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101½
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sink'g fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1908	93
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1850	....
2d Mort. (" ")	156,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	508,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,825,000	8	Jan. & July.	New York.	1889	112
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1896	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	718,000	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix., Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	93½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1896	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. .....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	691,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	93
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1888	95
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	200 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,550,000	7	May & Nov.	" "	1915	92½
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m.g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	....
Chicago, Pekin & Southwestern:						
1st Mortgage .....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free.gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage .....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	600,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	81
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	305,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	92½
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	101
2d Mortgage of 1866	564,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,000,000	7	April & Oct.	New York.	1902	87
2d Mortgage Consol. skg fund.	5,000,000	7	Jan & July.	" "	1900	70
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	621,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	100
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	89
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun.Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,800	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1905	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York.	1890	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept	" "	1879	....
3d Mortgage	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1900	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	"	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct	" "	1875	101
2d Mort. (General)	1,633,000	7	March & Sept	" "	1881	97½
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1907	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,020,000	8	June & Dec.	New York.	1890	87½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770,000	8	Jan. & July	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,916 639	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150,867	6*	May & Nov.	NY & London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100.000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1900	95½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1900	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Sink Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	96½
Loan of 1865	160,000	6	April & Oct.	"	1885	95½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	96
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	93
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	6	May & Nov.	"	1872	....
Real Estate (Elmira) bond	80,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	97½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	90½
3d Mortgage	6,000,000	7	" "	" "	1883	89½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	85½
5th Mortgage convertible	926,700	7	June & Dec.	" "	1888	85
Buffalo Branch 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1862	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1893	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W.,Muncie & Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	103½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1859	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,800	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'78	....
Mortgage Bonds	2,376,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	201,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W&W)						
1st Mortgage (W. of Decatur)	887,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	97½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	85

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1885	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,646	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1859	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1899	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93
Mo. State Loan, 1856	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,800	8	" "	" "	1885	90½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	97
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1899	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund..gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	100
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central:						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	105½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	85
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1900	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1858	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	85½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1885	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1861	397,000	7	May & Nov.	New York.	1852	....
Indianapolis & Vincan. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1859	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	13,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1857	....
2d Mort. (" ")	96,000	7	" "	" "	1859	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1859	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	297,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1868	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	98½
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W.):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1923	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	84
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.R.R.521m)	5,256,000	7	May & Nov.	" "	1885	100½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	90
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '60(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Ali.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,S F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1900	92
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	109½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)...	207,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1900	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1880	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold.	1,500,000	8	J. A. J. O.	New York.	1900	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1880	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1902	....
1st Mortgage (" ").....	775,000	8	" "	" "	1880	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1880	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	6	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'76	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1883	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'99	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	.....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1836	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1896	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	99½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	98
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85
3d Mortgage for $3,000,000.....	2,000,000	6	Jan. & July.	"	1890	79½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	108½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	115½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	108½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1896	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103
1st Mort. (Kal.& So.HavonRR.)	640,000	8	May & Nov.	" "	1889	....
3d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	103½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	87½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	100½
2d Mortgage.....	2,093,000	7	" "	" "	1877	96
Middletown,Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	93½
1st Mortgage (Minn. Cent)....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	90
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	90½
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	— & —	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	— & —	" "	1900	....
Arkansas State Loan	10,000pm	7	— & —	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	— & —	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S..J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage " "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	— & —	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	— & —	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold)	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling)		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1856, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	Juno & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	295,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1900	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	101½
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	98
Convertible bonds.....	800,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	— & —	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	— & —	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,758	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	— & —	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	— & —	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	— & —	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	— & —	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	90½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. R..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	135,000	7	— & —	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	104,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	— & —	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	— & —	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193 500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1890	....
General Mortgage 2d Preference	141,500	7	" "	"	1890	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	99½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	95
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage	1,223,000	6	April & Oct.	"	1900	85½
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	'877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	92½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	50,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	...
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (R. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	80
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	82½
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1880	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,800	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	100,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg. } Harrisb. to Pittsb.	2,282,540	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,509	6	various.	"	var.	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1885	95
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1900	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	95½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg.):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1858	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	87
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	101½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	100
Sterling Loan of 1836	182,400	6*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	970,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B. & O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	97½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W.&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	65,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1900	90
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	....
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	76½
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,000	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	798,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	83
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	95
Rutland & Burlington (Rutland):						
1st Mort. conv. into prof. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" " ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	98½
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1890	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	75
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	90½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 18, 1864	2,365,000	7	April & Oct.	New York.	1894	94
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York. " "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for$6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1896	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1880	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	8	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (II) 1868-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,600	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1900	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1856	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y.(DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	91½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	59
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	79
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	90
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	90
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	87
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	90½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	78
Income Mortgage	10,000,000	10	March & Sept.	"	1874	80
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	8*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1856	84½
2d Mortgage	1,500,000	7	" "	"	1891	36½
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	101
Stanstead,Shefford & Cham. b'ds	600,000	7	Jan. & July.	"	1887	84
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1900	....
Virginia Central see "Chesa & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	77
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1886	....
4th Mortgage	846,000	8	" "	" "	1900	68½
Registered Certificates	116,120	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	230,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.)						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	8,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July	Baltimore.	1890	70½
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.)						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	500,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug	New York.	1898	....
West Jersey:						
Loan of Mar. 1861,guar. by C.&A.	400,000	6	March & Sept.	Camden.	1881	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	80½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G. stg. conv. £800,000	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1855	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,600,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,00 ,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	94½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1861	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1893	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	95½
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	2,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Cam	**den and**	**A**	**mboy R. R.)**			
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Phi'adelphia.	1884	84
Mortgage Loan	2,0 0,000	6	" "	"	1897	90½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92½
Gold Loan	980,000	6*	" "	"	1894	92
Convertible Loan	1,996,879	6	" "	"	18.7	82½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	....
2d Mortgage	235,000	6	" "	" "	1876	....
Boat Loan, sinking fund	226,965	7	" "	" "	1885	85½
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1873	50
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	50
Plain Bonds	171,554	6	— & —	"	18.0	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	623,650	7	— & —	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	62½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	200,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1869	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa	603,000	6	Jan. & July.	Philadelphia.	1878	....

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	95½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750 000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	506,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	89½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,584,000	7	May & Nov.	New York.	1875	....
2d Mortgage	80,400	7*	Jan. & July.	" "	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,768,000	930,000	1,766,923	—	60.0	31,168	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,507	—	100	....
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,351	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	159,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased and oper. by Cheshire.)			7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶.Ga.S.C.& N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,696	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	869,001	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	50	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶.N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	(Leased & oper. by Grand Trunk.			.....	.....	4	100	....
Dec. 31, 1870	150.0	—	15.0	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased & oper. by Grand Trunk.			.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,082	500,053	61,100	32,944	12,480	24	50	....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	138
Sept. 30, 1870	30.0	—	30.0	—	.....	.....	.....	.....	Washington Branch ¶.....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,693,629	.....	103.5	.....	.....	.....	561,685	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.8	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	14	50	....
May 31, 1871	56.0	—	4.0	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 187	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	.....	.....	.....	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	33,293	5	100	....
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	—	(Leased & oper. by Fall Brook Coal Co.)			12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	103	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	145
Sept. 30, 1870	41.6	1.2	7.0	—	13	17	10	206	Boston, Clinton and Fitchburg .....Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	98.5	—	9.6	....	18	20	16	378	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,036,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	262.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,782	110,948	—	100	2
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	955,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	135½
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	142
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,610	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	144
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	.....	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased & operated by Erie.)			.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	.....	.....	.....	.....	Buffalo and Lake Huron.....Canada.	6,492,790	.....	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased & oper. by Grand Trunk.)			250,000	.....	14	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased & oper. by Erie.)			.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...p'enn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	.....	31,934	1,843,617	392,178	54,455	10,009	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	102
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operated by Burlington & Mo.River.)					—	100	34½
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated by Chicago, Burlington & Quincy					—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,600,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,050	.....	.....	—	.....	.....	.....	.....	.....	10	100	130
Dec. 31, 1870	23.0	7.1	2.8	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased & oper. by Camd and Amboy.)			42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,580	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	82,011	5	100	72
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased and oper. by West Jersey.)			.....	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	463	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—	.....	.....	.....	.....	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased and oper. by Dela., L. and W.)			54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,766	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased and oper. by Illinois Central.)			.....	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased and oper. by Chic. and N.W.)			479,675	.....	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R.....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,582	541.5	.....	.....	.....	3,764,493	1,290,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	(Leased & oper. by B.& Ohio.)			842,436	68,323	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,568	15,000,000	3,2 1,000	1,568,042	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	108
Dec. 31, 1870	137.0	—	17.9	—	.....	.....	.....	.....	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased & oper. by B.& Ohio.)			842,436	68,323	—	100	29
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	.....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	10.0	—	22	16	6	186	Charlotte,Columbia & Aug. N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	.....	.....	.....	.....	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Oper. by Erie & N.Centrl.)			30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	000,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.0	—	0.8	—	.....	.....	.....	.....	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased & oper. by Del. & Hud. C. Co.)			.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,036,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	.....	.....	.....	.....	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased and oper. by Phila.and Read.)			.....	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,625	11,350.972	4,137,813	520,584	285,238	511.0	2,969,664	.....	.....	4,849,405	2 063,299	10	100	117½
Apr. 30, 1871	400.0	—	167.0	—	175	84	45	3,063	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,546	9,295,928	1 964,317	16,590,510	11,569,459	1,888,023	2,707,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	125½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,681,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	....
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	159,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshire	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.& N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,757	86.7	.....	.....	.....	463,715	184,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,006	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	60	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,226	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—					Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	16.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15.5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—					Bald Eagle Valley.....Pennsylvania.	1,050,000	.....	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	463.0	—	324	164	35	5,438	Baltimore and Ohio ¶.....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	138
Sept. 30, 1870	30.0	—	30.0	—					Washington Branch ¶.....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	356,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—					Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,693,629	.....	103.5	.....	.....	.....	561,585	.....	—	100	....
May 31, 1871	73.0	—	2.5	—					Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.8	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—					Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 187	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware.....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—				80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	42,000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,846	.....	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany....Mass. & N. York.	21,938,629	*	2 154 639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,755,987	863,186	10	100	148
Sept. 30, 1870	41.6	1.2	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg.....Mass	1,205,983	395,035	100,000	68,700	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	66
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	378	Boston, Concord and Montreal.....N. H	2,850,000	*	267,192	218,588	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,036,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	28	35	10	419	Bos., Hart. and Erie ¶. M.,R.L.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	2
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	755,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	135½
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	142
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	144
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	.....	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,870	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—					Buffalo and Lake Huron.....Canada.	6,492,790	.....	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	2,156,846	1,041,042	—	100	102
May 31, 1871	55.0	—	—	125.0					Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River	.)	—	100	34½
Apr. 20, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern.Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,547,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	130
Dec. 31, 1870	23.0	7.1	2.8	—					Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	20.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	72
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—					Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—					Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—					*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,100,298	4,666,500	789,000	1,012,046	106,562	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	108
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California*¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	10.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—					Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	.....	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	000,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—					Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	85,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	-	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,964,664	.....	.....	4,849,405	2 063,299	10	100	117½
Apr. 30, 1871	400.0	—	167.0	—	175	84	45	3,083	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	11,509,459	1,888,023	2,797,880	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	125½

Dec. 31, 1870	73.0	—	3.7	20.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	.....	1,500000	1,000,000	.....	.....	73.0	(Re-organ	niza. of Cin. Peru &C	Chic.)	.....	.....	100	....
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes.....	Ind.	.....	.....	.....	.....	2,500,000	2,500,000	.....	.....	.....	(Is now	completed	to Danv.)	.....	.....	.....	100	....
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	.....	(Leased	& oper by	C.&N.W.)	1,220,882	557,950	10	100	....
May 31, 1871	834.4	—	192.4	246.0	264	106	113	6,181	Chicago and N. West'n. Ill., Wis. & Mich.		52,000,659	*	1,832,950	.....	35,135,972	18,049,000	1,188,257	333,559	1,166.0	.....	100,802,521	268,417,381	11,694,914	5,383,408	10	100	61
Jun. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore.. Mich.		8,000,000	*	.....	.....	4,000,000	4,000,000	.....	.....	....	(Will be	completed	in 1871.)	.....	.....	8	100	....
Mar. 31, 1871	494.0	50.5	109.5	—	145	63	26	2,965	Chicago, Rock Island & Pacific.Ill. & Iowa		26,703,243	*	439,304	1,554 451	17,000,000	8,717,742	59,988	2,719,378	591.0	3,610,117	44,609,479	151,864,519	6,028,287	2,622,828	—	100	102½
Jun. 30, 1871	270.0	—	8.6	—	....	....	....	....	Chicago and South Western..Iowa & Mo.		12,000,000	*	.....	.....	7,000,000	5,000,000	.....	.....	....	(Will be	completed	in 1871.)	.....	.....	—	100	....
Dec. 31, 1870	36.5	—	2.5	—	—	—	—	—	Chillicothe and Brunswick.....	Mo.	845,000	—	.....	.....	345,000	500,000	.....	.....	—	(Leased	and oper.by	by North M	issouri.)	.....	—	100	....
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles. ¶..T.&N.C.		1,402,000	21,400	23,000	.....	75,000	1,404,680	252,529	.....	40.0	25,000	.....	.....	24,379	2,096	8	100	....
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton...Ohio.		3,974,405	1,006,261	952,292	444,506	3,500,000	2,032,000	305,580	539,874	60.1	.....	.....	.....	1,270,622	588,940	—	100	....
Jun. 30, 1871	20.5	0.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.		2,000,000	—	.....	.....	2,000,000	2,000,000	.....	.....	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	.....	—	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.		6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,796	.....	123.0	.....	.....	.....	261,277	26,713	6	100	....
Jun. 30, 1871	13.0	—	0 3	—	—	—	—	—	Cin., Lexington and E. Tennessee...Tenn.		1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased	& oper. by	Kentucky	Central.)	.....	—	100	....
Jun. 30, 1871	40.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.		800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000	—	100	....
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley..Ohio.		.....	.....	.....	.....	.....	.....	.....	.....	132.1	(Reorga	nization of	Cin.& Zan	esville.)	.....	—	100	....
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.		826,733	120,452	700	81,009	382,600	616,000	21,294	.....	42.0	.....	.....	.....	152,136	44,851	7	100	....
Jun. 30, 1870	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland..Ohio.		5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	.....	171.0	603,581	6,090,000	21,667,196	810,476	272,432	7	100	20½
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind...Ohio & Ind.		12,509,187	*	1,868,053	435,177	11,620,000	3,000,000	.....	192,365	390.4	2,609,033	27,294,924	148 87o,51	3,328,281	980,044	—	100	86½
Jan. 24, 1871	67.8	12.4	33.5	—	—	—	—	—	Cleveland and Mahoning .....Ohio		3,147,934	—	391,456	198,402	2,057,569	1,582,600	25,948	76,675	—	(Leased	& oper. by	Atl. & Gt.	West'rn.)	.....	10	50	....
Jun 30, 1871	78.7	—	5 0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware....Ohio.		1,234.000	*	.....	.....	1,150,000	143,000	.....	.....	76.7	.....	.....	.....	199,157	60,617	—	100	....
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg....Ohio & Penn.		11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192	225.0	1,157,478	19,488.051	16,807,404	2,763,741	1,137,430	—	100	124
Dec. 31, 1870	688.0	25.0	71.2	—	—	—	—	—	Col., Chic. & Ind. Cent...Ohio, Ind & Ill		37,010,174	—	.....	.....	13,000,000	24,010,174	.....	.....	—	(Leas. &	oper. by Pi	ts.C.&S.L.)	3,293,193	1,107,470	10	100	19½
Dec. 31, 1870	75.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley .....Ohio.		2,375,121	472,034	.....	.....	848,964	1,616,000	.....	.....	69.8	244,386	.....	.....	372,229	210,914	7	100	....
Mar. 31, 1871	35.0	7.0	48.5	—	32	33	12	611	Concord.....New Hampshire		1,500,000	*	63,040	106,631	1,500,000	.....	109,853	59,819	119.5	.....	.....	.....	.....	.....	10	50	160
Mar. 31, 1870	41.0	—	6.5	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.		1,108,859	—	.....	.....	350,000	.....	.....	.....	—	(Leased	& oper. by	Concord.)	25,000	.....	10	100	....
Jun 30, 1871	110.3	—	12.7	—	17	13	7	568	Connecticut and Passump. Riv..Vermont.		3,145,380	*	191 939	44,134	2,126,778	1,015,229	29,499	209,947	143.3	337,464	6,268 110	8,578,675	695,587	283,665	6	100	....
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut River .....Massachusetts.		1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,8 4	319,422	53.4	.....	.....	(10 mos.	591,972	217,174	—	100	140
Dec. 31, 1870	—	—	—	44.0	....	....	....	....	Connecticut Valley.....Connecticut.		982,000	—	.....	.....	789,251	.....	194,752	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.5	1.7	....	—	—	—	—	—	Connecticut Western.....Connecticut.		1,599,393	*	.....	.....	1,419,365	81,000	.....	.....	—	.....	.....	.....	.....	.....	6	50	....
Dec. 31, 1870	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.		2,278,300	—	.....	.....	1,278,300	1,000,000	.....	.....	—	(Oper.	by Phila.	& Trent.)	.....	.....	—	100	....
Dec. 31, 1870	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.		257,000	—	.....	.....	200,000	30,000	.....	.....	—	(per.	by Northe	rn N. H.)	.....	.....	—	50	....
Sept 30, 1870	16.0	1.0	0.3	—	—	—	—	—	Cooperstown and Susquehanna..N.York.		447,528	—	.....	.....	307,383	100,000	28,606	.....	17.0	20,032	424,327	181,476	42,147	15,457	16	50	....
Dec. 31, 1870	7.5	—	2 5	—	3	—	—	117	Cornwall ....Pennsylvania.		384,228	*	.....	.....	300,000	.....	.....	.....	7.5	12,000	.....	.....	91,984	47,500	—	50	....
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania..Maryland.		2,049,302	998,261	.....	.....	1,500,000	1,730,600	.....	.....	34.0	286,186	.....	(10 mos.	690 086	158,977	8	50	....
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley.....Penn. & Md.		1,459,229	*	516,025	118 556	1,325,625	352,300	74,083	342,802	74.0	247,970	.....	.....	565,519	268,818	16	50	....
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk .....Connecticut.		581,079	87,783	24,909	12,582	400,000	300,000	.....	6,454	27.8	83,000	.....	.....	175,445	82,163	—	100	....
Dec. 31, 1870	47.0	22.0	0.9	—	—	—	—	—	Danv., Hazleton & Wilkesbarre....Penn		1,397,716	*	400,000	—	568,900	1,006,500	222,316	.....	—	(Nearly	completed	at date.)	.....	.....	—	100	....
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul.....Iowa		1,018,000	*	.....	.....	258,000	850,000	.....	.....	—	(Being c	onstructed	at $26,000	pr.mile.)	.....	—	100	....
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.		5,096,359	730,256	.....	156,825	2,398,972	4,245,000	124,968	.....	141.4	.....	.....	.....	1,062,400	395.011	—	100	....
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Union .....Ohio.		600,746	*	.....	.....	82,350	527,449	8,187	.....	31.8	.....	.....	.....	124,327	15,071	—	100	....
Dec. 31, 1870	41.5	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.		850,000	—	.....	.....	309,276	701,000	.....	.....	—	(Leased	& oper. by	Little Mia	mi.)	.....	6	50	....
Dec. 31, 1870	84.5	26.0	5.5	—	—	—	—	—	Delaware ¶.....Delaware.		2,141,300	—	127,515	34,352	1,230,941	882,700	136,476	.....	110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	....
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	8,876	Delaware, Lack. and Western.....Penn.		15,100.000	3,725,000	.....	.....	18,808,850	3,3 8,000	2,650,000	.....	115.0	2,819,100	.....	(14 mos.	4,106,221	1 490,702	—	100	108½
Dec. 31, 1870	106.0	—	10.6	—	—	—	—	—	*Denver Pacific* .....Colorado.		5,000,000	—	.....	.....	2,500,000	2,500,000	.....	.....	106.0	(Leased	& oper. by	K Pacific.)	304,715	136,421	—	100	....
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	Des Moines Valley.....Iowa.		12,000,000	*	.....	.....	5,000,000	7,000,000	.....	.....	248.0	.....	.....	about	1,000,000	.....	—	100	....
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee.....Michigan.		11,048,094	*	.....	.....	2,547,350	7,530,048	236,812	.....	189.0	690,924	.....	.....	1,421,122	503,223	—	100	..
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigun ..Mich.		.....	.....	.....	.....	.....	.....	.....	.....	57.0	(Leased	& oper. by	Mich.Cen.)	.....	.....	3	100	....
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Dexter and New York.....Maine.		300,000	—	.....	.....	122,000	175,000	.....	.....	14.0	(Leased	& oper. by	Me. Cen.)	18,000	.....	—	100	....
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware .....Delaware.		.....	.....	.....	.....	.....	.....	.....	.....	33.5	(Leased	& oper. by	Phila., Wil	.& Balt.)	.....	6	100	....
Dec. 31, 1870	28.5	—	1.8	—	—	—	—	—	Dover and Winnipissogee....New Hamp.		480,000	—	.....	.....	480,000	.....	.....	.....	—	(Leased	& oper. by	Boston and	Miami.)	29,000	—	100	....
Dec. 31, 1870	—	—	—	56.0	—	—	—	—	Dubuque, Bellevue and Mississippi..Iowa.		2,000 000	—	.....	.....	500,000	1,000,000	.....	.....	—	(U	nder cons	truction.)	.....	.....	—	100	....
Dec. 31, 1870	54.8	—	2.8	—	4	2	4	77	Dubuque, Marion and Western ....Iowa.		1,732,692	*	.....	38,150	1,169,137	539,500	32,133	30,072	54.8	137,720	.....	.....	192,306	60,100	7	100	....
Dec. 31, 1870	144.0	—	7.2	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa		5,880,000	—	.....	.....	5,000,000	880,000	.....	.....	—	(Leased	& oper. by	Ill. Centr.)	393,598	.....	—	100	87
Sept. 30, 1870	—	—	—	54.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.		741,000	—	.....	.....	468,000	273,000	25,000	.....	—	(U	nd r cons.	to be comp	leted in 1	71.)	—	50	....
Sept. 30 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties...N. Y.		2,406,173	*	.....	.....	1,458,470	1,500,000	115,639	.....	....	61,964	739,334	827,504	64,735	14,475	6	50	....
Dec. 31, 1870	17.5	—	0 3	—	—	—	—	—	East Brandywine and Waynesb....Penn.		264,000	—	.....	.....	89,800	175,000	.....	.....	—	(Leased	oper. by P	ennsylvan	ia.)	.....	7	50	....
Dec. 31, 1870	7.5	—	6.3	—	—	—	—	—	East Mahanoy .....Pennsylvania.		391,604	—	.....	.....	392,550	.....	.....	.....	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	—	100	....
Dec 31. 1870	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.		1,484,290	—	.....	.....	1,000,200	495,900	.....	.....	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	8	100	75
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia ¶..Tenn & Ga		9,164,695	*	91,018	521,331	1,969,624	5,019,056	235,407	2,552,957	270.0	.....	.....	.....	1,278,864	415,816	—	100	....
Sept. 30, 1870	44.1	54.4	35.2	—	46	86	25	810	Eastern.....Massachusetts		6,783,262	*	900,578	171.922	4,062,600	3,037,400	78,866	180,542	114.5	850,699	.....	(10 mos.	1,462,770	643,274	—	100	109
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	Eastern Kentucky.....Kentucky.		.....	.....	.....	.....	.....	.....	.....	.....	28.4	.....	.....	.....	86,920	40,898	—	50	....
Dec 21, 1870	40.0	—	2 1	—	2	—	—	—	Eastern Shore ¶.....Maryland.		875,000	*	.....	.....	295,000	580,000	.....	.....	—	(Leas. &	oper. by P	.Wil.& B.)	76,772	25,320	—	100	....
Dec. 31, 1870	11.0	—	0.5	—	—	—	—	—	Ebensburg and Cresson....Pennsylvania.		122,000	—	.....	.....	100,000	80,000	.....	.....	—	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	....
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky ¶.....Tenn.		2,750,000	*	.....	.....	1,075,500	1,673,804	.....	.....	48.0	.....	.....	(11 mos.	98,254	294	5	100	....
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah.....Kentucky.		3,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	93.0	(No retu	rns—road	incomplet	e.)	.....	5	50	....
Sept. 30, 1870	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.		500,000	—	.....	.....	500,000	.....	.....	.....	—	(Leas. &	oper. by N	. Central.)	.....	25,000	—	100	....
Dec. 31, 1870	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.		2,620,000	—	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leas. &	oper. by N	. Central.)	165,000	.....	1½	50	....
Sept. 30, 1870	459.0	258.5	449.7	—	440	274	71	8,840	Erie.....New Jersey, N. York & Pa.		64,972,451	8,440,568	532,548	.....	83,536,900	23,398,800	.....	.....	845.5	9,326,379	136,589,109	898,862,718	16,179,462	1,354,601	—	100	314
Oct. 31, 1870	83.7	5.7	177.2	—	26	4	4	762	Erie and Pittsburg.....Pennsylvania.		3,156,650	1,363,329	.....	.....	1,090 2 0	2,577,590	.....	.....	101.7	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	....
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American ¶..Maine.		2,404,792	182,279	223,511	.....	520,700	3.000,000	.....	.....	58.0	96.100	2,481,484	.....	217,394	109,836	—	100	....
Aug 31, 1870	132.0	—	12.0	—	15	12	5	218	Evansville and Crawfordsville...Indiana.		2,417,058	372,970	101,366	51,600	1,144,053	1 240,000	36,564	522,377	142.0	396,838	.....	.....	516,800	166,699	—	100	....
May 31, 1871	90.0	—	3.6	20.0	....	....	....	....	Evansville, Henderson and Nashville.Ky.		3,000,000	*	.....	.....	2 000,000	1,000,000	.....	.....	90.0	(No	returns of	operat'n.)	.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1 3	23.0	....	....	....	....	Evansville, Terre Haute & Chi..Ind.& Ill.		.....	.....	.....	.....	300,000	750,000	.....	.....	31.0	(Con'e	nced oper.	in Jan. 18	71.)	.....	3½	50	....
Sept. 30, 1870	6.8	—	—	—	—	—	—	1	Fall River, Warren and Providence..R. I.		320.089	*	23,259	1,406	150,000	150,000	26 .450	.....	5.8	.....	.....	(10 mos.	26,814	3,799	8	100	....
Oct. 31. 1870	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.		130,000	—	.....	.....	90,000	.....	35,800	.....	—	(Leased	& oper. by	Pbg. & Co	nnellsv.)	.....	—	100	....
Sept. 30, 1870	50.9	42.7	82.1	—	35	42	11	730	Fitchburg .....Massachusetts.		3,540,000	*	.....	.....	3,540,000	.....	.....	.....	93.6	538,085	.....	(10 mos.	1,085,937	252,285	—	100	128½
Dec. 31, 1871	13.0	—	1 0	—	—	—	—	—	Flemington.....New Jersey.		393,731	—	.....	.....	150,011	100,000	143.720	.....	13.0	(Oper. by	Belv. &	Delaware.	27,550	loss.	—	100	....
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette*.....Michigan.		3,221,759	*	1,118,202	78,318	1,099,100	2,286,000	831,158	202,081	100.0	804,702	.....	.....	502,647	232,010	—	100	....
Dec 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*.....Florida.		5 300,000	*	.....	.....	3,000,000	2,300.000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	100.0	—	5 0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw...Ill. & Mich.		2,760,000	*	.....	.....	800,000	1,500,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	109 0	—	1.1	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.		2,800,000	—	.....	.....	1,000,000	1,800,000	.....	.....	109.0	(Opened	for traffic	in fall of 18	70.)	.....	—	50	....
Dec. 31, 1870	4.2	—	0.7	—	—	—	—	—	Frankford and Holmesburg.....Penn.		159,427	—	.....	.....	80,000	14,000	65,632	.....	—	(Oper. by	Phila. &	Trenton.)	.....	.....	—	100	....
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	15	Freehold and Jamesburg.....N. Jersey.		283,745	*	99,267	.....	283,745	.....	99,267	.....	23.0	69,544	.....	.....	62,912	5,834	—	100	....
Apr. 30, 1871	—	—	—	20.0	—	—	—	—	Frederick and Pennsylvania Line ....Md.		500,000	—	.....	.....	300,000	200,000	.....	.....	—	(Rapidly	approac	hing comp	letion.)	.....	—	100	....
Apr. 30, 1871	84.0	—	6.2	....	9	5	3	100	Galv., Harrisburg & San Antonio..Texas.		.....	.....	.....	.....	.....	.....	.....	.....	84.0	(Re-orga	n.of Buff.	Bay., Braz.	& Colo.)	.....	—	100	....
Apr. 30, 1871	50.3	1.7	3.2	—	7	5	2	97	Galveston, Houston & Henderson..Texas.		.....	.....	.....	.....	750.000	.....	.....	1,142,006	52.0	(Oper. by	Receiver.)	.....	.....	.....	—	100	....
Mar. 31, 1871	171.0	61 0	23.2	—	52	23	10	589	Georgia.....Georgia.		4,166,000	*	1,316,844	246,144	4,200,800	211,235	625 963	.....	282.0	910,753	.....	.....	1,500,098	667,539	8	100	..
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.		280,361	.....	.....	.....	104,204	226,500	76,500	.....	11.7	31,940	151,186	68,264	30,356	10,050	—	100	..

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. 'Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	160.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000	—	—	....	(Recently brough	t into operation.)	.....	.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—			492,000	1,500,000	—	—	—	(Leased	and oper.b	y Mich gan	Central.)	—	100	....
Nov. 30, 1870	861.0	516.0	244.3	—	326	210	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,867,946	80,624 595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶....S. Carolina.	3,080 963	*			1,510,968	1,803 312	250,000	—	197.0	131,000	.....	.....	426,718	171,487	—	100	....
May 31, 1871	46.0	0.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—			750,000	675,000	.....	—	—	(Leased	& oper by	Tol. Wab.	& Wester	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	1,550,000	—			450,000	1,100,000	—	—	—	(Operat	ed by Tol	Wabash&	Western.	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,92	9,322,000	2,273,640	631.280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	85½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension.....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—			1,182,550	700,000	.....	.....	54.0	(Leased	& oper. by	Pennsylva	nia.)	7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	15	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,598	820,071	75.0	675 644	.....	.....	2,412,150	843,903	12	100	....
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn & R.I.	4,704 866	*			2,037,939	2,055,500	.....	—	123.2	544,772	14,447.202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	80.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,260,000	—			20,000pm	20,000pm	—	—	—	(Operat	ed by Mil.	and St. Pa	ul.)	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic.....Connecticut.	2,165,558	—	234,082	131,451	2,000.000	341,000	126,183	44,508	119.8	.....	.....	.....	752,027	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000	—	—	166.0	.....	.....	.....	1,538.422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt....Penn.	2,738,811	*	.....	.....	834,850	2,008,096	.....	—	58.8	176,067	.....	.....	287,575	Loss.	—	50	21½
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4 224	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—			2.750,000	2,750,000	—	—	—	(Under	construct	on at $35,0	00 p.m.)	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000	—	—	202.5	(Comm	enced ope	rations Se	pt. 1870.)	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	71
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	—			.....	.....	—	—	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034 663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—			1,450,000	3,150,000	—	—	114.0	(Leased	& oper. by	Pennsylva	nia.)	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan	2,070,000	—			1,200,000	1,070,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—			4,625,000	2,960,000	—	—	....	(Leased	& oper. by	Ill. Cen.)		140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129 550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens.....New York.	268,386	—			286,730	—	—	—	—	(In cour	se of cons	truction.)	.....	—	—	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000	—	—	—	—	(Recent	ly comple	ted.)	.....	—	—	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,038	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*			6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—			1,500,000	500,000	—	—	—	(Leased	& oper. by	Chicago &	Alton.)	—	7	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—			300,000	800,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	—	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	.....	.....	3 027,450	2,033.000	1,061,985	—	123.0	.....	.....	.....	261,277	26.713	—	10	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—			180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	—	—	42.0	(Recen	tly comple	ted.)	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	—	—	—	(Leased	& oper. by	L.Sh. & M	ich. So.)	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—			250,000	640,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	—	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under	construct	ion.)	.....	—	—	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,250	1,790,777	—	551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11 0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,00	—	—	112.0	(Oper. b	y bondhol	ders.)	.....	.....	—	.....	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	18	Knoxville and Charleston ¶....Tennessee.	.....	.....	.....	.....	.....	.....	—	—	—	(Under	construct	ion.)	.....	—	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	—	—	—	(Under	construct	ion.)	.....	—	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg.....Penn.	3,325,000	625,000	.....	.....	1,335,000	2 279,335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—			1,300,000	1,300,000	—	—	—	(Under	construct	ion.)	.....	—	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—			3,000,000	1,500,000	—	—	—	(Under	construc.t	on.)	.....	—	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31.910	370,000	.....	1,212,500	500.000	—	—	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	169,390,937	569,833,666	13,457,541	5,088,720	8	100	85½
Sept. 30, 18 0	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—			4,000,000	—	—	—	—	(Under	construct	on at $35,0	00 p. m.)	.....	—	—	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000	—	—	—	(Opene	d for traffi	c Sept. 15,	1870.)	.....	—	103	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—			260,250	360,000	5,000	—	—	(Leased	& oper. by	Pbg, Ft.W.	& Chi.)	49 507	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv...Kansas.	3,316,437	421,124	1,425,000	386,535	4,000.000	4,000.000	—	85,418	—	.....	2,049,250	2,856,030	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—			375,100	300,000	40,000	—	—	(Leased	& oper. by	Leh. Coal	& Nav. C o.)	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co.,& now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	120
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*			900,000	900.000	—	—	—	(Under	constr. to	be compl.t	n 1871.)	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5.871,450	2,528,000	—	—	196.0	1.096 503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	73 0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	—	—	—	(No retu	rns—Is ne	ar comple	tion.)	.....	—	100	....
Dec. 31, 1870	18.0	—	—	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	—	—	—	(Under	cons. to be	comp.to P	.Bl.70 m.i	n 1871.)	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783.000	—	—	38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	92
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1.500,000	1,500,000	—	—	—	(Under	cons. to be	comple'ed	in 1871.)	.....	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	....
Jun. 30, 1871	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—			15,000pm	16,000pm	—	—	—	(Leased	to Chicago	& Alton.)		—	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	154.941	50,718	2,472,183	2 859.520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	....
Jun. 30, 1870	165.0	193.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,579,694	8,680.912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3 000 0 0	.....	.....	.....	289.0	(No retu	rns of ope	rations pu	blished.)	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St.L..Ind.& Ill.	364,170	—	1,844,904	1,666	2,051,100	—	161,923	17	10.0	(Recent	ly opened	10 miles.)	954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.... .Massachusetts.	332,893	30,255	—	15,133	200,000	67,760	11,529	99,056	—	(Leased	& oper. by	Boston &	Lowell.)	—	6	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 3?, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky	400,000	*			450,000	200,000			....	(Under	construction.)					100	....
Feb. 28, 1870	283.5	—	39.5	—	97	60	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,874	420,357	370,669	3,685,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Padu ah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	181	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				.....	.....	.....	.....	.....	.....	12	100	55
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			(Leased	and oper. by	Erie.)	.....	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			(Leased	and oper. by	Erie)	.....	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			(Leased	and oper. by	Erie.)	.....	.....	26,500	5¼	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691								(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York..New Jersey.	875,000				342,150	100,000	36,542		(Leas &	oper. by C	'm.& Am.)	.....	.....	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	236	96	7,368	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,000	4,981,734	1,524,392	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	.....	6	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	116
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000	.....		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	82 0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000	.....		(Leasec	& oper. by	Chic., R. I.	& Pac.)	.....	.....	8	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000			83.0	246.648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	0.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581				57,200	100,000	57,381		90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	76	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		92.3	.....	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,406	1,100,000	326,690		58.1	165,390	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366 316	—	50	50
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	167	Phila., Germantown and Norristown..Pa.	1,139,079	362,904			1,626,2 0	55,900	.....		33.6	405,605	.....	.....	700,465	303.186	10	50	172
Nov. 30, 1870	98.4	55.0	301.3	42.1	154	145	*	11269	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	110‡
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389.328	120, 06	10	100	128
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,092	Philadelphia, Wilm. and Baltimore. Penn	10,692,178	*	1,507,868	677,153	9 562.650	2,359.500	530.471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	111
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,624	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429			5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	—	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058		1.794,576	5,500,000	818,538		72.0	522,044	.....	.....	855,736	186,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	96‡
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas.&	oper. by Bo	s.& Alb'y.)	.....	27,000	6	100	86‡
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505 000	76,319		....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	29	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,10	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	646,265	126,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250.000	250,000	50,000		27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	128
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,600	*	4,300,000		3,000,000	2,800,000			—	(Under	construcli	on.)	.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170 000	200,000			26.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25 4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		.....	.....	.....	.....	88,144	31,755	—	100	100
Nov. 30, 1870	15.0	—	0 6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114.275	56,137	2,000,000	46,000	135.000	117,698	48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	....
Jun. 30, 1871	40 0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000				600,000	800,000			—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,163,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750		2,035,072	151.0	600,87.	16.481.419	22.373.357	1,656,169	583,253	7	100	102
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89.741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698.746	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122.548	1,464.128	466,605	34.949	557.817	75.5	173,100	4,737.532	904.930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶....Virginia.	1,440,321	*			650.000	712,178	78,148		38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844				20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19 606.175	1,324,943	475,270	10	100	110
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	256.724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*			7,000,000	1,000.000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297.492	—	100	23‡
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,580	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10.000.000	6,000,000	.....	.....	112.0	(Under	construcli	on.)	.....	.....	—	100	....
Dec. 31, 1870	175.0	84.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*			4,340,000	6,700,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*			6,000.000	3,200,000	.....	.....	—	(Under	construcli	on—80 m.l	1,490,376	580,474	—	100	27
Dec. 31, 1870	195.0	15 0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385.803	—	100	59
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3.250.000	.....	.....	—	(Under	construcli	on.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	1.000.000	1,000,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000	.....	.....	—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	60.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Under	construcli	on.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	260	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,080	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273.250	5,745,728	5,941,575	477.465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,936	.....	110.0	284,410	.....	.....	390,513	175,629	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180.550	100,000	.....	.....	—	(Leas. &	oper. by W	est Jer.)	.....	.....	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243.305	326,900	1,287	82,596	—	(Leas. &	oper. by B.	& Lowell.)	.....	.....	1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,807,000	.....	.....	116.3	433,006	.....	.....	480.173	130,245	—	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684		.....	.....	300,000	40,000	.....	.....	—	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	6	50	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	179.048		997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga.& Ala.	499,128	—	25,479	66,882	449,588	—	140,901	—	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....	.....	—	(Under	construcli	on.)	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....	—	(Leas. &	oper. by Ph	ila.& Read	ing.)	23,603	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,989		54.0	202,470			207,284	72,103	—	50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	160	Seaboard and Roanoke	Va. & N. Carolina	1,811,865	*	186,213	105,226		1,151,400	210,000			80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama	1,640,000	*				1,000,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.8	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000	*					800,000			50.0	(Under	construction.)					100	
Dec. 31, 1870	81.2	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama						969,052	796,830			—	(Recent	ly sold under foreclosure. No returns.)					100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000			—	(In a bad	condition. No returns.)					100	
Dec. 31, 1870	28.0	—	4.5	—				—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000			45.5				77,924	11,359	—	100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	620,000	35,000		21.0	22,240			37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—				—	Shore Line	Connecticut.	1,195,800					995,800	200,000			—	(Leas. &	oper. by N. York & N. Haven.)		100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644 000	*				1,788,000	3,256,320			108.3				301,428	111,528	—	100	
Dec. 31, 1870	16.5	—	0.6	—				—	South Branch	New Jersey	439,694					438,300				—	(Leas. &	oper. by Central of New Jer.)				6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,904	315,965		5,819,275	4,434,249	452,030	353,009	243.0	840,910			1,486,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	45	South and North Alabama	Ala							4,926,000			—	(Only p	artially in operati'n.)					100	
Sept. 30, 1870	71.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	36,426	2,415	1,042		259,685	150,000	24,807	71,162	11.5	50,907	1,463,691	115,070	62,169	18,934	—	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,151	*				1,000,000	2,250,000			72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000			....	61,760	1,083,133	642,124				100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.						2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,					20,000 p m			100.0				267,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.										—	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270		49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000		2,000,000			577,408	651,500	95,000		—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.6	32	17	17	421	Southwestern	Georgia.	4,081,046	376,726	129,536			3,939,900	699,500			257.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*				761,296	198,370	125,000		68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.							15,000 p m			—	(Under	ons. to be finished by Dec. 1,					100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	370,386	*	569,614			700,000	200,000	40,000		13.0	54,634	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.5	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	445,700			—	(Leased	& oper. by Housat'c.)			31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,333					267,300			634	—	(Leased	& oper. by Nash. & Lowell.)				6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000					500,000	750,000			—	(Leased	& oper. by Ver. Cen.)					100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.						1,200,000	1,000,000			—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874						95,253	31,251	5	100	
Dec. 31, 1870	8.2	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200					92,925	171,000	29,284		—	(Leased	& oper. by W. N. Jer.)				6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N.Y.	5,707,684	*				1,670,130	1,695,825	13,783		81.0	429,182	5,813,304	82,216,419	744,022	309,912	—	100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	5	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,235		400 000		23,657	45,843	11.7	65,346		(10 mos.	102,172	23,651	8	100	
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,267,239	944		635,070	1,185,000	557,988	7,742	—	(Under	construction.)					50	
Nov 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,285	42,464		1,988,150	809,000	284,849	1,095,523	72.0	578,268	9,983,392	35,490,358	1,087,526	459,465	12	100	
Dec. 31, 1870	30.0	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640				580,900	243,000			34.6	190,395			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000			228.0							100	
Dec 31, 1870	454.8	154.2	69.2	—	130	62	33	1,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*	1,094,836	572,619		16,000,000	18,387,000	81,710	858,744	631.0	3,473,980			4,544,641	1,308,376	—	100	63
Sept. 30, 1870	34.5	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	347,055		55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400				—	Leased	& oper. by N.Y. Cen. & H. Riv.)				6	100	
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania	1,000,000					510,000		404,089		—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,811,512	*				36,745,000	74,067,512			1,038.7		74,917,336	71,779,106	7,625,277	2,947,862	—	100	25
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*				1,000,000	3,200,000			100.0				182,565		—	100	
Dec. 31, 1870	25.0	—	1.0	—	....	....	....	....	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000			—	(Recen'l	y opened for traffic.)					100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,31	*				1,666,990	150,000			59.0	85,360	3,102,078	1,403,928	250,425	120,360	6	100	
Sept. 30, 1870	46.2	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,990				....	99,975	3,391,815	978,119	298,363	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287					750,000				11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000					2,500,000				—	(Leased	& oper. by Ver. Cen.)				8	100	102
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,600	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt.	& Can.)		5,000,000	9,500,000			185.0	1,144,375	16,301,333	65,732,302	2,034,884	588,977	—	100	
Sept 30, 1870	60.3	10.8	9.0	—	16	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*	296,236	96,354		2,860,000	750 000	199,627	48,906	110.1	225,166		(10 mos.	456,651	loss.	—	100	85
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200			—	(Leased	& oper. by Ver. Cen.)					100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000			—	(Recen't	ly completed.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465					499,600	350,000			18.5	15,794	100,513		14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161					225,000	85,000			10.2	19,820	290,410		50,792	18,677	5	100	
Sept 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903				1,467,670	86,896			44.0	88,396			97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583	216,037			684,046	957,500	107,000		35.5	204,506			288,566	101,693	—	100	
Sept. 30, 1870	200.0	49.7	39.0	—	163	118	40	3,045	Western	Mass. & New York	21,938 629	*	2,154,639	1,701,178		29,405,200	1,764,520	492,730	4,18 ¶ 776	268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 31, 1870	133.8	—	16.2	—	52	15	10	578	Western and Atlantic	Georgia.	5,000,000	*								—	(Leas. for 20 y'rs at $25,000 monthly.)			3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	6	5	5	56	Western Maryland ¶	Maryland.	3,000,000	*				650,000	1,400,000			46.0	67,611	1,791,187		137,928	36,133	—	100	
Aug. 31, 1870	105.4	—	5.0	37.0	6	6	2	24	Western North Carolina	North Carolina.		*				6,500,000	1,400,000			105.0				112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000					1,022,450	1,800,000			—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	5	287	West Jersey	New Jersey.	2,204,464	*	1,336 074	116 207		1,209,000	2,379 000	20,000	43,745	126.1	597,150	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464					526,700	676,300	7,427		—	(Under	cons.—Newburg to Albany.)					100	
Apr. 30, 1870	115.4	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000			—	(Under	ons.—opn to Menomee.)					100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000					500,000	350,000			—	(Operat	ed by Wil & Wel.)					100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*				1,200,000	4,000,000			168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	6	111	Wilm. Colum. and Augusta	N. C. & S. C.	Late Wilming. & Manch.)					5,000,000				171.0						—	100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*	35,164	114,711		1,463,776	1,484,665	130,021	154,573	181.0	436,316			594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000					180,000	144,400	102,400		—	(Leased	& oper. by Balt. & Ohio.)			27.090	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	533	Winona and St. Peter	Minnesota.	4,764,837	427,10					4,750 000			142.0		2,861,440	6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland						100,000	300,000			—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845		1,400,555		3,801	553,777	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	137
									CANALS, &c.																					
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316		258,679	151,967		2,031,988	2,039,150	1,825		12.5	—	—	—	414,292	275,342	4	50	78
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309					8,229,594				184.5							25	
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350					1,633,350	800,000			—	(Leased	& oper. by Lehigh N				8	50	92
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	7,066,899		13,245,880			15,000,000	5,000,000			108.0				107,947		10	100	118
Dec. 31, 1870	43.0	22.6	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,738,353					5,847,400				65.5				888,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000					64,000	835,759	639,446		161.0	(Leased	1870 by Pennsylvani		67,252	loss.	—	50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452					1,003 500	110.000			83.0				220,216	130,187	10	100	70
Dec. 31, 1870	48.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000		19,917,779			8,739,800	15,662,979			108.0				344.308	181,042	—	100	
Dec. 28, 1870	103.1	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214			110,670		2,200,000	1,021,965	197,815	82,206	103.0				391,650	183,076	—	50	52
Dec. 31, 1870	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950					4,337,950	2,232,000			360.0				609,552	142,888	—	50	40
Dec. 31, 1870	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716	284,140			4,797,188	7,678,387	1,042,143	117,900	—	(Leased	to Phila. & Read. Co.)			655.000	—	50	15
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,278					2,002,746	2,634,367	284,873		45.0				135.162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850					2,907,850	3,000,000	20,000		57.6				59,953	4,208	—	50	1½
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911,300					1,100,000	748,300	63,000		....	(Leased	by Pennsylvania.)					50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,910,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, prof.	753,695	7	...	60
Catawissa,* pref. and guar.	2,200,000	7	7	93
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	83
Chicago and Alton, pref.	2,425,400	7	10	114½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	90
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	88
Erie, preferred	8,536,910	7	7	70
Evansville and Crawfordsville pref.	100,000	...	....	....
Hannibal and St. Joseph, pref.	5,078,224	...	....	68½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Luckawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	24
" " 2d pref.	4,051,744	6	....	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,500	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	78½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.	3,500,000	7	7	77
Paterson and Hudson,* guar.	625,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	....	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	587,560	...	7	....
Rutland, preferred	....	7	7	70½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	54
Sandusky and Cincinnati, pref.	445,500	6	6	35½
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	999,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	54
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	122
Schuylkill Navigation, pref.	2,888,997	6	6	20
Union, preferred	....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	2

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton 34 — @ 40 —
Pig, American, No. 1	37 — @ 38 —
Pig, American, No. 2	35 — @ 36 —
Pig, American, Forge	33 — @ 34 —
Bar, Refined, English and American	— — @ 80 —
Bar, Swedes, assorted sizes	(gold) 85 — @100 —
	(Store Prices.)
Bar, Swedes, ordinary sizes	107 50 @120 —
Bar, Refined	85 — @ — —
Bar, Common	90 — @ — —
Scroll	102 50 @132 50
Ovals and Half-round	102 50 @122 50
Band	— — @ 97 50
Horse Shoe	100 — @105 —
Rods, ⅜@3-16 inch	90 — @125 —
Hoop	107 50 @150 —
Nail Rod	per lb. — 6½@ — —
Sheet, Russia, as to No.'s	(gold) — 17½@ — 18
Sheet, Single D. and T. Common	— 4½@ — 5½
Rails, English	(gold) per ton. 57 — @ 59 —
Rails, American, at Works in Penna.	c'y. 70 — @ 71 —
Anvils, (Eagle)	per lb currency. — 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality)	per lb. — 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11 @ — 13
English German (2d and 1st quality)	— 10½@ — 12
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 15 @ — 16
American, Spring, do.	— 9 @ — 11
American Machinery do.	— 9 @ — 10
American German do.	— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb. — — @ 4 65
Cut Spikes, all sizes	— — @ 4 90
Clinch	6 15 @ 6 65
Horse Shoe, Forged (No. 10 to 5)	per lb. — 19 @ — 33
Copper	— — @ — 39

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb. — — @ — 41½
Straits	(gold). — 36½@ — 37
English	(gold). — 35½@ — 35½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	8 75 @ 9 —	10 25 @ 10 75
I. C. Coke	7 50 @ 8 50	9 — @ 10 —
Coke Terne	6 37½@ 7 50	7 25 @ 9 —
Charcoal Terne	7 75 @ 8 25	9 50 @ 10 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— — @ — 13
Crude, 40 @ 47 gravity (in shipping order)	— 16½ @ — 16½
Refined, Standard White (in ship'g order)	— — @ — 22½
Refined, Prime White (in shipping order)	— — @ — 23
Refined, S. W. (in jobbing lots)	— — @ — 24
Refined, S. W. (in tin)	— 28 @ — 29
Naptha, Refined, (65 @ 73 gravity)	— 11½@ — —
Residuum...per bbl.	4 — @ — —

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 24 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15
Canton Co.	71½	....	71	71	71	....
Central Pacific 6s.	102½	102½	102½	103	103	103
Central of N. Jersey.	107½	107	107	107	107½	108
Chicago & Alton.	115	115½	....	116	117½	....
" pref.	....	....	....	....	....	....
" 1 M.	103½	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	128	....	126½	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.	61½	61½	61	61½	61½	....
" pref.	90½	....	....	89½	90	91
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	92	....	92½	92	....	....
Chic., Rock Isl. & Pac.	102½	102	101½	102½	102½	102½
Chi., R. I. & Pa. 7s, 1896.	101½	101½	....	....	....	101½
Clev., Col., C. and Ind.	85½	85½	....	....	....	85½
Clev. and Pittsburg.	124	123½	....	124½	....	125½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	101	....	....	....	....
Col., Chi., & Ind. C.	18	18	....	18	....	19
" 1 M.	86½	87	....	88½	89½	....
" 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	....
Del. Lack. & Western.	....	107	107½	108	108½	....
" 1 M. 7s.	....	....	101	....	....	....
" 2 M. 7s.	97½	....	....	....	....	....
Dubuque & Sioux City.	....	....	....	....	....	....
Erie Railway.	31½	31½	31½	31½	31½	....
" pref.	67½	70	....	....	....	....
" 1 M. 7s, 1897.	....	97½	....	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	....	....	....	....	....	....
" 4 M. 7s, 1880.	....	....	85½	....	....	....
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	85	....	....	84	....	....
Hannibal & St. Joseph.	63	60	58	57½	58½	....
" pref.	74½	....	68½	68½	....	....
" 8s, conv.	99	....	93	97½	....	....
Hudson River.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	133
" bonds	....	105½	....	....	....	....
Lake Shore & Mich. S'th.	85½	85½	86½	86½	86½	....
Lake Shore Div. bonds.	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	119	....	....	122	122½	....
" S. F. 8s, 1882.	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	100	....	100	100½	....	100½
" 2 M.	95	....	....	96½	....	95½
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	2	....	1½	....	....	2
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul.	57½	56½	56½	....	....	....
" pref.	77½	77½	77½	77½	77½	78½
" 1st mort.	....	....	....	94½	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	....	....	92½	....	....	....
Missouri 6s.	96	96	96	97	98	98
" H. & St. J. 8s.	93	....	....	....	....	....
Morris and Essex.	95	95	95	95	95	....
" 1st mort.	101½	....	101½	....	....	....
" 2d mort.	....	....	....	98	....	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 6s, S.F. 1883.	91	....	....	91	90½	....
" 6s, S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	91½	91½	91½	91½	92½	92½
" certificates.	86½	....	86½	87	....	....
N. York and Harlem.	124½	....	....	124	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	....	102	....
N. Carolina 6s, old.	37	....	....	38	38	38½
" new	....	....	....	....	....	19½
Ohio and Miss.	39½	....	....	39½	40½	....
" pref.	....	....	....	....	....	77
" 1st M.	101½	....	....	101	....	....
Pacific Mail S. S. Co.	46½	45½	45½	47	47½	48½
Panama	....	....	55	....	....	....
Phila. and Reading.	108½	109½	110½	110½	110½	111
Pitts., Ft. W. & Chi. gtd.	96	95½	95½	96	95½	96
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	101	....	....
" 3 M.	....	....	....	97½	....	....
Quicksilver Mining Co.	18½	18½	18½	19½	20½	20½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	54	....	....	....
" 1 M.	....	....	....	....	98	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	86½	....	....
Tennessee 6s, old.	66	66½	67	68	68½	....
" new	....	....	67	67½	68½	....
Tol., Wab. & Western.	62½	61½	62½	62½	63½	63½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	93	....	....
" 2 M.	88	....	....	....	89½	....
" Equipment.	....	....	....	....	....	....
" St. Lou. Div. 8s.	87	....	....	87	87	....
Union Pacific.	25½	....	24½	....	24½	26½
" 1st mort.	89½	89½	89½	89½	89½	89½
" L. Gt. 7s.	78½	....	78½	78	....	78½
" Inc. 10s.	....	....	80	80	80	....
Virginia 6s, old.	60½	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	64½	64½	64	62½	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109⅝	109⅝	109⅝	....	....	....
U. S. 5s, 10-40s, reg	109½	....	....	....	....	....
U. S. 6s, 1881, reg	115½	....	117½	....	115½	116
U. S. 6s, 1881, coup	116⅞	....	117½	117½	....	....
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	111⅝	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	111½	111½	111½	111½	111½	111
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	111⅞	....	....	111⅝	111½	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	111⅞	111⅝	112	....	111⅝	111⅝
U. S. 6s, 5-20s, r. n. '65	113½	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	113⅝	....	113⅝	113⅞	114	114½
U. S. 6s, 5-20s, reg. '67	113⅝	....	114	....	114½	114⅝
U. S. 6s, 5-20s, c. 1867	114½	114	114½	114½	114½	114⅝
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114½	114½	....	114⅝	115	115
U. S. 6s, Pac.R.R.issue	111⅝	....	112½	112⅝	113⅝	113½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Catawissa	....	....	....	....	....	....
" preferred	45½	46½	46	....	46½	46½
Camden and Amboy	129½	....	....	....	129½	130
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	96	....	....	....
" mort. 6s, '89	93½	....	....	93½	....	94½
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	94
Lehigh Navigation	34½	34⅝	....	34½	35	35
" 6s, 1884	83½	83⅝	....	....	84	....
" Gold L	91	91½	92	....	....	....
" R. R. L	90½	90½	....	....	90	90½
" Conv. L	....	....	....	....	....	82½
Lehigh Valley R. R	60	59⅞	60	60	60	60
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	97⅞	....	....	....	....
Little Schuylkill R.R	....	45½	....	....	....	45⅞
" 7s	....	....	....	....	....	....
Minehill	52½	....	....	....	....	52½
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1st mort	....	....	....	....	....	....
North Pennsylvania	47	....	....	....	....	....
" 6s, 1880	....	99½	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	110	....	....	....	....	....
Northern Central	39½	39½	....	....	40	40
Oil Creek & Alleg. Riv.	48	47⅞	47½	47⅞	48	48
" 7s	83	83	83½	....	....	83½
Pennsylvania R. R	58	58	57½	58	58½	58½
" 1st M	98	....	....	....	99½	100
" 2d M	97	....	....	....	....	....
" Gen. mort	....	....	....	....	93	93½
" " reg	....	....	....	....	92½	93½
Penn. State, 6s. 1st series	103	....	....	....	....	103
" 6s, 2d series	....	....	....	....	104½	....
" 6s, 3d series	107½	....	....	....	....	....
" 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s	97	98	....	....	....	100½
" new	100½	100⅞	....	102	102½	102½
Philad., Germ. & Nor	....	....	....	....	86	....
Phila. & Reading	54½	54½	54½	54½	55½	55½
Philadelphia and Erie	....	25	....	25½	....	25
" 6s	....	....	....	....	....	....
" 7s	86	86	85	....	87	87
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	15½	....	15½	....	....
" 6s, 1882	....	....	79	....	80	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	80	80
Hestonville, (Horse)	....	....	....	....	20½	20½
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	47	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts	28	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 14.

	W.8.	Th.9.	F.10	Sat.11.	M.13.	Tu.14
Baltimore City 6s, 1875	95	....	....	95	95½	....
" 1886	....	....	....	....	....	....
" 1890	96	96	96	96	96	96
" 1884	....	....	....	....	95½	....
" 1900	....	....	....	....	....	....
Balt and Ohio	139	139	139	....	....	139
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	94⅞	....	....	95½	....
" " 1885	....	....	....	....	94½	95
Marietta & Cin. 1st M	96	....	96	....	....	....
" 2d M	83½	84	84	....	84½	....
" 3d M. 8s	....	....	....	....	....	....
Northern Central	39½	....	....	....	39⅞	40
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	92½	92½	92½	92½	92½
N. W. Va. 1st mort	98	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	65	....	....	....	62½	....
" Defer. Certif	29	....	28	28½	27½	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 15.

	Th.9.	F.10	Sat.11.	M.13.	Tu.14.	W.15
Boston and Albany	144	144	144½	145	145	
Boston and Lowell	....	135½	....	....	....	
Boston and Maine	142	141½	142	....	....	
Boston and Providence	....	....	....	144	....	
Boston, Hartford & Erie	....	....	....	....	....	
" 7s, new	25½	25½	25½	25½	26½	....
Cheshire, pref	....	....	83	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	140	....	....	....	....
Eastern	108	108	108	107½	109	....
Fitchburg	....	....	138½	....	....	....
Manchester & Lawr'ce	146	....	....	....	....	....
Michigan Central	119	120	122	122½	122	
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	87	87	....	86½	....	
" pref	103	....	....	....	....	....
Old Colony & Newport	....	....	....	104½	....	
Ph., Wil. & Baltimore	55	55	....	55½	55½	
Portl'd, Saco & Ports	....	130½	....	128	....	
Union Pacific	....	24½	....	25	....	
" 6s	....	84½	87½	....	87½	
" Land Grant 7s	77½	77½	....	78½	78½	
" Income 10s	....	....	....	79	....	
Vermont & Canada	101½	....	102½	102½	102½	102½
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	70	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	81	....	....	80	
Central Mining Co	....	80½	....	....	....	
Copper Falls	10½	10½	10	....	10½	11½
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	28½
Quincy	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Oct. 27.	Nov. 3.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	85 — 90	83 — 88
Do. do., 2d mort., 1881	80 — 85	80 — 85
Do. Penn., 1st mort., 1877	85 — 90	83 — 88
Do. do., 2d mort., 1882	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1890	36 — 36½	35 — 36
Detroit and Milwaukee 1st mort. 7s	— — —	— — —
Do. 2d mort. 8 p. c.	— — —	— — —
Erie shares 100 dol. all paid	23½ — 24	23¼ — 23⅝
Do. sterlg. 6 p. c. convertible bonds	68 — 72	68 — 72
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	107 —108	106 —108
Panama General mort. 7s, 1897	80 — 85	75 — 80
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	95½ — 96½	96 — 97
Do. $50 shares	49 — 56	47 — 49
Philadelphia and Erie 1st mort. 1881	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, November 18, 1871.

Stock Exchange and Money Market.

Money has been in better supply, and borrowers have been enabled to obtain the necessary aid, in a temporary form, within the modified range of 5@7 per cent. In the discount line, there is a freer movement noted, with the choicer grades of business paper quoted at from 8@12 per cent. per annum. The domestic exchanges are rather more favorable to this centre, and the local bank and treasury currency reserves are stronger, which circumstances serve to increase the easy working of the market for money. The speculative call for accommodation is less urgent, particularly from the more prominent of the street houses, whose wants are quite promptly provided for, within the quoted range. The city banks, in their latest return, show an increase of $2,055,100 of legal tender notes, $1,008,600 of specie, and of $6,848,000 of deposits; also an addition of $2,701,800 to their loan and discount averages, and a reduction of $40,600 in their item of circulation. The city bank exchanges, last week, averaged $90,229,303; and thus far, this week, 104 millions daily. The banks now hold $7,838,850 of specie and legal tender notes, more than the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is $18,991,500, against $17,124,489 same time last year. The city bank deposits are now $214,275,400 against $196,620,987 week ending Nov. 12, 1870. The legal tender reserve amounts to $54,462,300 against $53,832,019 same time last year. The circulation now stands at $30,184,400, against $32,879,568 same time last year. The loans are now $284,672,700, against $266,176,366 at this date last year.

The U. S. Sub Treasury enlarged its currency balance $1,155,255 and reduced its coin reserve $1,546,434, as the result of the week's business. The receipts of the office were $5,196,162 in coin, and $4,688,834 in currency; payments, $6,742,598 in coin, and $3,533,579 in currency. The office received $2,268,000 in coin or its equivalent, from customs; and disbursed $3,858,000 of coin interest.

The U. S. Sub-Treasurer retired, last week, $1,990,552 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $367,702,450; and as security for deposits of public money, United States bonds for $15,279,000. The aggregate of the outstanding circulation of the National Banks of the country is $324,946,862.

Government revenues have been yielding moderately since our last. The excises yielded last week about three millions, and thus far since July 1, about 51 millions. The customs at the port of New York, last week were $2,182,552; and at the outports, equal to about $750,000 more, all in coin, or coin certificates.

The receipts from customs at San Francisco, since Jan. 1, have been $6,661,000, against $7,104 000 same time in 1870.

Under the Treasury programme for November, Government proposes to sell Gold as follows; Thursday, Nov. 16—One Million. Wednesday, Nov. 22—Two Millions. Wednesday, Nov. 29—One Million. And to buy in Five-Twenties as follows: Tuesday, Nov. 21—One Million. Tuesday, Nov. 28—One Million.

The Gold speculation has been less active, and the price has been depressed, under increased offerings, in part because of the apprehension having been entertained in some quarters that large amounts of Government gold would soon come on the market, in connection with the final settlements on account of the new funding loan. But this source of supply, it is generally believed, will not add materially to the floating stock in any event. The customs and export call has been quite moderate. The range of the price during the week, has been from 111@111⅞ and the closing quotation on Wednesday was 111⅜ against 112⅞ the preceding Wednesday. The specie outflow, last week, was $368,846; on Tuesday of this week, $75,000; and on Wednesday $123,124. The Gold Exchange Bank clearances have been as follows: Nov. 9, $58.790,000; Nov. 10, $55 166,000; Nov. 11, $48,217,000; Nov. 13, $21,982,000; Nov. 14. $38,385,000; Nov. 15, $31,838,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Nov. 11th, 1871, $76,585,052, against $78,569,047 same time in 1870.

The export drain of specie was $368,846 last

week, against $410,135, same week preceding year. The shipments since January 1, 1871, have been $60,507,890, against $55,276,538 same time in 1870.

The specie exports by steam and rail from San Francisco, from Jan. 1, to Nov. 3, were $14,492, 565, and through the Post Office $10,993,181.

The customs demand for Gold last week, averaged $378,000 a day; thus far, this week, it has averaged $686,500 a day, or equal to a weekly aggregate of $4,119,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $546, and since Jan. 1, 1871, $8,403,063 against $11,204,528 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $139,205,617 against $126,629,705 same time in 1870.

Foreign exchange has been quoted stronger, on a very moderate offering of prime bills, and a rather better inquiry. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, 109¾@110.

The produce exports from this port, week ending with Nov. 14, were to the currency value of $4,793,905.

Government securities have been in much more confident request for home and foreign investment purposes at firmer prices, with unusually small offerings reported of all issues. The proposals to sell to the Treasury office on Wednesday were generally above par in gold, and, therefore unacceptable.

On Wednesday, Government bought in only $21,100 of Five-Twenties at 111 10@111 24 nett. The amount of bonds offered was $1,397,600 at from 111 10@111 85.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117½@117⅝; U. S. Five-Twenties of 1862, 111⅛@111¼; U.S. Five-Twenties of 1864 at 111⅜@111⅝; U. S. Five-Twenties of 1865, 111¾@111⅞; U. S. Five-Twenties of 1865 consolidated, 114⅛@114¼; U. S. Five Twenties of 1867, 114¾@114⅞; U. S. Five-Twenties of 1868, 114¾@115; U. S. Ten-forties at 109¾@110; U. S. Six per cent. currency bonds, 118⅜@118⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 31.	Nov. 8.	Nov. 15.
Consols.....	93	92⅞@93	93⅛
U.S. 5-20's of 1862..	91⅜	91⅜	91¾
U. S. 5-20s, 1865....	91½	91½	91¾
" 1867	93⅛	93⅜	94⅜
" 10-40s	89½	89½	90⅛
Erie.....	....	24¼	26

The new Funding Five per cent. Loan was not quoted in London on Wednesday.

State bonds have been in fair demand but irregular as to price, South Carolina bonds, decidedly lower, under reports of the probable postponement of the payment of interest.

Railway and miscellaneous share property has been quoted stronger as to price though not active.

Railway bonds have been in fairly active request through the commission houses, and the favorites of the older issues have been firm and buoyant in price, with no considerable amounts offering. Central Pacific Sixes have been in good demand at 103@103¼. The offerings of this loan are in very small lots, and are quickly taken by purchasers at the current figures. For the Chesapeake and Ohio Sixes there has been a fair investment call, at the ruling price of 93 per cent. and accrued interest.

General business has been on a fair average scale for the season, with values pretty well supported for domestic produce. Middling upland cotton closed on Wednesday at 18⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 621,088 bales, against 720,995 bales same time in the preceding year; exports 216,000 bales, against 277,800 bales in the previous year; stock at the ports at latest dates, 301,600 bales, against 314,500 bales same date 1870.

At the Live Stock Markets, Beeves have been in less demand at from 7@13 cts.; Veals at 5@10½ cts.; Sheep at 4¾@6½ cts.; Lambs at 6½@8 cts.; Swine, in active at 4⅞@5¼ cts. per lb., all live weight. The week's receipts were 7,986 Beeves, 1,706 Veal Calves, 43,815 Sheep and Lambs; and 55,056 Swine.

Foreign goods have been in quite moderate demand and prices have been quoted less firm, in most instances. Metals and Sugars, stronger. The week's imports of foreign goods reached $6,323,017, including $1,838,445 of dry goods.

Ocean freights have been comparatively quiet, but rates have been quoted steadier toward the close.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 30; do., Apl and Oct., 28; N. Y. State 7s, B. L. reg., 109¼; do. Coupon, 109; North Carolina 6s, special tax, 15; Louisiana 6s, Levee bonds, 61; Texas 10s, 1876, 90; Georgia 7s, gold, 91½; California 7s, 111½; Central of New Jersey 1st mort. new, 102½; do. 2d mort., 100; Great Western (Ill.) 1st mort. 1888, 93¼; Toledo, Peoria and Warsaw 1st mort, E. D., 91½; do. W. D., 89; do 2d mort., 79; Cleveland, Painesville and Ashtabula new 91¼; Long Dock bonds, 89¾; Cleveland and Pittsburg Consol., 92½; Ohio and Miss. Consol., 92½; do. 2d mort., 80; Hannibal and St. Joseph L. G. bonds, 105; Belville and Southern Illinois 1st mort., 8s, 97; Albany and Susquehanna 2d mort., 92½; New York and New Haven R. R., 160; New Jersey R. R., 130; Western Union Tel., 68¾; Brunswick City Land, 6; Adams Exp., 86⅜; U. S. Exp., 58; Am. Mer. Union Exp., 59; Wells-Fargo Exp., 64; N. J. Central Land and Imp. Co., 70; Quicksilver Mining pref., 26½; Consol. Coal of Md., 43¼; Maryland Coal, 23½; Pennsylvania Coal, 220; Spring Mt. 67; Cumberland Coal and Iron, 40; Lake Shore and Michigan Southern Scrip, 80¼; Am. Dock and Imp. 7s, 96; Brooklyn 6s, W. L., 93¾;

Philadelphia.—West Jersey 7s, 102; Warren and Franklin 1st mort. 7s, 88; Susquehanna Canal 6s, 62¾; Belvidere Delaware 2d mort., 82; do., 3d mort., 82; Huntington and Broad Top Mt. R. R., 10¾; do. 1st mort., 100; do. 2d mort., 86; Junction R. R. 1st mort., 88; Penn. and New York 7s, 95½; Allegheny Valley 7 3-10s, 94; Lehigh Valley 7s, new, 100½; Camden and Atlantic 1st mort., 95; do., 2d mort., 81; West Chester 7s, 97; Morris Canal Boat Loan, 7s, 85¼; Schuylkill Nav. 6s, 1895, 80½; Philadelphia and Reading 7s, 100½; Nesquehoning R. R., 56; Girard College R. R., 40; East Pennsylvania R. R., 89, The latest quotations are: City 6s, 100¼@10¾; do. free of tax, 103@103⅞; State 5s, coupon, 100@—; do. 6s, W. L. 101⅜@—; do. 1st series, 103@103½; do. 2d series 104⅝@105; do. 3d series, 107½@108; Reading, 55⅜@55⅝; do. 7s, 1893, 101@—; do. mort. 6s, 1880, 92@92; Camden and Amboy, 130@130; do. mort. 6s, 1889, 93@93½; do. 1883, 90@91; do. 1889, 90@91; Pennsylvania R. R., 58@58¼; do. 1st mort., 99¾@100½; do. 2d mort., 97@98; do. General mort. coupon, 93½@94; do. reg., 93½@—; Little Schuylkill R. R., 45⅞@46¼; Morris Canal, 48@55; do. pref., 120@125; do. 6s, 87@95; Susquehanna Canal, 7@10; do. 6s, 62½@63¼; Schuylkill Nav., 7½@9; do. pref., 15@15⅛; do. 6s, 1882, 80@80; Elmira and Williamsport pref., 42@43; do. 7s, 1873, 93½@94½; do. 5s, 61@—; Lehigh Coal and Navigation, 35@35; do. 6s, 1884, 84⅛@84¼; do. R. R. Loan, 90¼@90½; do. Gold Loan, 92@92½; North Pennsylvania, 47@—; do. 6s, 98½@100; do., 7s, 96@96½; do. Chattle 10s, 110@110; Philadelphia and Erie, 25@25¼; do. 6s, 86@89; Minehill, 52¼@52½; Catawissa, 16@17; do. pref., 46⅜@46½; Lehigh Valley, 59⅞@60; do. 6s, new coupon, 96½@97½; do. reg., 97@97¾; do. 7s, 100¾@100¾; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 65@69; Thirteenth and Fifteenth, 22½@23¼; Spruce and Pine, 30@32; Green and Coates, 47@—; Chestnut and Walnut, 53@53½; Hestonville, 20¾@21; Union, 60@—; Germantown, 31@34.

Boston.—Vermont Central 1st mort., 84½; Philadelphia and Reading 7s, 100; Stanstead, Shefford and Chambly 7s, 1887, 84; Vt. Central and Vt. and Canada 8s, 1889, 101; Mansfield and Framingham 1st mort. 7s, 89½; Framingham and Lowell 7s, 1891, 88¾; St. Joseph and Council Bluffs 1st mort. 10s, 98¼; do., 8s, 1874, 91; Keokuk and St. Paul 8s, 95; Illinois Grand Trunk 8s, 97; Boston and Lowell R. R. new, 115½; Connecticut and Passumpsic Rivers pref., 91½; Indianapolis, Cincinnati and Lafayette R. R., 7½; Norwich and Worcester R. R., 116½; Burlington and Missouri River R.R., in Iowa, 102; Cincinnati, Sandusky and Cleveland R. R., 20¾; Vermont Central old, ¾; Rutland pref., 76½; do. 8s, 1880, 98; Boston Water Power, Co., 44; Cary Imp., 11⅝; Maine 6s, 100½; Boston 6s, 1880, currency, 100¼; do. 5s, 1885, gold, 99½; Chicago 7s, 1893, Sewerage, 97½; do. River Imp., 97½; St. Louis 6s, 1888, 90; Brooklyn 7s, 1906, 98½; Roxbury 6s, 1876, 100; do. 5s, 1880, 90; Allouez Mining Co., 3⅞; Calumet and Hecla, 89¼; Hancock, 2½.

Baltimore.—Central Ohio 1st mort., 84½; Orange, Alex. and Manassas 7s, 81; Northern Central 6s, gold, 1900, 92¼; Orange and Alexandria 4th mort., 8s, 81½; Richmond and Danville bonds, 76¾; Western Maryland 3d mort. guar., 89; Maryland Defense Loan, 104. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92⅝@92¾; Baltimore and Ohio, 139@140; do., 6s, 1875, 95@95; do., 1880, 95½@--; do., 1885, 94¾@95; Northern Central, 38@40; do. 6s, 1885, 93@93½; do., 1900, 85@86¼; do., 6s, 1900, gold, 92¼@92½; N. W. Va. 1st mort., 98@102; do., 2d mort., 97½@98; do., 3d mort., 1885, 86@91; Marietta and Cincinnati 7s, 1892, 95¾@97; do., 2d mort., 85@85¼; do., 3d mort., 79@80 Central Ohio, 29½@30½; do., 1st mort., 84½@84½; Western Md, 1st mort, 6s, 1890, 80@—;

guar. by Baltimore City, 90@96; do., 3d mort., guar., 89@89; do., 2d mort. pref., 62@—; do., 6s, guar. by Washington Co., 82@83; Richmond and Danville bonds, 76½@77½; Orange and Alexandria 1st mort. 6s, 88@—; do., 2d mort. 6s, 81@82; do., 3d mort. 8s, 87@—; do., 4th mort. 8s, 80½@81¼; Orange, Alex. and Manassas 7s, 80½@81½; Virginia and Tennessee 8s, 85@91; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 76@77½; Baltimore 6s, 1875, 95½@96½; do., 1884, 96@97; do. 1886, 97@99; do., 1890, 96@96¼; do., 1893, 97¾@98½; do., 1900, 96@96¼; Memphis City 6s, 55@55½; Maryland 6s, 1890, 94@—; do. Defense Loan, 1883, 104@105; City Passenger R. R. 23@—; George's Creek Coal, 76@85.

Completion of another Railroad.

The Chicago, Danville and Vincennes Railroad Company have completed their road from Chicago to Danville, and the Evansville and Terre Haute Company have also completed their line North to Danville, thus forming a new and almost air line route from Chicago to the Ohio River, and thence by the Henderson line to Nashville and all points South.

The striking feature of this important work is that it places the Indiana block coal fields in direct connection with Chicago and the North West.

The Chicago, Danville and Vincennes Company are prepared to open their line with a large equipment, and (in connection with the E. & T. H. Co.) will at once place six hundred cars in the coal traffic alone.

The iron mills and other manufactures already established at Chicago require of this coal fully five hundred thousand tons per annum, which will be cheapened by the opening of this road more than one dollar per ton.

The road runs for its entire length through one of the most fertile sections of the State of Illinois, We also learn that it has been built with unusual thoroughness in all respects; and from its location as the shortest through route from the Lakes to the South, and especially in its advantages for the coal traffic, it must at an early day take rank with the best lines terminating at Chicago.

Railroad Progress in San Joaquin Valley.

The San Joaquin Valley branch of the Central Pacific road is being constructed at the rate of half a mile a day, southerly towards Bear Creek, which is within 90 miles of Visalia. The completion of the road to Bear Creek will change the current of both passenger and freight traffic between San Francisco and the southern and southeastern counties of the state. Passengers for Visalia, Bakersfield and intermediate points in the San Joaquin Valley, and mining districts in the mountains, now take stage at Gilroy, from which town to Visalia is a distance of 140 miles. The Pacheco mountain is crossed by this route and the road over it is very rough, dangerous, steep and very exhaustive to horse flesh. The distance over the mountain is 20 miles. When the road to Bear Creek is finished, passengers will be carried to that town, and there connect with stages for Visalia and other points. Fifty miles in distance will then be saved, and a perfectly level stage road will be had. The stages and stock of the stage line, via Gilroy, have been purchased and will be used on the new route via Bear Creek.

Freight to and from Kern county and the mining districts of Owens' river, Lone Pine, Kernville, Havilah, Sageland and Kelso, has heretofor gone by sea to Los Angeles, and been carried thence by teams, over several ranges of mountains, to Bakersfield and other points. The distance from Los Angeles to Bakersville is 150 miles; from Bear Creek to Bakersville is 160 miles. There are three mountains to cross by the former route, and high tolls are paid, while by the latter the road is free and runs over a dead level country. The importance of the mining districts named is little understood here. One fact, however, will give the public an idea of its extent. A Frenchman in Los Angeles owns 1,200 mules, which he keeps constantly engaged in carrying goods in, and bullion or ores out of the Owens' river country. In fact, one of the main sources of the prosperity of Los Angeles has lain in its being the shipping point for the majority of those mining districts.

There are now 34 families here who are going down to settle on Government land in Kern river valley. The owner of the stage line between Visalia and Bakersfield has for their benefit reduced the fare from $10 to $2 each, and an effort is now being made to have the railroad and stage company between this city and Visalia display equal liberality. The extension of railroads, the settlement of Government lands, the building of irrigating canals, and the passage of a no fence law, will revolutionise the face of nature in the San Joaquin Valley, which is yet destined, and that quickly, too, to be one of the richest and most reliable agricultural sections of the entire state.—*San Francisco Bulletin, Nov. 4.*

☞ The West Wisconsin Railway, which forms the chief link in the new and short through route from Chicago to St. Paul and the great North-West, will be completed, equipped, and in running order by the middle of November. The iron is down to within 10 miles of Hudson, and is being laid at the rate of a mile a day, and the grading throughout is finished. One hundred and twenty miles have been in operation for a year, and had a large and profitable local business, and a still larger amount awaits its completion through St. Croix County to the shore of the lake. The lumber traffic this winter will be very heavy. Immense quantities are already piled up at the mills on the line of the road awaiting the completion of the connection with St. Paul when it will be distributed over the treeless prairies of Minnesota and Iowa. Besides this local business the West Wisconsin will get a large share of the traffic between St. Paul and the North-West and the Lakes. It is a hundred miles shorter than the present line, and has direct connections with Chicago. The road has a valuable Land Grant of 1,000,000 acres in the best part of Wisconsin. This grant with the Road itself, is pledged in support of the First Mortgage 7 per cent. Gold bonds which may be bought at 90 and accrued interest in currency of White, Morris & Co., No. 18 Wall-st., and Gwynne, Johnson & Day, No. 16 Wall-st., Agents to the Company.

☞ The receipts of the Chesapeake and Ohio Canal Company for the month of October were $52,816 20; and the expenses, $15,025—leaving net earnings, $37,791 20. An appropriation of $75,000 was made to pay unfunded coupons accrued prior to July, 1854. This series is now the first lien on net tolls and revenues of the canal.

☞ The double track of the Flushing and North Side Railroad has nearly reached Woodside. Work will be pushed on the additional track until it reaches Flushing.

☞ The extension of the Bangor and Piscataquis Railroad from Foxcraft to Guilford was formally opened on the 10th inst.

Office of Fisk & Hatch, BANKERS AND FINANCIAL AGENTS of the CHESAPEAKE AND OHIO RAILROAD COMPANY, No. 5 Nassau-st., New York.

We are now selling the last of the Chesapeake and Ohio Fifteen Million Gold Loan, secured by mortgage on the whole railroad property. These bonds combine perfect safety with a fair income, and a prospective advantage in their future market value. Holders of Five-twenties, or other Government securities, can exchange for these bonds, and realize a handsome increase in the amount of their invested principal and their annual income, without impairing the security of their investment. They are issued in $100, $500, $1,000, either coupon or registered; interest six per cent. gold, payable May and November. Price, for the present, 93 and accrued interest from Nov. 1. We recommend them to our friends and customers with the same confidence with which we have always recommended the United States Government and the Central Pacific Bonds.

We continue to buy and sell Central Pacific Bonds, and fully expect they will, in time, reach the price of Five-twenty Bonds. They are dealt in at all the principal money centres of the world. The Company have none left, and can issue no more on their main line, as the amount was fixed by act of Congress at $25,885,000. The property pledged to secure the bondholders is worth fully one hundred million dollars; the net receipts of the road for the year will be nearly three times the interest payments thereon.

We buy and sell Five Twenties, Ten-forties, Eighty-ones and Central or Western Pacifics, or receive them in payment for Chesapeake and Ohio Bonds at their current market price.

Deposit account of banks, bankers and others received, on which we allow four per cent. interest. Checks payable on presentation, without notice, the same as at a national bank.

FISK & HATCH.

Harvey Fisk.
A. S. Hatch.

☞ The new branch of the Connecticut River Railroad, from Mount Tom station to Easthampton, is so nearly completed, that a locomotive passed over the entire length on Tuesday evening. Trains will not be run regularly, however, for ten days yet.

☞ Messrs Wolf, Carpenter & Co. have bought at sheriff's sale the road bed, depot grounds and franchises generally of the St. Louis and Cedar Rapids Railroad from Ottumwa to Sigourney, for $50,000.

☞ Mr. William H. Turner has been appointed superintendent of the Portland and Rochester Railroad, and has accepted.

☞ Nathaniel G. White Esq., of Lawrence, Mass., has been unanimously elected President of the Boston and Maine Railroad Company.

☞ The track of the first passenger railway in Camden, N. J., will be completed this week as far as Kaighn's Point.

☞ A charter will be applied for, at the next Legislature, to build a railroad from Bridgeton to Millville, New Jersey.

Journal of Railroad Law.

RAILROAD COMPANIES—COMMON CARRIERS—CARRIAGE OF GOODS BY SEVERAL CONNECTING LINES—GUARANTY BY FIRST COMPANY AS TO TOTAL COST—RIGHTS OF SUBSEQUENT CARRIERS.

The facts in the recent case of Schneider *vs.* Evans, (25 Wisc., 241,) are fully and clearly stated in the following opinion by—

PAINE, J.—There can be no doubt that the contract between the plaintiff and the Pittsburg, Fort Wayne and Chicago Railway Company was not what is called a through contract. That company did not undertake to carry the goods to Hudson; on the contrary, it expressly restricted its liability as a carrier to its own route. It did, however, guaranty, on its behalf, and in behalf of the other companies and carriers constituting the entire route, that the through freight should not exceed a certain sum. But it is a stipulated fact in the case, that each of the companies acted independently, and that did not form a continuous line, interested together in the transportation over the whole route. It is clear, therefore, that each of the succeeding carriers, after the first, had the right to charge its usual rates, without regard to the guaranty of the first company, even if this had been known. This is not disputed. But the respondent's counsel very ingeniously and forcibly urges, that although this was so, yet, when the succeeding companies decided to change their usual rates, that diminished, by the amount of the excess over the guaranteed rate thereby caused, the sum which the first company was entitled to; and that, therefore, the Chicago and Northwestern Company ought to have deducted the amount of such excess from the back charges which it paid to the Pittsburg, Fort Wayne and Chicago Company; and that it could not, by improperly paying over that amount to the first company, acquire any lien on the property as against the plaintiff for that sum, nor transmit any such lien to the succeeding carrier, who might receive it, paying also the same sum as a part of the back charges.

If the guaranty of the first company had been known to the others, the question would have been more difficult. But it is not entirely clear to my mind that even then the position of the respondent's counsel would have been correct. If it could be assumed that the Chicago and Northwestern Company, which received the property from the first company, could have known or readily ascertained the exact amount which the first company might ultimately be entitled to, after complying with its guaranty, there would be more force in the argument; but this could scarcely be assumed. There were several succeeding carriers after the Chicago and Northwestern. It might not have known what their usual rates would be. If it had known this, it might not know whether they would all charge their usual rates, or whether some of them might choose to conform to the rate guaranteed by the first company. It would seem impossible, therefore, for it to be liable to adjust the controversy between the plaintiff and the first company, that might arise on the guaranty. Yet it would be evident on the face of the contract that the plaintiff desired the property to be transported, and that he contemplated the employment of the succeeding carriers on the route for that purpose. This the Chicago and Northwestern Company would have had the right to assume, even if it had known the exact terms of the contract. It would also have had the right to assume that the plaintiff knew the general custom among carriers so situated, of receiving goods from each other and paying back charges. And under such circumstances it seems to me extremely questionable whether it would not be reasonable to say that the second carrier would have the right to receive the goods, paying the back charges demanded by the first, as though its guaranty was to be complied with by the other companies, leaving the plaintiff to resort to his contract to recover whatever he might be entitled to, when the fact should be ultimately ascertained. But as this question is not presented, I will not pursue it further. It is conceded here that the other companies, after the first, had no knowledge of the contract between the first and the plaintiff. Upon these facts, it seems to me clear that the carriers who have acted in accordance with the usual general custom, which the plaintiff is presumed to have known, and probably did well know, in fact, ought to have their lien for the ordinary back charges paid by them. It would be unreasonable, where nothing accompanies the goods to notify them of the fact, to require them to ascertain at their peril whether there are any secret stipulations between the owner and some prior carrier from whom they have been received, which may ultimately prevent him from being entitled to the ordinary rates.

It is not like the case of goods being delivered to a carrier by a person having no authority to deliver them, and then the carrier claiming a lien for the charges as against the true owner. Some cases have held that there the carrier has no lien, because the owner's title cannot be thus divested or incumbered. It is not a case where the goods have been diverted from their true destination; on the contrary, the goods have been transported over the whole route, exactly in accordance with the authority and intention of the owner. It is a mere question, where the owner has taken a guaranty from the first carrier that the through rate shall not exceed a certain sum, whether the others, having no knowledge of it, are not entitled to act upon the general custom. It seems to me that they are, and that it is more reasonable to impose on the owner, who, knowing the custom, causes the goods to be delivered to the carriers, without notifying them of his secret contract, the burden of resorting to the company with which he contracted, than to impose on the carriers the burden of ascertaining at their peril all the secret agreements between the shipper and prior carriers from whom the goods are received, affecting their right to receive the ordinary freights.

The custom under which these carriers acted is more for convenience of shippers than of the carriers. It enables property to be transported over long routes, composed of many distinct companies and lines, with great safety and dispatch, and without the necessity of employing any intermediate agents other than the carriers themselves. If, therefore, the risk is to be imposed on each, to ascertain at its peril whether there are any secret agreements affecting the liability of goods received in the ordinary course of business to the ordinary freights, this liability must result in breaking up the custom, and thus tend greatly to the public inconvenience. Upon the facts found, the defendants were entitled to their lien for the back charges.

The judgment should be reversed, and the cause remanded with directions to enter judgment for the defendants.

So ordered.

Delhi and Middleburgh Railroad.

At a recent meeting of citizens of the counties of Albany, Schoharie and Delaware favoring the construction of a railroad from Delhi through Middleburgh, and thence to this city, held at Stamford, the report of the preliminary survey of the route from Middleburgh to Clarksville in this county, by John J. Way, Chief Engineer, was presented. The remainder of the survey to this city, it is expected, will soon be completed. The report of the survey from Stamford, Delaware county, to Middleburgh, was also read. The feasibility of the project was favorably discussed by a number of gentlemen present, and the following committee appointed in the towns in this county interested, to canvass them as to what they will do in the way of bonding for the proposed railroad: New Scotland, Rushmore Bennett, Philip Hotaling, Hiram Crounse; Bethlehem. William Snyder, Henry Mead, Jurian Winne; Berne, Z. Dyer, Harvey Brownell, Harvey Warner. Henry Crounse was also appointed to confer with the citizens of Albany and ascertain the assistance they will probably give to the enterprise. The meeting was then adjourned until the 20th of December next, to meet at the Atchison House, Middleburgh.—*Albany Journal.*

Indianapolis, Cincinnati and Lafayette R. R.

The annual meeting of the stockholders of this company was held at Indianapolis on the 4th inst. J. A. Pomeroy of Cincinnati in the chair. The minutes of the preceding meeting were read and approved, after which an el ction for nine directors was held. Before the result of the balloting was announced, Mr. Ingalls was called upon for the report of the receivers, which he presented and read, as follows:

To the Stockholders of the Indianapolis, Cincinnati and Lafayette Railroad Company:

Your road during the past year has been in the hands of the undersigned, as officers of the court, and it is proper that we should give you some statement of what it has earned and how its income has been spent.

When the company and its affairs were put into the control of the court, on the 26th of October, 1870, it was operating its own line and also what was known as the Cincinnati and Martinsville Railroad and the Whitewater Valley Railroads.

We continued to operated the Whitewater Valley Railroad until May 1, 1871, when they went into the hands of the Whitewater Valley Railroad Company. By the terms of settlement we obtained the release to the Indianapolis, Cincinnati and Lafayette Company of $85,000 due their company for past rent, and also made an arrangement by which we utilized and made a source of future income, $27,000 of Harrison Branch stocks, and $50,000 of Hagerstown certificates. We also made a running arrangement with those roads, which thus far has worked satisfactorily to both parties.

We have operated and are still operating the Cincinnati and Martinsville Railroad. It will be seen that its earnings are small, but during the last six months they have steadily increased. We have spent and are still spending money in improving its track, &c.

This division has been under the management of Gen. John C. McQueston, a careful and faithful officer,

From the 26th of October, 1870, to the 1st of November, 1871, our receipts and expenditures have been as follows:

Earnings from October 26, 1870, to November 1 1871, Main Line....	$1,636,138 06	
Earnings from October 26, 1870, to May 1, 1871 Whitewater Valley Railroad....	98,457 65	
Earnings from October 26, 1870, to November 1, 1871, Cincinnati and Martinsville Railroad.....	81,564 64	
Net income from C. and I. rents...	16,663 61	
Total from all sources.....	$1,827,823 96	
Operating expenses from October 26, 1870, to November 1, 1871, (including taxes and $110,000 spent in extraordinary repairs and renewals)...	$1,205,510 53	
Bond interest accruing per annum....	558,040 00	
	1,763,550 53	
Net earnings after paying operating expenses, taxes and bond interest.	$64,273 43	

Of the $558,040 bond interest mentioned above, $223,020 remains unpaid, a portion of the receipts having been used in payment of debts on account of old company, which are as follows, viz:

Taxes....	$26,681 95
Rents....	23,567 91
Sundry debts, due employees, &c....	103,228 32
Am. Merch. Union Express Co.....	27,550 36
Appropriated to B. & O. R. R. by M. & C. R. R., on account of rents....	45,000 00
Total....	$226,028 54
Add bond interest paid and chargeable to old company....	26,562 50
Total payments on account old company....	$252,591 04

It will be seen that our operating expenses have been large, but this is due in a measure to the condition in which we found the road and equipment.

For two years previous to the receivership the financial condition was such that nothing was done that could by any possibility be avoided. Consequently the iron and rolling stock was very much dilapidated.

Accompanying this report will be found reports in details from our master machinist and master of road and engineers.

By them it will be seen that we have thoroughly overhauled every engine on the road, that a large number of freight cars have received extensive repairs, that the whole passenger equipment has been kept in first class order. In addition to repairs and rebuilding, we have built one new first class passenger coach, two new baggage and mail cars and sixteen coal cars.

We have added new equipments worth at least $25,000, and we have spent over $30,000 over over and above what would be needed for ordinary repairs and renewals if the rolling stock had been in good order.

We have bought, under the direction of the court, three new freight locomotives, to be delivered this month.

With these, and the expenditure of $50,000 during the next year upon our locomotives and cars, over and above what will be required for ordinary repairs and renewals, the equipments will be in first class order.

In the road department, extensive repairs and improvments have been made.

On the 179 miles of road from Cincinnati to Lafayette 2,510 tons of iron have been laid and 82,500 ties.

One new bridge has been built to replace one burned, and two have been built in place of old ones.

A large sum of money has been spent upon water stations and depots in renewing and improving them.

Nearly a mile of new sidings have been laid, at an expense of over $5,000.

At least $50,000 has been spent in this department over and above what would have been required for renewals and ordinary repairs if the road had been in good order when we took it. It will require next year for new rails and bridges about $50,000 over and above the ordinary repairs, to place the road, stations and bridges in first class order.

Our relations with connecting roads are all friendly. The business of the road is steadily increasing.

Our trains are running with great regularity, and without accident.

The employees of the road, as a class, are far above the average, and are working diligently and faithfully for its interests.

It will be seen that the income of the road from rents from real estate the past year has been something over $16,000.

During the year we have leased various portions of the real estate of the company unoccupied, at such rates that the income from this source next year will be over $60,000, and there will be a saving besides in taxes which the lessees pay, of about $10,000, making a gain to the company of over $50,000 over last year; and also a reduction in depot expenses and repairs, by admitting other roads to their use. If the contract with the Ohio and Mississippi Railroad, which has been partially made, should be ratified, it will increase this sum $15,000 per annum.

The Cincinnati and Springfield Railroad Company (an extension of the Cleveland, Lake Shore and New York Central line), is building a road into Cincinnati, and have leased a portion of our grounds and depot. This will undoubtedly give a large increase of business. At Lafayette, the other end of the road, the Lafayette and Bloomington and the Cincinnati, Lafayette and Chicago Railroads are about completing their roads, and they also rent our grounds and depots. These are very valuable connections with Chicago and the West. We have been able to prevent the sacrifice of any of the collaterals of the company thus far, and all the secured creditors are charging a moderate rate of interest, not exceeding eight per cent. in any case, and in nearly all seven.

We owe no debts as receivers, except for current expenses of the month just ended, a large portion of which has been paid or the money drawn for.

The financial condition of the company, as near as we have been able to get at it, is as follows;

Bonded debt authorized....	$8,400,000
Bonds actually sold (most of the balance being out as collateral).....	7,972,000
Coupons unpaid (about).....	400,000
Debts secured by bonds, real estate, &c.	450,000
Preferred debts.....	50 000
Claims in litigation.....	50 000
Unsecured debt (about).....	740,000
Indianapolis, Cin. and Lafayette stock	5,685,490
Cincinnati and Indiana stock outstanding actually sold.....	43,000

The agreement for reorganization having been signed by more than two thirds of the holders of unsecured debts and of the bonds of 1869, we hope the legal complications of the company will be speedily settled, and the property placed in your hands.

From the business of the past year and the prospects of the future, in our judgment the property can earn interest upon all its bonded debt, and leave a surplus sufficient in a few years to pay off all its floating depts. You will then have a very valuable property in the stock.

T. A. MORRIS,
M. E. INGALLS.
Cincinnati, Nov. 4, 1871. Receivers.

On motion of Mr. Broadwell, the report was received, and the course of the receivers approved.

Judge Hoadly suggested that the plan of reorganization be read for information. He afterwards moved the following, which was adopted unanimously.

Resolved, That the stockholders of the Indianapolis, Cincinnati and Lafayette Railroad Company approve the plan of reorganization signed by more than two-thirds of the holders of the bonds of 1869 and floating debt creditors of the company, and hereby authorize the board of directors to file in the name of the company a voluntary petition in bankruptcy, or to submit to an adjudication of bankruptcy now pending upon the petition of Joel F. Richardson and others, and upon any other petition that has been or may be filed, or to consent to a sale under proceedings for foreclosure as said board may deem best and in case of a sale of the whole or any part of the property or franchise of said company, under any of said proceedings or otherwise, the stockholders hereby authorize the said board to convey such property and franchises so sold to the purchaser, by way of further assurance, or otherwise, as said board may deem best.

The judges of election reported the following as duly elected to serve as directors for one year; Geo. H. Chapman, Indianapolis; Augustus S. Winslow, S. G. Broadwell, J. A. Bates, Joseph C. Butler, Cincinnati; William A. Booth, George Bliss, John S. Kennedy, New York; Thomas H. Perkins Boston.

The whole number of shares is 113,667, of which 63,526 were represented in the election.

Immediately after the meeting of stockholders, the directors met for organization, with the following result: Wm. A. Booth, President; A. S. Winslow, Vice President; Chas. H. Booth, New York, Secretary.

Atchison, Topeka and Santa Fe Railroad.

The road bed on the connecting link between Topeka and Atchison is so far completed that it is expected the road will be in running condition within ninety days. The road is now open from Topeka to Newton, a distance of 137 miles, and in October the gross earnings were $57,000, net earnings $27,000. This road is to be extended, and the Kansas State Record says:

Mr. Peter, the General Manager of the Atchison, Topeka and Santa Fe Railroad, has just received a report from Engineer Ellenwood. It is known that Mr. Ellenwood with the necessary outfit has for some time been surveying the proposed extension of that road Southwest. He has been accompanied by a Government escort. The party has just returned to Fort Dodge, having surveyed the line to Fort Union, New Mexico, and finds the route a practicable one. As soon as he returned to Fort Dodge he dispatched a party under charge of Gen. Strickler, to survey a route South to Rock Salt, which is at nearly the Southern line of the State on the Osage lands.

Mr. Ellenwood himself is now running the line West up the Arkansas River, and if not stopped by heavy snows will complete the survey to Pueblo, New Mexico, before he returns. It will be seen that this Company are pushing ahead with great energy. The time is not far distant when trains will be running from Topeka to Santa Fe,

Kentucky and Great Eastern Railroad.

We have been shown a letter from the president of the Kentucky and Great Eastern Railroad Company stating that arrangements have been perfected in New York city for putting the whole line of that road, from Newport to the Big Sandy, under contract so soon as the requisite subscriptions shall be made by the other counties along the line. Immediately after the counties make a favorable response the surveys will be made, and the work will be commenced all along the line. The grade of the entire road will probably be completed before any of the iron will be laid, and the people of all the counties will have an irreversible guarantee of the completion of the road in all its length before they will be asked for a dollar of their bonds.—*Maysville Eagle.*

☞ Col. John E. Gowen has entered into a contract to build and equip the Newburyport and Amesbury Railroad—a distance of six and one-half miles—and will commence the work forthwith.

Riviere du Loup Railway.

The Government of New Brunswick has ratified a contract with a company, composed of E. R. Burbee, I. Burbee, C. H. Fairweather, Bois Devebor, Alex. Jardine and John Boyd, each of whom subscribe $15,000, twenty-five per cent. of which is paid down, to build the Riviere du Loup Railway, under the Provincial act of 1870. The company are to commence operations during the present month at St. Mary's, on the side of the St. John river, opposite Fredericton, and are, by the terms of the act, allowed till 1879 to complete the road to Edmunston Little Falls, a distance of 180 miles. They, however, of their own motion agree to complete the first forty miles before the expiration of next year. This road is to be on the east side of the St. John river all the way to Edmunston, with a branch to Woodstock, about four miles long, including a bridge over the St. John at that place which will connect with the New Brunswick and Canada Railway, and from it with the Houlton Branch and European and North American Railway. The main line, however, will lead to Fredericton from the upper country, and over the branch railway from that city to the European and North American Railway, which runs to St. John. The Government is to give a subsidy of 10,000 acres of land per mile, the land being on the east side of the St. John, in the counties of York, Carleton and Victoria, and the aid in money voted by those counties already amounts to $250,000, besides stock to the amount of $25,000 already subscribed by the New Brunswick and Nova Scotia Land Company, and aid from the city of Fredericton. St. Stephen railroad men will aid the enterprise.

Cohoes and Waterford Railroad.

Articles of Association of the New Cohoes and Waterford Railroad Company have been filed in the office of the Secretary of State. This road commences at a point near the Canal bridge on Broad street, in the city of Cohoes, and terminates in the village of Waterford, at a point hereafter to be determined; and the road will be constructed entirely within the counties of Albany and Saratoga. The length is two miles, and the capital stock $25,000. The number of the directors is thirteen, as follows: Chas. H. Adams, David J. Johnston, Henry S. Bogne, Murry Hubbard, Earl L. Stimpston, James E. Crawford, Henry Brockway, Jehial W. Himes, James B. McKee, Norman W. Frost, Chas. F. North and John Wakeman, all of the city of Cohoes; and Abner J. Griffin of the town of Waterford.

A Narrow Gauge Railroad to the East.

If the sensible reader will examine a table of exports by railroad for the past ten months of this year and note the comparison of figures there given with those for the same months of 1870, it will become at once apparent that one of the greatest needs of the hour *now* is an important increase in our railroad service Eastward. The present service has been so crowded with our business as to find it necessary several times to advance the rate of freight to a prohibitory price; even then the demand for cars was far beyond their capacity to supply. There is a certain class of trade which *must always go by rail* from this city, no matter how the river is, and this class of trade is so rapidly upon the increase, and our present rail facilities Eastward are so poor and uncertain, that the building of a new line, to be run for the especial benefit of this city, is imperatively demanded. A three foot six inch gauge, double track, equipped with six thousand freight cars, is what we want. This question is receiving much attention now, and we intend devoting such space and time to its further development as the matter seems to warrant. Every proposition must have a beginning and we may as well accept the present moment as an auspicious time for planting the seed of this important enterprise.—*St. Louis Democrat.*

Illinois Central Railroad.

The statement of this Company for the month of October, 1871, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	1,701.76 for	$17,411 84
Acres Int. Fund Lands sold	..... for	.....
Acres Free Lands sold	40.00 for	836.00
Total sales during month of October, 1871	1,741.76 for	$18,247 84
To which add Town Lot Sales		205 00
Total of all	1,741.76 for	$18,542 84
Cash collected in October, 1871		$94,913 20

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 402 Miles.	Total. 1109 Miles.
Freight	$400,450 00	$99,806 00	$500,256 00
Passengers	138,934 00	43,899 55	182,833 55
Mails	6,375 00	3,059 33	9,434 33
Other sources	65,500 00	2 940 67	69,440 67
Tot. Oct., '71	$612,259 00	$149,705 55	$761,964 55
Tot. act'l earn'gs, Oct., '70	$734,363 66	$168,861 77	$903,225 43

☞ The following gentlemen have been elected directors of the Hannibal and St Joseph Railroad Company: Jacob S. Rogers, E. S. Higgins, A M. Ramsdell, A. B. Baylis, Henry Smith, John P. Acker, George Bolton Alley, J. M. Whitcomb and Daniel S. Miller. President, Henry N. Smith; Vice President, Benjamin F. Carver; Fiscal Agent, John P. Acher. The office of the company is to be transferred from Boston to New York.

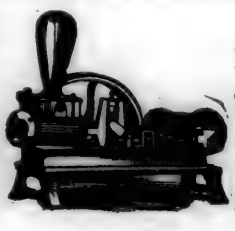
☞ The Tuckerton (N. J.) Railroad, extending from Whiting's Station on the New Jersey Southern Railroad to Tuckerton, a distance of 29 miles, will be opened for travel on the 20th inst.

NIAGARA
Fire Insurance Company
REMOVED TO
201 BROADWAY,
BETWEEN FULTON AND DEY STREETS.

Cash Capital, 1,000,000 Dollars.

Assets after Paying Losses at Chicago, over 1,100,000 Dollars.

H. A. HOWE, President.
P. NOTMAN, Vice-Pres't and Sec'y.



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PATENT STEAM PUMPS,
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Suitable for all purposes.
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HOME
INSURANCE COMPANY,
No. 135 Broadway,
Branch Office, No. 586 6th-av.

The Officers and Directors invite the attention of the public to the following Certificate of the Superintendent of the Insurance Department, showing the condition of the company on the 1st November, 1871.

CHAS. J. MARTIN, Pres.
J. H. WASHBURN, Sec.

INSURANCE DEPARTMENT,
ALBANY, N. Y. Nov. 10, 1871.

Having at the request of the officers, made an examination of the affairs of the Home Insurance Company, of New York, I find that company had, on the 1st day of November, 1871, of well-invested and available assets,

$4,813,560 94.

LIABILITIES WERE:

Chicago Losses, deducting amount reinsured	$2,139,213 00
Other Liabilities	291,326 79
	$2,430,539 79
Amount required to reinsure all Outstanding Risks	1,375,000 00
	$3,805,539 79

Amount of Assets over all Liabilities, except capital,

$1,008,021 15.

The Capital Stock of the Company is

$2,500,000.

THE OFFICERS HAVE THIS DAY BEEN DIRECTED TO REQUIRE THE STOCKHOLDERS TO PAY UP THE DEFICIENCY, OR **SIXTY** PER CENT. OF SAID CAPITAL STOCK WITHIN FORTY DAYS.

THE PRESENT ASSETS AND THE PROSPECT OF A SPEEDY REPAIRMENT OF THE CAPITAL STOCK OF THE COMPANY ARE QUITE SUFFICIENT, IN THE OPINION OF THE SUPERINTENDENT, TO JUSTIFY THE CONTINUANCE OF PUBLIC CONFIDENCE.

GEO. W. MILLER, Superintendent.

Chesapeake & Ohio Railroad.

NOTICE TO BRIDGE BUILDERS.

SEALED PROPOSALS will be received by the undersigned at Richmond, Va., until 12 M., Dec. 6, 1871, for about 2,000 feet of IRON BRIDGING, in spans of from 20 to 130 feet.

Proposals for any part or for all will be received.

These bridges are for the extension from White Sulphur Springs to Millers Ferry on New River, West Va.

Circulars containing a description of the spans, etc., can be had from

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Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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1,000 " BAILEY BROS.
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Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

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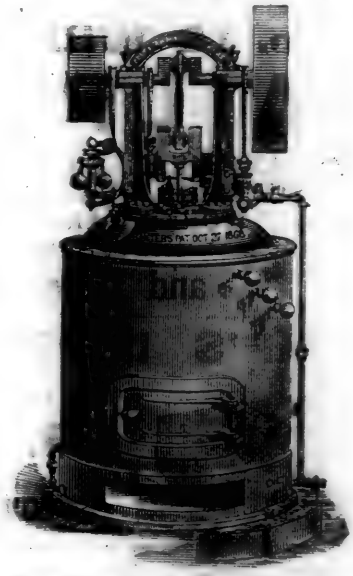
They are Driven by Compressed Air or Steam, and Bore at a Uniformly rapid rate, making a perfectly cylindrical hole, of the same size top and bottom in the hardest rock.

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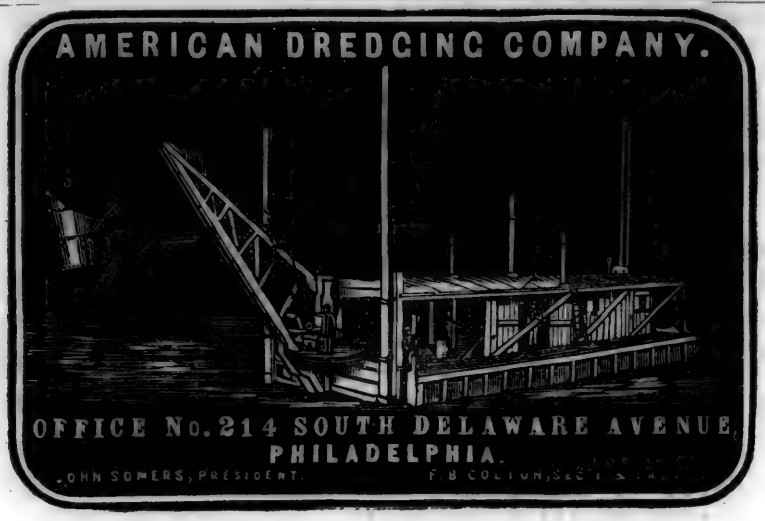
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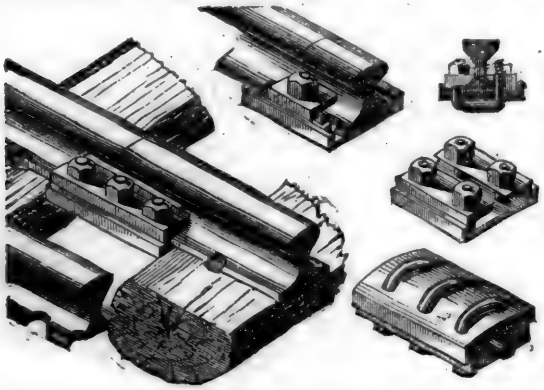


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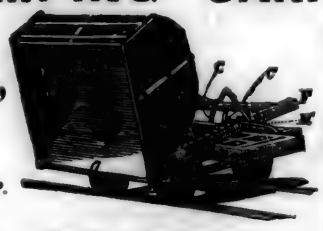


Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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Nov. 29, steamer OCEAN QUEEN, Capt A. G. Jones, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer MONTANA, Capt ———, also connecting for all Central American and South Pacific ports

Freight for last-named ports received until 4 P. M. of Nov. 27.

Steamer JAPAN will leave San Francisco, Dec. 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXVII., No. 47] SATURDAY, NOVEMBER 25, 1871. [WHOLE No. 1,857, VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 25, 1871.

United Companies' Lease.

On reviewing the lease of the "United Companies," in which the Camden and Amboy is included, we find that the consideration is ten per cent. per annum on the capital stock of the several companies, which is payable by the Pennsylvania Railroad Company, the lessees, to the officers of the "United Companies," the lessors, in a round sum, at each quarterly period, the lessors paying it out to their respective shareholders. This being the case, the stockholders may, without consulting the Pennsylvania Railroad Company, increase their number of shares at pleasure, and if they prefer, as they probably will, may so add to the number as that at 7 per cent. per annum it will evenly absorb the aggregate sum now required to cover 10 per cent. on the present amount of capital—that is, adding 4 shares to every 10 or 40 to every 100 shares. This is considered an advantage to the stockholders, and we are informed that the larger holders, and especially those at New York, are in favor of such an augmentation of the number of shares. There is another consideration favorably affecting the value of the shares of the "United Companies," which the holders before parting with them should duly consider, namely, that there is now nearly due 7 per cent. on the stock—2 per cent. from the July dividend, 2½ per cent. due in October, and 2½ per cent. to become due in January, now less than a month and a half off. We note these facts that all parties, buyers and sellers, may be duly advised in the premises.—*Philadelphia Ledger.*

Bochumer Verein fur Bergbau und Gusstahl-fabrication. Bochum in Westphalien.

The above is the German name for the Bochum Mining and Cast Steel Manufacturing Company, in Bochum, province of Westphalia, Prussia, represented in this country by Messrs. H. Boker & Co., in New York, whose card will be found in our advertising columns. With all due deference to the Teutonic taste for euphony in language, it scarcely can be considered a matter of doubt whether Herr Krupp's name would have become so familiar to the Anglo-Saxon race as to be almost a household word, if its pronunciation were as difficult as the correct rendering of the above title must appear to most of our readers. However, the name of the Bochum Company is closely linked to Krupp's in the history of the development of that vast industry which, in our era of railways, steamboats, and steel cannon wars, has become second to none in importance,—the manufacture of so-called machinery cast-steel.

Without further reference to Krupp's doings, with which our readers are more or less acquainted we propose to give some particulars about Bochum, which we take from the printed catalogue of the company, issued at the time of the Paris exhibition of 1867, at which the display of Bochum steel created great sensation. Among other articles were exhibited—

4 cast steel bells, the largest weighing 32,500lbs. or about 15 tons.
1 cast steel fly-wheel shaft, weighing 6,000lbs.
2 sets steel car-wheels.
1 set cast steel locomotive driving-wheels, 5½ ft. diameter, cast full size, with tread and flanges on.
22 cast steel wheel discs, cast in one block, weighing about ten tons.
1 cast steel press cylinder, weight 6 tons, for hydraulic press.
1 cast steel locomotive cylinder, complete, cast in one piece.

The Bochum Company received, among other awards, the great gold medal of honor at the International Exhibition of Paris in 1855; three prize medals at the London Exhibition of 1862; and a gold medal at the Paris Exhibition of 1867.

Continuing to extract from the catalogue, we note that the Bochum Cast Steel Works, now the second largest in the world, were founded twenty-five years ago, and were purchased fourteen years ago by the present company. The principal products are cast steel wheels, axles, tyres, springs, church bells, cannon and Bessemer rails. In the cast steel works 2,500 workmen are employed. The company also owns coal and iron mines and blast furnaces.

The process of casting steel in moulds—as especially used in the casting of bells—was invented some twenty years ago, by Mr. Jacob Mayer, cofounder of the establishment, and yet at present its technical director. The right of using this invention has been granted to Messrs. Jacob Holtzer & Co., at Unieux, France, and to Vickers, Son, & Co., of Sheffield.

The total production of Bochum in some articles up to the date of the catalogue is given in round numbers as follows:

Cast Steel Car Axles, 40,000. Beside, several thousand locomotive axles are mentioned, as also a large number of cast steel steamship shafts, the latter mostly of the Rhine steamers.

Cast Steel Springs, 150,000. Of which were delivered to the

Berg-Mark Railway	33,000
Cologne-Minden	15,000
Nether-Silesia-Mark	10,000
Hannover	8,000
Prussian Eastern	6,600
Nassau	4,500
Rhenish	3,500
Westphalia	3,700
Aix la Chapelle-Dusseldorf	3,000
Magdeburg-Leipzig	3,500

Cast Steel Tyres, 40,000. Delivered to—

A. Borsig Locomotive Works Berlin	3,700
Prussian Eastern Railway	3,000
Austrian State	2,000
Hannover	2,000
Grande Societe Russian	1,700
Berg-Mark	1,000
Nether-Silesia-Mark	1,000
Cologne-Minden	600
Rhenish	500
Swiss Central	500
Prussian Saarbrucken	800
Berlin-Stettin	500
Sundry French Railways	700

Cast Steel Wheels (production for 7 years), 20,000. Delivered to—

Hannover State Railways, and 1,400 to deliver.	3,000
Cologne-Minden	2,500
Nether-Silesia-Mark, and 500 to deliver.	3,000
Prussian Eastern, and 570 to deliver.	800
Berg-Mark	550
Berlin, Potsdam-Magdeburg	550
Grand Societe Russian Railways	500

The Eastern Prussian Railway also received 200 cast steel locomotive driving wheels.

Bells. The Bochum Company manufacture steel church bells, from 14 inch to 10 feet in di-

ameter, weighing from 60 pounds to 15 tons each. Its catalogue mentions 397 churches all over Europe, to which in all 844 steel bells have been delivered. The company has also made about 1,500 smaller bells and gongs for railways, schools, and industrial establishments.

Cannon. The first Bochum steel gun—a 3 lb. muzzle-loader, French system—was made by Mr Jacob Mayer, in 1847, and a few cast steel guns were delivered since 1859 to the governments of Italy, Wurtemberg, Prussia, and Great Britain. However, this specialty, which for a term of years was nearly monopolized by Krupp in Essen, has only been developed at Bochum in later years.

From the last printed report of the stockholders' meeting, held September 1st, 1871, we see that the Bochum Company has made remarkable progress since the above details were published. At present 8,000 workmen are employed in the cast steel works, and 400 men in the coal mines. In spite of the adverse influences during and consequent to the late war, the value of the cast steel production of the fiscal year is estimated to reach the sum of three and a half to four million thalers.

The wheel factory now turns out 60 cast steel wheels per day. Of cast steel cannon, 150 breech-loaders, ordered by the Turkish government, are now in process of construction. A cast steel marine gun 8 inch bore (21 centimetres) has just been experimented upon by the Prussian Ordnance Commission, and, with a test of five hundred rounds, has given very satisfactory results. The United States Ordnance Department have also recently completed tests with a Bochum cast steel block, 2 feet in diameter (under supervision of the late Gen. Rodman at Rock Island arsenal), which are very creditable to the Bochum steel for its tensile strength and elasticity, the most desirable qualities for heavy ordnance.

At the last meeting, the company declared a dividend of ten per cent. on the stock, and an issue of half a million thalers additional stock at a premium of thirty per cent. was resolved upon.—*Am. Railway Times.*

The Viaduct Railway and Mr. William Butler Duncan.

To the Editor of the New York Times:

DEAR SIR: I have thus far resisted your efforts during the past Summer to provoke from me a reply to your insinuations regarding the Viaduct Railway Company, especially connecting my name therein with the names which have lately become so disgracefully prominent; and nothing would now tempt me to address you, except that if I do not at once pronounce the statements in your issue of this date to be incorrect, the public might have a right to regard silence as giving consent thereto.

I have been for years interested in and occupied with the several schemes for providing rapid transit from one end of this island to the other—in which, however, I have had no personal interest to serve beyond that which I regard as the duty of every one interested in the future of this city, to which I have been willing to devote a good deal of time. I have never thought it possible to accomplish the fulfillment of any of these projects except with the hearty consent and good will of the city authorities, and therefore, when the viaduct charter was submitted to me, after its passage by the Legislature (having never seen it before), I saw in it the elements of success.

I have believed, whatever principle may have governed some of the directors in their other operations, that in this they intended to unitedly work for the accomplishment of this project in its integrity and with all possible economy, and that the direction controlling this organization contained a majority of those who would effectually prevent any other course being pursued.

Immediately after the formation of the board the statements of the public press, calling attention to specific acts of certain members of the same, rendered it clear that until these charges were disposed of no progress could be made. Shortly thereafter I left for Europe, and only returned in the latter part of September.

The meeting of yesterday was called somewhat at my instigation, not as you incorrectly state, for the purpose of preaching a "funeral sermon," nor for congratulations that the concern "had realized the fondest hopes" of its projectors, but for reorganization of the company and the completion of the work; the latter depending, first and foremost, upon the former. Your statement of the remarks made by me is incorrect in every particular. The resolutions offered by me and passed unanimously, all looked to the securing of a reorganization which would command public confidence, which I suppose to be the object of your comments, unless, indeed that object be to destroy the possible chance of availing of this valuable charter for the construction of a rapid transit through this city.

Respectfully yours,
W. BUTLER DUNCAN,

New York, Thursday, Nov. 16, 1871.

Mobile and Montgomery Railroad.

The receipts from operations of this road for the years ending April 30, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$227,528 27	$222,356 00
" freight.....	312,008 72	376,942 06
" express	21,545 49	20,750 98
" mail.....	18,600 00	18,600 00
	$579,682 48	$638,649 04
Expenses, viz:		
Conducting transp....	$181,344 83	$197,226 31
Motive power	108,670 56	116,485 03
Maintenance of way...	158,169 72	145,718 76
Maintenance of cars...	44,346 41	34,863 72
	$492,531 52	$494,293 82
Leaving net income...	$87,150 96	$144,355 22

It will be seen that the gross earnings for the year ending April 30, 1871, were $638,649 04, and the expenses of working the road and keeping up the outfit were $494,293 82, leaving net income $144,355 22, which has provided for interest on all of the debts of the company, and for interest on money borrowed on the hypothecation of bonds—the whole of which amounted to $144,064 86—leaving a surplus of net income over and above its expenses and interest of $290 56, which has been passed to the credit of earnings due preferred stock. The president in his report says:

The earnings of the road for the year are encouraging, notwithstanding the heavy loss sustained by the prevalence of yellow fever in Mobile, which cannot be estimated at much less than $50,000. They show an increase over the previous year of $58,966 56, and would no doubt have shown an increase of not less than $100,000, but for the loss of business referred to.

The result of the operations of the road for the past year will, it is hoped, quiet the apprehension which has existed to some extent with the public, that the road could not earn enough to pay the interest on its debt.

With only the same gross income, when the road is operated to the city of Mobile, the net income will fully provide for interest on the $2,500,000 of first mortgage bonds endorsed by the State of Alabama.

The net earnings of the road have been....	$144,355 22
And as the expenses of the boat service and Tensas Station will be saved as soon as the road is opened to the city, and which is reported by the superintendent to be	87,000 00
A net income of....	$231,355 22

will be realized from the same gross income of $638,649 04, providing fully for the interest on the debt of the company and leaving a surplus. With the extension opened for use by the first of January, 1872, and our boat service abandoned, if an average crop of cotton is made on the line of the road, and no epidemic prevails in the Gulf ports to interfere with trade and travel, the board will be very much disappointed if they are not enabled to report a gross income for the next fiscal year of at least $800,000, and a net income, over and above all expenses and interest, large enough to declare a dividend on the preferred stock of the company.

The road and outfit are in very much better condition than at any previous time. Both the Alabama and Florida and Mobile and Great Northern Roads were built without the means to make them first class in track and equipment, but they struggled on under great embarrassment, disappointing the public, and causing anxiety and mortification to all connected with them. Since the consolidation they have steadily improved. Within the past two years about 25 miles of the worst track has been relaid with heavy fish bar rail, and the outfit of cars and engines increased to such an extent as to do promptly the work required. Although much has been done, a great deal more is yet to do, to make the road first class in track and equipment. To compete, with any chance of success, with the several lines of road which are to contend with yours for trade and travel to and from the Gulf ports, the entire track of the road must be brought up to such a condition as will enable your passenger trains to run safely and regularly a schedule of not less than twenty miles an hour—and the outfit of cars must be equal to those in use on other great passenger lines. Passenger and freight depot buildings will have to be erected in Mobile and Montgomery, so as to afford every facility for the care and movement of freights and the comfort of passengers. To do all of which will require heavy expenditures; but the history of all railroad companies, contending for po[illegible] and business, will show that the only way to success is to meet at once the demand for speed and comfort on passenger trains, and the prompt movement and delivery of freights.

The work of extending the road from Tensas to the city of Mobile is progressing very satisfactorily. The report of your Chief Engineer, G. Jordan, Esq., who is superintending it with great energy and success, which is herewith submitted, will give you all the details of the work and its progress; and unless delayed by some cause not now apprehended, we will no doubt run our trains through to Mobile by the first of January. The opinion expressed when the consolidation of the roads was first proposed has been daily strengthened, that the line would be a failure without the extension to Mobile, and the board feel satisfied that the value of this important work, although it will have cost so large a sum—not less than one million of dollars—will, when you again meet in annual convention, be satisfactorily demonstrated by increased receipts and reduced expenses. Up to the present time, about $500,000 has been expended. After very full consideration and a careful examination of almost every location deemed suitable for our depots in Mobile, purchases were made of property at the North end of Commerce street, giving to the company very extensive wharf privileges, and securing a close connection with other railroads terminating in that city.

The financial condition of the company on the 30th of April, the close of the fiscal year, up to which time the books of the company are balanced, will be shown by the condensed statement, herewith submitted.

The company held on that day $1,494,000 of the first mortgage bonds endorsed by the State, on which had been borrowed about $900,000. In consequence of the failure of the Alabama and Chattanooga Railroad Company to pay the interest on their bonds endorsed by the State, which became due on the first of January, it was found impossible to dispose of our bonds. Our agents, Messrs. Soutter & Co., continued to advance as we required money, and thereby saved the company from great loss. If they had refused to advance as our necessities required it, our bonds must

have been thrown on the market and sacrificed—or we must have suspended work on the extension—either of which would have been disastrous to the Company. After the payment of interest by the State on the Alabama and Chattanooga Railroad Bonds, the value of all the Alabama Railroad Bonds endorsed by the State began to improve, and I sold, early in May, $200,000 of our bonds at 90 cents, and near the close of the month our agents closed the sale of the remainder in Europe upon very satisfactory terms.

Upon reference to the last Annual Report you will find that there was outstanding on the 30th April, 1870, debts in the name of the Alabama and Florida Railroad Company amounting to $126,800
And in the name of the Mobile and G. R. R. Co. 27,000

Making a total of $153,800

All the obligations of the Mobile and Great Northern Railroad Company have been taken up and cancelled. And there are now outstanding the following described bonds of the Alabama and Florida Railroad Company:

First mortgage	$2,500
Second mortgage	23,500
Bonds not secured	36,700
Making a total of	$62,700

Every effort has been made to find out who are the holders of them, but so far without success.

It is made the duty of the president and directors to reserve from sale an amount of the first mortgage bonds endorsed by the State equal in amount to bonds previously issued, and which were a lien on the road.

The bonds now outstanding, which are a prior lien on the road and outfit to the bonds endorsed by the State, are as follows:

The Mobile and Montgomery R. R. Co. issued first mortgage bonds amounting to	$1,250,000
The company has taken up and cancelled	1,209,000
Leaving yet outstanding	$41,000
There are outstanding—	
First and second mortgage bonds of Ala. and Fla. R. R. Co., as before described, amounting to	26,000
Making a total of	$67,000

The company have left in the hands of their agents in New York on special deposit, only to be used in exchange for the first mortgage bonds above described, $41,000 of the bonds endorsed by the State; and the president is made the custodian of $26,000, the proceeds of which, or the bonds, are to be held and applied only to the settlement of the bonds of the Ala. and Fla. R. R. Co. It is hoped that by the close of the present fiscal year of the company all of these bonds will be taken up.

Within the year the land agent of the company has sold 4,081 acres for the sum of $5,658 23, which has been accounted for to the Treasurer. The titles for lands sold by the agent are prepared by the Treasurer, numbered and registered before they leave his office. The company yet holds of the land granted by Congress 319,528 acres, located as follows: In Lowndes county, 3,291 acres; in Butler county, 59,792 acres; in Conecuh county, 118,713 acres: in Monroe county 2,133 acres; in Covington county, 4,524 acres; and in Escambia county, 131,075 acres.

The company have 30 locomotives, 6 first-class and 5 second class passenger cars, 4 baggage and mail, 3 express, 12 freight, 178 box, 77 platform, 2 ditching, 4 wood, 7 shanty, 2 pole and 3 crank cars. Miles run by passenger trains, 118,478, by freight trains, 162,163, by other trains, 70,798—total, 351,439.

The financial condition of the company April 30, 1871, was as follows:

LIABILITIES.

Capital stock Mobile and M. R. R.		$1,148,300 00
In name of Ala. and Fla. R. R. not exchanged		86,500 00
In name of Mobile and G. N. R. R. not exchanged		27,800 00
		$1,262,600 00
Preferred 8 per cent. stock		1,771,700 00
Bonded Debt of Company:		
First mort. bonds Ala. and Fla. R. R. Co.	$2,500 00	
Second mort. bonds Ala. and Fla. R. R. Co.	23,500 00	
First mort. bonds M. and M. R. R. Co.	41,000 00	
		67,000 00
First mort. bonds endorsed by State of Alabama		2,500,000 00
Bonds not secured by Mortgage:		
Bonds endorsed by directors	$8,500 00	
Income bonds	28,200 00	
		36,700 00
Floating debt:		
Due on open accounts and on hypothecation	$937,312 25	
Bills payable	127,467 00	
Due preferred stock	2,182 04	
		1,066,961 29
Total		$6,704,961 29

ASSETS.

Cost of 164 miles of railroad from Montgomery, Ala., to Tensas, Ala.		$3,866,008 47
Car Acc't—For value of 344 freight and passenger cars		261,995 00
Locomotive Acc't—For value 31 Locomotives		335,000 00
Steamboats, Sumter and St. Elmo		50,000 00
Depot buildings, station and section houses		135,789 60
Machine shop tools and machinery		41,886 00
Car factory tools and machinery		9,985 50
Car factory material on hand		17,196 60
Road way material on hand		33,400 07
Road tools and train equipments		6,495 50
Machine shop material on hand		5,223 07
Mobile extension—For amount expended to date		326,280 09
First mortgage bonds endorsed by the State of Alabama on hand	$1,494,000 00	
Due on open accounts	102,009 76	
Cash on hand	19,741 63	
		1,615,751 89
Total		$6,704,961 29

President.—CHARLES T. POLLARD.
Chief Eng. & Gen'l Sup't.—G. JORDAN.
Auditor.—JOHN S. POLLARD.

☞ A meeting was held at Portland, Oregon, on the 11th inst., at which a memorial to Congress was adopted, asking for the usual grant of land to be made to the Portland, Dalles and Salt Lake Railroad, already incorporated. The line of the proposed road lies east from Portland along the south side of Columbia river 145 miles; thence to Monument Point, on the Central Pacific Road, 588 miles; thence to Fort Granger, on the Union Pacific Road, 680 miles—making the distance from Portland to Omaha 1,700 miles.

☞ The Michigan Central Railroad Company has voted to issue one share of new stock at par for every six shares of stock held by stockholders of record at the close of business on the 18th inst. The new stock will not be entitled to the next dividend.

Railway Iron.

The railway iron exported from the United Kingdom during the month of September last amounted to 93,529 tons, against 103,985 tons in September 1870, and 76,987 tons in September 1869. The decrease in the exports of September would have been still greater than shown in the above figures had not the American demand been so extensive. The clearances effected to the United States in September amounted to no less than 54,373 tons, as compared with 33,794 tons in September 1870, and 14,941 tons in September 1869. To Russia the exports showed a falling off in September to 3,764 tons, against 30,109 tons in September 1870, and 37,622 tons in September 1869. In the nine months ending September 30 this year the aggregate exports of railway iron from the United Kingdom were 756,370 tons, as compared with 862,218 tons in the corresponding period of 1870, and 697,175 tons in the corresponding period of 1869. In these totals the United States figured for 389,535 tons, against 313,410 tons in the corresponding period of 1870, and 244,086 tons in the corresponding period of 1869; Russia for 69,398 tons against 193,809 tons and 196,671 tons; and British America for 56,709 tons against 29,912 tons and 28,669 tons. The exports have increased this year to Sweden, France, Egypt, Brazil, Peru, British America, and Australia; but they have decreased to Russia, Germany, Holland, Spain, Austria, the Spanish West Indies, Chili, and British India. The value of the railway iron exported in September was 771,482*l.*, against 877,348*l.* in September 1870, and 637,296*l.* in September 1869; and in the nine months ending September 30 this year 6,111,781*l.*, against 7,057,730*l.* in the corresponding period of 1870, and 5,678,447*l.* in the first nine months of 1869.—*London Railway Times.*

☞ Articles of incorporation of the Denver and Salt Lake Railroad were filed for record at Denver, Col., on the 11th inst. The proposed route is along the South Platte to Middle Park, thence by the most feasible route to Salt Lake. The route will be of the same gauge as the Denver and Rio Grande and Leavenworth and Denver Railroads, and will pass through the best timbered region of the Rocky Mountains. It is believed the route will shorten the distance between Denver and Salt Lake 200 miles. The incorporators are W. S. Jackson, C. B. Lamborn, and A. C. Hunt.

☞ A petition to the common council of Richmond, Va., has been signed by a large number of leading business firms, manufacturing interests and taxpayers, requesting that $200,000 in 6 per cent. city bonds be presented to the Chesapeake and Ohio Railroad Company, conditioned upon its tunneling Church Hill, and running its main line through the city, and agreeing "never to discriminate against Richmond" in the transportation of freight or passengers.

☞ The earnings of the Port Huron and Lake Michigan Railroad for the year ending October 31, 1871, were $140,407 83; and the operating expenses, $56,244 70—leaving the net earnings for the fiscal year $84,244 70. About 38 miles of road were operated to the 1st of June last; since then 47 miles have been operated. It is probable that track laying will be completed to Flint, 66 miles from Port Huron, the present week. The earnings for the month of October were $19,586 88.

☞ The directors of the Lamoille Valley (Vt.) Railroad expect to have the road completed to South Hardwick on the 20th inst., and will soon have the cars running to that point, which is about twenty-six miles from St. Johnsbury.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept. '71 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br.....100	2,660,000	A. & O	Apl. '71 5
Baltimore City Passenger...	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	July '71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '71 4
Boston, Concord & Mont..100	459,800	.....	.....
Do., do. pref..100	1,340,400	M. & N	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	M. & N.	Nov. '71 3
Boston and Providence ...100	3,700,000	M. & N.	Nov. '71 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Oct. '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City.....10	1,000,000	F.M.AN	Nov. '71 3
Brooklyn City & Newt'n..100	392,800	.....	July '70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May '71 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10s
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,600	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 100	915,577	J. & J.	Jul '71 $2½
Cape May and Millvi le* 50	447,000	J. & D.	June '71 3
Catawissa.....50	1,159,500	.....	.....
Catawissa, pref.....50	2,200,000	M. & N.	Nov'71 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July'71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov '71 3½
Central of Georgia.....100	4,666,800	J & J	July '70 5
Central of New Jersey....100	15,000,000	J.AJ&O.	Oct. '71 2½
Central Ohio.....100	2,425,000	J. & D.	June '71 3
Do. pref.....100	400,000	J. & D.	Jun. '71 2½
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref...100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy - 80	16,590,210	M. & S.	Sept '71 5
Chicago, Iowa & Nebras*..100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*..100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	June'71 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '71 4
Cincinnati City Passenger...	.....	J'n & J'ly	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov. '71 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*... 50	2,056,750	M. & N	Nov'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Nov '71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Sept. '71 2
Concord.....50	1,500,000	M. & N.	Nov.'71 5
Concord & Ports., guar.....100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn R'y	500,000	.....	.....
Conn. & Passump. R. pref.'00	2,084,200	F. & A.	Aug.'71 3
Connecticut River.....50	1,740,000	J. & J.	Jan. '72 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '71 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,400,000	.....	.....
Delaware*.....50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,520,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*100	5,000,000	J. & J.	July'71 2
Do do. pref.100	.....	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga.....100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*. 50	600,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jun. '71 3½
Erie Railway 100	75,000,000	F. & A.	Feb. '68 4
Do. pref.....100	8,538,910	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordav.100	1,143,448	.....	.....
Fitchburg.....100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St Fy..100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	July '71 4
Germantown (Phila.).....50	112,248	J. & J.	July '71 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '71 3
Granite.....100	.....	M. & S.	Mar.'71 4
Green and Coates St. F 50	150,000	J. & J.	July'71 4
Hartford and New Haven.100	4,796,925	J.A.J&O	Oct. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic.....100	620,000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	J'n. '68 3½
Illinois Central.....100	25,280,240	J. & J.	Aug.'71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	July'71 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar.100	533,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Oct.'71 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Little Miami.*.....50	3,572,400	M.J. S.D.	Sept.'71 2
Little Schuylkill*.....50	2,646,100	J. & J.	July'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref.. 100	848,700	J. & J.	Jul.'71 4½
Louisville and Nashville...100	8,680,912	F. & A.	Feb.'71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	F. & A.	Dec. '70 2
Memphis and Charleston.100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225,848	J. & J.	July '71 5
Middleboro' and Taunton.100	149,029	J. & D.	Dec. '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '71 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	July 71 3½
Mobile and Ohio 100	4,269 820	.....	.....
Montgomery & W. Point..100	1,744,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	1,900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell.....100	720,000	M. & N.	Nov.'71 5
Nashville & Chattanooga..100	2,086,544	.....	.....
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	M. & N.	Nov. '71 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 5
New Jersey.....100	7,297,200	F. & A.	Aug. '71 3
New London Northern....100	1,003,500	.....	July'71 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem..... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '71 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'71 3
North Eastern (S. C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	Dec. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester ...100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n..100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Jun.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Oct. '71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	July '71 5
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	452,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.AJ&O.	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	650.000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	J. & D.	Dec. '71 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Aug '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 5
Petersburg.....100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,051,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Sept.'71 3
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug. '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July'70 2½
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	July'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 3
Portland and Kennebec....100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '71 3
Portl., Saco & Portsm'th..100	$1,500.000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga ..100	6,000,000	A. & O.	Apl'71 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred.....100	1,831,400	F. & A.	A'g 71 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040.000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	676,050	J. & J.	Jul.'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec.'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'71 3
Shore Line.....100	636,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	Nov.'71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia..*100	3,939,900	F. & A.	Aug.'71 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,500	M. & N.	Nov.'70 3
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July'71 6
Third Avenue (N. Y.)....100	1,750,000	.....	May '70
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West...100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July '71
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '71 4
Vermont Central.....100	6,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'71 4
West Philadelphia..... 50	249,100	J. & J.	July '71 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac.....	.....	J. & J.	Jan. '71 3
Warren.....100	1,517,650	.....	..... 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 5

CANALS.

Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,596	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '71 4
Delaware and Hudson.....100	15 000.000	F. & A	Aug '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739.800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	July'70 3
Morris (consolidated).....100	1,025,000	F. & A.	Sep.'71 1½
" (preferred).....100	1 175,000	F. & A.	Sep.'71 3½
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,898,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,860	.....	.....
" preferred 50		.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '66
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal.....	.....	J & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'71 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,500,000	J. & J.	Oct. '71 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	2,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Dec. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'72 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	6,000,000	.....	Aug.'71 3

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Nov. 1, 1871.					
Loan of June 14, 1858 ....registered	$6,045,000	5	Jan. & July.	1874	105¼
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ....registered	13,728,000	6	Jan. & July.	1880	116½
.. ..coupon	4,687,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861....registered	124,928,950	6	Jan. & July	1881	116½
.. ..coupon	64,392,250	6	" "	1881	117
Loan of Feb. 25, 1862 (5-20s)....registered	78,459,200	6	May & Nov.	1882	111¾
.. .. .. (5-20s)....coupon	379,801,850	6	" "	1882	111¾
Loan of March 3, 1863....registered	53,360,150	6	Jan. & July.	1881	116½
.. ..coupon	21,639,850	6	" "	1881	117½
Loan of March 3, 1864 (5-20s)....registered	2,492,600	6	May & Nov.	1884	111½
Loan of June 30, 1864 (5-20s)....registered	41,029,900	6	May & Nov.	1884	111½
.. .. .. (5-20s)....coupon	41,226,000	6	" "	1884	111¾
Loan of March 3, 1865 (5-20s)....registered	43,392,600	6	May & Nov.	1885	111½
.. .. .. (5-20s)....coupon	120,511,500	6	" "	1885	112
.. .. 2d series (5-20s)....registered	63,599,650	6	Jan. & July.	1885	114½
.. .. .. (5-20s)....coupon	167,020,250	6	" "	1885	114½
.. .. 3d series (5-20s)....registered	91,224,350	6	Jan. & July.	1887	114½
.. .. .. (5-20s)....coupon	230,782,800	6	" "	1887	114½
.. .. 4th series (5-20s)....registered	12,475,000	6	Jan. & July.	1888	114½
.. .. .. (5-20s)....coupon	26,815,450	6	" "	1888	114½
Loan of March 3, 1864, (10-40s)....registered	137,841,600	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s)....coupon	56,725,700	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71.registered	54,483,150	5	F. M. A. & N.	1881	....
.. ..coupon	8,007,150	5	" "	1881	....
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. ..coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. ..coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	25,690 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	118¾
U. S. Notes and Fractional Currency.....	397,080,963	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,500	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	98½
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	56
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111½
.. — .. .. 1860.	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	"	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..	5,927,000	6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	84
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	92½
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	91½
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	90½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	58
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. — .. .. .. 1865.	2,052,000	6	Various.	'93-'96	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.	4,000,000	6	May & Nov.	1907	61½
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1900	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100½
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,882,500	6	June & Dec.	1880	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	299,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,822	5	" "	1885	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1893	104½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000.000	6	Jan. & July.	'71-'76	108½
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. of 1864.....	4,379,580	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	....
.. —South Pacific, guar.....	1,689,000	7	" "	1876	97½
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	79
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	99
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	109½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	109½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	107½
.. —	473,000	6	" "	1875	107
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	38½
.. — .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. (new).	1,789,000	6	April & Oct.	'92-'98	19½
.. —Funding &c. Bonds of '66-'68	2,800.400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	22
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	15½
.. — .. (")....	1,600,000	6	" "	1875	....
.. — .. (")....	4,095,399	6	" "	1881	103½
.. — .. (")....	2,400,000	6	" "	1886	104½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	106½
Oregon—Relief and Bounty Bonds.....	176,156	6	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	108
.. —	90,400	5	" "	1877	95
.. —	7,890,550	5	" "	1877	105
.. —	726,950	5	" "	1882	95
.. —	9,237,050	6	" "	1882	108
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	100½
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	101
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	70½
.. — .. bonds (stg).....	484.445	5	" "	1888	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	77
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	44½
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	30
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	28
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	68½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	64½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	60½
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	60
.. — .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1859	....
2d Mortgage	9,000pm	8	" "	" "	1859	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1868	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1868	4,000,000	7.3	Jan. & July.	New York.	1896	93½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	300,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free	15,000pm	7*	Jan. & July.	New York.	1900	83
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	8,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)	7,250,000	6*	" "	" "	1558	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	409,200	8	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	95½
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	8,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	492,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage { Amboy.	745,000	6	Feb. & Aug	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	460,000	6	Jan. & July.	Boston.	1884	84
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	26½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m. b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1903	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1880	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	6	Jan. & July.	Boston.	1894	92½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	95
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	81
Camden and Burlington County:						
1st Mortgage of 1865	206,000	6	Feb. & Aug.	Philadelphia.	1897	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95½
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1890	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	103½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	94½
Central Pacific of California:						
1st Mortgage gold	25,010,000	6*	Jan. & July.	New York.	'95-'99	103½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
Income bonds	10,000,000	...	.....	" "	.....	.....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 55 m.)	871,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	91
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. B.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	98
Ott., Osw. & Fox Rv. Vl. RR. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	500,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	57½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 102 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	891,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	93
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	95
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1894	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (300 m.).	2,590,000	7	May & Nov.	" "	1915	92½
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ")40m.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	2,000,000	7	Jan. & July.	New York.	1896	102
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free..gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund..	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1883	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,061,861	7	June & Dec.	New York.	1890	80½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
2d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85
Consol. sk'g f'd Mort. $5,000,000..	528,000	7	May & Nov.	" "	1900	92½
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	102
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund..	15,000,000	7	April & Oct.	New York.	1908	58½
2d Mortgage Consol. sk'g fund..	5,000,000	7	Jan & July.	" "	1909	70
Columbus & Ind.Cen.(C.C.&L.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1901	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	8	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	100½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept.	Philadelphia.	1899	88
Contoocook River:						
1st Mortgage	80,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1899	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	160,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1862	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1895	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	505,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1893	....
1st Mort. (George's Cr.)assumed	98,000	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	$1,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1900	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1883	....
Toledo Depot bonds	109,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1878	....
2d Mortgage	185,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1885	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1891	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1907	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	New York.	1890	87½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons.	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,916,639	6	" "	NY.&Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150.867	6*	May & Nov.	NY.& London.	1875	....
Dollar (" " ").	51,000	7	" "	New York.	1875	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1880	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1900	95½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1882	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	96½
Loan of 1865	160,000	6	April & Oct.	"	1885	96½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	600,000	6	May & Nov.	"	1889	96
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1880	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	97½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	85½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	85
Buffalo Branch, 1st mortgage	188,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1899	....
Ft. W., Muncie & Cin. (F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	103½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1809	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1909	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,708,325	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T.W.&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	94½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1893	80

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1886	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Cen. Mo. (C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	" "	1885	94½
1st Mort. (Q. and Palmyra R.R.	500,000	8	Feb. & Aug.	" "	1892	97
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1860	50,000	7	April & Oct.	"	1880	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	[416,000	7	April & Oct.	Philadelphia.	1890	100
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	88
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction	3,000,000	7*	April & Oct.	New York.	1875	105½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	85
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	65½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1883	....
Ionia & Lansing (D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1890	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,980,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1925	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1890	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1862	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1868	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. K. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	" "	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	94
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	100½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	96½
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8 F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	92
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of '70(reg.)for $6,000,000	1,059,000	7	" "	"	1900	101
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1890	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1900	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	99½
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	85½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	99½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1899	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1900	....
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	104½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	115½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	108½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1866	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det., Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1900	87½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	100½
2d Mortgage.....	2,693,000	7	" "	" "	1877	96½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&St P):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	90
1st Mortgage (Minn. Cent)....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	90
1st Mortgage (P. du C. Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C. Div.).....	1,315,000	7.3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	90½
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1800	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,754,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,930	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1869	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n $1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Win)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	394,800	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	103
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,384,000	7	Feb. & Aug.	" "	1889	90½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	25.000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000 at 7 or 6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1866.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage of July 1, 1856..gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,628	6	May & Nov.	New York.	1883	90
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $5,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	50,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	200,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	772,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	86¼
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage	1,223,000	6	April & Oct.	"	1900	85¼
3d Mortgage(York & Cumb.R.R)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90¼
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,600	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101¼
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	80
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92¼
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83¼
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96¾
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94¼
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81¼
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	82
Va. State Loan	249,962	7	" "	" "	1895	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	.*	Jan. & July.	" "	1880	101¼
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,950	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1876	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, June. & Decatur(TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. }	2,504,000	6	April & Oct.	"	1875	97
3d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	16,784,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien on whole property	6,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,899	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	93¼
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1900	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage	1,500,000	7	" "	"	1900	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	70
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1885	....
Mortgage Bonds	266,500	6	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	5½	March & Sept.	Philadelphia.	1881	87¾
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	87½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	99¼
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	93
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1883	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105¼
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97¼
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N.Y.	1900	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1890	....
Potsdam & Watertown(R.W.&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York.	'73-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1920	....
Providence, Warren and Bristol:						
1st Mortgage of 1865	55,000	6	June & Dec.	Providence.	1877	....
Quincy and Toledo (T.,W.& W.)						
1st Mortgage, assumed	500,000	7	May & Nov.	New York.	1900	90
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	6	Jan. & July.	Raleigh.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StL):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1895	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1898	95
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	90
1st Mortgage (Minn. Cent)....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	90
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	90½
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,854,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,950	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S .J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	6*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	6	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	103
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1859	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1893	....
1st Mortgage not endorsed.....	23.000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1866.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1880	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	230,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1860...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g.						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, sky fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, sky fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	90
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	5,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1880	....
New York and New Haven:						
1st Mortgage.....	1,050,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $3,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1890	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193 500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1905	86½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage	1,223,000	6	April & Oct.	"	1900	85½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1865	2,019,000	6*	" "	"	1905	93
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1860	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	80
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1892	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	92½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83½
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	83
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R. W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D. L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	6*	Jan. & July.	" "	1880	101½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,350	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg. } Harrisb. to Pittsb.	2,287,840	6*	" "	London.	1875	....
General Mortgage	15,784,800	6	J. A. J. & O.	Philadelphia.	1910	94
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,999	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1896	90½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1885	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	87½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	87½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1856	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,620,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	90
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	—— & ——	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	—— & ——	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	—— & ——	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	400,000	7	May & Nov	New York.	1890	95
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1900	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	....
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	76½
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund..	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1890	83
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	97½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1563	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.).	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	76
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	92½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,365,000	7	April & Oct.	New York.	1894	94
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94- 96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,000,000	7	April & Oct.	" "	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York. " "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1850	
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	8	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,028,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1862-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	151,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1880	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	8	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	8	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1888	....
Summit Branch:						
1st Mortgage	201,000	8	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	8	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	8	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	900,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	91½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	79
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	90
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	87
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1892	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	600,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	91½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	78½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	82½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1856	84½
2d Mortgage	1,500,000	7	" "	"	1891	36½
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1880	101
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	84½
Guar. Stock (Vt. & Can.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1888	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	500,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	77
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88½
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000		7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	900,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	96½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79½
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	90
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1900	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	500,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug	New York.	1890	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	90½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1855	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	96½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	96½
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1885	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	84
Mortgage Loan	2,0 0,000	6	" "	"	1897	91
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92½
Gold Loan	980,000	6*	" "	"	1894	93½
Convertible Loan	1,996,879	6	" "	"	1917	82½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	....
2d Mortgage	285,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,985	7	" "	" "	1885	85½
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	80
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	80
Plain Bonds	171,354	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	65
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	96½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750 000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	88½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	80,500	7*	Jan. & July.	" "	1875	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama	10,500,000	*	.....	.....	2,700,000	7,393,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,718	880,708	57,597	—	100	....
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				246,018	150,000			—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶...Ga.S.C.& N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031.971	395,817	—	100	....
May 31, 1871	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—					Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	*	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—					Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶.....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	5	100	138
Sept. 30, 1870	30.0	—	30.0	—					Washington Branch ¶.....Maryland.	1,650,000			375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—					Parkersburg Branch.....W. Virginia.					5,680,685		1,593,029		103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—					Baltimore and Potomac.....Maryland.	5,000,000	*			2,000,000	3,000,000			—						—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50.000			625,000	150,000	105,000		—				36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941		600,000	99,000			267.0	54,310	.....	.....	103,893	16,744	1¼	50	....
May 31, 1871	56.0	—	4.5	—					Bellville and Southern Illinois....Illinois.						1,100,000			—						—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware.....New Jersey.	4,125,365	*		.....	995,800	2,244,500	970,468		80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—				80	Berkshire.....Massachusetts.	500,000	100,000			600.000				—				42.000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346				250,000	48,000			—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	168	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 164.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	144½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg.....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal.....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,B.I.,Ct. & N.Y.	.....								177.0	.....	.....	10 mos.	470,732	110,948	—	100	2½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	265,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	137
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	140
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	402,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	144½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*			4,898,000	5,980,000			—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500				2,286,000	583,500			—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370			428,717	700,000	443,664		43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—					Buffalo and Lake Huron.....Canada.	6,492,790				2,625,000	3,867,790			—	(Leased	& oper. by	Grand Tru	nk.)	250,000	14	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*			950,000	2,389,000			—	(Leased	& oper. by	Erie.)	.....		7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929			498,552		107,655		....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333			2,445,000	2,445,000			—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156 846	—	.....	.....	.....	2,156,846	1,041 042	—	100	102
May 31, 1871	55.0	—	—	125.0					Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River.)	.....	—	100	34½
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy	—	100	....
Dec. 31, 1870	60.0	61.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*			3,500,000	2,500,000			141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	134½
Dec. 31, 1870	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	715,362				332,925	338,000	44,437		—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209.162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	70½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*			447,000	200,000	211,274		—	(Leased	and oper.b	y West J	ersey.)		6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*			426,900				24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*			3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—					Cayuga and Susquehanna.....New York.	589,110				589,110				—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*			281,164	200,000			14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—					Cedar Falls and Minnesota.....Iowa.	3,174,000				1,587,000	1,587,000			—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—					*Cedar Rapids and Missouri River*...Iowa.	11,285,000				7,620,000	3,615,000			—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*			1,000,000	3,200,000			100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,800	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*			5,550,000	2,960,000			—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043		97.0	2,345,046	40,499,888	158,096,552	4,393,514	1,881,297	8	100	110
Dec. 31, 1870	137.0	—	17.9	—					Central Ohio.....Ohio.	5,500,000	*		.....	3,000,000	2,500,000			—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶...California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—					Chemung.....New York.	400,000				380,000				—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*			392,011	225,000	42,300		40.0	.....	.....	.....	32.290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—					Cherry Valley, Sharon & Albany...N. Y.	600,000				275,000	300,000	10,000		—	(Leased	& oper.by	Del. & Hud	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	592	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	108,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,818	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	117
Apr. 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,090	4,723,545	9,295,928	1 964,317	16,590,510	21,509,459	1,898,023	2,707,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	128

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*	—	—	1,590,525	3,000,000	—	—	....	(Recently brought into operation.)	.....	.....	—	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased and oper. by Michigan Central.)	.....	.....	—	—	100	....
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	—	—	—	1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	—	(Leased & oper by Tol. Wab. & Wester	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.	.....	.....	.....	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶..... Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	54½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,057,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875 644	.....	.....	2,412.150	843,908	12	100	....
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,386	888,755	121,894	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	—	—	—	20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. Paul.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000.000	341,000	136,183	44,508	119.8	.....	.....	.....	752,067	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	.....	.....	2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	.....	.....	834,550	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	21½
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	—	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central.....Ind. & Ill.	.....	—	.....	.....	2,750,000	2,750,000	—	—	—	(Under construction at $35,000 p.m.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)	.....	.....	.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*	.....	.....	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	71
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	260	Indianapolis, Peru and Chicago..Indiana.	.....	—	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	393,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034 663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)	140,672	49.235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129 550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,338	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	.....	.....	.....	—	(In course of construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	.....	.....	.....	—	(Recently completed.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,002	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215 0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)	.....	.....	.....	.....	7	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.).....Ohio & Ind.	6,187,645	*	.....	.....	3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	.....	.....	180,250	800,000	.....	.....	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	.....	.....	.....	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(Recently completed.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	—	(Leased & oper. by L. Sh. & Mich. So.)	.....	.....	.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	.....	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	.....	.....	2,776,000	5,776,500	.....	.....	....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	—	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1 804,771	14.708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	—	.....	.....	.....	1,209.000	.....	.....	112.0	(Operated by bondholders.)	.....	.....	.....	.....	—	—	—
Jun. 30, 1871	—	—	—	185.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	—	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,825,000	625,000	.....	.....	1.385,000	2 279.335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P..O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	87½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—	.....	.....	4,000.000	.....	.....	.....	—	(Under construction at $33,000 p. m.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	.....	.....	5,000,000	4,500,000	.....	.....	—	(Opened for traffic Sept. 15, 1870.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	.....	.....	260,250	360,000	5,000	.....	—	(Leased & oper. by Pbg, Ft. W. & Chi.)	.....	49 507	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000.000	4,000.000	.....	85,418	.....	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)	.....	.....	.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co.&now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	109.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	120
Dec. 31, 1870	—	—	—	55.2	.....	.....	.....	.....	Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900,000	900,000	.....	.....	—	(Under constr. to be compl. in 1871.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1.096 503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	50.0	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns—Is near completion.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	92.0	—	—	—	—	....	Little Rock, Pine Bluff & N. O..Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to Pine Bl. 70 m. in 1871.)	.....	.....	.....	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	.....	.....	38.8	(Leased & oper. by Phila. & Read'g.)	271,651	64	100	94			
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logana., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1.500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	....
Jun. 30, 1871	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2.859.520	1,245,770	350,337	171.1	620,895	13.955,245	12,174,094	948,748	221 845	—	100	....
Jun. 30, 1870	185.0	196.0	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago. Ind.	3,000,000	*	.....	.....	3.000.000	.....	.....	.....	289.0	(No returns of operations published.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,849,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)	954	17	—	—	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	39,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)	.....	.....	.....	.....	6	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *Italics*. State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000									—	100	....
Feb. 28, 1870	283.5	—	39.5	—	97	50	23	1,130	*Pacific* §.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413			(Under	construct	ion.)			—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Padu ah and Gulf .....Kentucky.	1,333,500	110,000	28,700						355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	5,734,136			63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—					Paterson and Hudson.....New Jersey.	630,000				630,000				47.6	.....	.....	.....	.....	.....	12	100	58½
Sept. 30, 1870	12.0	—	12.0	—					Paterson and Newark.....New Jersey.	1,000,000				500,000	500,500			—	(Leased	and oper. b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—					Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. b	y Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0					Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com		pleted.)	1,500,000	1,000,000			—	(Leased	and oper. b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—					Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—					Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas. &	oper. by C	'm.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,363	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	—	(Leas.&	oper. by N	.Jersey So	uthern.)		—	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	116½
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	46.0	—	7.9	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	83 0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	6.5	—	—	—					Perth Amboy and Woodbridge..N. Jersey.	214,581	.....		.....	57,200	100,000	57,381	.....	90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg §.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Balt. Cent..Penn. & Md.	1,599,906	177,744		.....	220,006	1,100,000	326,690		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Philadelphia and Erie §.....Pennsylvania.	21,601,865	*		.....	8,404,300	12,598,000	609,565		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,250	55,200	.....	.....	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	50
Dec. 31, 1870	26.6	—	36.2	—					Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	.....	30,401,700	9,657,700	4,184,177	1,851,024	33.6	405,605	.....	.....	700,465	303,186	10	50	172
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia and Trenton..Pennsylvania.	1,497,604	.....		.....	1,259,100	.....	.....	.....	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	113½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Philadelphia, Wilm. and Baltimore..Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	128
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	—	168	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030		101.7	995,234	.....	.....	2,577,147	929,288	8	50	113
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg and Connellsville §.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Sept. 30, 1870	18.6	—	1.4	—					Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Pittsfield and North Adams.....Mass.	443,678	.....			450,000	.....	.....		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97½
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505,000	76,319		—	(Leas.&	oper.by Bo	s.& Alb'y.)	.....	27,000	6	100	86½
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		.....	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		109.5	416,955	8,003,844	7,724,807	646,265	126,219	6	100	....
May 31, 1871	30.0	—	—	80.0					Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				27.5	.....	.....	.....	.....	.....	.....	100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	128½
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170 000	200,000			—	(Under	construct	ion.)			—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,755	—	100	98
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,695	15.0	41,676	2,113,181	202,162	74,798	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—					Quincy and Warsaw.....Illinois.	1,400,000	.....			600,000	800,000			48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston §.....North Carolina.	1,500,000	*			1,500,000	50,000	74,414	190,093	—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)		—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750		2,035,072	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville §.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,263	7	100	102
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac §..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	178,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and Petersburg §.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Richmond and York River §.....Virginia.	1,440,321	*		.....	650,000	712,173	78,148		38.3	.....	.....	.....	86,052	24,910	—	100	....
Sept. 30, 1870	18.5	—	1.3	—					Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rochester and Genesee Valley..N. York.	656,026	.....			557,560	70,000			—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome.....Georgia.	235,235	*			250,844				20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rome, Watertown and Ogdensburg..N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19 606.175	1,324,943	475,270	10	100	110
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	Rutland .....Vermont.	8,000,000	*			7,000,000	1,000,000	.....		239.0	.....	10,016,552	19,603,470	1,189,969	297,492	10	100	25
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Croix and Penobscot.....Maine.	609,000	.....	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2				St. Louis, Alton and Terre Haute..Illinois.	10,700,000	*			4,340,000	6,700,000			209.0	.....	.....	.....	1,990,376	580,474	—	100	27
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*			6,000,000	3,200,000			—	(Under	construct	ion—80 m.l	n oper. Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	151.0	—	15.1	—					*St. Louis and Iron Mountain* §...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,286	385,803	—	100	59
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000			—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—					St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....		—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	158.0	—	—	—					St. Louis and St Joseph .....Mo.	2,000,000	*			1,000,000	1,000,000			—	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0					St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000			—	(Leas. &	oper.by Te	rre H.& In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	St. Paul and Chicago..... .....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....		—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273.250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836		110.0	284,410	.....	.....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—					Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000			—	(Leas. &	oper.by W	est Jer.)	.....	.....	—	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243,305	326,900	1,287	82,696	—	(Leas. &	oper.by B.	&LowCll.)	.....	.....	6	50	....
Sept. 30, 1870	21.5	—	1.6	—					Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	1.4	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Saratoga and Schenectady....New York.	484,684	.....	.....	.....	300,000	40,000	.....	.....	—	(Leas.&	oper.by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	.....	.....	.....	.....	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	.....	179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Sav., Griffin & North Alabama..Ga.&Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	$20,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
									Schuylkill Valley.....Pennsylvania.	576,060	—	—	—	576,050	—	—	—	—	(Leas. &	oper.by Ph	ila.& Read	ing.)	28,803	5	50	....

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REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	60
Catawissa,* pref. and guar.	2,200,000	7	7	90½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	83
Chicago and Alton, pref.	2,425,400	7	10	114½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	90½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	88
Erie, preferred	8,536,910	7	7	70
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	64½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,709	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	24
" " 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.	3,500,000	7	7	77
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	78
St. Louis, Alton and T. H., pref.	2,040,000	7	7	54
Sandusky and Cincinnati, pref.	445,500	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,800,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	84
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,360	8	8	....
Morris, preferred	1,175,000	10	10	122
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred	.. ..	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	34 — @ 40 —	
Pig, American, No. 1		36 — @ 37 —	
Pig, American, No. 2		34 — @ 35 —	
Pig, American, Forge		33 — @ 34 —	
Bar, Refined, English and American		— — @ 80 —	
Bar, Swedes, assorted sizes	(gold).	85 — @100 —	
		—Store Prices.—	
Bar, Swedes, ordinary sizes		107 50 @120 —	
Bar, Refined		85 — @ — —	
Bar, Common		90 — @ — —	
Scroll		102 50 @132 50	
Ovals and Half-round		102 50 @122 50	
Band		— — @ 97 50	
Horse Shoe		100 — @105 —	
Rods, ⅜@3-16 inch		90 — @125 —	
Hoop		107 50 @150 —	
Nail Rod	per lb.	— 6¾@ — —	
Sheet, Russia, as to No.'s	(gold)	— 17½@ — 18	
Sheet, Single D. and T. Common		— 5 @ — 5½	
Rails, English	(gold). per ton.	57 — @ 59 6½	
Rails, American, at Works in Penna.	c'y.	70 — @ 71 —	
Anvils, (Eagle)	per lb currency.	— 8 @ — —	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11 @ — 13
English German (2d and 1st quality)		— 10½@ — 12
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 15 @ — 16
American, Spring, do.		— 9 @ — 11
American Machinery do.		— 9 @ — 10
American German do.		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb.	— — @ 4 65
Cut Spikes, all sizes		— — @ 4 90
Clinch		6 15 @ 6 65
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 33
Copper		— — @ — 39

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 42 @ — 41½
Straits	(gold).	— — @ — 38
English	(gold).	— 36½@ — 36½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	8 87½@ 9 25	10 37½@ 11 —
I. C. Coke	7 75 @ 8 75	9 25 @ 10 25
Coke Terne	6 50 @ 7 62½	7 50 @ 9 25
Charcoal Terne	7 87½@ 8 50	9 75 @ 10 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— 12½@ — 12½	
Crude, 40 @ 47 gravity (in shipping order)	— 16½@ — 17	
Refined, Standard White (in ship'g order)	— — @ — 22	
Refined, prime White (in shipping order)	— — @ — 23	
Refined, S. W. (in jobbing lots)	— — @ — 24	
Refined, S. W. (in tin)	— 26½@ — 27½	
Naptha, Refined, (65 @ 73 gravity)	— 10½@ — 11½	
Residuum	per bbl. 4 — @ — —	

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.	W. 22
Canton Co.	70	69½	69½	....	....	69
Central Pacific 6s	103	103	102½	103	103½	103½
Central of N. Jersey	....	108½	....	109	109½	109½
Chicago & Alton	....	....	....	116¾	....	117
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	128	....	....	....	....
" 8s, 1883	....	....	....	....	110½	....
Chic. & Northwestern	60½	61	59½	59½	60¾	60½
" pref.	90	....	....	....	90	90½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	92½	....	....	....	....	....
Chic., Rock Isl. & Pac.	....	....	102	102½	103⅝	....
Chi., R. I. & Pa. 7s, 1896	102	....	102	....	....	....
Clev., Col., C. and Ind.	85⅝	....	....	85	....	85½
Clev. and Pittsburg	125½	123½	125	124½	....	128½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	85	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	102	....	....	....	....	....
Col., Chi., & Ind. C.	16½	18½	19	18½	....	19½
" 1 M.	87	....	....	87	....	....
" 2 M.	....	....	....	....	....	70
Del. & Hudson Canal	....	123	123	....	....	124
Del. Lack. & Western	109½	....	....	....	....	109
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	97	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	30½	30½	30¾	30½	30½	31
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	90
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	85	....	84½	....	....	85
Hannibal & St. Joseph.	58½	58	57½	51½	....	55
" pref.	....	70	....	64½	....	....
" 8s, conv.	96½	96	96½	....	94	94½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	85½	85½	85½	85½	86½	87½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	121½	121	....	....	....	117½
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I.	1 M. S. F. 100½	100½	100½	100½	....	100½
" 2 M.	96	....	....	....	96½	....
Mariposa Mining Co.	.....	1	....	....	....	....
" pref.	1½	1½	1½	....	....	....
Milw. and St. Paul	....	56½	56½	55	....	54½
" pref.	78½	78½	....	77½	....	....
" 1st mort.	95	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	94	....	....	....	....	....
Missouri 6s	97½	97½	....	97½	....	97½
" H. & St. J. 8s	94	93½	....	....	....	96
Morris and Essex	95½	96	96	....	....	96
" 1st mort.	....	....	103½	103½	....	....
" 2d mort.	....	....	....	....	....	99½
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	....	90½	90½	....	90½	90
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	91½	92	91½	91½	92½	92½
" certificates	87½	87½	87	87	87½	88½
N. York and Harlem	....	123½	....	....	....	122
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	102	....	....	....	....
N. Carolina 6s, old	....	....	....	38½	....	38
" new	....	....	....	....	....	....
Ohio and Miss.	....	40½	40½	40½	41½	42½
" pref.	....	76	76½	....	77	....
" 1st M.	....	....	....	....	....	101½
Pacific Mail S. S. Co.	....	46½	47½	46½	47½	47
Panama	....	59	60	....	58½	....
Phila. and Reading	....	110½	111½	113	113½	113½
Pitts., Ft. W. & Chi. gtd.	....	96	96½	97	....	97½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	101	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	21½	22½	23	23	24½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	98	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	76	....	....	....
Tennessee 6s, old	68	67½	....	65½	64½	64½
" new	....	68	66½	66	65	64½
Tol., Wab. & Western	62½	61½	61⅞	....	63½	63½
" pref.	....	....	....	....	....	....
" 1 M.	94	94½	....	....	....	....
" 2 M.	90	....	....	....	....	....
" Equipment	....	82	....	....	....	....
" St. Lou. Div.	....	....	87	87	87	....
Union Pacific	25	25½	27½	27½	28½	27½
" 1st mort.	90½	90½	91½	92	91½	91½
" L. Gt. 7s	78	78	78	78	78½	78½
" Inc. 10s	....	80½	....	....	82	82½
Virginia 6s, old	....	....	....	60	61½	....
" new	....	....	....	....	....	....
" consol.	63	63½	63½	63½	64½	65
" def. cert.	....	....	....	20	20	20

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..110	109⅞	....	110¼	109⅞	....	
U. S. 5s, 10-40s, reg...109¾	109¾	....	....	....	....	
U. S. 6s, 1881, reg.....116¾	116¾	....	116¾	....	116¾	
U. S. 6s, 1881, coup....117½	....	117⅞	117⅞	117⅞	117⅞	
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62.111	....	....	111⅞	....	....	
U. S. 6s, 5-20s, c. 1862..111	111	111¼	111⅛	111⅛	111⅜	
U. S. 6s, 5-20s, reg. '64.. ..	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.111¼	111⅜	111¼	111⅛	....	....	
U. S. 6s, 5-20s, reg. '65....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.111⅜	....	111⅞	112	111⅜	112	
U. S. 6s, 5-20s, r. n. '65....	114⅜	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.114¼	114¼	114¼	114⅜	114	114⅛	
U. S. 6s, 5-20s, reg. '67.....	114⅜	114¼	114¼	114⅜	....	
U. S. 6s, 5-20s, c. 1867..114⅜	114⅜	115	115	114⅜	115	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	114⅜	114⅛	
U. S. 6s, 5-20s, c. '68.....	....	....	....	....	....	....
U. S. 6s, Pac.R.R.issue111¼	113⅛	113⅜	113⅛	....	113⅜	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Catawissa	....	....	....	....	....	....
.. preferred	45	45¼	45¼	45⅛	....	
Camden and Amboy...130	131	135	136	136	....	
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	90¼	91	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89 93½	93½	....	94¼	....	....	
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation..... 35	35	35	35⅛	35½	35⅛	
.. 6s, 1884	....	....	....	....	....	....
.. Gold L..... 92	....	93	93¾	....	94	
.. R. R. L..... 90½	....	....	....	....	....	....
.. Conv. L	....	....	....	....	....	....
Lehigh Valley R. R..... 60	59⅞	60	60	60	....	
.. 6s new coup	....	....	97⅛	....	....	
.. 6s new reg.. 97⅛	97⅛	97⅛	97⅛	....	....	
Little Schuylkill R.R.... 46	....	....	46¼	....	....	
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	47	....	....	
.. 6s, 1880	....	99½	....	100	....	
.. 7s..... 96	....	....	96	....	....	
.. 10s, 1887	....	110	....	....	....	....
Northern Central	....	38⅞	39	....	....	
Oil Creek & Alleg. Riv.....	47⅞	48¼	48⅛	48⅛	48⅛	
.. 7s..... 83¼	83⅛	83⅛	83⅛	....	....	
Pennsylvania R. R..... 58⅛	57⅞	58⅛	58⅛	58⅜	58	
.. 1st M.....100	99½	....	100	....	....	
.. 2d M	....	....	97	....	....	
.. Gen. mort.. 94	....	....	....	....	....	
.. .. reg.. 94	94	94	94	....	....	
Penn. State, 6s.1st series....	....	....	103	....	....	
.. 6s, 2d series.....	....	105	....	....	....	
.. 6s, 3d series..... 108	....	....	....	....	....	
.. 6s, W L	....	....	....	....	....	....
Philadelphia City, 6s.....	....	....	....	....	....	
.. new 103	....	103	102⅞	102⅜	102	
Philad., Germ. & Nor.....	....	....	....	....	....	....
Phila. & Reading 55⅛	55⅜	55⅞	56⅛	56⅛	56⅛	
Philadelphia and Erie.....	....	....	25	....	....	
.. 6s.....	....	87⅜	....	....	....	
.. 7s..... .. 87	....	....	....	87⅛	....	
Schuylkill Navigation.....	....	....	....	....	....	....
.. pref..... 15	....	15⅛	....	15	15	
.. 6s, 1882 80	80	....	80	....	....	
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	80	....	....	....	....	....
Hestonville, (Horse).. 20⅛	....	....	20⅛	....	....	
Chestnut & Wal.	....	....	....	53⅛	....	
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	23⅛	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Baltimore City 6s, 1875.....	....	....	95⅛	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890 ..... 96¼	96¼	96¼	96⅜	....	97⅛	
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875.....	95¼	....	....	....	....	....
.. .. 1880.....	....	....	....	....	....	....
.. .. 1885.....	95	....	....	....	....	....
Marietta & Cin. 1st M.....	....	....	95⅛	....	....	95⅜
.. 2d M..... 85	85¼	85¼	85¼	85¼	85	
.. 3d M. 8s.....	....	....	....	....	....	79¼
Northern Central	....	....	....	....	....	....
.. bonds, 1885.....	....	....	....	....	....	....
.. .. 1900.....	....	....	....	....	....	....
Pittsb. & Connellsv. 7s. 92½	93	93	....	93	93	
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol..... 63	63⅛	63¼	63⅛	63	64	
.. Defer. Certif.. 28	28⅛	28⅛	....	28⅛	28⅛	
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

	Th.16.	F.17	Sat.18.	M.20.	Tu.21.	W.22
Boston and Albany 145⅛	145⅛	145⅛	145	144¼	144⅛	
Boston and Lowell	136	....	....	....	137	
Boston and Maine.....140⅛	....	140¼	140¼	140⅛	140	
Boston and Providence.144	144	144	....	144	144⅛	
Boston, Hartford & Erie....	....	....	....	....	....	
.. 7s, new	26⅛	26⅜	27	26⅜	26⅞	
Cheshire, pref	....	....	....	....	83¼	
Concord	....	....	....	....	80½	
Connecticut River	....	140	....	....	....	
Eastern.....109	108¼	108	108	107⅞	107½	
Fitchburg	140	139	....	....	138	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central.....122	121½	120	118	117½	117⅜	
Northern, N. H	....	110	110	110	....	
Ogdens. & Lake Champ....	86⅜	87	....	....	87½	
.. pref	....	....	....	....	....	....
Old Colony & Newport	....	....	....	....	....	....
Ph., Wil. & Baltimore.. 55⅜	55⅜	55⅞	55⅞	55⅜	55⅜	
Portl'd, Saco & Ports	....	128	....	....	128½	
Union Pacific	....	....	....	28	28¼	
" 6s..... 87⅛	87⅛	....	89½	....	....	
" Land Grant 7s....	....	....	....	77⅞	77⅛	
" Income 10s... 78⅛	....	78½	79½	81	....	
Vermont & Canada	....	....	98	....	98	
Vermont & Mass	....	85	....	....	....	
South Boston (Horse)	....	....	....	....	....	
Cambridge ..	....	....	....	103	103	
Metropolitan ..	....	....	....	....	....	
Middlesex ..	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls ..	11¼	....	10⅝	....	11¼	
Franklin ..	....	....	....	....	....	
National ..	....	1¼	....	....	....	
Pewabic ..	....	....	....	....	....	
Quincy ..	....	....	....	28¼	....	

London Stock Exchange.

	Closing Prices. Nov. 10.	Nov. 3.
Atl. & Gt. West, N. Y. sec. 7 per ct		
1st mort., 1880	85 — 90	83 — 88
Do. do., 2d mort., 1881	80 — 85	80 — 85
Do. Penn., 1st mort., 1877	85 — 90	83 — 88
Do. do., 2d mort., 1882	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1890..	34½ — 35½	35 — 36
Detroit and Milwaukee 1st mort. 7s..	— — —	— — —
Do. 2d mort. 8 p. c	— — —	— — —
Erie shares 100 dol. all paid	25 — 25½	23½ — 23¾
Do. sterlg. 6 p. c. convertible bonds	68 — 72	68 — 72
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	108¼—109½	106 —108
Panama General mort 7s, 1897	80 — 85	75 — 80
Penn. R. R. bonds, 2d mort. 6 per ct..	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	97 — 98	96 — 97
Do. $50 shares	48 — 50	47 — 49
Philadelphia and Erie 1st mort. 1881.	95 — 97	94 — 96
Do. with option to be paid in Phila.	96 — 97	94 — 96

American Railroad Journal.

Saturday, November 25, 1871.

Stock Exchange and Money Market.

The supply of Money available in a temporary form has been quite liberally augmented, during the week, without any corresponding increase in the demand, and, consequently, call loan rates have been working steadily in favor of borrowers, the range having been from 4@7, with the bulk of the negotiations reported at 5@6 per cent. per annum. The speculative call for funds, for use at the Stock and Gold Boards, has been comparatively moderate, and, in no prominent instance, urgent. The large dealers in Government securities have had their wants promptly met at the minimum rates of 4@5 per cent. mostly at the latter figure; and none of the leading Stock houses have had to pay over 6 per cent. for the necessary aid. In view of the sluggishness and depression in the call loan line, there has been a livelier inquiry for the best grades of commercial paper, which have been rated at from 7@8½ per cent. per annum, and much more freely discounted within this reduced range. The offerings of the favorite names have been on a restricted scale. The bank movement has been decidedly conservative and re-assuring of late, notably so, during the past week. The city banks, in their latest return, show an increase of $719,200 of legal tender notes, $2,247,800 of specie, and $4,911,500 of deposits; also an addition of $1,581,800 to their loan and discount averages, and a reduction of $45,800 in their item of circulation. The city bank exchanges, last week, averaged $94,972,357; and thus far, this week, 100 millions daily. The banks now hold $9,089,425 of specie and legal tender notes, more than the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is $16,239,300, against $17,580,225 same time last year. The city bank deposits are now $219,186,900 against $194,900,406 week ending Nov. 19, 1870. The legal tender reserve amounts to $55,181,500 against $52,716,778 same time last year. The circulation now stands at $30,138,600, against $32,301,222 same time last year. The loans are now $286,204,500, against $264,609,216 at this date last year.

The U. S. Sub-Treasury enlarged its currency balance $1,216,799 and reduced its coin reserve $814,782, as the result of the week's business. The receipts of the office were $3,519,289 in coin, and $3,310,874 in currency; payments, $4,334,072 in coin, and $2,041,575 in currency. The office received $2,694,000 in coin or its equivalent, from customs; and disbursed $2,248,233 of coin interest.

The U. S. Sub-Treasurer retired, last week, $2,277,559 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $367,948,950; and as security for deposits of public money, United States bonds for $15,279,000. The aggregate of the outstanding circulation of the National Banks of the country is $325,834,497.

Government revenues have been yielding less liberally since our last. The excises yielded last week about 1¾ millions, and thus far since July 1. $52,974,588. The customs at the port of New York, last week were $2,498,559; and at the outports, equal to about $750,000 more, all in coin, or coin certificates.

Under the Treasury programme for November, Government proposes to sell Gold as follows; Wednesday, Nov. 22—Two Millions. Wednesday, Nov. 29—One Million. And to buy in Five-Twenties as follows: Tuesday, Nov. 28—One Million.

The Gold movement has been on a restricted scale, and the speculation has been weak and hesitating, with the offerings for prompt delivery on the increase. The customs call has been up to a moderate average; while the export drain has been light. The range of the price during the week, has been from 110⅝@111⅜ and the closing quotation on Wednesday was 110⅝@110¾ against 111⅜ the preceding Wednesday. The specie outflow, last week, was $629,666; on Tuesday of this week, $57,980; and on Wednesday $179,000. The Gold Exchange Bank clearances have been as follows: Nov. 16, $27,061,000; Nov. 17, $29,489,000; Nov. 18, $33,875,000; Nov. 20, $27,557,000; Nov. 21. $42,462,000; Nov. 22, $44,421,000.

Government accepted on Wednesday, proposals for two millions of Gold at 110 63½@110 77 out of bids for an aggregate of $6,657,000.

Government disbursed through the U. S. Sub-

Treasury here, on account of the coin interest on the public debt from Jan. 1, to Nov. 18th, 1871 $78,833,285, against $80,830,324 same time in 1870.

The export drain of specie was $629,666 last week, against $655,078, same week preceding year. The shipments since January 1, 1871, have been $61,137,556, against $55,931,616 same time in 1870.

The customs demand for Gold last week, averaged $449,000 a day; thus far, this week, it has averaged $365,000 a day, or equal to a weekly aggregate of $2,190,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $6,255, and since Jan. 1, 1871, $8,294,659 against $11,216,018 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $141,902,942 against $128,812,540 same time in 1870.

Foreign exchange has been more actively sought after and quoted higher. Bankers' sixty day bills on London closed on Wednesday at 109¼@109⅜; sight bills on London, 110@110¼.

The produce exports from this port, week ending with Nov. 21, were to the currency value of $5,059,208.

Government securities have been in more general request, and the later issues of the coin bearing bonds have been quoted stronger in price, on very limited offerings.

On Tuesday, Government bought in only a million of Five-Twenties at 110 61@110 74 nett. The amount of bonds offered was $1,302,100 at from 110 61@110 99.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117¾@118; U. S. Five-Twenties of 1862, (other than the bonds called in) 111⅝@111¾; U. S. Five-Twenties of 1864 at 111⅝@111¾; U. S. Five-Twenties of 1865, 111¾@112; U. S. Five-Twenties of 1865 consolidated, 114@114⅛; U. S. Five Twenties of 1867, 114⅞@115; U. S. Five-Twenties of 1868, 114⅞@115⅛; U. S. Ten-forties at 109¾@110; U. S. Six per cent. currency bonds, 118¼@118½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 8.	Nov. 15.	Nov. 22.
Consols	92⅞@93	93⅝	93⅜
U.S. 5-20's of 1862..	91⅜	91¼	92
U. S. 5-20s, 1865....	91½	91¾	92¼
" 1867	93⅜	94⅜	94¾
" 10-40s	89½	90⅛	90¼
Erie.	24¼	26	25⅝

The new Funding Five per cent. Loan was quoted in London on Wednesday at 1 5/16 per cent. discount.

State bonds have been in moderate investment demand at, however, irregular prices, closing rather heavily on nearly all the Southern issues.

Railway bonds have been in generally very good request especially through the commission houses, and the favorites of the old loans have been quoted firmer. Central Pacific Sixes have been in active demand, largely on European account, and with remarkably light offerings of the bonds, prices closed strong, on the basis of 103¼@103½. Chesapeake and Ohio Sixes have been more inquired for investment purposes, and the price has been advanced by Messrs. Fisk & Hatch, the bankers of the Company, to 94 per cent, and accrued interest, under instructions from Mr. C. P. Huntington, the President of the Company.

Railway and miscellaneous share property has been rather moderately dealt in and has been quite variable in price.

General business has been less active in the line of domestic produce, with values quoted more favorable to purchasers. Middling upland cotton closed on Wednesday at 18¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 719,276 bales, against 865,932 bales same time in the preceding year; exports 269,616 bales, against 373,687 bales in the previous year; stock at the ports at latest dates, 327,284 bales, against 336,803 bales same date 1870.

At the Live Stock Markets, Beeves have been in rather more demand at from 8½@13cts.; Veals in moderate request at 5@10½ cts.; Sheep at 4@6¼ cts.; Lambs at 5¾@7¾ cts.; Swine, in active at 5@5½ cts. per lb., all live weight. The week's receipts were 9,199 Beeves, 841 Veal Calves, 35,373 Sheep and Lambs; and 57,060 Swine.

Foreign goods have been in less demand as a rule and prices have been quoted in favor of buyers, in most instances. Sugars have been exceptionally stronger. The week's imports of foreign goods reached $4,653,682, including $1,605,733 of dry goods.

Ocean freights continue comparatively quiet, with rates quoted irregular.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Texas 10s, 1876, 91; South Carolina 6s, old, 70½; do., 6s, new, Jan. and July, 28; do., Apl and Oct., 26; N. Y. State 7s, B. L. reg., 109⅜; North Carolina 6s, special tax, 15½; do. Fund Act 1868, 22; Louisiana 6s, Levee bonds, 61½; Pacific 7s, guar. by Mo., 101½; Albany and Susquehanna 2d mort., 93; North Missouri 1st mort., 86¾; Belville and Southern Illinois 1st mort., 8s, 97; Great Western 1st mort. 1888, 94¼; Mil. and St, Paul 1st mort., Iowa div., 90; Toledo, Peoria and Warsaw 1st mort. W. D., 89; do. 2d mort., 79; Central of New Jersey 1st mort. new, 103½; do. 2d mort., 101; St. Louis and Iron Mt. 1st mort., 92½; Cleveland, Painesville and Ashtabula new, 94; Peninsula R. R., 1st mort., 93¼; Cedar Falls and Minnesota 1st mort., 84¾; New York and New Haven R. R., 145; Second Avenue R. R., 65; Brooklyn 6s, W. L., 94; Lake Shore and Michigan Southern Scrip, 81⅞; Western Union Tel., 68¼; Quicksilver pref., 30½; Manhattan Gas, 248; Maryland Coal, 22¼; Consol. Coal of Md., 41½; American Coal, 45; Adams Exp., 85; U. S. Exp., 58¼; Wells-Fargo Exp., 56; Am. Mer. Union Exp., 59½.

Philadelphia.—Sunbury and Erie 7s, 99¾; Wilmington and Reading 7s, 95⅛; Susquehanna Canal 6s, 68; Allegheny Valley 7 3-10s, 93⅞; Lehigh Valley 7s, new, 101; Philadelphia and Reading 7s, 103; West Jersey R. R. 7s, 102; Chesapeake and Delaware Canal 6s, 95½; Catawissa R. R., 7s, 95½; Warren and Franklin 7s, 88; Penn. and New York 7s, 97; Harrisburg and Lancaster 6s, 95; West Pennsylvania 6s, guar., 82; Belvidere Delaware 2d mort., 82; Allegheny County 5s, 77⅛. The latest quotations are: City 6s, 99½@100; do. free of tax, 101⅞@102; State 5s, conpon, 100@—; do. 6s, W. L. 102@—; do. 1st series, 102¾@103; do. 2d series 105@105; do. 3d series, 108@108; Reading, 56⅞@56⅞; do. 7s, 1893, 102½@—; do. mort. 6s, 1880, 92@92; Camden and Amboy, 134@135; do. mort. 6s, 1889, 93@94; do. 1883, 90½@91; do. 1889, 90@91; Pennsylvania R. R., 58¾@58⅞; do. 1st mort., 99⅞@101; do. 2d mort., 97@98; do. General mort. coupon, 93¾@94; do. reg., 93¾@—; Little Schuylkill R. R., 46½@47; Morris Canal, 48@50; do. pref., 120@126; do. 6s, 87@95; Susquehanna Canal, 7@10; do. 6s, 64@65; Schuylkill Nav., 7@9; do. pref., 15@15½; do. 6s, 1882, 79¾@80; Elmira and Williamsport pref., 42@43; do. 7s, 1873, 93@94½; do. 5s, 61@—; Lehigh Coal and Navigation, 35⅞@36; do. 6s, 1884, 87@—; do. R. R. Loan, 90½@91½; do. Gold Loan, 93¾@94; North Pennsylvania, 47½@48½; do. 6s, 100@102; do., 7s, 95@96; do. Chattle 10s, 110@110; Philadelphia and Erie, 25⅛@25¼; do. 6s, 87¾@88; Minehill, 52½@53; Catawissa, 16@17; do. pref., 45⅛@45½; Lehigh Valley, 59⅞@60; do. 6s, new coupon, 97@98; do. reg., 97@98; do. 7s, 100½@102; Fifth and Sixth streets, (horse,) 46@48; Second and Third, 65@69; Thirteenth and Fifteenth, 22¾@23½; Spruce and Pine, 30@32; Green and Coates, 47@—; Chestnut and Walnut, 53½@55; Hestonville, 20¼@20¾; Union, 60@—; Germantown, 33½@34.

Boston.—Burlington and Missouri River R. R., 8s, in Nebraska, 92⅜; Central Pacific 7s, 1883, 100; Chicago and Michigan Lake Shore 8s, 1890, 84; Old Colony and Newport 7s, 1877, 102¼; St. Joseph and Council Bluffs 1st mort. 10s, 1892, 97; Vt. Central and Vt. and Canada 8s, 1875, 100; Essex R.R. 6s, 1876, 90; Stanstead, Shefford and Chambly 7s, 84¼; Indianapolis, Cincinnati and Lafayette R. R., 7½; Cincinnati, Sandusky and Cleveland R. R., 20½; do., 7s, 80⅝; Portsmouth Gt. Falls and Conway R. R. 98; Rutland R. R., 25; do. pref., 78; do. 8s, 1880, 97½; Cape Cod R. R., 70¾; Arlington Horse R. R., 35¾; Summit Branch R. R., 42¾; Boston Water Power Co., 45¾; Cary Imp. Co., 12½; East Boston Land Co., 15½; Massachusetts 5s, 1891, gold, 97⅞; do., 6s, 1872, 108½; Maine 6s, 1889, 100¼; New Hampshire 6s, 1875, 99¾; Boston 6s, 1874, currency, 100; do. 5s, 1882, gold, 98; Lowell 6s, 1890, 100; Hartford 6s, 1876, 99⅞; Portland 6s, 1876, 97¼; Chicago 7s, 1892, 97; Cincinnati 7 3-10s, 1876, 103½; St. Louis 6s, 1874,, 95¾; do. 1886, 89½; Roxbury 6s, 1876, 100; do. 5s, 1878, 94¼; Minneapolis 8s, 1900, 95; Albany 6s, 1879, 95½; Allouez Mining Co., 4⅜; Hancock, 2½; Calumet and Hecla, 89¼.

Baltimore.—Maryland Defense Loan, 104½; Virginia 6s, old, reg., 51¼; do. 6s, 1866, reg., 67½; do., 1867, 63½; Northern Central 6s, 1900, gold, 93; Western Maryland 3d mort. guar., 90; Richmond and Danville bonds, 76½; Orange, Alex. and Manassas 7s, 88; Orange and Alexandria 2d mort. 6s, 82; do. 4th mort., 8s, 81½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92⅞@93; Baltimore and Ohio, 139¾@140; do., 6s, 1875, 95@95; do., 1880, 95@—; do., 1885, 93@95; Northern Central, 38½@40; do. 6s, 1885, 93@95; do., 1900, 85@86¼; do., 6s, 1900, gold, 92⅞@93⅛; N. W. Va. 1st mort., 98@—; do., 2d mort., 98@98; do., 3d mort., 1885, 86@91; Marietta and Cincinnati 7s, 1892, 95¾@96¼; do., 2d mort., 85⅛@85¼; do., 3d mort., 79¼@80; Central Ohio, 29½@30; do., 1st mort., 84@84½; Western Md, 1st mort. 6s, 1890, 80@—;

guar. by Baltimore City, 90@96; do., 3d mort., guar., 90¼@91; do., 2d mort. pref., 62@—; do., 6s, guar. by Washington Co., 83@84½; Richmond and Danville bonds, 76½@76¾; Orange and Alexandria 1st mort. 6s, 88@—; do., 2d mort. 6s, 81½@82; do., 3d mort. 8s, 87½@—; do., 4th mort. 8s, 81@82; Orange & Alex. and Manassas 7s, 82½@83½; Virginia and Tennessee 8s, 89@89½; do., 6s, 1st mort., 91@95; do., 6s, 2d mort., 78@80; Baltimore 6s, 1875, 96@96½; do., 1884, 96@97; do. 1886, 97@100; do., 1890, 97¼@97¼; do., 1893, 97¾@98½; do., 1900, 96½@97; Memphis City 6s, 54@55½; Maryland 6s, 1890, 94@—; do. Defense Loan, 1883, 104½@104½; City PassengerR. R. 23@—; George's Creek Coal, 76@83.

New York (Viaduct) Railway.

An adjourned meeting of the directors of this company was held on the 22d inst., Mr. August Belmont presiding. The sub-committee of five appointed at the last meeting presented a financial report, and resignations were received from the following directors: A. Oakey Hall, Richard O'Gorman, Hugh Smith, Peter B. Sweeny, William M. Tweed, John J. Bradley, Henry Hilton, John Taylor Johnston, John Jacob Astor, Charles A. Lamont, William T. Blodgett, J. F. D. Lanier, August Belmont, A. T. Stewart, E. B. Wesley, Franklin Osgood, William Butler Duncan, W. R. Traverse, Charles L. Tiffany, Levi P. Morton, Joseph Seligman, J. F. Navarro.

The resignations were accepted, and the meeting proceeded to elect a new Board, when the following gentlemen were chosen:

Alexander T. Stewart, Sidney Dillon, August Belmont, Charles A. Lamont, Jas. F. D. Lanier, Franklin Osgood, Wm. Butler Duncan, Oswald Ottendorfer, Charles L. Tiffany, Wm. R. Travers, Wm. B. Ogden, John Jacob Astor, Abraham S. Hewitt, Levi P. Morton, S. D. Babcock, William Blodgett, James B. Colgate, Jose F. Navarro, Edward B. Wesley, John Taylor Johnston, Andrew H. Green, Wm. H. Appleton and Jos. Seligman.

John Taylor Johnston was elected president. The secretary Edward P. Parker, and the treasurer Wm. Butler Duncan, retain their positions.

☞ The Pittsburg, Port Wayne and Chicago Railroad Company will issue on and after December 21, 1871, 20,000 shares of new stock, to be designated as "Special Improvement Stock." In making this announcement to the N. Y. Stock Exchange on the 22d inst., the president of the company says:

This issue is made in conformity with article 16 of the lease of the railway of this company to the Pennsylvania Railroad Company, and represents actual cash values of property placed upon the railway by the lessee, the title to which property is now in this company.

The shares are to be one hundred dollars each, entitled to dividends of seven per cent. per annum, payable quarterly, free of all taxes, from the means provided by the Pennsylvania Railroad Company, as stipulated in an agreement of said company, a certified copy of which is indorsed on each certificate; but this issue is in all respect subject to the original or guarantied stock to have distributed to it in quarterly instalments an annual dividend fund of $1,380,000 free of all taxes.

☞ Track laying was commenced on the extension of the Canada Central Railway to Renfrew on the 29th of October.

Chesapeake and Ohio Railroad.

The following letter of the President of the Chesapeake and Ohio Railroad Company gives some interesting and late information concerning the progress of the main line of road now building:

OFFICE CHESAPEAKE AND OHIO RAILROAD CO.
54 William Street, New York,
NOVEMBER 18, 1871.

Messrs. FISK & HATCH,
Bankers and Financial Agents
C. & O. R. R. Co:

Gentlemen:

The Western Division of the Chesapeake and Ohio Railroad, comprising the 95 miles between Huntington, on the Ohio River, and the mouth of New River (above the Falls of Kanawha), is now substantially completed, and will, in a few days, be ready to do the immense coal and other business that is awaiting its completion. The Eastern Division, comprising 227 miles, between White Sulphur Springs and Richmond, is now in complete order and successful operation. The grading and masonry on eleven of the 102 miles, between the mouth of New River and White Sulphur Springs, is complete, and the work on the remaining 91 miles is so far advanced that tracklaying will be commenced on this portion of the road in May next, and continue without interruption until the whole line is completed.

In view of these facts, you are hereby directed to make no further sales of the Bonds of said Company at a less price than 94 and accrued interest, at which price you will continue to sell until further orders.

Very respectfully yours,
C. P. HUNTINGTON, President.

☞ The WEST WISCONSIN RAILWAY, which forms the chief link in the new and short through route from Chicago to St. Paul and the great North-West, will be completed, equipped, and in running order by the middle of November. The iron is down to within 10 miles of Hudson, and is being laid at the rate of a mile a day, and the grading throughout is finished. One hundred and twenty miles have been in operation for a year, and had a large and profitable local business, and a still larger amount awaits its completion through St. Croix County to the shore of the lake. The lumber traffic this winter will be very heavy. Immense quantities are already piled up at the mills on the line of the road awaiting the completion of the connection with St. Paul when it will be distributed over the treeless prairies of Minnesota and Iowa. Besides this local business the West Wisconsin will get a large share of the traffic between St. Paul and the North-West and the Lakes. It is a hundred miles shorter than the present line, and has direct connections with Chicago. The road has a valuable Land Grant of 1,000,000 acres in the best part of Wisconsin. This grant with the Road itself, is pledged in support of the First Mortgage 7 per cent. Gold bonds which may be bought at 90 and accrued interest in currency of WHITE, MORRIS & Co., No. 18 Wall-st., and GWYNNE, JOHNSON & DAY, No. 16 Wall-st., Agents to the Company.

Baltimore and Ohio Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 20th inst.

On motion of Mr. Johns Hopkins, Mr. Miles White was chosen chairman, and Mr. W. H. Ijams, secretary.

John W. Garrett, Esq., president of the company, presented the forty-fifth annual report of the president and directors to the stockholders for the fiscal year ended on the 30th of September, 1871. The report having been read and no other business being presented, the meeting, on motion, proceeded to the election of twelve directors on the part of the stockholders, to serve for the ensuing year, Messrs. Miles White, Wm. J. Albert and Horatio L. Whitridge acting as judges. On counting the ballots the following gentlemen were found to be unanimously elected by a vote of 34,591 shares, viz: Messrs. Johns Hopkins, Samuel W. Smith, Francis Burns, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, James Harvey, Galloway Cheston, William W. Taylor, Samuel Kirby, Allen A. Chapman and John King, jr.

The members elected are the same as for the preceding year, except that Mr. John King, jr., fills the place of the late Mr. Albert Schumacher.

The report shows that the revenues of the Baltimore and Ohio and its branches for the fiscal year were $12 557,529 42: being an increase over the previous year of $1,717,158 94. The full report is being printed in pamphlet form, and will be ready for distribution at an early day.

HARVEY FISK. A. S. HATCH.

FISK & HATCH, Bankers.
No. 5 NASSAU-ST., NEW YORK,
Nov. 20, 1871.

In compliance with instructions from the Company, the price of the CHESAPEAKE AND OHIO BONDS, from this date until further orders, will be 94 and accrued interest.

The scarcity of, and demand for, really desirable *six per cent. gold* bonds for solid and permanent investments, are evinced by the fact that

FIVE-TWENTY BONDS of 1867 are selling at....115
CENTRAL PACIFIC BONDS are selling at.....103
CHESAPEAKE AND OHIO BONDS are selling at.. 94

These bonds all pay both principal and interest in New-York City, in UNITED STATES gold coin, and are equally safe for investment.

The reason why FIVE-TWENTY BONDS are so high is because no more can be issued, and the outstanding amount is being rapidly decreased by purchases by the Government from their surplus revenues.

The reason why we think CENTRAL PACIFIC Bonds will in time advance to the price of FIVE-twenties is because no more can be issued; while the operation of their Sinking Fund will soon commence to decrease the amount.

The reason why CHESAPEAKE AND OHIO BONDS are selling so low, comparatively, while equally safe, is because the Company are selling Bonds to complete the road. They will all be sold in a short time, and in a few months the road will be finished, when we have no doubt the same result will follow as with FIVE-TWENTY and CENTRAL PACIFIC BONDS. The sinking fund of the Chesapeake and Ohio must go into effect within one year after the completion of the road.

The CHESAPEAKE AND OHIO BONDS are issued either coupon or registered—the denominations are as follows:

$100, which cost to-day.... ....$94 31
$500, which cost to-day.... .... 471 56
$1,000, which cost to-day..... .... 943 12

We buy and sell Government and CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS.

Accounts of Banks, Bankers and others received on which we allow interest at the rate of four per cent. per annum.

FISK & HATCH.

☞ Truro has voted the credit of the town to the amount of five per cent. on its valuation, in aid of the railroad from Wellfleet to Provincetown. The amount will be nearly $15,000.

Journal of Railroad Law.

RAILROAD COMPANIES—INSURANCE POLICIES—WHEN THE INSURED BECOMES RESPONSIBLE.

The facts in the late case of George Northup, Administrator, &c., of Lucilla Northup, deceased, *vs.* The Railway Passenger Assurance Company (2 Lansing 166) are fully and clearly stated in the following opinion by

J. C. SMITH, J.—By the terms of the contract in this case, the defendant undertook to insure the plaintiff, against personal injury "caused by any accident while traveling by public or private conveyance provided for the transportation of passengers," &c.

The contract was expressed in an insurance policy or ticket, which was issued to the plaintiff, by the agent of the defendant, at Rathbone, Steuben County, and which the plaintiff procured with the intent of setting out on the same day, to travel by public conveyance to the county of Madison.

Immediately after procuring the ticket, the plaintiff entered upon the intended journey, in company with her husband and others, and the party traveled by cars on the Erie Railway to Elmira, and thence by cars on the Canandaigua and Elmira road to Watkins at the head of Seneca Lake. From Watkins they went by steamboat on said lake to Geneva, where they arrived about eight o'clock in the evening. On landing at the steamboat wharf, the party started on foot, to go to the station of the New York Central Railroad Company, about seventy rods from the wharf, in further prosecution of their journey, and on the way from the wharf to the station, the plaintiff's intestate slipped and fell upon the side-walk, and thereby received injuries of which she died in a few days.

It appears from the statement of facts submitted to the court, that persons arriving on the steamboat generally pass from the wharf to the railroad station through the public streets of Geneva; and that upon the arrival of the steamboat, on the occasion above referred to, there were public hacks for hire at the wharf, for the purpose of conveying passengers, if hired to do so, to any part of said village, or to the railroad station.

Without undertaking to lay down any general rule, or to do anything more than to decide the particular case before us, we are of opinion, upon the facts submitted, that the accident referred to was not within the terms of the policy. The accident occurred to the plaintiff "while traveling," and that too, while traveling on the very journey which she had in view when she procured the ticket; but at the time when the accident occurred, the plaintiff was not traveling by any "public or private conveyance for the transportation of passengers," but was voluntarily pursuing her jurney on foot, although there were conveyances at hand, which she might have employed, if she had chosen to do so. The defendant insured only against the perils of traveling by conveyance; and if the plaintiff had gone "by conveyance" from the wharf to the station, the accident in question could not have occurred.

The counsel for the plaintiff argues that the risk assumed by the defendant, is not confined to accidents occurring during the very act of riding, but that it covers every accident happening while doing an act necessary or proper to be done, during the making of the journey included in the present case, the passing from the steamboat wharf to the railroad station, in any usual and proper mode. Accidents may be supposed, which though not occurring in the very act of riding in a conveyance, would be covered by the defendant's contract. The case of Theobald *vs.* Railway Passenger Assurance Company (26 Eng. L. & Eq. R., 432), cited by the plaintiff's counsel, presents an instance of that kind. In that case, the train had stopped at a station where a change of cars took place, and the plaintiff, while stepping out of the car, met with an injury without any negligence on his part, and in consequence of the step of the car being accidentally slippery. There as was said by Pollock, C. B. "though, at the time of the accident, the plaintiff's journey had in one sense terminated by the carriage having stopped, he had not ceased to be connected with the carriage, for he was still on it. The accident also happened without negligence on his part, and while doing an act, which as a passenger must get into the carriage and get out of it when his journey is at an end, and cannot be considered as disconnected from the machinery of motion until the time he has, as it were, safely landed from the carriage and got upon the platform. The accident is attributable to his being a passenger on the railway, and it arises out of an act immediately connected with his being such a passenger." The policy in that case insured against injuries "happening to the assured from railway accidents whilst traveling in any class carriage on any line of railway," &c., and it was held that the accident was within the meaning of the policy. But that case does not go to the extent of holding that the policy covered every accident happening to the assured while doing any act necessary or proper to be done, during the making of the journey.

The distinction between that case and the one before us, is obvious. There the assured was injured while yet on the carriage in which he had made his journey, and while in the act of getting out of it, which as a passenger, he must necessarily have done. Here the assured when injured was not in, on, or in any way connected with any conveyance, and she was pursuing a part of her journey on foot, she having voluntarily chosen to walk, in preference to taking a carriage.

Judgment should be given for defendant.

Judgment for defendant.

Railway into Nubia.

While people are talking of a railway to India direct, to accomplish the passage from London to Calcutta in five days, the Viceroy of Egypt has actually commenced one of the most gigantic undertakings ever attempted in his territory—that of connecting Upper and Lower Egypt by rail. At the terminal point of all ancient and modern conquest, where the mighty Persian and Roman invaders found the desert an impassable barrier, the Khedive, assisted by an army of English engineers and navvies, will, unless stopped by the jealousy of the Sultan, drive an iron road and a team of iron horses, not only to the very confines of Nubia, but into the heart of Africa, opening up new fields of commerce, and perhaps bringing home Livingstone first-class. Twenty of the engineers for the above undertaking passed through Malta a few days ago on their way, and will be followed by the remainder of the staff in a short time. When it is considered that the line, commencing at the second cataract, is to be 600 miles long, some idea may be formed of the amount of labor required to complete the work—*Malta Times.*

A Railroad to the North.

We have been anxiously awaiting the time when we should be able to announce to our readers a fair prospect for the construction of a railroad line through the northern portion of this state, with its terminus at this point; and this week we are pleased to be able to state that there is a good prospect for its early completion. During the past few weeks a party have been employed between Whitehall and Port Henry, and so far as they have proceeded, we understand a very feasible route has been discovered, so much so that we are assured that the road will be at once put under contract for its early completion. To the Delaware and Hudson Canal Company are we indebted for this hope of, at an early day, 'getting out of the woods.' From a business standpoint we can hardly estimate the value of a continuous line of road through this northern region, and we trust the road will be pushed to a speedy completion.—*Whitehall Times.*

☞ Certain taxpayers of Berkeley county, West Virginia, lately brought suit for an injunction to restrain the county supervisors from laying a tax on account of the bonds heretofore issued by them in aid of the Martinsburg and Potomac railroad, which injunction was on the 11th inst., refused by Judge Melvin and the validity of the bonds affirmed. This railroad connects at Williamsport with the Chesapeake and Ohio canal, will connect with the Western Maryland railroad when it is finished, and with the Cumberland Valley Railroad, which thus gives a direct communication with the North.

☞ At a meeting of the stockholders of the Atlantic Mail Steamship Company on the 14th inst., the following gentlemen were elected directors for the year ensuing:—Samuel G. Wheeler, Jr., Edward Jordan, Loyal S. Pond, Charles F. Davenport, George P. Smith, Archibald M. Smith and Anthony M. Bliss. At a subsequent meeting of the directors the present officers of the company were re-elected, as follows: A. W. Dimock, President; Charles F. Davenport, Vice President; H. J. Quinard, Treasurer; J. O. Baker, Secretary.

☞ The stockholders of the Savannah, Griffin and North Alabama Railroad have elected A. J. White president, and W. A. Huff, of Macon, and Messrs, Boynton, Chapman, and Stewart, of Griffin; Whitaker, of Fayette; Wilkinson and Smith of Newnan; and Camp and Long, of Carrolton, directors. The work will be pushed ahead.

☞ An extension of the Nova Scotia and New Brunswick Railway, to the cities of Halifax and St. John, is stated to be engaging the attention of the Government. The plans and specifications are ready.

☞ The grading on the Wellington, Grey and Bruce Railway is completed to Paisley, and work on the fourth and last section will soon be commenced.

☞ The opening of the Buffalo, New York and Philadelphia Railroad to Arcadia was celebrated on the 15th inst.

☞ The construction of the Bridgeton and Port Norris Railroad is being rapidly prosecuted.

☞ The St. Paul and Sioux City Railroad is finished to Okabena, in Noble County, Minnesota.

Euphrates Valley Railway.

So far as the select committee of the Euphrates Valley Railway have carried their labors, Mr. W. P. Andrew may congratulate himself on the result. Nearly all the witnesses hitherto examined agree in recommending a railway from Scanedroon, Sueida, or some other point on the Mediterranean to some point at the head of the Persian Gulf. General Chesney, who explored the whole line of country several times, pronounces decidedly in favor of the Euphrates route, with a preference for Suedia as the starting point. Mr. Ainsworth who traveled with him, declares that a line from the Bay of Antioch to the Euphrates and down the Euphrates is "at once the most feasible and the most economical;" but his starting point he fixes at the foot of Mount Casius, a little to the south-west of the mouth of the Orontes. Sir John Macneill, who surveyed the Euphrates route about 15 years ago, is "quite prepared to say" that the projected line over the Beilan Pass to the Euphrates "can be executed with perfect ease and perfect certainty, for a certain specific sum." His son, Mr. Talford Macneill, would start from Scanderoon—the ancient Alexandretta—which is "a natural harbor, safe at all times, and of great extent," equal in short to any in the world. Carrying his line by easy gradients over the Beilan Pass, he would leave Antioch about twenty miles off, and passing through Aleppo would cross the Euphrates at Belis following the left bank of the river to a place called Grain on the Persian Gulf. Such a line with the sea at either end of it, would, in his opinion, tend more to England's advantage than to any other, and would be cheaper and easier to make than any of the projected lines from Constantinople.—*Allen's Indian Mail.*

☞ The St. Louis *Republican* publishes what it regards as "a full and complete showing of the necessity of a new railway directly east, with a map of the proposed route, a list of the counties it is to pass through, their area, population, productions, &c. It will be seen that if the population is taken as the basis of ability to subscribe stock in these counties, over $16,000,000 can be raised for the road, which, with what St. Louis can subscribe, will be ample to build and equip it with 10,000 freight cars." It is mentioned that the shipment eastward from St. Louis by rail of corn alone has increased from 904,776 bushels in all 1870 to 1,560,500 bushels in the first ten months of 1871.

☞ Bibb & Co., of Virginia, late contractors on the Chesapeake and Ohio Railroad, have taken the contract to build the Big Sandy road from Lexington to Mt. Sterling. The contractors are men of energy and integrity, and work will be begun as soon as the hands and implements can be gotten together. The road is to be completed and in running order to that place by the first of next July, or as much sooner as the work can be accomplished.

☞ The Northern and Southern West Virginia Railroad Company was organized at Clarksburg, W. Va., on the 31st ult., with Albert L. Catlin, of Boston, as president. Stock to the amount of $300,000 was taken, mostly by New York capitalists, and engineers are making a survey from Fairchance to Morgantown, under the direction of the Pennsylvania Railroad Company. Efforts to obtain subscriptions along the line of the proposed route are now making.

☞ The Richmond (Va.) City Council have appropriated $200,000 for tunneling Church Hill, in that city, in order to bring the eastern terminus of the Chesapeake and Ohio Railroad to tide-water on the James River.

The Viaduct Railway.

Mr. W. B. Duncan's letter, printed in another column, denying that the Board of Directors of the Viaduct Railway had concluded to abandon the project of furnishing the means of journeying between the two ends of Manhattan Island in a shorter time than is required at present, will meet with the hearty sympathy of the whole business community of the city. We have always regarded the connection of certain Tammany magnates with that scheme as one of the most unfortunate things that has befallen New York. The confidence which such names as Judge Hilton, W. B. Duncan, A. T. Stewart, L. P. Morton, and other well-known citizens, naturally gives, was almost entirely swamped by those of the Tammany Ring. The weeding out of these last will, we have not the least doubt, carry the project of rapid transit rapidly forward.

The lamentable lack of decent traveling facilities in this city and in Brooklyn is so universally recognized that we are confident the next Legislature—elected in the interest of the people as it is—will do all in its power to push on the work of building this road and such others as may be required. The citizens of New York and vicinity are heartily tired of the antiquated, uncomfortable means of transit now at their service, and they demand the most vigorous exertions on the part of their law-givers to remedy the present state of things.

The commercial metropolis of America wants, and will have, such legislation as will aid, and not retard its growth. It must have some means provided for it by which a citizen can reach his place of business in a much shorter space of time than is required now. In this busy age time is money, and a man cannot afford to waste two or three hours every day journeying between his home and his office. The Viaduct Railway and the Brooklyn bridge are two steps forward in the march of the prosperity of this city. They must be built quickly, so that New York and Brooklyn may really become what nature intended them to be—one city.—*N. Y. Times.*

Peach Bottom Railway.

Mr. Hood, of Maryland, a civil engineer of very considerable ability, has been engaged by the directors to make the survey and location of the Peach Bottom Railway. The work will commence immediately. The survey will begin at the Susquehanna, at Peach Bottom, and will be made by way of Delta, Muddy Creek, Neff's Summit and the foot of Dunker Valley, striking the Northern Central near the tunnel, about five or six miles south of York Borough. One hundred and fifty thousand dollars has been subscribed towards the construction of the road, and the canvass for additional funds will be vigorously pushed during the winter, the board having determined not to attempt the construction of the road unless there be a sufficient sum raised to grade and bridge the entire line, which sum, it is hoped, will be raised by the early spring.—*Lancaster Intelligencer, Nov.* 11.

☞ The Holyoke and Westfield Branch of the New Haven and Northampton Railroad was formally opened on the 14th inst. The new Branch cost about $40,000 a mile. Holyoke takes $165,000 worth of the bonds, and the New Haven and Northampton $200,000; the remainder is held by private parties.

☞ Of the forty-eight and a half miles of the Dayton Short Line Railroad, between Ludlow Station and Dayton, forty-five miles have been graded and will be ready for iron by the 30th of November. The remainder will be completed by the 1st of February.

☞ The Lake Shore and Tuscarawas Valley Railroad was opened to Medina, Ohio, on the 15th inst.

Boston, Nashua and Acton Railroad.

At the annual meeting of the stockholders of this company, held at Dunstable, Mass., on the 14th inst., the following gentlemen were elected directors for the ensuing year: Peter B. Brigham of Boston, Cyrus Wakefield of Wakefield, Mass., Joseph B. Clark of Manchester, Charles C. Pearson of Concord, E. H. Spalding, Henry Parkinson, Benj. Saunders, C. N. Dearborn, of Nashua, Jas. E. Burnap of Dunstable, Mass., Chas. G. Sargent of Graniteville, Mass., Capt. Jacob Smith of Westford, Mass., John Fletcher, Jr., Daniel Wetherbee, of Acton, Mass. At a subsequent meeting of the directors the following officers were chosen: Peter B. Brigham of Boston President, E. H. Spalding of Nashua Vice President, and John B. Goodrich of Boston, Clerk. E. H. Spalding, Henry Parkinson and J. E. Burnap were appointed a committee to locate and construct depots, side tracks, &c. Mr. Woods of Croton has the contract for the construction of the road.

☞ The Winchester (Va.) *News* says that Judge Turner, of the Frederick Circuit Court, has rendered a decree in the cause of the Orange, Alexandra and Manassas Railroad Company, vs. the Winchester and Potomac road. The suit was instituted for the value of iron removed from the Manassas road by the Federal government and laid down on the Winchester and Potomac road during the war. The judge rendered a decision allowing the Manassas Company 2,086 tons of iron at $55 per ton and 14 tons at $4 per cwt., the whole amounting to $115,850 in money, with interest for five years.

☞ The Cumberland (Md.) *News*, 3d inst., learns by parties from the line of the Salisbury and Baltimore Railroad, now in course of construction from Myer's Mills to Salisbury, in Somerset county, Pa., that the work is progressing towards completion quite rapidly. All the grading and masonry, it is expected, will be completed this month, and by the holidays it is hoped the entire road will be completed to Salisbury.

☞ The census returns for 1871, show the total population of the Dominion of Canada to be 3,484,924, an average increase of about 12½ per cent. since 1861. The present population of Ontario is 1,628,042, of Quebec 1,190,505, of New Brunswick 285,777, and of Nova Scotia 387,800. The percentage of increase in the last ten years is: Ontario 16 1-10, Quebec 7 1-5, New Brunswick 18 1-3 Nova Scotia 17 1-5.

☞ The Massachusetts Central Railroad Company filed a certificate on the 14th inst. in the office of the secretary of state that all the capital stock of the road had been subscribed and 20 per cent. paid in. This allows them to commence business at once, and ground will probably be broken very soon. Mr. N. C. Munson has the contract for building the entire road.

☞ The F-street Railway Company, Washington, will soon begin the contemplated extension of the road from the Capitol eastward to the Anacostia river, and from Seventeenth street westward to the Georgetown Convent.

☞ The Ohio State debt has been decreased this year $785,115. The whole debt is now $8,945,511.

Peat Fuel for Railway Engines.

For many years the managers of European and American railways have been searching for a substitute for anthracite and bituminous coals which would answer all the requirements of coal, be furnished at a less cost, and in sufficient quantities. In France certain railways are using a compound of coal dust and coal tar for fuel, but its disagreeable odor and large quantities of smoke and soot thrown off during combustion render its use annoying to passengers and engineers. In this country many experiments have been made with crude petroleum and its gases, led directly into the furnaces, and with coal siftings compressed with bitumen. Still, there remained something better to be sought, and recent developments show that the investigators have not been idle. Along the lines of nearly all the American railways are enormous peat bogs, some of great depth, nearly all of good quality, and containing enough peat, if properly manufactured, to supply the railways for many years.

Erroneous methods of manipulation and the imperfect machinery used by former experimentors seemed to have warned capitalists from embarking in the peat manufacture, until about two years ago, when Mr. E. L. Hurlbert purchased the Berlin Bog, about seventy-five acres in extent, located at the side of the Hartford and New Haven Railway, and midway between Meriden and Berlin, Conn. Improved machinery of the Auben patent was set up, and the manufacture of American peat fuel commenced on a large scale. The former plan of compressing the peat was discarded.

Machinery was made to take the place of hand labor wherever it was possible. The peat is dug and raised by a steam dredge lifting one ton at a time, deposited in iron tubs having perforated bottoms through which the excess of water drained while the tubs were being moved to the grinding machine. The latter consists of a wooden platform 18 feet high, about 12 feet wide and 15 feet long. On it are two boom derricks, which raise the tubs and swing them over the platform upon which they are emptied. The bright yellow peat then falls through openings in the platform upon an archimedean screw revolving beneath, and is fed into a peculiarly-constructed mill, where revolving knives convert the peat fibre and the water not drained off into a thick paste of a very dark brown color. The paste, or peat jelly, flows from the knives into a hopper beneath. Under the hopper is a shallow wooden box, the bottom having ridges rising from it nearly to the upper edge of the sides. The box or mould rests on a wooden tramway, the machinery of which is so arranged that when one mould has been filled an empty mould is pushed behind it, the full mould thrust forward over the tramway and the empty one left beneath the hopper. Under this tramway and at right angles with it are three other tracks with small cars. The workmen stand at the side of the upper tramway, and when the full moulds are opposite them the machinery slides the mould from the tramway and on a shelf at its side. The men lift the mould from the shelf, place it on the car, and continue the operation until the car is loaded. It is then moved off over the track to the drying ground. There each mould is overturned on the grass, and the moulded peat left to dry.

The ridges in the bottom of the mould have left deep grooves in the now upturned surface of the peat, facilitating the operations of drying and of breaking up the peat when hard and dry. After an exposure of 48 hours neither rain or frost will damage it. It soon dries hard, and is then ready for use or storage. Peat made in this manner does not deteriorate with age, will not crumble as the compressed peat is liable to do, is clean and good as a fuel. It was used in one engine on the Hartford and New Haven Railroad constantly for five months, the engine doing its regular work with freight and passenger trains between those points with very satisfactory results. It burns, the fire doors being shut, with clear, full, bright flame, makes no smoke, does not clinker, and the ash is an impalpable powder. In reversing the engine there is no grinding of boxes by gritty particles. Another point in its favor is that it is easily kindled and burns entirely away. No alteration in grate bars or other parts of the engine is required, and the engineers who have tested it on the road say that one ton of this peat will do the same work as one ton of the best anthracite coal. The peat of the Berlin bog is not superior to that found throughout the country, but depends upon the machinery by which it is manufactured for its excellence. The New York and New Haven Railroad Companies have signified their willingness to contract for all the peat made at this bog, it being close to their track and much easier handled than coal. The machinery at this point is capable of turning out one hundred tons of peat a day, which can be disposed of at $5 a ton, leaving a handsome profit for the manufacturers, who have invented the machinery and formed themselves as a company under the name of "The American Peat Fuel Company." There seems little doubt that the immense bogs on our railroad lines can now be utilized. The peat has been tested in the manufacture of steel, and produced some of the best yet made in this country.

☞ At a recent meeting of the corporators of the Bonny Eagle Branch Railroad at West Buxton, Me., a board of directors was elected with A. K. P. Lord as president. The road, the construction of which is to be immediately commenced, is to run from a point on the Portland and Rochester Railroad in Buxton to Bonny Eagle Falls, along the course of the Saco River and through a very level country.

☞ The New Orleans *Republican* says intelligence has been received from New York announcing the cheering fact that the New Orleans, Mobile and Texas Railroad Company has succeeded in placing nearly all its bonds, and that all its financial and other difficulties will be terminated at once. The work along the whole line, including the branch from Vermilionville to Shreveport, will now be prosecuted with vigor.

☞ The Secretary of State for Ohio has made his annual report, which shows that during the year six railroads have been incorporated, with an aggregate capital of $10,500,000. A number of important consolidations have taken place, first among which is that of the Baltimore, Pittsburg and Continental with the Celina extension, forming the Baltimore, Pittsburg and Chicago Railroad.

☞ Buenos Ayries advices to October 1st, via Brazil, are to the effect that Congress has passed the law authorizing construction of the Teunman Railway (three hundred and thirty-seven miles) on the narrow gauge system, at a cost of eight and a half million hard dollars, instead of fourteen millions, as contemplated when making the recent loan in London.

☞ The Vermont Central Railroad Company has leased the New London Northern Railroad from New London to Grout's Corner, near Greenfield, for which they pay $240,000 per annum. This gives the Vermont Central a New York connection. The lease includes the three boats running from New London to New York, which are owned by the company.

☞ In the United States Circuit-Court at Lynchburg, Va., on the 18th inst., in the case of Tyson versus the Virginia and Tennessee Railroad Company, Judge Bond delivered the opinion of the court, refusing the preliminary injunction on the ground that the Atlantic Mississippi and Ohio Railroad Company should be made a party to the suit. The court granted leave to amend the bill in this respect.

MASS. CENTRAL RAILROAD

Notice to Railroad Contractors.

Proposals for the Grading, Culvert Masonry and ordinary bridging on the Massachusetts Central Railroad will be received until November 29, at my office, in the town of Hudson, Mass., where Profiles, Plans and Specifications may be seen on and after Wednesday, November 22.

Proposals will also be received until the 15th of December, at my office in Boston, No. 10 Pemberton square, room 4, for materials to be furnished and work to be done in the construction of abutments and piers for the proposed bridge over the Connecticut River at Northampton. Plans and specifications may be seen at the Boston office after November 22, 1871.

N. C. MUNSON,
Contractor.

Chesapeake & Ohio Railroad.

NOTICE TO BRIDGE BUILDERS.

SEALED PROPOSALS will be received by the undersigned at Richmond, Va., until 12 M., Dec. 6, 1871, for about 2,000 feet of IRON BRIDGING, in spans of from 20 to 130 feet.

Proposals for any part or for all will be received.

These bridges are for the extension from White Sulphur Springs to Millers Ferry on New River, West Va.

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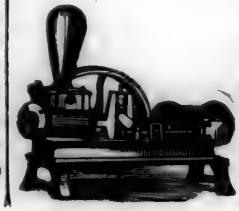
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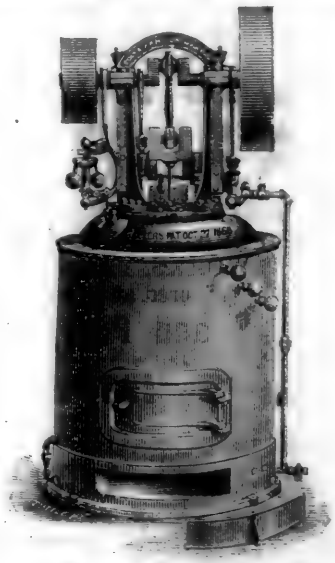
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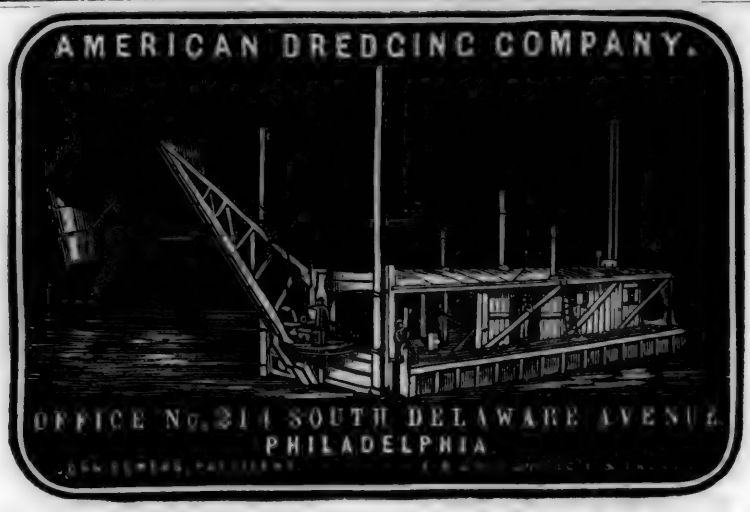


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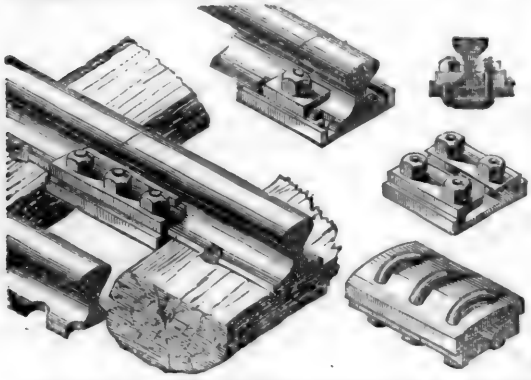
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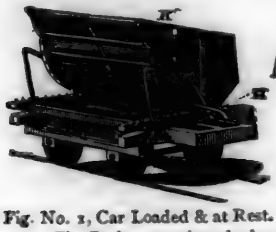


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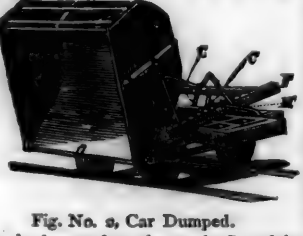


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXVII., No. 48.] SATURDAY, DECEMBER 2, 1871. [WHOLE No. 1,858. VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, December 2, 1871.

TO INVESTORS.

BANKING HOUSE OF JAY COOKE & Co.,
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The 7-30 bonds of the Northern Pacific Railroad, which have now taken their place among the solid and favorite securities of the country, have the following leading features:

They are a first and only mortgage on the road, its equipments and earnings, and, also, as fast as the road is completed, on 23,000 acres of land to each mile of track; they bear interest at the rate of 7 3-10 per cent.; both principal and interest are payable in gold, the principal in thirty years from 1870, and the interest semi-annually (January and July), at the banking houses of Jay Cooke & Co., Philadelphia, New York, and Washington.

They are exempt from United States tax, and are issued of the following denominations: Coupon, $100, $500, and $1,000; Registered $100, $500, $1,000, $5,000, and $10,000. They are at all times receivable at *ten per cent. premium* (1.10) in exchange or payment for the Company's land at the latter's lowest cash price. The proceeds of all sales of lands are required to be devoted to the purchase and cancellation of the First Mortgage Bonds of the Company. The Land Grant of of the Road, exceeding Fifty Million Acres, constitutes an Immense Sinking Fund, which will probably cancel the principal of the Company's bonded debt before it falls due.

All marketable Stocks and Bonds will be received at their highest current price in exchange for Northern Pacific Seven-Thirties. EXPRESS CHARGES on Money or Bonds received, and on Seven Thirties sent in return, will be paid by the Financial Agents. Full information, maps, pamphlets, etc., etc., will be furnished on application by any agents for the Loan or the Financial Agents of the Company. There are agencies for the sale of the Bonds in nearly every city and important town in the country. Investors can, at their option, order the Bonds through their local banker or directly from Jay Cooke & Co.

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FINANCIAL AGENTS NORTHERN PACIFIC RAILROAD COMPANY,
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Lynchburgh and Danville Railroad.

At the annual meeting of this company held at Danville (Va.) on the 22d ult., a resolution was adopted accepting the provisions of the act of Virginia of January 14, 1871, authorizing the consolidation of the Lynchburg and Danville Railroad with the Orange, Alexandria and Manassas, under the name of the Virginia and North Carolina Railroad Company. The old board of directors, with Col. J. S. Barbour as president, was re-elected. Col. Sharpe, representative of the Statesville and Danville road, being present, a resolution was passed extending a cordial greeting, and pledging to that road ready co-operation.

☞ The new Railroad from Williamstown to Atco, on the Camden and Atlantic road, is now being graded, a large force of workmen having been placed on the line.

Pittsburgh, Ft. Wayne & Chicago Railway Special Improvement Stock.

As stated by us last week, the Pittsburgh, Port Wayne and Chicago Railway Company will issue on and after December 21, 1871, 20,000 shares of new stock, to be designated as "Special Improvement Stock." In making this announcement to the N. Y. Stock Exchange on the 22d ult., the president of the company says:

This issue is made in conformity with Article 16 of the lease of the railway of this company to the Pennsylvania Railroad Company, and represents actual cash values of property placed upon the railway by the lessee, the title to which property is now in this company.

The shares are to be one hundred dollars each, entitled to dividends of seven per cent. per annum, payable quarterly, free of all taxes, from the means provided by the Pennsylvania Railroad Company, as stipulated in an agreement of said company, a certified copy of which is indorsed on each certificate; but this issue is in all respect subject to the original or guarantied stock to have distributed to it in quarterly instalments an annual dividend fund of $1,880,000 free of all taxes.

The following is a copy of Article 16 of the lease of the Pittsburgh, Fort Wayne and Chicago Railway to the Pennsylvania Railroad Company, under which the issue is made of the special improvement stock:

ARTICLE XVI.—"The party of the first part hereby agrees that, for the purpose of enabling the party of the second part to meet the obligations of the party of the first part to the public by making, from time to time, such improvements upon and additions to the said Pittsburgh, Fort Wayne and Chicago Railway, in the extension of facilities for increased business by additional tracks and depots, shops and equipments, and the substitution of stone or iron bridges for wooden bridges, or steel rails for iron rails, the party of the first part will issue, from time to time, a special stock, which shall bear such name as shall hereafter be agreed upon, or bonds, or other securities, which shall be issued in such form, as may, from time to time, be found to be most available with respect to economy of interest and negotiability, and shall be consistent with the legal powers of the party of the first part and the rights secured by these presents; which special stock, or bonds, or other securities, shall be issued on the conditions following: The said party of the second part shall guarantee the payment, semi-annually or quarterly, thereon of such rate of interest as may be agreed upon be-

tween the parties hereto, to be paid by the said party of the second part to the holders thereof, without deduction from the rent hereinbefore reserved; and the said special stock, or bonds, or other securities, shall be issued only in respect to improvements of and additions to the said railway which, and estimates and specifications of which, shall have been submitted to and approved by the said party of the first part, in writing; and all such improvements or additions shall be made in such manner as shall be approved by the said party of the first part. The party of the first part shall not at any time, during the term aforesaid and the continuance of this lease, make or issue any bond or obligation, in addition to the bonds hereinbefore specified, except subject to this lease, without the consent in writing of the said party of the second part first had and obtained thereunto."

The following is a copy of the agreement of the Pennsylvania Railroad Company in regard to said stock:

The Pennsylvania Railroad Company having, in pursuance of Article 16 of the lease of the Pittsburgh, Fort Wayne and Chicago Railway Company, requested the preparation and issue, from time to time, of a Special Improvement Stock to it, the said Pennsylvania Railroad Company, or to its order, for the benefit of each and every person who may become a holder of said Improvement Stock, after the same is issued to said Pennsylvania Railroad Company, or to its order, that the said Pennsylvania Railroad Company, its successors or assigns shall and will provide and pay to the said Pittsburgh, Fort Wayne and Chicago Railway Company quarterly, to wit, on or before the first day of January, April, July and October, in each and every year, an amount sufficient to pay quarterly dividends at the rate of 7 per cent. per annum upon said Special Improvement Stock, as free of taxes as the dividends upon the original or guaranteed stock of said Pittsburgh, Fort Wayne and Chicago Railway Co., are made payable by the provisions of said lease, which payment shall be made quarterly, in each year, after providing for and in addition to fully paying or providing for the payment of the regular quarterly dividends payable upon the original or guaranteed stock of the said railway company, for which original guaranteed stock a dividend fund of $1,380,000 per annum is inviolably pledged and set apart under the provisions of said lease bearing date June 7th, 1869.

And it is further agreed, that all needful expenses connected with the said Special Improvement Stock, the issue of certificates therefor and the payment of dividends thereon, shall be borne and paid by the Pennsylvania Railroad Co.

The promises and agreements herein before set forth are made by the said Pennsylvania Railroad Co., not only to and with the said Pittsburgh, Fort Wayne and Chicago Railway Co., but to and with each and every person who shall become a holder of the said Special Improvement Stock.

A copy of this agreement shall be printed on the back of each certificate, and the Transfer Agents of the Pittsburgh, Fort Wayne and Chicago Railway Company may and they are hereby authorized to certify on behalf of the Pennsylvania Railroad Company, as well as of the Pittsburgh, Fort Wayne and Chicago Railway Company, on each and every certificate for Special Improvement Stock issued from time to time under the provisions hereof, that this agreement has been duly executed by the Pennsylvania Railroad Company, under its corporate seal.

In witness whereof, the said Pennsylvania Railroad Company has caused its corporate seal to be hereunto affixed, and these presents to be signed by its President and Secretary, this 28th day of October, 1871.

J. EDGAR THOMSON, President.

☞ The New York State Canal Board have resolved to close the Canals on the 9th of December, if not sooner closed by ice.

Boston and Maine Railroad.

The following is a comparative statement of the earnings and expenses of this road for twelve months ending May 31, 1870, and for sixteen months ending September 30, 1871. The financial year of the company now closes at the last named date, and corresponds with the time for making the annual return to the Legislature of Massachusetts. In consequence of this new arrangement, the directors have declared a dividend of three dollars per share, net, out of the profits of the four months ending September 30th, payable November 15th. Hereafter it is proposed to make semi-annual dividends, payable in May and November. During the year ending May 31, 1871, the receipts from all sources amounted to $1,964,922 56, which exceeds the amount of the previous year by $98,860 86. The gross revenue for the sixteen months is $2,721,495 77, as follows, viz.:

	Twelve months, 1869-'70.	Sixteen months, 1870-71.
From passengers	$1,113,119 32	$1,562,613 41
" freight	693,851 86	1,031,497 76
" rents	32,702 09	41,577 23
" mails	14,518 09	19,410 00
" interest	11,865 84	26,940 81
" expresses		39,456 56
	$1,866,061 70	$2,721,495 77
Expenses, viz:		
Repairs of road	$165,024 59	$243,984 78
" bridges	50,303 38	73,548 35
" fences, etc.	13,446 29	22,111 80
" stations, etc.	144,204 34	150,813 06
" locomotives	73,258 98	109,373 77
" cars	109,364 54	174,186 69
Removing ice & snow	3,377 48	955 78
Switch, gatemen, etc	50,237 83	73,435 56
Passenger expenses	152,778 95	216,280 79
Freight expenses	126,806 76	174,339 86
Wood	61,596 53	78,385 34
Water	5,436 93	7,862 20
Oil and waste	20,736 34	26,377 80
Gratuities and damages	6,325 50	21,206 05
General expenses	26,267 78	47,163 34
Taxes	107 562 84	99,092 15
Insurance	8,022 84	11,286 94
Danvers R. R. rent	7,500 00	10,000 00
Coal for locomotives	111,779 82	158,893 14
Renewals of rails	72,815 44	159,950 66
Interest paid	.....	25 916 08
Telegraph	.....	3,087 83
	$1,316,847 51	$1,888,151 97
Earnings less exp	$549,214 19	$833,343 80
Deduct tax on dividends and surplus	24,436 28	15,752 28
Net revenue	$524,777 91	$817,591 52
Reserved for the purchase of rails and unadjusted liabilities, etc		203,000 00
Leaving net earnings for 16 months		$614,591 52
Deduct two dividends of five per cent. each	$455,000	
Deduct one dividend of three per cent	150,000	
		605,000 00
Balance		$9,591 52
Add balance May 31, 1870		1,002,978 77
Total, as in General Balance Sheet		$1,012,570 29

The above balance of $1,012,570 29, is invested as follows: in Newburyport Railroad bonds, $303,750; in Danvers Railroad bonds (guaranteed by this corporation) $73,000; in the Danvers Railroad contract and stock, $27,480; in the Dover and Winnipiseogee Railroad stock, $258,464 48—and the remainder in expenditures on the road, rolling stock, etc., in addition to the capital received from the sale of stock. It is therefore only an element indicating, in some measure, the value of the stock above par; but it is not available for the payment of debts or dividends. The report says:

Since our last annual report the passenger depots at Reading and Malden have been finished. They are in good style of architecture, and are suitable to the purposes for which they were built.

New passenger depots have been erected in Somerville, Wakefield Centre, Wakefield Junction, and at the Gonic Station in Rochester, N. H. One is also in process of construction at Plaistow.

We have formerly stated that a new passenger depot was much needed in South Lawrence; that will soon be supplied. Contracts were made early in the season for the erection of a brick building a for passenger depot, and rooms for a dining and refreshment saloon. It will be an ornamental and useful structure. The whole outlay there, including drainage, fixtures for water, and also for the dining and refreshment saloon, platforms, &c., will be about twenty thousand dollars.

A dwelling house has been erected at Somerville, on our land hitherto occupied. It is tenanted by the man having charge of that section of the road, for whom it was built.

A new freight house will be finished soon at Reading. Extensive additions to the car shops at Lawrence will at once be made to facilitate the manufacture and repair of cars. Repairs, and, in some cases, additions have been made to the buildings and other structures along the line of the road, as occasion required.

It has been our object to keep the property in good condition, and to replace old by new structures, as fast as could conveniently be done. This process should continue until all the depot buildings shall be in good and satisfactory condition.

The work upon the new location and double track between North Andover and the bridge over Merrimack River is progressing. We hope to have it done before winter sets in. It is necessarily a slow, difficult and expensive piece of work.

A new iron bridge has been placed under the track across the Shawsheen at North Andover; and one is soon to be placed under the track across the canal at North Lawrence. These are furnished by the Swamscot Machine Company of South New Market.

A new draw, thirty six feet in width, has been put in the bridge over Charles River, as required by a recent law of the Legislature of this State. The cost will be about $33,000. The draw in Mystic River has also been repaired with new trusses.

The freight track timbers on Charles River bridge have been renewed this year. The passenger track timbers there were recently renewed, as stated in previous reports. The track timbers on the westerly side of Mystic River bridge have been wholly relaid with new timber. The other half will be renewed another year. These renewals have been entirely with the best Southern pine, and it is hoped it will endure longer than the Northern pine.

The track timbers on the bridge over Merrimack River have been entirely renewed, and other repairs have been made at a cost of several thousand dollars. New turntables have been made for Dover, Great Falls and Alton Bay.

A new coal slide has been constructed on the east side of the bridge and island near Boston. We now have four slides, with an engine to each, occupied in the coal hoisting business.

The steel rails heretofore laid down upon our road have thus far proved satisfactory. But in order to keep the track in good condition, under the greatly increased traffic, the outlay for rails, continue to be very great.

Our rolling stock increases in proportion to the demands of the public.

It consists of fifty locomotives, eighty-eight

passenger cars, sixty-eight of them with monitor tops—twenty-three baggage cars, and ten hundred and fifty-five regular merchandise cars, in addition to many gravel and other cars not used for general merchandise.

In our last annual report it was stated that the Portland, Saco and Portsmouth Railroad Company had taken measures to terminate the contract of April 1, 1847, by serving a notice upon us, and also upon the Eastern Railroad Company, in the manner provided therein. In pursuance thereof the contract was terminated January 20, 1871. Our claim for betterments under the contract, which is of large amount, has not been adjusted. As a competent tribunal is provided in the contract, no difficulty is anticipated in its settlement.

Soon after the service of the notice in July, 1870, your directors endeavored to induce the directors of the Eastern Road to unite with us in making a new contract. We need not here go into the subject in detail. We will simply say that our efforts were in vain. And all attempts to make a separate contract with the Portland, Saco and Portsmouth Railroad Company were equally unavailing.

Consequently, after January 20, 1871, as our road extended only to South Berwick Junction, a point thirty-eight miles this side of Portland, we became merely a connecting road, a side line connecting with the Eastern Line between Boston and Portland.

Under these circumstances, looking at the great importance of the Eastern business in the future, it was thought advisable to apply to the Legislature of Maine for leave to extend our road into Portland.

The authority was granted by a liberal charter. At a special meeting of our stockholders, holden at Lawrence, March 16, 1871, the act of the Legislature of Maine was accepted by a stock vote of 10,405 yeas to 119 nays.

In pursuance of instructions then given, your directors proceeded, "at the earliest date consistent with economy," in the preparations necessary to construct the extension. Preliminary explorations and surveys commenced on the first of April and continued with several parties in the field until early in August, when the directors personally examined the country through which it was proposed to construct the road. The line was agreed upon. It has been definitely run out, and the location in York County is approved by the County Commissioners. That portion of it in Cumberland County will be submitted to the Commissioners of that County at once.

Favorable contracts for grading and masonry, to be executed by June 1, 1872, have been made and work is now in successful progress along the line of the extension. Your directors anticipate much permanent advantage in having an independent road between Boston and Portland.

CONDENSED BALANCE SHEET.

Construction		$4,528,255 31
Equipment		749,694 27
Materials		197,196 55
Cash	$39,338 51	
Freight bills, etc.	89,619 82	
Notes receivable	250,000 00	
Portland, Saco & Portsmouth Railroad	9,855 96	
Stoneham Street R. R.	94 75	
Sundry accounts	9,469 75	
Land and improvements D. & W. R. R.	23,928 11	
Danvers Railroad bonds	73,000 00	
Danvers Railroad acc't.	27,430 00	
Newburyport Railroad.	303,750 00	
Great Falls and Conway Railroad bonds	20,000 00	
Insurance scrip	640 00	
Dover & Winnipiseogee Railroad stock	258,464 48	
		1,105,591 38
		$6,580,737 51

Capital stock		$4,921,274 52
Notes payable	$190,000 00	
Portland, Saco & Portsmouth Railroad acc't.	110,750 00	
Danvers Railroad rent	1,960 00	
Cash receipts from Sept. 30, to Oct. 11, on account of freight bills, etc.	84,368 57	
Uncalled for dividends	5,882 50	
Sundry accounts	53,193 10	
Deposit on account of Newburyport R. R. bonds	480 00	
Amount payable on account of Newburyport Railroad bonds	1,490 00	
Tax on dividend and surplus	3,931 00	
		402,055 17
Dividend payable November 15, 1871		150,000 00
Suspense account		94,887 58
General reserve account, being undivided earnings to date		1,012,570 29
		$6,580,737 51

President.—F. COGSWELL.

Directors.—Francis Cogswell, Peter T. Homer, Nathaniel G. White, E. J. M. Hale, George C. Lord, Amos Paul and John E. Bickford.

Treasurer.—A. BLANCHARD.

Superintendent.—WILLIAM MERRITT.

The Virginia and Tennessee Railroad Injunction Case.

In the U. S. Circuit Court, at Lynchburg, Va., on the 18th ult., Judges Bond and Rives presiding, the preliminary injunction prayed for by James E. Tyson, of Baltimore, against the Virginia and Tennessee Railroad Company was denied. The technical ground for the denial of the injunction seems to be the failure of the complainant to make the Atlantic, Mississippi and Ohio Railroad Company, (into which the Virginia and Tennessee with other roads was consolidated by act of the Legislature of 1870,) a party to the suit, but Judge Bond, in delivering the opinion of the Court, went somewhat into the merits of the case, and indicated pretty clearly what the decision of the Court would be upon a final hearing. Under the act the new consolidated company was authorized to issue $15,000,000 in bonds, which the president, Gen. Mahone, had arranged to negotiate in New York, to be applied to the repair and extension of the roads. Judge Bond said:

So great pecuniary interests are involved in this suit, and the danger of loss to one of the parties, at least, if the proper persons were made parties, would be so serious and immediate, that the Court is inclined at once to determine the motion before it, without attempting to decide any of the other questions affecting complainant's rights, which have been elaborately argued, and which will be more directly before the Court at the final hearing of the cause.

What the Court is now asked to do is to enjoin these new defendants, provided they are made parties as they should be, by a preliminary injunction from proceeding to execute any of the powers and franchises alleged to be granted to them by the act of 17th June, 1870, pending the suit.

This is to invoke the extraordinary power of this Court, which ought not to be exercised unless the injury threatened the complainant be immediate, serious and irreparable; and not then, if the damage to the defendants is likely to be greater than that of complainant, and equally immediate, serious and irreparable.

It seems to the Court that the complainant has neither of these reasons for asking the Court to exercise this power in his behalf.

Whatever has been done by the defendants respecting the stock or property of the Virginia and Tennessee Railroad Company, was done or was contemplated to be done twelve months before the complainant purchased his stock in the road, and the former owner of his shares was a participant in part of the proceedings which led to defendant's action. Complainant had full notice of what defendants were about to do, and if, under these circumstances, he purchased his stock in the Virginia and Tennessee Railroad Company, he voluntarily put his interest in jeopardy, and cannot call upon the Court to exercise its extraordinary powers to protect him, pending a suit to determine his jeoparded rights, which had been in danger, if at all, twelve months before he voluntarily purchased them.

It is manifest to the Court that the danger of loss to defendants in case the Court should exercise the power invoked, if at the final hearing its judgment should be for defendants, is likely to be more serious and irreparable than any possible loss to complainant.

Credit is a delicate thing. Confidence in the power and right of defendants to make the pledges they have made to raise the money authorized by the act of June 17, 1870, is absolutely necessary to the success of the loan.

In this suit defendants have at stake millions of dollars, while the complainant at the commencement of the action had but five shares of stock, which he alleges in his bill are in immediate danger of depreciation in value by defendants' conduct, which danger was not great enough to prevent his purchasing fifty shares more since the suit began.

Under these circumstances the Court is of opinion that the complainant has no right to ask the Court to exercise this extraordinary power.

Whatever rights or interests the complainant may have are in no danger of great or irreparable loss.

They may be fully determined and secured at the final hearing, without the aid of preliminary injunction, and the Court will refuse the motion.

The opinion of Judge Rives, while concurring with that of Judge Bond, embraced in its scope substantially an assertion of the legality of the consolidation act, and the fact that the complainant had no right to expect any redress at the hands of the defendants other than compensation for his stock at its market value. The Lynchburg *Republican* congratulates its readers at the results of the trial, and says:

It has seldom been our fortune to publish tidings of greater joy than we are privileged to do this morning. For four days the public mind has been stretched to its utmost tension in view of the tremendous consequences involved in the decision of the great Tyson injunction case, under discussion in the United States Circuit Court. Our pen is incapable of depicting the terrible calamities which a decision of this case adverse to the railroad company would have brought about, and now that the case has been fully argued and the injunction denied, the people of Virginia have reason to "rejoice and be exceedingly glad."

Released from legal obstacles, we doubt not that Gen. Mahone will immediately push forward the full restoration of his completed line, and make a vigorous beginning on the construction of the Cumberland Gap Road. The friends of the line all over the State can rejoice that its increasing usefulness in the development of material wealth is fixed upon an immovable basis.

☞ The notice issued by the Michigan Central Railroad Company, October 10th, that holders of Jackson, Lansing and Saginaw Railroad bonds could exchange them for those of the Michigan Central Company, twenty-five years to run, has been withdrawn, and it is understood that the contemplated exchange will not be made.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	J. & J.	Jul. '71 3½
American Central..... 100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point..100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ..100	2,545,225	.....	.....
Atlantic & Gt. Western .. 50	25,879,923	.....	.....
" " " pref.. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept. '71 2
Augusta and Savannah ..100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio..... 100	13,151,962	A. & O.	Apl. '71 4
Do. Washington Br..... 100	2,360,000	A. & O	Apl. '71 5
Baltimore City Passenger....	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware..... 100	975,800	.....	.....
Berkshire*..... 100	600,000	J.A J&O	July '71 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jun. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '71 4
Boston, Concord & Mont..100	459,300	.....	.....
Do., do. pref..100	1,340,400	M. & N	Nov. '71 3
Boston and Lowell..... 500	2,215,000	J. & J.	July '71 4
Boston and Maine..... 100	4,471,275	M. & N.	Nov. '71 3
Boston and Providence ...100	3,700,000	M. & N.	Nov. '71 5
Broadway (South Boston) 50	400,000	J A J.O	Oct. '71 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '71 3
Brooklyn City & New'n.100	399,800	.....	July '70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	May '71 3½
Buffalo and Erie..... 100	5,00 ,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	747,800	A. & O.	Oct '71 4½
Camden and Amboy..... 100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,600	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod ..... 0(	915,577	J. & J.	Jul'71 2½
Cape May and Millvi le* 50	447,000	J. & D.	June '71 3
Catawissa..... 50	1,169,600	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'71 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. pref..100	785,000	M. & N.	Nov '71 3½
Central of Georgia..... 100	4,666,300	J & J	July '70 5
Central of New Jersey....100	15,000,000	J.AJ&O.	Oct. '71 2½
Central Ohio..... 100	2,425,000	J. & D.	Dec. '71 3
Do. pref..... 100	400,000	J. & D.	Dec.'71 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*..... 100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	July '71 2
Chicago and Alton..... 100	8,925,500	M. & S.	Sept. '71 5
" " pref.... 100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy . 50	16,500,210	M. & S.	Sept '71 5
Chicago, Iowa & Nebras*..100	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*..100	2,247,000	.....	.....
Chicago & N. Western....100	14,678,629	J. & D.	June'71 5
" " pref.100	20,370,293	J. & D.	Dec'71 3½
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton..... 100	3,500,000	A. & O.	Oct. '71 4
Cincinnati City Passenger....	.....	J'n & J'ly	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov. '71 3
Citizens' Passenger (Phil.) 50	192,750	J. & J.	July '71 7
Clev., Col., Cin. & Ind.....100	11,620,000	F. & A.	Aug'71 3½
Cleveland & Mahoning*... 50	2,000,750	M. & N	Nov'71 3½
Cleveland and Pittsburg... 50	7,494,588	F.M.A.N	Nov '71 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Sept. '71 2
Concord..... 50	1,500,000	M. & N.	Nov.'71 5
Concord & Ports., guar....100	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn R.	500,000	.....	.....
Conn. & Passum.. R. pref.'00	2,084,200	F. & A.	Aug.'71 3
Connecticut River..... 50	1,700,000	J. & J.	Jan. '72 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '71 4
Danbury and Norwalk..... 5	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6a
Des Moines Valley..... 100	1,820,200	.....	.....
Detroit & Milwaukee..... 100	452,850	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*.100	5,000,000	J. & J.	July'71 2
Do do. pref.100	.....	J. & J.	July'71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.)..... 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga....100	1,999,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..50	500,000	F. & A.	Feb'71 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'71 2½
Do. do. pref. 50	500,000	J. & J.	Jun.'71 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref..... 100	8,538,914	Annual	Dec'69 7a
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1½
Evansville & Crawfordav.100	1,143,446	.....	.....
Fitchburg..... 100	3,640,000	J. & J.	July '71 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	July '71 4
Germantown (Phila.)..... 50	112,245	J. & J.	July '71 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '71 3
Granite..... 100	.....	M. & S.	Mar.'71 4
Green and Coates St.(P 50	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A J&O	Oct. '71 3
Hannibal and St. Joseph..100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May '71 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '71 4
Huntingdon & B'd Top .. 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn. 68 3½
Illinois Central..... 100	25,280,240	J. & J.	Aug. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J.A J&O	July'71 1½
Joliet & North. Indiana*..100	500,000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar.100	533,500	F. & A.	Aug. '71 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,188,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A J&O	Oct.'71 2½
Lehigh Luzerne..... 50	344,660	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	Sept.'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex..... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'71 4½
Louisville and Nashville..100	8,680,912	F. & A.	Feb. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '71 3
Lowell Horse 100	55,830	J. & J.	Jan.'70 3
Macon and Western.....100	2,500,000	J. & J.	July '71 5
Mahanoy & B'd Mount n* 50	1,676,918	.....	.....
Maine Central..... 100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	F. & A.	Dec. '70 3
Memphis and Charleston..100	5,812,725	.....	June 69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 5
Michigan Central 100	13,225 848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec. '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Mill Creek and Minehill*. 50	823,376	J. & J.	July '71 4
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7a
" " pref.....100	10,424,903	.....	Dec. '70 7
M. Hill & Sonuyik. Haven 50	3,856,450	J. & J.	July '71 3½
Mobile and Ohio 100	4,269 920	.....	.....
Montgomery & W. Point..100	1,441,101	J. & D.	Dec. '67 4
Morris and Essex*..... 50	1 900,950	.....	Jan.'71 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '71 4
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'71 5
Nashville & Chattanooga..100	2,056,644	.....	.....
Naugatuck..... 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	M. & N.	Nov. '71 4
New Haven & N. London..100	788,538	.....	.....
N Haven & Northampton.100	1,800,000	J & J.	Jan. '68 3
New Jersey..... 100	7,297,200	F. & A.	Aug. '71 3
New London Northern....100	1,003,500	.....	July '71 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston .100	2,000,000	J. & J	July '71 4
Nieg. Bridge & Canandai*100	1,000,000	J. & J.	July '71 5
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '71 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'71 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5a
Norwich & Worcester 100	2,364,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champ'n..100	3,051,800	J. & J.	July'71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Dec.'71 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Oct. '71 2½
Old Colony & Newport 100	4,959,020	J. & J.	July '71 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama..... 100	7,000,000	J.AJ&O.	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '71 4
Paterson and Hudson Riv100	630,000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	J. & D.	Dec. '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Aug '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... 105	1,325,200	J. & J.	Jan. '71 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '71 5
Phila., Ger. & Norristown* 50	1,597,250	M.J.S.D.	Sept.'71 3
Phila. and Trenton*..... 100	1,099,120	F. & A.	Aug. '71 3
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	July '71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July'70 2½
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	July'71 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '71 3
Portland and Kennebec.....100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock...100	202,400	A. & O	Apl. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga .100	6,000,000	A. & O.	Apl'71 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,460	.....	Nov.'67 3
Rome, Watert. and Og'nb..100	2,998,900	J. & J.	July '71 4
Rutland preferred..... 100	1,831,400	F. & A.	A'g 71 3½
St. L., Alt. and T. Haute.100	2,300 000	.....	.....
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,598	M. & N.	May '71 3
Sand., Manaf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July '71 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'71 3
Shore Line..... 100	625,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 -
Somerville 100	75,000	M. & N.	Nov.'71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	256,655	.....	Jul. 68 3
South Western, Georgia.*100	3,939,900	F. & A.	Aug.'71 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	297,300	M. & N.	Nov.'70 3
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	July'71
Utica and Black River..... 100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	3,000,000	J. & D.	Dec. '71 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'71 2
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'71 4
West Philadelphia..... 50	249,100	J. & J.	July'71 5
Wilm. and Weldon..... 100	1,463,778	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren..... 100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	July'71 3½
CANALS.			
Chesapeake and Delaware 50	1,983,563	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '71 4
Delaware and Hudson..... 100	15 000 000	F. & A	Aug '71 5
Delaware and Raritan..... 100	5,847,677	F. & A.	Aug.'71 3
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation. 50	728 100	J. & J.	July '70 3
Morris (consolidated)..... 100	1,025,000	F. & A.	Sep.'71 1½
" (preferred)..... 100	1 175,000	F. & A.	Sep.'71 3½
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (conn.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 848,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	.....	.....	.....
" preferred 50	2,907,850	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	.....	J & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'71 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,500,000	J. & J.	Oct. '71 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Dec. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'72 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	6,000,000	.....	Aug.'71 3

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Nov. 1, 1871.					
Loan of June 14, 1858 ....registered	$6,045,000	5	Jan. & July.	1874	10[illegible]
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ....registered	13,728,000	6	Jan. & July.	1880	117½
.. .. coupon	4,687,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861....registered	124,928,950	6	Jan. & July	1881	117½
.. .. coupon	64,392,250	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s)....registered	78,459,200	6	May & Nov.	1882	111½
.. .. .. (5-20s)....coupon	379,801,850	6	" "	1882	111½
Loan of March 3, 1863....registered	53,360,150	6	Jan. & July.	1881	117½
.. .. coupon	21,639,850	6	" "	1881	117½
Loan of March 3, 1864 (5-20s)....registered	2,492,600	6	May & Nov.	1884	111½
Loan of June 30, 1864 (5-20s)....registered	41,029,900	6	May & Nov.	1884	111½
.. .. .. (5-20s)....coupon	41,226,000	6	" "	1884	111½
Loan of March 3, 1865 (5-20s)....registered	43,392,600	6	May & Nov.	1885	111½
.. .. .. (5-20s)....coupon	120 511,500	6	" "	1885	111½
.. .. .. 2d series (5-20s)....registered	3,599,650	6	Jan. & July.	1885	114½
.. .. .. (5-20s)....coupon	167,020,250	6	" "	1885	113
.. .. .. 3d series (5-20s)....registered	91,224,350	6	Jan. & July.	1887	114½
.. .. .. (5-20s)....coupon	230,782,800	6	" "	1887	114½
.. .. .. 4th series (5-20s)....registered	12,475,000	6	Jan. & July.	1888	114½
.. .. .. (5-20s)....coupon	26,815,450	6	" "	1888	114½
Loan of March 3, 1864, (10-40s)....registered	137,841,650	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s)....coupon	56,725,700	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71.registered	54,483,150	5	F. M. A. & N.	1881	....
.. .. coupon	8,007,150	5	" "	1881	....
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	25,690 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	113½
U. S. Notes and Fractional Currency.....	397,080,963	mil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'86-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	62,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	28½
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	56
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111½
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..	5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. .. .. 1869	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	84
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	92½
.. —Atl. and Gulf R. R. 1858 to 1860.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	91½
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1880	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	....
.. —Railroad Bonds.....	561,000	8	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	61½
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100½
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1850	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,927	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20.131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	105
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July	74-'76	....
.. —	275,000	5	April & Oct	73-'74	....
.. —	320,000	5	May & Nov	72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July	'71-'76	108½
.. — .. .. of 1863	600,000	6	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept	1886	101
.. —Western R. R. Loan, (stg.)....	761,816	5	April & Oct	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'72-'83	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	41- 71	....
Missouri—State Bonds proper.....	435,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'96	98
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	94½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899.200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'88	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71- 74	99
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'90	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	105
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	109½
.. — .. Bonds.....	21,089,000	7	" "	1877	109½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	107½
.. —	473,000	6	" "	1875	107
.. —	850,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	55½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new)..	2,626,000	6	Jan. & July.	92-'98	....
.. — .. .. (new)..	1,7e9,000	6	April & Oct.	'92-'98	19½
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	22
.. —Special Tax Bonds.....	1,821,400	6	April & Oct.	1899	....
Ohio—State Loan (New York).....	11,407,000	6	" "	1899	15½
.. — .. (").....	1,284,317	6	Jan. & July.	1870	....
.. — .. (").....	1,600,000	6	" "	1875	103½
.. — .. (").....	4,095,399	6	" "	1881	104½
.. —Union Loan (Columbus).....	2,400,000	6	" "	1856	106½
Oregon—Relief and Bounty Bonds.....	366,975	6	May & Nov.	1871	....
Pennsylvania—Redemption Loan of 1867.....	176,158	7	Jan. & July.	'74-'84	....
.. —	92,850	5	Feb. & Aug.	1872	96
.. —	4,731,300	6	" "	1872	102
.. —	90,400	5	" "	1877	96
.. —	7,890,550	6	" "	1877	106½
.. —	726,950	5	" "	1882	101
.. —	9,237,050	6	" "	1882	108
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	100½
.. —State Stocks (old).....	384,000	6	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	101
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	70½
.. — .. bonds (stg.)....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	77
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	44½
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	34
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	35
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	66
.. —*Funding Bonds	4,068,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	65½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock ....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ....coupon	11,108,000	6	" "	"	62½
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	60
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt	of Virginia.	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,809	6	Jan. & July.	'71-'82	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	gold 16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	93½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1863	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free	gold 15,000pm	7*	Jan. & July.	New York.	1900	80
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	gold 16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	gold 3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)	gold 7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	525,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
3d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	93
Loan of 1850	579,500	5	" "	"	1890	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Loan of 1870	sterling 3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1900	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1892	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co.	gold 150,000	6*	May & Nov.	Portland.	1900	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage } Camden and	498,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State.	gold 4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	51
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1895	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1880	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1900	27
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1900	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1900	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga.	gold 3,630,000	6*	April & Oct.	New York.	1905	....
2d Mort. sinking fund	gold 2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	500,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	5,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1896	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd.	gold 20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,380,000	8	Jan. & July.	Boston.	1894	92½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1885	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	91
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	94½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1864	500,000	7	April & Oct.	"	1879	81
Camden and Burlington County:						
1st Mortgage of 1865	303,000	6	Feb. & Aug.	Philadelphia.	1897	87
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95½
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.)	gold 1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free	gold 16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	103½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st Mortgage	gold 26,010,000	6*	Jan. & July.	New York.	'95-'99	103½
Subordinate Loan (1st. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1900	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	500,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	505,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75)	gold 941,000	4½	July.	Frankfort.	1900	....
American Cen. R.R. (67 m) guar	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar	500,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Riv. Val. RR. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. R.R. (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	....
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1895	85½
Income Bonds	300,000	7	Jan. & July.	" "	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87¼
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1903	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	95
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	500 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,580,000	7	May & Nov.	" "	1915	92½
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84
Chicago, Pekin & Southwestern:						
1st Mortgage .....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102¾
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. guar. and tax free..gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1860	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund..	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage .....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1896	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	80¾
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77¾
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91¾
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.& I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97¼
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	97
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	92½
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	102
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,000,000	7	April & Oct.	New York.	1908	89
2d Mortgage Consol. skg fund..	5,000,000	7	Jan & July.	" "	1909	72
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,245,000	7	May & Nov.		1881	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1900	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1870	100
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1900	89
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1899	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	93,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York.	1889	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1900	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	402,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.).....guar.	1,080,000	8	June & Dec.	New York.	1890	87½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,916,629	6	" "	N.Y.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.)	150,867	6*	May & Nov.	N.Y.& London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	95½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	91
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1930	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	97
Loan of 1865	160,000	6	April & Oct.	"	1885	95½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	97½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	93½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	85½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	85
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n, 1st on 65 m. & 2d on 45 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1899	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1890	....
Ft. W., Muncie & Cin. (F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1950	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	985,000	7	May & Nov.	" "	1875	96½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P.F.W.&C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T.W.&W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	94½
2d Mortgage (Gt.W.R.R. of 1859)	2,500,000	7	May & Nov.	"	1893	85

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1928	90
Hannibal & Cen. Mo. (C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	94½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,500,500	8	" "	" "	1885	95
1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	97
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	100
2d Mortgage	367,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1905	46½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	105½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1900	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	85
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1862	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1859	....
Ionia & Lansing (D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1880	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1886	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	105
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	...
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1890	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1'65.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1896	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95¼m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	94
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	100½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	97
1st Mort. (Jnne. R.R. 49¼ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund, Clev.& Tol.R.R.162¼m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" " ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" " ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" " ")	300,000	7	March & Sept.	" "	1356	....
Mort. Bonds(" " ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	96
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1858	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,SF.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galverton:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1890	92
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	101½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	483,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1880	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1900	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1889	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'90-'91	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1896	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112 000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	100
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	95
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1900	79
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	80
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1900	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1900	....
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	104½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	118
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	108½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1892	....
2d Mort. (" " ")	500,000	8	April & Oct	" "	1882	103
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1869	....
2d Mort. (" " ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det., Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	97½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	100½
2d Mortgage.....	2,693,000	7	" "	" "	1877	97
Middletown,Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1608	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage	5,488,000	7	Jan. & July.	New York.	1905	04
1st Mortgage (E. Div. Palmer)	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	90
1st Mortgage (Minn. Cent)	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	....	90
1st Mortgage (P. du C.Div.)	3,674,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du C.Div.)	1,315,000	7.3	" "	" "	1898	94
2d Mortgage 370 miles	1,244,000	7	April & Oct.	" "	1884	90
Income Mortgage	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	various.	" "	....	....
Incumbrances assumed	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1590	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.)	1,554,000	7	May & Nov.	New York.	1873	....
2d Mortgage (")	2,000.000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,9:0	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.:J.&C.B.):						
1st Mortgage on 61 miles	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years)	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue	377,900	8	"	" "	1883	....
Interest bonds sterling	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1846, endorsed	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1850	16.000	8	Jan. & July.	New York.	Due.	....
1st Mortgage	450,000	8	" "	" "	18.0	....
1st Mortgage	298,000	8	" "	" "	1876	....
2d Mortgage	254,000	8	" "	" "	1881	....
Income Mortgage	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000.000	7	March & Sept.	New York.	1914	102
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds	600,000	7	Jan. & July.	" "	1900	....
Construction bonds	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.)	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage	$600,000	7	Jan. & July.	New York.	1901	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7	May & Nov.	New York.	1886	....
New Bedford and Taunton:						
1st Mortgage	172,500	6	Jan. & July.	Boston.	1831	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	250,000	7	Jan. & July.	New York.	1888	....
New Canaan:						
1st Mortgage	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000	150,000	7	May & Nov.	New Haven	1885	....
New H., Middlet'n & Willman.:						
1st Mort. for $3,000,000, tax free	2,200,000	7	May & Nov.	New Haven.	1880	....
2d Mortgage for $1,500,000	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage	1 000,000	7	Jan. & July.	New York.	1890	....
Convertible, tax free	400,600	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan)	100,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1905	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g.						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856..gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000.000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,628	6	May & Nov.	New York.	1883	91
Bonds for Debts assumed	1,514,000	7	May & Nov.	" "	1876	102
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	91
Bonds for real estate	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E.	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.R.R.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ")	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ")	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds	193,500	8	" "	" "	1877	....
Mortgage Bonds	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	87½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage	1,223,000	6	April & Oct.	"	1900	85½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1873	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ").	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1878	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	83
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1908	92½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1554	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	55
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	56
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	83½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	560,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.)						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1888	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage gold	7,000,000	6*	Jan. & July.	" "	1880	102
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,800	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97½
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	95
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1896	90½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage gold	1,800,000	7*	May & Nov.	New York.	1909	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	93
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	1886	....
Petersburg:						
Mortgage Bonds	2,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1885	....
Mortgage Bonds	266,500	8	" "	" "	'70-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	87½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	87½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	90½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1892	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	88½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,800	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	90½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97½
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1909	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	—— & ——	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	—— & ——	Portland.	1893	....
Port Royal:						
1st Mort. sky f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	—— & ——	Boston.	1900	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	6	June & Dec.	Providence.	1877	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1900	87
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	6	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	158,100	6	" "	" "	1875	....
Consolidated, Mort	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	76½
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	85
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	97½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1870	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.100m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	56
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	77
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	92
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,365,000	7	April & Oct.	New York.	1894	94
2d Mortgage of May 1, 18 8	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94- 96	....
St. Louis and St. Joseph (N. Mo.)						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1903	....
St. Louis, Van.& T. H. (T.H.& I.)						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,800,000	7	April & Oct.		1887	....
St. Paul and Chicago (M.& St. P.)				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R. R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1900	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	000	7	n. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1559	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1900	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-,90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y.(D.L&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1900	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	1000,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	90
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	87
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	8	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	8	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	91
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	79½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	58½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	8*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1890	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1900	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1836	84½
2d Mortgage	1,500,000	7	" "	"	1891	36¾
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	101
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	84½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	295,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	77
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1886	....
4th Mortgage	846,000	8	" "	" "	1900	88½
Registered Certificates	116,125	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1908	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	90
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	900,000	6	Jan. & July.	Baltimore.	1890	79¾
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor. by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	82
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1856	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	99
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1909	101½
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	95½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1861	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1890	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	98
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1900	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	83
Mortgage Loan	2,0 0,000	6	" "	"	1897	91½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92½
Gold Loan	950,000	6*	" "	"	1904	94
Convertible Loan	1,996,879	6	" "	"	1877	82½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	....
2d Mortgage	286,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,965	7	" "	" "	1885	86½
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	78½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	80
Plain Bonds	171,364	6	—— & ——	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	62
2d Mortgage	700,000	6	" "	"	1853	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1882	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.)						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	95½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	89½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,584,000	7	May & Nov.	New York.	1875	....
2d Mortgage	50,500	7*	Jan. & July.	" "	1875	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,922	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	278	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,586	15,998,713	880,703	57,507	—	100	91½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,561	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	*	.....	.....	246,018	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	*	.....	.....	1,815,000	930,000	.....	.....	42.0	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
May 31, 18 1	83 0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	87,679	.....	.....	182,580	78,839	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West..N.Y. Penn.& O.	59,598,595	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,511	96.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	*	.....	.....	3,994,900	3,149,920	175,197	.....	.....	.....	.....	.....	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	20,032	.....	500,053	61,100	32,944	12,480	2½	100	....
Sept. 30, 1870	379.6	—	463.0	—	324	164	35	5,438	Baltimore and Ohio ¶.....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	30.0	—	30.0	—	.....	.....	.....	.....	Washington Branch ¶.....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	8,427,728	2,974,268	8	100	141½
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,593,629	.....	103.5	.....	.....	.....	381,924	182,686	10	100	135
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.2	1.5	2.5	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,708	256,941	.....	600,000	98,000	.....	.....	267.0	54,310	.....	.....	36,000	36,000	—	100	....
May 31, 1871	56.0	—	4.0	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	103,893	16,744	1½	50	....
Dec. 31, 187	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.1	—	....	—	.....	.....	.....	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	500,000	48,000	.....	.....	.....	.....	.....	.....	42.000	33,293	5½	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154 639	1,701,178	19,413,209	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	143½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	2½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934 754	186 879	8	100	137
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	141½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	143½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980.000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286.000	583,500	.....	.....	.....	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	.....	.....	.....	.....	Buffalo and Lake Huron.....Canada.	6,492,790	.....	.....	.....	2,625,000	3,867,790	.....	.....	.....	(Leased	& oper. by	GrandTru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	.....	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156 846	.....	.....	.....	2,156,846	1,041,042	.....	102	
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360.000	.....	.....	.....	(Operat	ed by Bur	lington &	Mo.River	.)	—	100	....
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	.....	(Operat	ed by Chi	cago, Burl	ington &	Quincy	—	100	34½
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1870	23.0	7.1	2.3	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	.....	.....	.....	.....	.....	.....	10	100	134
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	60.0	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	.....	334,444	159,229	—	100	....
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	.....	.....	.....	10 mos.	212,924	92,011	5	100	70½
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	.....	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Sept. 30, 1870	34.6	—	3.4	—	.....	.....	.....	.....	Cayuga and Susquehanna.....New York.	589,110	*	.....	.....	589.110	.....	.....	.....	67.5	337,491	.....	.....	655,212	231,106	—	50	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Dec. 31, 1870	76.0	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	.....	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18 7	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,020,000	3,615,000	.....	.....	.....	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 187	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3.2 1.000	1,568,042	.....	97.0	2,345,045	40,499,888	158,096,552	4,303,514	1,881,297	8	100	111
Dec. 31, 1870	137.0	—	17.9	—	.....	.....	.....	.....	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	.....	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29
Dec 31, 1870	861.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	3 502,103	.....	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,950,217	*	167,492	228,100	2,571,300	1,233,295	764,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	.....	.....	.....	.....	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	.....	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32.290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	.....	.....	.....	.....	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	.....	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427.428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	.....	.....	.....	.....	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	.....	(Leased	and oper.	by Philad	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,840,062	552,625	11,350.972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	117
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	127½
Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	.....	1,500000	1,000,000	.....	—	73.0	(Re-orga	niza. of Chi. Peru &	Chic.)	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			----	(Recent	ly brough	t into oper	ation.)	.....	—	100	...
May 31, 1871	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased	and oper. b	y Mich gan	Central.)	.....	—	100	...
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ‡.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ‡.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,064,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ‡ ...S. Carolina.	3,080 963				1,510,968	1,803 312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—					Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....	.....	—	(Leased	& oper by	Tol. Wab.	& Wester	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—					Hannibal and Central Missouri Missouri	1,550,000				450,000	1,100,000			—	(Operat	ed by Tol	Wabash&	Western.	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ‡..... Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,92‹	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	63½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,500		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—					Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased	& oper. by	Penns ylva	nia.)	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,700,925	754,000	93,998	820,071	75.0	875 644	.....	.....	2,412,150	843,903	12	100	...
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford. Prov. and Fishkill‡.Conn &R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000				20,000pm	20,000pm			—	(Operat	ed by Mil.	and St. Pa	ul.)	.....	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	286	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000.000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ‡.....Texas.	6.000.000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt....Penn.	2,738,811	*			884,850	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.6	114 6	—	187	103	44	4 224	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25,296,880	6,862,500	.....	.....	1,109.6	5,387,606	54.305,218	265.409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0					Indiana and Illinois Central....Ind. & Ill.	.....				2,750,000	2,750,000			—	(Under	construcli	on at $35,0	00 p.m.)	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western...Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Comm	enced ope	rations Se	pt. 1870.)	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,614	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	71
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....				.....	.....			75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	800,000	2,670,000	631,746	174,786	265.0	1,460,505	18.034 663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450.000	3,150,000	—	—	114.0	(Leased	& oper. by	Pennsylva	nia.)	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased	& oper. by	Ill. Cen.)		140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	1 9 550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	460.000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In cour	se of cons	truction.)		.....	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recent	ly comple	ted.)		.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	& oper. by	Chicago &	Alton.)	—	7	100	...
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	—	8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	—	—	3 027,450	2,033.000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,'50	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306.000	400,000	—	—	42.0	(Recen	tly comple	ted.)		.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840.000	—	—	—	(Leased	& oper. by	L. Sh. & M	ich. So.)	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640.000	—	—	—	(Leased	& oper. by	Michigan	Central.)	—	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	—	—	2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under	construcli	on.)		.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1.209.00	.....	.....	112.0	(Oper. b	y bondhol	ders.)		.....	.....	.....	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under	construcli	on.)		.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	18	Knoxville and Charleston ‡...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under	construcli	on.)		.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ‡....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under	construcli	on.)		.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1.335.000	2 279.335	.....	.....	—	(Under	construcli	on.)		.....	—	100	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	80.0	1.133.150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under	construcli	on.)		.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,242,500	31.910	370,000	.....	1,212,500	500.000	.....	.....	—	(Under	construcli	on.)		.....	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	292	178	69	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		37.0	48.561	.....	.....	60,686	14,497	—	100	...
Sept. 30, 18 0	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4.000.000	.....	.....	.....	1,013.1	8,219,893	159,390,937	560,833,666	13,457,541	5,088,720	8	100	88½
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4.500.000			—	(Under	construcli	on at $33,0	00 p. m.)	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—					Lawrence .....Pennsylvania.	319,944	—	—	—	280,250	360.000	5,000	—	—	(Opened	for traffi	c Sept. 15,	1870.)	.....	—	100	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000.000	4.000.000	—	85,418	—	(Leased	& oper. by	Pbg, Ft. W	. & Chi.)	49 507	—	50	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	775,100	—	—	—	375,100	300,000	40,000	—	.....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5.800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co.&now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	38	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159.400	5 588,000	414,417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	119½
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*			900.000	900.000			—	(Under	constr. to	be compl.	n 1871.)	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391			5.871,450	2,528,000			196.0	1.096 503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	^0.0	....	....	73 0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	No retu	rns—Is ne	ar comple	tion.)	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Ro k, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000			—	(Under	cons. to be	comp.to P	.Bl.70 m.i	n 1871.)	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—					Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783.000			38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	94
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1,500,000	1,500,000			—	(Under	cons. to be	complcted	in 1871.)	.....	—	100	...
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York	5,016,402	*			3,000,000	775,000	.....	.....	15.8	416.704	20.651,246	12,161,070	751,474	139,289	—	50	...
Jan. 30, 1871	51 0	—	....	200.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased	to Chicago	& Alton.)		.....	—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	50.718	2,472 183	2 859.520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	...
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,579,094	8,680.912	8.478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	249.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3 000 000	.....	.....	.....	289.0	(No retu	rns of ope	rations pu	blished.)	.....	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St.L. Ind.& Ill.	364,170	—	1,844,904	1,666	2,061,100	—	161,923	17	10.0	(Recent	ly opened	10 miles.)		954	17	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)	—	6	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1 0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			....	(Under	construct	ion.)				100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* †.....Missouri.	12,038.714	3,894 374	420,357	370,669	3,635,750	9,219,389	1,657,413	—	355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2 3	—	6	5	2	50	Padu ah and Gulf .....Kentucky.	1,333.500	110,000	28,700	—	.....	.....	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	28	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,734,136	.....	—	47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	and oper.b	y Erie.)	.....	.....	12	100	58½
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,600	—	—	—	(Leased	and oper.b	y Erie)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	85,000	—	—	—	(Leased	and oper.b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000	—	—	—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538.691	—	—	—	342,150	160,000	36,542	—	—	(Leas &	oper. by C	'm.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875.000	—	—	—	500.000	375,000	—	—	—	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760.090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,631,707	4,271,222	10	50	116
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000.000	*	2,731,000	—	4,000,000	556,000	175,000	—	62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811.700	*	—	.....	1,811,700	3,000.000	.....	—	106 9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	& oper. by	Chic., R. I.	& Pac.)	949,686	311,914	8	100	....
Dec. 31, 1870	83 0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*	—	—	1,000,000	2,000.000	.....	—	83.0	246.648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	.....	.....	.....	2,00,0000	2,000,000	.....	—	90.0	(Recenti	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg †.....Virginia.	1,850,156	*	—	62,580	57.200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744	—	.....	1,324,200	295.094	93,442	—	92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie †....Pennsylvania.	21,601,865	*	—	.....	220,006	1,100,000	326,690	—	58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	382,964	.....	.....	8,404,300	12,598,000	609,565	—	289.6	2,228,683	.....	.....	3,144,045	366.316	—	50	50½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	—	1,626,2 0	55,900	.....	—	33.6	405,605	.....	.....	700,465	303.186	10	50	172
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	—	—	—	1,259,100	—	—	—	575.3	5.100,175	41.508,247	457,787,779	9,571,367	3,062,582	10	50	114
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn	10,692,178	*	1,507,868	677,153	9 562.650	2,359.500	530.471	434,578	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389.328	120, 06	10	100	128
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030	—	101.7	995,234	.....	.....	2,577,147	929,288	8	50	113
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville †.....Penn.	4,021,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538	—	200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*	—	—	19,714,285	13,663,000	18,230	—	72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	500.6	5.381,430	.....	.....	7,863,574	3,123,631	7	100	96½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	459,113	34,493	—	101,813	44,100	505 000	76,319	—	—	(Leas.&	oper.by Bo	s.& Alb'y.)	.....	27.000	6	100	86½
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,294	*	—	—	993,100	1,222,848	288,519	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	—	—	250.000	250,000	50,000	—	109.5	416,955	8,003,844	7,724,807	646,205	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	27.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,000,000	—	—	—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	128½
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	—	—	170 000	200,000	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	—	Poughkeepsie and Eastern....New York.	629,198	*	—	—	483,874	10,000	176,302	—	26.0	.....	.....	.....	88,144	31,755	—	100	98
Nov. 30, 1870	15.0	—	0 6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*	—	—	437,917	55,000	16,500	—	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	43.4	1.9	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618.575	509,711	114.275	56,137	2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	—	—	—	600,000	800,000	—	—	48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston †.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	—	—	507,268	1,000.000	1,056,405	—	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	—	—	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville †.....Virginia.	6,931,704	*	1,927,035	89.741	4,000,000	2,680,000	285,392	1,782,488	181.0	600.87.	16,481,419	22,373,357	1,656,169	583,253	7	100	102
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac †..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557.817	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg †.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5	173,100	4,737.532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River †.....Virginia.	1,440,321	*	—	—	650.000	712,173	78,148	—	46.4	91,896	1,349,010	1,721,310	170.693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	—	—	—	557,560	70,000	—	—	22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	—	—	250,844	—	—	—	—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2.997,800	1,777,900	334	.....	20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	—	.....	1,256,936	12,000	7,602	.....	218.2	593.514	15,296,580	19.605.175	1,324,943	475,270	10	100	110
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	—	—	7,000,000	1,000.000	.....	.....	....	8,314	286,724	123,606	20,662	17,378	—	100	24
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10.000.000	6.000.000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	—	—	—	—	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	—	—	4.340.000	6,700,000	—	—	112.0	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	—	*	—	—	6,000.000	3,200,000	—	—	209.0	.....	.....	.....	1,990,376	580,474	—	100	27
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* †...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	—	(Under	construct	ion—80 m.i	n oper.Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	—	—	2,223,850	2,725.000	—	—	201.0	635,019	.....	.....	1,372,236	385,803	—	100	61
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250.000	3.250.000	.....	.....	—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St. Joseph .....Mo.	2,000,000	.....	.....	.....	1.000.000	1,000,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,500,000	4,500,000	—	—	—	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	st. Paul and Chicago.....Minn.	—	—	—	—	2,000,000	3,000,000	—	—	—	(Leas. &	oper.by Te	rre H.& In	dianapo.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	—	.....	2,400,000	1,600,000	387,836	.....	180.0	273.250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	—	.....	180.550	100,000	—	—	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	—	.....	243.305	326,900	1,287	12,596	—	(Leas. &	oper.by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	—	2,524	910.350	2,807,000	—	—	116.3	433,006	.....	.....	480.173	130,245	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	—	—	—	300,000	40,000	—	—	—	(Leas.&	oper.by Re	nsselaer &	Saratog.)	.....	.....	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	—	179.048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga.& Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	—	—	—	14	Savannah and Memphis.....Alabama.	—	*	.....	.....	.....	320,000	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leas. &	oper.by Ph	ila.& Read	ing.)	23,803	5	50	....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	60
Catawissa,* pref. and guar.	2,200,000	7	7	50½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung, guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	83
Chicago and Alton, pref.	2,425,400	7	10	114½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	....
Cleveland and Mahoning,* guar.	2,056,000	7	7	90½
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	....
Cumberland Valley, 1st pref.	241,900	8	8	91½
" " 2d pref.	242,000	8	8	114½
Delaware,* guaranteed	594,281	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	88
Erie, preferred	8,536,910	7	7	70
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	55
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	27
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	...	...	5	....
Little Schuylkill,* guar.	2,646,10[illegible]	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	24
" " 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,500	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	78
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	8	8	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	75½
Paterson and Hudson,* guar.	650,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	2	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	...	7	78
St. Louis, Alton and T. H., pref.	2,040,000	7	7	54
Sandusky and Cincinnati, pref.	445,5[illegible]	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	889,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	84
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	5	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	121½
Schuylkill Navigation, pref.	2,888,997	6	6	30½
Union, preferred	.....	...	3	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	8	...	....
Mariposa Mining, pref.	5,774,400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	34 — @ 40 —
Pig, American, No. 1		36 — @ 37 —
Pig, American, No. 2		34 — @ 35 —
Pig, American, Forge		33 — @ 34 —
Bar, Refined, English and American		— — @ 80 —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —
	(Store Prices.)	
Bar, Swedes, ordinary sizes		107 50 @120 —
Bar, Refined		90 — @ — —
Bar, Common		95 — @ — —
Scroll		107 50 @137 50
Ovals and Half-round		107 50 @125 —
Band		— — @102 50
Horse Shoe		105 — @115 —
Rods, ⅜@3-16 inch		95 — @130 —
Hoop		112 50 @160 —
Nail Rod	per lb.	— 6½@ — —
Sheet, Russia, as to No.'s	(gold)	— 17½@ — 18
Sheet, Single D. and T. Common		— 5½@ — 6
Rails, English	(gold) per ton.	57 — @ 59 —
Rails, American, at Works in Penna.	c'y.	70 — @ 71 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val.. (Store prices.)

English, Cast...(2d and 1st qualnty).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11 @ — 13
English German (2d and 1st quality)		— 10½@ — 12
American Blister " Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 15 @ — 16
American, Spring, do.		— 9 @ — 11
American Machinery do.		— 9 @ — 10
American German do.		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb.	— — @ 4 65
Cut Spikes, all sizes		— — @ 4 90
Clinch		6 15 @ 6 65
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 33
Copper		— — @ — 39

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— 42½@ — 43
Straits	(gold).	— 38 @ — 38½
English	(gold).	— — @ — 37

Plates—Fair to good brands.	(Gold.)	(Currency.)
I. C. Charcoal...per box.	8 87½@ 9 25	10 37½@ 11 —
I. C. Coke	7 75 @ 8 75	9 25 @ 10 25
Coke Terne	6 50 @ 7 62½	7 50 @ 9 25
Charcoal Terne	7 87½@ 8 50	9 75 @ 10 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— — @ — 12½
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 16½
Refined, Standard White (in ship'g order)		— 21½@ — 22
Refined, prime White (in shipping order)		— — @ — 23
Refined, S. W. (in jobbing lots)		— — @ — 24
Refined, S. W. (in tin)		— 26½@ — 27½
Naptha, Refined, (65 @ 73 gravity)		— 11½@ — 12
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	...per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(8 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(8 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(8 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(8 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(8 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(8 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(8 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29
Canton Co.	....	70	....	....	....	....
Central Pacific 6s	103½	103½	103½	103½	103½	103½
Central of N. Jersey	110	110½	112½	111½	111½	110½
Chicago & Alton	....	....	117	....	117	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	129½	....	127½	....	....	....
" 8s, 1883	....	112	....	....	....	....
Chic. & Northwestern	59½	60½	62½	61½	60½	61½
" pref.	90½	90½	90½	90½	....	....
" 1st M.	....	....	99½	99	....	....
" S. F.	....	....	101	....	....	....
" Consol.	....	....	....	....	....	98
Chic., Rock Isl. & Pac.	102½	103½	104	104	102½	103½
Chi., R. I. & Pa. 7s, 1896	....	103	....	102½	102½	....
Clev., Col., C. and Ind.	84½	84½	85	85½	85½	85½
Clev. and Pittsburg	127½	127	127½	126½	125	125
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	19½	19½	19½	18½	....	....
" 1 M.	88½	....	89	88½	89	....
" 2 M.	....	....	....	....	72	....
Del. & Hudson Canal	....	....	....	....	124	....
Del. Lack. & Western	108⅝	108½	109½	....	....	108½
" 1 M. 7s	....	....	....	101	101	....
" 2 M 7s	....	97	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	30⅜	30⅜	31½	30½	30½	30⅜
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	90½	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	85	....	....	....	....
Great Western 2d mort.	85½	....	....	....	....	85
Hannibal & St. Joseph.	54½	54½	....	53½	....	52½
" pref.	....	65½	65	....	....	....
" 8s, conv.	....	94½	94½	95	95	95
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	104	105½
Lake Shore & Mich. S'th.	87½	88½	88½	88½	87½	88½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	116½	....	....	....	118	118½
" S. F. 8s, 1882	116	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	100½	....	....	100⅜	100½	100½
" 2 M.	96½	....	....	97	97	....
Mariposa Mining Co.	1½	1½	....	1½	....	....
" pref.	....	....	....	....	1½	....
Milw. and St. Paul	54½	55	56½	55	54½	55
" pref.	78	77½	78½	....	78	....
" 1st mort.	95	95	95	....	94	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	106½	....
" 7 3-10s con.	....	....	94½	....	....	....
Missouri 6s	98	98	....	....	....	99
" H. & St. J. 8s	93½	94½	....	....	....	....
Morris and Essex	....	96	96½	96	96	96½
" 1st mort.	103	....	....	102½	....	102
" 2d mort.	99½	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	....	....	91	....	....	91½
" 6s, S.F. 1887	....	....	....	....	92	....
N. Y. Cen. & Hud. Riv.	92½	92½	92	91½	92½	92½
" certificates.	87½	....	....	87½	87⅞	87
N. York and Harlem	121½	122	121	120	118½	118
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	102½	....	....	102	....	....
N. Carolina 6s, old	37½	37	....	....	....	35½
" new	....	....	....	....	....	....
Ohio and Miss.	42½	43½	43½	42	....	42½
" pref.	....	....	75½	....	75½	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	46½	47	47½	47	46½	....
Panama	....	....	....	....	....	....
Phila. and Reading	113½	113⅜	114½	114½	114	....
Pitts., Ft. W. & Chi. gtd.	97	....	....	96	96	96½
" 1 M.	....	....	....	....	....	....
" 2 M.	101	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	24½	25	26½	26½	25½	25½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	77	....	....	....
Tennessee 6s, old	65½	65½	66½	66	66	66
" new	64	65	65½	....	....	65½
Tol., Wab. & Western	63	64½	65	64	62½	64½
" pref.	....	....	....	....	....	....
" 1 M.	95	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	87	87	87	87	87	....
Union Pacific	27½	28½	27½	27½	26½	27½
" 1st mort.	91½	91½	91½	91	91	91½
" L. Gt. 7s	78½	79	....	79½	79½	....
" Inc. 10s	82½	83½	....	83½	....	....
Virginia 6s, old	....	63½	....	....	....	....
" new	....	....	....	....	....	....
" consol.	65½	65½	65½	65	64½	....
" def. cert.	28½	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.....	109¼	....	....	....	....	....
U. S. 5s, 1874, coup.....	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..109¾	109¾	109¾	109¾	109¾	109¾	
U. S. 5s, 10-40s, reg.....	109¾	....	109¾	....	....	
U. S. 6s, 1881, reg.....116¼	116¼	116¼	117¼	....	116¼	
U. S. 6s, 1881, coup....117¼	....	117¼	....	117¼	....	
U. S. 6s, '81, O.W.L.....	....	....	....	....	....	
U. S. 6s, 5-20s. reg. '62....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1862.....	111¼	111	111¼	111¼	111	
U. S. 6s, 5-20s, reg. '64.. ..	111	....	....	111¼	111	
U. S. 6s, 5-20s, c. 1864.....	....	....	....	111¼	110¾	
U. S. 6s, 5-20s, reg. '65.....	....	....	111¼	....	....	
U. S. 6s, 5-20s, c. 1865.....	111¼	....	111¼	....	....	
U. S. 6s, 5-20s, r. n. '65.....	....	....	....	114¼	....	
U. S. 6s, 5-20s, c. n. '65.....	113¾	114¼	113¾	....	113¾	
U. S. 6s, 5-20s, reg. '67.114¼	....	114¼	....	....	....	
U. S. 6s, 5-20s, c. 1867..114¼	114¼	....	114¼	114¼	114¼	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68...114¼	114¼	....	115	114¼	....	
U. S. 6s, Pac.R.R.issue....	113¼	....	113¾	113¾	113¾	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Catawissa	....	....	....	....	....	....
.. preferred	....	45¼	....	45¼	....	....
Camden and Amboy...134¼	134¼	133	132¼	....	134	
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883 .... 90¼	90¼	....	....	....	....	....
.. 6s, 1889 .... 90¼	....	91	....	....	....	....
.. mort. 6s, '89 95	93¼	93¼	93¼	94¼	....	
Elmira & Williamsport.....	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s.....	....	94	....	....	....	....
Lehigh Navigation..... 36	35¾	36	36	35¾	35¾	
.. 6s, 1884	88	....	....	....	....	....
.. Gold L.....	....	....	93¾	93¾	94	
.. R. R. L.....	....	91	....	91¼	....	....
.. Conv. L.....	....	....	....	....	....	....
Lehigh Valley R.R..... 60	60	59¾	59¾	59¾	59¾	
.. 6s new coup.....	....	....	....	....	....	....
.. 6s new reg.....	....	....	....	....	....	....
Little Schuylkill R.R... 47	....	47	....	....	47	
.. 7s.....	....	....	....	....	....	....
Minehill	53	....	....	53	....	....
Morris Canal.....	....	....	....	....	....	....
.. pref.....	....	....	....	121¼	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania ... 48	....	....	....	....	....	....
.. 6s, 1880	....	....	100¼	....	....	....
.. 7s.....	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	39	....	....	38¾	38¾	
Oil Creek & Alleg. Riv. 48¼	48¼	48¼	48¼	48¼	48¼	
.. 7s.....	....	....	....	84¼	84¼	....
Pennsylvania R. R..... 58¾	58¾	58¾	58¾	58¾	58	
.. 1st M.....	....	100	....	100	....	
.. 2d M.....	....	....	97¼	....	....	
.. Gen. mort.....	....	93¾	....	....	....	
.. .. reg.....	....	....	....	....	....	
Penn. State, 6s.1st series....	103	103	103	103	102	
.. 6s, 2d series.....	....	....	....	106¾	106¾	
.. 6s, 3d series.....	....	....	....	....	....	
.. 6s, W L.....	....	....	....	....	....	
Philadelphia City, 6s.....	100	....	....	....	....	
.. new 102	101¾	101¾	101¾	101¾	101¾	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 56¼	56¾	56¾	57	57	56¾	
Philadelphia and Erie.....	....	....	....	....	25¾	
.. 6s.....	....	....	....	....	....	
.. 7s..... ..	88	....	88	....	88¾	
Schuylkill Navigation.....	....	....	8	....	....	
.. pref.....	15	15	....	15¼	....	
.. 6s, 1882 80	....	....	80	....	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	78¼	....	....	
Hestonville, (Horse).. 20¾	20¾	20¾	....	....	....	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	65	65	....	....	....	
Spruce and Pine	....	33	....	....	....	
13th and 15th sts.	23	23	....	....	23	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 28.

	W.22	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875. 97¼	97¼	....	....	98¼	....	
.. 1886 99	99¼	....	....	99¼	....	
.. 1890 ..... 98¼	98¼	....	....	99	99¼	
.. 1884	....	....	....	....	....	
.. 1900	....	....	....	....	....	
Balt and Ohio..... 140¾	141¼	....	....	....	....	
.. bonds, 1875.....	....	....	96	....	....	
.. .. 1880.....	....	....	....	....	....	
.. .. 1885.....	....	95	....	94¼	95	
Marietta & Cin. 1st M.....	....	....	....	....	....	
.. 2d M.....	....	85¼	....	85¼	....	
.. 3d M. 8s.....	70¼	....	....	....	....	
Northern Central.....	....	....	....	99	....	
.. bonds, 1885.....	....	....	....	....	....	
.. .. 1900.....	....	....	....	....	....	
Pittsb. & Connellsv. 7s. 93¼	93¾	93¼	....	93¼	....	
N. W. Va. 1st mort.....	....	....	....	....	....	
.. 2d mort.....	....	....	....	....	....	
.. 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol..... 65	65¼	64¼	65¾	65	....	
.. Defer. Certif.....	....	28¼	28¾	28¼	....	
City Passenger R. R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 29.

	Th.23.	F.24	Sat.25.	M.27.	Tu.28.	W.29
Boston and Albany 144¾	144¼	144¾	144	143¼	143¼	
Boston and Lowell	....	....	....	....	....	
Boston and Maine.....140	140	....	....	....	141¾	
Boston and Providence.....	144	144¼	....	144	143¾	
Boston, Hartford & Erie.....	2¼	....	....	....	....	
.. 7s, new 26¾	27¼	27¼	27¼	27	26¾	
Cheshire, pref.....	....	....	....	....	84¼	
Concord.....	....	....	....	....	....	
Connecticut River.....	....	....	....	....	....	
Eastern.....	107¼	108	107¼	....	107¾	
Fitchburg.....	....	....	....	....	135	
Manchester & Lawr'ce.....	....	147¼	....	....	....	
Michigan Central.....117¼	117	117	117¼	117¾	117¼	
Northern, N. H.....	....	....	110	110	....	
Ogdens. & Lake Champ....	....	....	89¼	90	89¼	
.. pref.....	102	....	....	....	103¼	
Old Colony & Newport.....	105¼	....	106	....	....	
Ph., Wil. & Baltimore.. 55¾	56	....	....	56¼	56¾	
Portl'd, Saco & Ports.....	....	....	....	....	129¼	
Union Pacific	....	....	....	....	....	
" 6s..... 89	89¼	89¼	....	....	88¾	
" Land Grant 7s....	....	78	....	....	77¼	
" Income 10s... 81	....	....	....	....	80	
Vermont & Canada.....	99	98¾	99	....	99	
Vermont & Mass..... 85	....	....	....	....	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	....	....	....	....	102¾	
Metropolitan	....	....	....	....	75¼	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls 11¼	11¼	....	....	....	11	
Franklin	....	....	4	....	....	
National	....	....	....	....	....	
Pewabic	....	....	....	....	4¼	
Quincy	....	....	....	....	....	

London Stock Exchange.

	—Closing Prices.— Nov. 10.	Nov. 3.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880.....	85 — 90	83 — 88
Do. do., 2d mort., 1881.....	80 — 85	80 — 85
Do. Penn., 1st mort., 1877.....	85 — 90	83 — 88
Do. do., 2d mort., 1882.....	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1890..	34¼— 35¼	35 — 36
Detroit and Milwaukee 1st mort. 7s..	— — —	— — —
Do. 2d mort. 8 p. c.....	— — —	— — —
Erie shares 100 dol. all paid.....	25 — 25¼	23¼— 23¾
Do. sterlg. 6 p. c. convertible bonds	68 — 72	68 — 72
Illinois Central, 6 per cent., 1875.....	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid.....	108¼—109¼	106 —108
Panama General mort. 7s, 1897.....	80 — 85	75 — 80
Penn. R. R. bonds, 2d mort. 6 per ct..	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910.....	97 — 98	96 — 97
Do. $50 shares.....	48 — 50	47 — 49
Philadelphia and Erie 1st mort. 1881.	95 — 97	94 — 96
Do. with option to be paid in Phila.	95 — 97	94 — 96

American Railroad Journal.

Saturday, December 2, 1871.

Stock Exchange and Money Market.

Money has been in less liberal supply and has been quoted firmer in price, call loan rates ranging from 5@7, with the bulk of the latter negotiations at 6@7, and strictly prime to good discounts at from 7@10 per cent. per annum. The demand for accommodation has been rather more urgent particularly from speculative borrowers. There has been a considerable outflow of currency to the interior, for trade and commercial purposes, which has unfavorably affected the reserves of the city banks, which, in their last weekly returns, showed a loss of nearly 1½ millions of legal tender notes, with a slight reduction of their special hoard, and a small addition to their deposit item. Their loan and discount averages, were enlarged nearly 24 millions. The U. S. Sub-Treasury office added $568,798 to its coin and $651,729 to its currency balances, as the result of the week's business which absorption of specie and lawful money also told against the resources of the banks. The city banks, in their latest return, show a reduction of $1,486,600 of legal tender notes, and $16,500 of specie, with an increase of $42,900 of deposits; also an addition of $2,199,200 to their loan and discount averages, and a reduction of $49,100 in their item of circulation. The city bank exchanges, last week, averaged $89,657,725; and for, thus this week, 86½ millions daily. The banks now hold $7,590,125 of specie and legal tender notes, more than the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is $16,222,300, against $18,222,617 same time last year. The city bank deposits are now $219,220,800 against $194,415,073 week ending Nov. 26, 1870. The legal tender reserve amounts to $53,694,900 against $51,826,556 same time last year. The circulation now stands at $30,089,500, against $32,353 679 same time last year. The loans are now $288,408,700, against $264,608,116 at this date last year.

The U. S. Sub-Treasury enlarged its currency balance $651,729 and its coin reserve $563,798, as the result of the week's business. The receipts of the office were $5,756,793 in coin, and $4,035,257 in currency; payments, $5,192,995 in coin, and $4,035,257 in currency. The office received $2,406,000 in coin or its equivalent, from customs; and disbursed $2,187,043 of coin interest.

The U. S. Sub-Treasurer retired, last week, $2,049,372 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $368,288,200; and as security for deposits of public money, United States bonds for $15,279,000. The aggregate of the outstanding circulation of the National Banks of the country is $325,605,600.

Government revenues have been on a moderate scale, since our last. The excises yielded last week about 2¾ millions, and thus far since July 1. $55,006,777. The customs at the port of New York, last week were $2,256,372; and at the outports, equal to about $700,000 more, all in coin, or coin certificates.

The Gold movement has been moderately active, but closed tamely. With a lighter offering of coin for prompt delivery, however, the price has shown more steadiness. The speculative call has been fair. The customs drain has been under half a million a day. The export of specie has been light. The range of the price during the week, has been from 110⅜@111⅜ and the closing quotation on Wednesday was 110½ against 110¾ the preceding Wednesday. The specie outflow, last week, was $380,929; on Tuesday of this week, $———; and on Wednesday $———. The Gold Exchange Bank clearances have averaged 81¾ millions a day.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Nov. 25th, 1871, $81,026,823, against $81,995,336 same time in 1870.

The export drain of specie was $380,929 last week, against $449,984, same week preceding year. The shipments since January 1, 1871, have been $61,609,502, against $56,016 460 same time in 1870.

The Treasury Department on Tuesday held a coin reserve of $93,400,000, and a currency balance of $6,500,000.

The customs demand for Gold last week, averaged $401 170 a day; thus far, this week, it has averaged $350,000 a day, or equal to a weekly aggregate of $2,100,000. The arrivals of

specie from Europe, Havana and other foreign ports last week were $12,683, and since Jan. 1, 1871, $8,422,001 against $11,284,976 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $144,309,962 against $130,723,112 same time in 1870.

Foreign exchange has been less inquired for and quoted easier. Bankers' sixty day bills on London closed on Wednesday at 108⅞@109; sight bills on London, 109⅝@109¾.

On Tuesday, Government bought in no bonds, the Secretary of the Treasury declining to accept the proposals, as they were above par in gold. The amount of bonds offered was $2,252,100 at from 110 74@111 05.

Government securities have been offered sparingly yet have shown rather less firmness, on an unusually limited volume of dealings, both at the Stock Exchange and through private channels.

U. S. sixes of 1881 closed here on Tuesday of the current week at 117⅜@117⅝; U. S. Five-Twenties of 1862, (other than the bonds called in) 111¼@111½; U. S. Five-Twenties of 1864 at 111¼@111⅜; U. S. Five-Twenties of 1865, 111½@111¾; U. S. Five-Twenties of 1865 consolidated, 113½@113¾; U. S. Five Twenties of 1867, 114½@114¾; U. S. Five-Twenties of 1868, 114⅝@114⅞; U. S. Ten-forties at 109⅝@109⅞; U. S. Six per cent. currency bonds, 118¼@118⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 15.	Nov. 22.	Nov. 28.
Consols	93⅝	93⅝	93½
U.S. 5-20's of 1862	91¾	92	92
U. S. 5-20s, 1865	91¾	92¼	92¼
" 1867	94⅜	94¾	94¾
" 10-40s	90⅛	90¼	90⅛
Erie	26	25⅝	25⅜

The new Funding Five per cent. Loan was quoted in London on Tuesday at 1 1/2 per cent. discount.

State bonds have been in less demand and unsettled in price.

Railway bonds have been in fair investment demand especially through the commission houses, at well supported prices. Central Pacific Sixes have been in good request closing strong, on the basis of 103½@103¾, on light offerings of the Bonds. Chesapeake and Ohio Sixes have been quite freely purchased, for investment purposes, at 94 per cent. and accrued interest.

Railway and miscellaneous share property has been less freely dealt in and has been irregular in price.

General business has been moderately active, Breadstuffs have been depressed in price. Provisions closed with some show of steadiness. Middling upland cotton closed on Wednesday at 19⅛ cts. per lb. The receipts at all the ports, since Sept. 1, have been 818,223 bales, against 962,667 bales same time in the preceding year; exports 321,856 bales, against 457,547 bales in the previous year; stock at the ports at latest dates, 361,115 bales, against 343,759 bales same date 1870.

At the Live Stock Markets, Beeves have been in less demand at from 8¼@12cts.; Veals at 5@10½ cts.; Sheep at 4@6¼ cts.; Lambs at 5¼@7¼ cts.; Swine, at 4⅜@4⅝ cts. per lb., all live weight. The week's receipts were 9,226 Beeves, 1,752 Veal Calves, 29,757 Sheep and Lambs; and 54,214 Swine.

Foreign goods have been moderately sought after at generally unchanged rates. The week's imports of foreign goods reached $6,891,411, including $2,256,155 of dry goods.

Ocean freights have been moderately active and rates have been quoted firmer.

At the auction sale of Scranton Coal on Wednesday, 100,000 tons were sold at a further reduction in prices, the range having been from 3.35 @ 5.25 per ton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 35; do., Apl. and Oct., 34; North Carolina 6s, special tax, 15½; do. Fund Act 1868, 22; Arkansas 7s, (M. & L. R. R. R.) 58; Pacific R. R. 7s, guar. by Mo., 102; Quincy and Toledo 1st mort., 87; Toledo, Peoria and Warsaw 1st mort. E. D., 92; do. 2d mort., 80; Albany and Susquehanna R. R., 91½; do., 2d mort., 93¼; Galena and Chicago 1st mort., 103; do., 2d mort., 96½; Ohio and Miss. 2d mort., 83; Chicago and Milwaukee 1st mort., 96; Detroit, Monroe and Toledo bonds, 96; St. Louis and Iron Mt. R. R., 61; do. 1st mort., 93; North Missouri 1st mort., 87½; Belleville and Southern Illinois 1st mort., 8s, 97; Lake Shore and Michigan Southern scrip., 81½; New York and New Haven R. R. scrip, 137; Western Union Tel., 67⅝; do. 7s, 92½; Quicksilver pref., 32; Consol. Coal of Md., 43¾; Maryland Coal, 25¾; Pennsylvania Coal, 220; Cumberland Coal and Iron, 40; Adams Exp., 85½; Am. Mer. Union Exp., 59¼; U. S. Exp., 58½.

Philadelphia.—Schuylkill Nav. 6s, 1895, 80½; Chesapeake and Delaware Canal 6s, 98; West Jersey R. R. 7s, 101½; Oil Creek and Allegheny River R. R; 1st mort., 86; Warren and Franklin 1st mort., 88½; Wilmington and Reading 7s, 95½; Allegheny Valley 7 3-10s, 94; Camden and Burlington County R. R. 6s, 87; West Chester R. R. 7s, 96; Penn. and New York 7s, 93; Belvidere Delaware 3d mort., 83; Huntington and Broad Top Mt. R. R., 11; do., pref., 13½; do. consol., 46½; Lehigh Valley new 7s, reg., 101½; Pennsylvania Canal, 20; Pennsylvania State coupon 5s, 96; Philadelphia City 5s, 92; Pittsburg 6s, 75; St. Nicholas oil, ¼; Fulton Coal, 5¾. The latest quotations are: City 6s, 99½@100; do. free of tax, 101½@101¾; State 5s, coupon, 96@—; do. 6s, W. L. 101½@—; do. 1st series, 102⅞@103; do. 2d series 106¼@106½; do. 3d series, 108@108; Reading, 56¾@56¾; do. 7s, 1893, 102½@103; do. mort. 6s, 1880, 92@92; Camden and Amboy, 133½@134; do. mort. 6s, 1889, 93½@94; do. 1883, 90@91; do. 1889, 90@91; Pennsylvania R.R., 58@58; do. 1st mort., 100@101; do. 2d mort., 97@98; do. General mort. coupon, 93¾@94; do. reg., 94¼@—; Little Schuylkill R. R., 46½@47½; Morris Canal, 48@50; do. pref., 120@126; do. 6s, 88@95; Susquehanna Canal, 7@11; do. 6s, 65@65; Schuylkill Nav., 7½@9; do. pref., 15@15¼; do. 6s, 1882, 80@80½; Elmira and Williamsport pref., 42@44; do. 7s, 1873, 92@94; do. 5s, 61@—; Lehigh Coal and Navigation, 35½@35⅝; do. 6s, 1884, 86½@—; do. R. R. Loan, 91¼@91½; do. Gold Loan, 93¾@94; North Pennsylvania, 47@48; do. 6s, 100½@101; do., 7s, 95@96; do. Chattle 10s, 110@110; Philadelphia and Erie, 25@25½; do. 6s, 88½@89; Minehill, 53@53¼; Catawissa, 16@20; do. pref., 44¾@45; Lehigh Valley, 59¾@59⅞; do. 6s, new coupon, 95@—; do. reg., 94@—; do. 7s, 101@102; Fifth and Sixth streets, (horse,) 45@46; Second and Third, 65@66; Thirteenth and Fifteenth, 22½@23¼; Spruce and Pine, 32¼@33; Green and Coates, 47@—; Chestnut and Walnut, 53¼@55; Hestonville, 20¾@20⅞; Union, 60@—; Germantown, 34¼@—.

Boston.—Rutland R. R., 24; do. pref., 78; do., 7s, new, 85; do. 8s, 1880, 97½; Burlington and Missouri River R. R., 102; do. 8s, in Nebraska, 92½; Cincinnati, Sandusky and Cleveland R. R., 19¾; Portsmouth Gt. Falls and Conway R. R. 98; Indianapolis, Cincinnati and Lafayette R. R., 7⅛; Norwich and Worcester R. R., 117¾; Eastern (N. H.) R.R., 101; Ogdensburg and Lake Champlain R. R. 8s, old, 102; Eastern R. R. 6s, 1889, reg., 95¼; do., 1874, 97; Old Colony and Newport 7s, 1877, 102⅜; Atchison, Topeka and Santa Fe 7s, gold, 80; Vermont Central 1st mort., 84¼; Boston Water Power Co., 4b; Cary Imp. Co., 12¼; Maine 6s, 1889, 100⅛; Boston 6s, 1875, 100¼; do., 1880, 100½; Allouez Mining Co., 4¾; Calumet and Hecla, 106; Canada, 20c.

Baltimore.—Western Maryland 3d mort. guar., 92; Orange, Alex. and Manassas 7s, 83¼; Maryland Defense Loan, 105; Virginia 6s, old, reg., 53⅜; Virginia 6s, ex-coupon, 64½; Baltimore City 5s, 78; Richmond City 6s, 79. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93¾@93⅝; Baltimore and Ohio, 140½@143; do., 6s, 1875, 95@96; do., 1880, 95@—; do., 1885, 94½@95; Northern Central, 88¾@89; do. 6s, 1885, 93@95; do., 1900, 85@86; do., 6s, 1900, gold, 93@93½; N. W. Va. 1st mort., 99@—; do., 2d mort., 99@—; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 96@97; do., 2d mort., 85½@85½; do., 3d mort., 79@79½; Central Ohio, 29¾@30; do., 1st mort., 85@86; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 90@96; do., 3d mort., guar., 91@92; do., 2d mort. pref., 62½@—; do., 6s, guar. by Washington Co., 82@87; Richmond and Danville bonds, 77@77; Orange and Alexandria 1st mort. 6s, 88@—; do., 2d mort. 6s, 82@82; do., 3d mort. 8s, 88½@90; do., 4th mort. 8s, 81@82¼; Orange, Alex. and Manassas 7s, 82¼@83½; Virginia and Tennessee 8s, 88½@89½; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78@82; Baltimore 6s, 1875, 98@98; do., 1884, 96@97; do. 1886, 99¼@100; do., 1890, 99@99¼; do., 1893, 98½@100; do., 1900, 97@97; Memphis City 6s, 55½@56; Maryland 6s, 1890, 97@100; do. Defense Loan, 1883, 105¼@106; City Passenger R. R. 23@—; George's Creek Coal, 78@82¾.

☞ The Boston and Albany Railroad Company have decided to issue but $1,500,000 twenty year 7 per cent bonds, instead of $3,000,000 as originally proposed, and the time for receiving tenders extended to December 5th. The bonds will be dated Feb. 1, 1872, at which time payment must be made, and the bonds will be delivered, but parties can anticipate payment after allotment, and draw 7 per cent. interest.

☞ The freight cars on the Western Maryland railroad now run to within eight or ten miles of Hargerstown. The road will be finished to Hagerstown, and trains running, by New Year's Day.

Trautwine's Engineer's Pocket-Book.

We feel that we cannot confer a greater favor on those of our readers who are engaged in any branch of the arts and manufactures, and particularly in civil engineering, building, architectural works, &c., than by acquainting them with the fact of the publication, by Claxton, Remsen & Haffelfinger, Philadelphia, of the Civil Engineer's Pocket Book, by Jno. C. Trautwine, Civil Engineer.

It is scarcely necessary for us to say that a work of this kind could not have emanated from a more competent source.

Mr. Trautwine has for many years been engaged on some of the most difficult engineering works of modern times. The railroad across the Isthmus of Darien is a proof, not only of his skill, but of his indomitable energy and perseverance. In the face of difficulties and dangers that would have appalled even ordinarily brave men—with his assistants and workmen falling around him from the fatal Chagres fever; with rains that continue three hundred days in the year and the whole country inundated, and surveys and observations made only from boats—this brave man persevered and completed this highway of nations. He subsequently made a reconnoissance of the Isthmus, with a view to finding a feasible route for a ship-canal. After a careful investigation of the various routes, he pronounced the scheme impracticable, unless at an expenditure of capital beyond the hope of a remunerating return. This opinion has been fully corroborated by subsequent explorers. Mr. T. has been engaged on innumerable other engineering works of the greatest magnitude, and this work is, therefore, not (as is too frequently the case) the mere reproduction of the labor of others, but is, to a greater extent than any recent work of the same kind, an original work. The tables in this work are mostly new, and the old ones have been entirely recalculated for this work and many important errors detected. Some idea of the scope and comprehensiveness of this work may be obtained from the fact that the index, or table of contents, greatly condensed, comprises fifteen pages closely printed, in double column. Among the subjects fully discussed are the strength of iron and wooden pillars, with full tables; trusses for roofs and bridges; weights of bars, bolts, pipes, &c.; stone bridges, culverts, and arches; hydraulics, hydrostatics, force in rigid bodies, railroads, locomotives; leveling, surveying, tables of cubes, square roots, cube roots, traverses, sines and tangents, board measure, radii and curves, chords, logarithms, level cuttings, &c., &c.

The title of the work would seem to imply that it is intended principally for the use of professional civil engineers or the more advanced students in civil engineering alone, but this is by no means the case. The elementary principles of geometry, arithmetic, algebra, surveying, natural philosophy, mechanical engineering, &c., are very fully given; and the work possesses the great merit of avoiding, as much as possible, technical and scientific terms, whose meaning is unknown to the general reader, and besides there is appended to the work a very copious glossary.

The work contains six hundred and fifty pages of small type, and is bound in tuck or pocket-book style, and will no doubt find a place hereafter in the pocket or on the desk of every engineer machinist, or manufacturer. As the readers of this journal consist largely of these classes, we have deemed this work of sufficient importance to warrant us in bringing it thus prominently before them. As a specimen of neat typography, it does infinite credit to the publishers. It is impossible for us in so short a notice to do justice to a work of this kind, and we must therefore content ourselves by referring our readers to the work itself.—*Phila. Trade Journal.*

☞ The net earnings of the Pennsylvania and New York Canal Company (being the northern end of the Lehigh Valley Railroad), for the month of August were $64,100.

Duxbury and Cohasset R. R.

The annual meeting of this company was held in Boston on the 21st ult., the president, Hon. Onslow Stearns, in the chair, and Stephen N. Gifford, clerk. The following were chosen directors for the ensuing year: Onslow Stearns, Joseph O. Cole of Scituate, Nathanel N. Whiting of Marshfield, Stephen Gifford of Duxbury, Royal W. Turner of Randolph and Uriel Crocker of Boston. It was voted to enter into a contract with the South Shore and the Old Colony and Newport Railroad Companies for the transaction of joint business over the roads. Also to accept chapter 104 of the acts of the Legislature of 1871 authorizing the extension of the road to Kingston. Also to authorize the directors to issue bonds to be secured by a mortgage of the road under the provisions of chapter 47 of the acts of 1870. The president made a statement of the financial condition of the road, from which it appeared that the road had been constructed at a probable cost, when all bills are paid, of $375,000, which is $25,000 less than the estimate.

☞ The West Wisconsin Railway, which forms the chief link in the new and short through route from Chicago to St. Paul and the great North-West, will be completed, equipped, and in running order by the middle of November. The iron is down to within 10 miles of Hudson, and is being laid at the rate of a mile a day, and the grading throughout is finished. One hundred and twenty miles have been in operation for a year, and had a large and profitable local business, and a still larger amount awaits its completion through St. Croix County to the shore of the lake. The lumber traffic this winter will be very heavy. Immense quantities are already piled up at the mills on the line of the road awaiting the completion of the connection with St. Paul when it will be distributed over the treeless prairies of Minnesota and Iowa. Besides this local business the West Wisconsin will get a large share of the traffic between St. Paul and the North-West and the Lakes. It is a hundred miles shorter than the present line, and has direct connections with Chicago. The road has a valuable Land Grant of 1,000,000 acres in the best part of Wisconsin. This grant with the Road itself, is pledged in support of the First Mortgage 7 per cent. Gold bonds which may be bought at 90 and accrued interest in currency of White, Morris & Co., No. 18 Wall st., and Gwynne, Johnson & Day, No. 16 Wall st., Agents to the Company.

☞ The regular schedule of passenger trains on the Western Division of the Chesapeake and Ohio Railroad, between Huntington on the Ohio, and Charleston, the capitol of West Virginia, commences Dec. 4. The whole line from the seaboard to the Ohio navigation will be ready in the summer of 1872, and the Lexington extension to Louisville very soon thereafter.

☞ It is currently reported in San Francisco that the Stockton and Copperopolis and the Stockton and Visalia Railroads have been sold to the Central Pacific, which, with the exception of a short line in Los Angeles, now owns every rod of railroad in California.

☞ The Chicago and Northwestern Railway Company have declared a semi-annual dividend of 3½ per cent on the preferred stock, less government tax, payable December 28th.

☞ The Salem (N. J.) Railroad company have declared a semi-annual dividend of three per cent, payable December 4th.

HARVEY FISK. A. S. HATCH.

FISK & HATCH, Bankers,
No. 5 Nassau-st., New York,
Nov. 25, 1871.

The scarcity of, and demand for, really desirable *six per cent. gold* bonds for solid and permanent investments, are evinced by the fact that

Five-twenty Bonds of 1867 are selling at..115
Central Pacific Bonds are selling at.....103½
Chesapeake and Ohio Bonds are selling at 94

These bonds all pay both principal and interest in New-York City, in United States gold coin, and are equally safe for investment.

The reason why Five-twenty Bonds are so high is because no more can be issued, and the outstanding amount is being rapidly decreased by purchases by the Government from their surplus revenues.

The reason why we think Central Pacific Bonds will in time advance to the price of Five-twenties is because no more can be issued; while the operation of their Sinking Fund will soon commence to decrease the amount.

The reason why Chesapeake and Ohio Bonds are selling so low, comparatively, while equally safe, is because the Company are selling Bonds to complete the road. They will all be sold in a short time, and in a few months the road will be finished, when we have no doubt the same result will follow as with Five-twenty and Central Pacific Bonds. The sinking fund of the Chesapeake and Ohio must go into effect within one year after the completion of the road.

The Chesapeake and Ohio Bonds are issued either coupon or registered—the denominations are as follows:

$100, which cost to-day.....$94 40
$500, which cost to-day.....471 97
$1,000, which cost to-day.....943 95

We buy and sell Government and Central Pacific Bonds, and receive them in exchange for Chesapeake and Ohio Bonds.

Accounts of Banks, Bankers and others received on which we allow interest at the rate of four per cent. per annum.

FISK & HATCH.

Cleveland and Pittsburgh Railroad.

The Cleveland and Pittsburgh Railroad, recently leased to the Pennsylvania Railroad Company, a distance of 124 miles, with branches from Yelextends from Cleveland, Ohio, to Rochester, Penn., low-Creek to Bellair, 48 miles, and from Bayard to New Philadelphia, 32 miles. It enters Pittsburgh, however, on the track of the Pittsburgh, Fort Wayne and Chicago Railway, over twenty-six miles of which, from Rochester, it has had the right of running trains. The entire mileage of the company, which will be turned over to the Pennsylvania Company on the 1st of December, is 199 miles. By the terms of the lease the Pennsylvania will pay the interest on the bonded debt of the Cleveland and Pittsburgh (about $3,800,000), and seven per cent. dividends, free of tax, on the capital stock increased by 42.85 per cent.—which will give an income of ten per cent. on the present share capital—about $7,500,000.

☞ The completion of the West Wisconsin Railway from Tomah to Hudson, Wisconsin, was duly celebrated on the 28th inst.

Journal of Railroad Law.

RAILROAD COMPANIES—CONNECTING ROUTES. WHEN RESPONSIBILITY BEGINS AND ENDS.

The facts of the late case of Root *vs.* The Great Western Railway Company, (2 Lansing, 199,) are fully and clearly stated in the following opinion by

JAMES C. SMITH, J.—The plaintiff's property, which the defendants received for transportation, was directed "Burr Oak, Michigan," a place on the line of the Michigan Southern Railroad. The road of the Michigan Company and that of the defendants were connected together at Detroit, and the Michigan Company was under an agreement with the defendants to carry freight arriving at Detroit by defendants' road to places along its line. For this purpose defendants, pursuant to the agreement, were accustomed to deliver their freight at the warehouse of the Michigan Company at Detroit, and the latter received it there and transported it to its destination, collecting the entire charges for freight on both roads at the place of destination, and at stated periods the Michigan Company settled with the defendants and paid them their share of the freight thus collected. The defendants having received the plaintiff's property for transportation under these circumstances without any express contract or limitation of their liability, and in the ordinary course of their business as common carriers, impliedly contracted for its carriage to its place of destination. The agreement between the two companies, and their custom, in pursuance of their agreement, distinguishes the case from that of Van Santwood *vs.* St. John, (6 Hill, 157,) and others cited by the appellant's counsel. The agreement between the two companies created reciprocal obligations as between themselves, the defendants being bound to deliver to the Michigan Company for transportation all property coming over their road destined to points on the line of the Michigan Company, and the latter being bound to receive such property and carry it to its destination and also to collect the freight earned by the defendants in respect to it, and to account to them therefor. Had such a connection existed between the river boats and the canal line in Van Santwood *vs.* St. John, it is obvious from the course of reasoning adopted in the published opinion that the decision of the case would have been the reverse of what it was.

But if there is any doubt concerning the defendant's liability independently of statute, the existence of such liability under the provisions of the act of 1847 (ch. 270) seems to me undeniable. The act referred to provides that whenever two or more railroads are connected together, any company owning either of said roads receiving freight to be transported to any place on the line of either of said roads so connected shall be liable as common carriers for the delivery of such freight at such place. The act further provides that in case any such company shall become liable to pay any sum by reason of the neglect or misconduct of any other company or companies, the company paying such sum, may collect the same of the company or companies by reason of whose neglect or misconduct it became so liable. (§ 9.)

The defendant's counsel argues that the statute does not apply to the defendants for the reason that they are a foreign corporation, and the statute is evidently framed, it is said, with respect to domestic corporations and those only. Although the defendants are a foreign corporation, one terminus of their road is in this State, and at that point they received the plaintiff's property and made the contract respecting it, out of which, if at all, the liability arises, which the plaintiff seeks to enforce in this action. In respect to contracts made by the corporation within this State, the corporation is amendable to the laws of the State, and the act in question is applicable to such contract.

The act also applies, notwithstanding the company owning the connecting road (the Michigan Company) is also a foreign corporation, and its road is wholly without this State. This was held in Burtis *vs.* The Buffalo and State Line Railroad Company, (24 N. Y., 269). If, as is argued by their counsel, the defendants cannot avail themselves of the remedy over against the connecting road, given by the act, by reason of the fact that the defendants and the Michigan Company are foreign corporations, they might have protected themselves against liability for a loss occurring through the fault of the connecting road by an express contract to that effect, as suggested by Mr. Justice Denio in the case last cited.

It is also argued that the statute does not apply to the case, for the reason, that the loss was not owing to any neglect or misconduct on the part of the connecting company. But that circumstance does not relieve the company receiving the freight from liability to the owner.

The company receiving the freight for transportation to a point on the line of a connecting road, without any express limitation of its liability, by that very act becomes liable as a common carrier for the delivery of the freight at such point. It insures the property, on its transit, against all loss, except that arising from the act of God or the public enemy. Where the loss is caused by the neglect or misconduct of the connecting road, the insurer has a remedy over, by way of indemnity. In all other cases he must make good the loss, without recourse to any other party.

It is further argued, that the section referred to is simply declaratory of common law, and that the question, therefore, is whether by the common law, carriers are responsible for the delivery of property directed to points beyond their own route. But the statute creates a new rule. It makes the company receiving the property liable, as a carrier, in respect to the connecting road, as well as its own, unless it expressly provides otherwise by its contract.

Lastly it is insisted by the counsel for the defendants that the statute goes no further than to impose the liability in question upon the company originally receiving the property for transportation, to wit: in the present case, the New York Central Railroad Company.

If this position were correct, I should be inclined to the conclusion which the counsel deduces from it, that the plaintiff making a contract with that company, expressly relieving it from such responsibility, waived its right under the statute, or, at least, that the defendants having no notice of such contract, did not assume any other obligations than those which they would have incurred if such contract had not been made.

But I apprehend the true construction of the act, in this respect, is that each immediate carrier as well as the first, who receives property to be transported to a point on the line of a connecting road, without an express limitation of his liability is responsible for its transportation over his own, road, and also over every other connecting road, on which it must subsequently be carried to reach its place of destination. It is not material to his liability whether the previous carrier has been relieved from the responsibility imposed by the statute or not. The immediate carrier is not liable however, for loss or injury happening to the property while in the hands of a previous carrier; and this is all that was decided in the case of Smith *vs.* The New York Central Railroad Company, cited by the defendant's counsel (43 Barb., 225). Although the question now under consideration was suggested by my learned brother, who wrote the opinion in that case, his remarks upon it were merely by way of illustrating and enforcing his views of the real point in controversy. The question was not presented by the facts of the case, and consequently it was not before the court and was not decided.

There is no reported case, that I am aware of, in which the question has been adjudicated. As was said by Judge Denio in Burtis *vs.* The Buffalo and State Line Railroad Company, (*sup.*): "The act is eminently a remedial law, and should receive a liberal, as distinguished from a narrow, construction." The language of the clause on which this question depends is very broad. It applies to every case of railroads connected together, however many. It makes liable any company owning either of the railroads, receiving freight to be transported to any place on the line of either of said roads so connected, without limiting the liability to the company first receiving it. In short, as I read the act, each successive railroad company forming a link in the chain of communication between the place of freighting and place of destination, which agrees to carry property beyond the terminus of its road, and receives the goods under such an agreement, shall be liable as a common carrier for the delinquencies of each of the other roads running in connection with it, over which the property shall subsequently pass, on the route to the place of delivery.

The foregoing views of the case make it unnecessary to examine any other question presented by the points of counsel. I am in favor of affirming the judgment.

Judgment affirmed.

☞ The second installment of $100 per share on 1477 shares ($738,500) Boston and Lowell Railroad new stock (par $500), voted February 5, 1861, will be due Dec. 1. The three remaining fall due June 15 and December 1, 1872, and July 1, 1873. Seven per cent. interest is paid on installments, or 6 per cent. on any sums anticipated. The Boston and Lowell has three classes of stock; the "old," which carries a twenty per cent. scrip dividend, due October 1, 1873, and payable in cash or stock at the option of the company. Then the so called "new" in limited amount ($370 000), which is not entitled to the scrip dividend, and was created by the conversion since January 1, 1867, of the bonds of 1873. And the third class of the

above named issue, for which certificates will not be delivered until July 18, 1873.

Railways of Great Britain.

The returns by the Board of Trade of the capital, traffic, and working expenditure of the several railway companies in the United Kingdom for 1870 have just been issued. We there find that at the end of that period the total stock and share capital received amounted to £387,974,234, £229,282,150 of which was ordinary, £36,188,320 guaranteed, £122,503,764 preferential. The loan capital amounted to £141,934,439, viz., £90.713,779 by loans, and £51.220.660 by debenture stock, making a total of £529,908,673 share and loan capital. In 1850, or 20 years ago, it was £240,270,746, showing an increase in that period of £289,637,927.

The ordinary capital in England and Wales amounted to £194,591,487, of which £192,236,443 belonged to companies whose lines were open for traffic. Of this sum £22,399,661. or 12 per cent. paid no dividend at all; £55.051.790, or 29 per cent. paid under 4 per cent.; £15,844.944, or 8 per cent. paid 4 and under 5 per cent.; £4,029,024, or 2 per cent. paid 5 and under 6 per cent.; £56,630,412, or 29 per cent. paid 6 and under 7 per cent.; £31,507,364, or 16 per cent. paid 7 and under 8 per cent.; and £6,883,248, or about 4 per cent. paid from 8 to 12½ per cent. So that more than half the ordinary capital of the companies whose lines were open for traffic paid a dividend of 5 per cent. and more. The guaranteed capital amounted to £26,464,358, of which £3,756,360, or 14. per cent. paid 4 per cent. and under; £1,176,740, or 4 per cent. paid 4½ per cent.; $17,866,665, or 68 per cent. paid 5 and under 6 per cent.; and £3,654,593, or 14 per cent. paid from 6 to 8 per cent. The preferential capital amounted to £100,481,500, of which 11 per cent. paid no dividend at all; 30 per cent. paid 4½ per cent. and under; 51 per cent. paid 5 and under 6 per cent.; and 8 per cent. paid from 6 to 10 per cent. The debenture loans in England and Wales amounted to £71,842,935, and the debenture stock to £46,799,175.

In Scotland the ordinary capital amounted to £19,754,991, of which £6,894.336 or 35 per cent. paid no dividend at all; £6,907,728 or 35 per cent. paid under 4 per cent.; £1,188,771 or 6 per cent. paid 4 and under 5 per cent.; £4,049,479 or 20 per cent. paid 5 and under 6 per cent.; and £719,682 or 4 per cent. paid from 6 to 10 per cent. The guaranteed amounted to £9,514,745. of which 11 per cent paid under 4 per cent.; 22 per cent. paid 4 and under 5 per cent.; 36 per cent. paid 5 and under 6 per cent.; 23 per cent. paid 6 and under 7 per cent.; and 8 per cent paid from 7 to 10 per cent. The preferential capital amounted to £16,369,009, of which £518,661 or 3 per cent. paid no dividend at all; £3,288,188 or 20 per cent. paid under 4 per cent.; £4,576,636 or 28 per cent. paid 4 and under 5 per cent.; £6,085,775 or 37 per cent. paid 5 and under 6 per cent.; and £1,899,754 or 12 per cent. paid from 6 to 7 per cent. The debenture loans amounted to £14,002,592, and the debenture stock to £2,870,960.

In Ireland the ordinary capital amounted to £14,935,672, of which £2,849,311 or 19 per cent. paid no dividend at all; £4,102,536 or 28 per cent. paid under 4 per cent; £1,255 895 or 8 per cent. paid 4 and under 5 per cent; £6,877,980 or 48 per cent. paid 5 and under 6 per cent.; and £350,000 or 2 per cent. paid 9½ per cent. The guaranteed amounted to £219,217 only, which paid 4 and 4½ per cent. The preferential capital amounted to £5,653.255 of which £1 868,655 or 24 per cent. paid no dividend at all; £319,135 or 6 per cent. paid under 4 per cent.; $2 002,005 or 35 per cent. paid 4 and under 5 per cent.; £1,721,280 or 31 per cent. paid 5 and under 6 per cent.; and £242,180 or 4 per cent paid 6 per cent. The debenture loans amounted to £4,868,252, and the debenture stock to £1,550,525.

It thus appears that of the total ordinary capital for the United Kingdom 15 per cent. paid no dividend at all; 29 per cent. paid under 4 per cent.; 8 per cent. paid 4 and under 5 per cent.; 6 per cent. paid 5 and under 6 per cent.; and 42 per cent paid from 6 to 12½ per cent. Of the guaranteed 3 per cent. paid under 4 per cent.; 20 per cent. paid 4 and under 5 per cent.; 59 per cent. paid 5 and under 6 per cent.; and 18 per cent. from 6 to 10 per cent. Of the preferential 11 per cent. paid no dividend at all; 8 per cent. paid under 4 per cent.; 30 per cent. paid 4 and under 5 per cent.; 48 per cent. paid 5 and under 6 per cent.; and 8 per cent. paid from 6 to 10 per cent. From a statement at the end of the return we find that the debenture stock or funded debt is increasing very fast, having risen in ten years from £7,576,874 to £51,220,660, whilst the debenture loans or floating debts has decreased in three years from £110,392,559 to £90,713,779. The capital received per mile constructed was £84 106.

For the £529,908,673 subscribed there were 15,537 miles of railway constructed in the United Kingdom, 11,043 being in England and Wales, 2,519 in Scotland, and 1,975 in Ireland. The total number of passengers conveyed was 330,004,398 (exclusive of 156,403 season or periodical ticket holders), of whom about 10 per cent. traveled first-class; 22 per cent. second-class; and 68 per cent third-class. In England and Wales 283,682,921 passengers were conveyed (exclusive of 118,110 season-ticket holders), of whom 27,004,386 or 9 per cent. travelled first-class; 66,736,823 or 23 per cent. second-class; and 194,891,712 or 68 per cent. third-class. In Scotland there were 27,046,864 passengers, of whom 12 per cent. were first class, 12 per cent. second-class, and 76 per cent third-class. In Ireland there were 14,324,613 passengers conveyed, of whom 12 per cent. were first class, 28 per cent. second-class, and 60 per cent. third-class. The passengers had increased in 20 years from 72,854,422 to 330 004,398. The total receipts from all classes of passengers amounted £17,039,242. or rather more than 1s. per passenger; in addition to this there were £1,677,625 received for excess luggage, parcels, carriages, horses, &c., and £585,044 for the conveyance of mails, making the total receipts from passenger traffic £19,301 911 or rather more than £1,242 per mile of line constructed. The passenger trains travelled 86,648,931 miles, 71,362,063 being in England and Wales, 9,463,114 in Scotland, and 5,818,754 in Ireland.

The receipts from the goods traffic were £13,810,196 for merchandise, £912,450 for live stock, and £9,392,513 for minerals, making a total of £24,115,159, or about £1,552 per mile of line open. The number of miles travelled by goods trains was 82,423,441. The total receipts from all sources of traffic, including £1,661,073 miscellaneous, rents, tolls, &c., were £45.078,143, of which England and Wales had £38,122,161, Scotland £4,825,264, and Ireland £2,130,718. The proportion per cent. of passenger traffic to the total receipts was 42·82, that of the goods 53·50, and the miscellaneous 3·68. The receipts per mile constructed, exclusive of the miscellaneous receipts were £2,794 or 5s. 1½d. per train mile. In twenty years the receipts from passenger traffic had increased from £6,827,761 to £19,301,911, and those from the goods traffic from £6,376,908 to £24,115,159.

To work this immense amount of traffic there were 9,379 locomotives, 20,121 carriages for the conveyance of passengers only, 8,036 other vehicles attached to passenger trains 256,870 wagons of all kinds for the conveyance of live stock, minerals or general merchandise, and 5,964 vehicles not included in the foregoing, thus making the total rolling stock amount to 299,373; 240,782 belonging to the English Companies, 48,782 to the Scottish and 9,859 to the Irish.

The total working expenditure amounted to £21,715,525, or about 48 per cent. of the receipts. Of this expenditure we find that the maintenance of way and works cost £4,155,367, or about 20 per cent. of the total expenditure; locomotive power £5,619,649, or 26 per cent.; repairs and renewals of carriages and wagons £1,857,282, or 9 per cent.; traffic expenses £6,087,371, or 28 per cent.; general charges £949,570 or 4 per cent.; rates, taxes, and Government duty, £1,421,034 or 6 per cent. (Irish railways do not pay Government duty); compensation for personal injury, and damage to and loss of goods £446,431, or 2 per cent.; legal and Parliamentary expenses £245,455, or 1 per cent.; steamboat, canal, and harbor expenses £521,648, or 2 per cent.; and miscellaneous not included in the foregoing £411,768, or 2 per cent. The net receipts amounted to £23,362,618, and their proportion per cent. to total capital received was 4·41.

It may afford some comfort to those who are nervous about the danger of railway travelling to be told that in 1870 out of 330,004,398 passengers conveyed and 156,403 season ticket holders, only 90 were killed, or not one in every 4,000,000, and that 1 094 were injured, or one in rather more than 300,000. Of the 90 killed, 24 met their deaths owing to their own misconduct or want of caution. Contrasting these figures with the casualties of our London streets it would appear that the greatest danger consists in getting to and from the station, and not in the journey itself, thereby bearing out Mr. Bright's words that a person is safer in a first class railway carriage than anywhere else.—*Herapath.*

United Companie's Lease.

The Pennsylvania Railroad Company will take possession of the several works of the "United Companies" of New Jersey, under its lease of 999 years, on the 1st day of December. The whole of the leased property will come under the general supervision of Mr. A. J. Cassatt, at present the general superintendent of the Pennsylvania Railroad Company, and who will have his office hereafter in the company's building in Philadelphia. Mr. Ashbel Welch will be continued as the president of the "United Companies," and his acquaintance with the required improvements at Harsimus Cove will probably command for him the direction and control of that important work. The railroads included in the lease in East Jersey, including several branches of the Camden and Amboy to Camden and Philadelphia, and Trenton to West Philadelphia and Kensington, will be under the special superintendence of F. W. Jackson, of Jersey City, who is now in charge of the through line between Philadelphia and New York. The roads in the control of the "United Companies" in West Jersey will be under the special superintendence of Gen. W. J. Sewell, at present the efficient superintendent of the West Jersey Railroad. Mr. A. L. Dennis, President of the New Jersey Railroad and Transportation Company, will continue to perform the duties of his office as hitherto. Mr. F. W. Rankin Secretary and General Passenger Agent, will be continued in his present position, and Mr. Barker will still be master of transportation.

☞ The Michigan Central Railroad Company will issue at par to stockholders of November 18th one new share for every six old ones, payable one third December 15, 1871, January 15, and February 15, 1872, with interest at 7 per cent. after December 1, or payment can be made in full at that date and avoid paying interest. Stockholders should notify by December 10th to secure the new stock, which will draw a dividend July 1, 1872.

☞ The Chesapeake and Ohio Railroad has been finished between Charleston and Huntington, West Virginia, and the cars will commence running on the 4th of December.

Philadelphia, Wilmington and Baltimore Railroad.

The Wilmington (Del.) *Commercial* says that though it is true the Pennsylvania Railroad Company has neither purchased the Boston capitalists' stock in the Philadelphia, Wilmington and Baltimore Railroad, nor, as yet, arranged for a lease of the latter, there is not much doubt that a proposition to lease has been, or will be made. No such offer has yet been laid before the directors of the Philadelphia, Wilmington and Baltimore Railroad, and if any has been tendered it must be thus far altogether unofficial, and only under consideration by those officers and stockholders whose influence and moneyed interests are so large as to render their decision practically final when the matter is brought to a formal vote in the Board.

But when all the circumstances are considered, there can be little doubt that such a lease is one of the most probable events of the future. The Pennsylvania Company now control the Camden and Amboy and Philadelphia and Trenton lines, giving them that portion of the New York and Washington route. They are also standing back of Governor Bowie's Baltimore and Potomac Road, which will soon be completed and give them the link between Baltimore and Washington. South and West of Washington they have been steadily absorbing immense and wide-reaching lines, much of whose trade must be carried through to and from Philadelphia and New York. It is, therefore, unreasonable to expect that they will not in some way obtain the control of the link between Baltimore and Philadelphia. Such a link they must have, or their lines will be imperfect and detached.

It is true, we know, that there are theories to the effect that the Pennsylvania managers mean to construct a line of their own between Baltimore and New York, by using the Northern Central (which they own), up to some convenient point just over the Pennsylvania line, and then striking eastward by West Chester, Downingtown, Norristown, Doylestown, New Hope and thence across Jersey. But this is now exceedingly unlikely not only because it is an indirect route, much longer than the practical Air Line through Wilmington, but because the Pennsylvania Road, since acquiring the Camden and Amboy lines, certainly will not desire to build any new rou es between Philadelphia and New York. For that portion of their great North and South trade they now have ample accommodation, and do not need to throw away money in building new roads which, after all, would be simply parallel and competing.

Such a lease, we say, is almost certain to come. It appears to be necessary to the complete plans of the Pennsylvania Company, and if they make sufficiently liberal offer to the Philadelphia, Wilmington, and Baltimore corporation, the latter, we confidently judge, will have no objection to the arrangement. The stockholders of the Philadelphia, Wilmington and Baltimore are business men, of a plain practical sort. They have been running their road on railroad principles as a simple affair of business. Their dividends are eight per cent. per annum regularly, with an excellent maintenance of their road, and liberal provision of new rolling-stock.

If, then, they are offered a ninety-nine year lease, with a guaranty of ten per cent. by a reliable party, it is not likely that they will refuse, unless there should be difficulty in arranging the details. Some of these, including the consideration of what is to be done with the Baltimore Central Road, might take time, and require lengthened negotiation, but the result would certainly be likely to prove that such an offer was acceptable. And so, as we see good reason, in the nature of things, for one party to desire to lease, and for the other party to be at least ready to listen to the offer, we say, as many business men are now saying, that the acquisition of this road by the Pennsylvania is one of the most probable railroad events of the future.

Toronto and Nipissing Railroad.

This narrow gauge (three feet six inch) railroad was opened as far as Uxbridge, forty-one miles from Toronto, on the 14th of October. It is expected to have it completed to Woodville, sixty-four miles from Toronto, this season, and to its terminus at Coboconck early next summer. In his annual report the Chief Engineer, Mr. Edmund Wragge, gives the following statement of cost:

Actual cash cost of construction from Scarboro Junction to Uxbridge, when finished, thirty-two miles, $402,250, equivalent to a sum of $12,570 per mile. Out of this sum an amount of $280 per mile is properly chargeable to renewals, being the amount paid as a seven years' guarantee on the rails. This reduces the cost to $12,840 per mile. As regards the equipment, it is estimated that an outlay of $3,000 per mile in cash will be required to fully stock the road to Coboconck. This is more than was originally estimated, but is a matter of congratulation to the proprietary that they will have a traffic which will necessitate the supply of more rolling stock than was anticipated. Adding the cost of equipment to that of construction, we have a total cost of $14,340 per mile in cash, as against the estimate of $15,000.

☞ There is now in course of construction a line of railroad extending from the town of Garrett, on the Pittsburg and Connellsville Railroad, to Berlin, Somerset county, Pa. It is known as the Buffalo Valley Railroad. Its length is eight miles, and passes through a beautifully located coal basin. The contractors are finishing up the grading, &c., having completed the entire job ready for the cross ties, in the short space of ninety days.

☞ The last rail on the Port Huron and Lake Michigan Railroad was laid and the last spike driven on the 19th, bringing the track to the centre of Flint. Cars will be running regularly to Port Huron about December 1.

☞ The Lincoln Coal Company is now engaged in the location of a railroad to open up the "Koontz Tract," situated about two miles from Lonaconing, in Allegany County, Md.

☞ OFFICE OF THE TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY, 80 BROADWAY, NEW YORK. November, 1871.—The coupons due December 1st on First Mortgage Bonds of the Toledo, Peoria and Warsaw Railway Co. (Eastern Division) will be paid at the office of the Farmers' and Loan Trust Company, 26 Exchange Place, on adn after that date, less Government tax.

JAMES T. SECOR, President *pro tem.*

☞ OFFICE OF THE TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY 80 BROADWAY, NEW YORK, November, 1871.—The coupons due December 1st on the First Mortgage Bonds of the Toledo, Peoria, and Warsaw Railway Company. BURLINGTON DIVISION. will be paid at the Company's office, 80 Broadway, on and after that date, less Government Tax.

JAMES T. SECOR, President *pro tem.*



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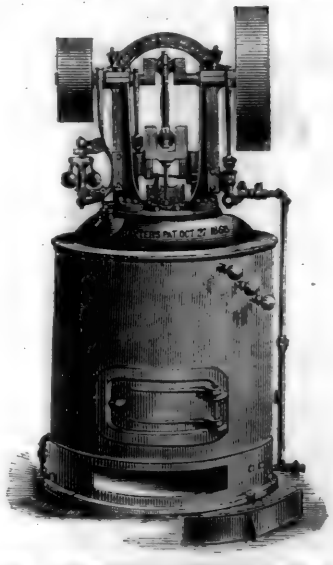
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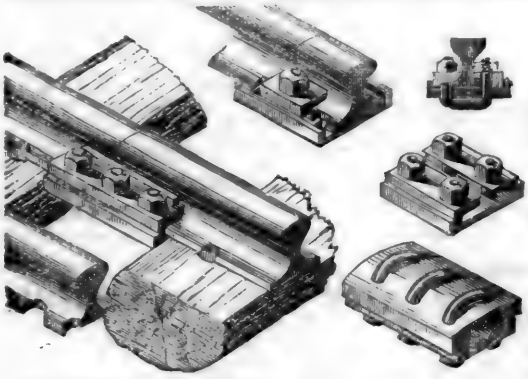
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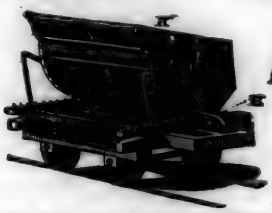
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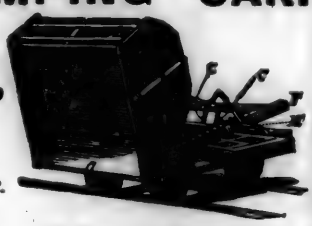


Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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SECOND QUARTO SERIES, VOL. XXVII., No. 49.] SATURDAY, DECEMBER 9, 1871. [WHOLE No. 1,859 VOL. XLIV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, December 9, 1871.

New Bedford and Taunton Railroad.

The annual meeting of the stockholders of this company was held in New Bedford on the 4th inst. The old board of directors was unanimously re-elected; and at a subsequent meeting of the directors Hon. Joseph Grinnell was rechosen president, and Lawrence Grinnell treasurer. The former has filled the presidency for thirty-three years, and the latter has been treasurer for twenty-six years.

The gross receipts of the corporation the past year were $262,224 22; total expenses $219,945,-97; net earnings $42,578 25. There has been expended during the year, for new locomotives $16,000; new passenger and baggage cars $8,044 27; new freight cars $7,839 81.

☞ The proposals for the new seven per cent. currency loan of the Boston and Albany Railroad corporation were opened on the 5th inst. Bids were made for $6,000,000 at rates reported to range from 2 to 5¼ per cent. premium. The awards were made for the desired amount—$1,500,000. The bonds are to run for twenty years from the first of next February.

☞ The Concord Railroad Company have just purchased the right to use "Miller's Patent Platform," and will put it on its cars at once.

☞ THE MONTH OF DECEMBER OPENS WITH LARGE SALES OF NORTHERN PACIFIC SEVEN-THIRTIES, which we recommend to our friends and the public generally as among the Safest and Most Profitable Securities on the market.

Of Northern Pacific Railroad 7-30 gold bonds, now selling at par, in currency:

$1,000 will buy	$1,000 00
1,000 Seven-Thirty gold bonds will yield, in ten years, in gold	730 00
	$1,730 00

If the computation be made to cover twenty years instead of ten, the showing is still more strikingly in favor of the Seven-Thirties.

It is also practically certain that even at the end of ten years a 7-30 Northern Pacific Bond will stand at least 10 per cent. higher in the market than a six per cent. Gold Bond equally secured.

The first mortgage 7-30 gold bonds of the Northern Pacific Railroad, bought at par in currency, are a much more profitable investment—that is, are cheaper—than

1 United States Five-Twenties at	114
2 " New Fives at	111
3 Railroad or Municipal 6 per cent. gold bonds at	95
4 " " " "	92
5 " " currency "	90

Northern Pacifics have Thirty Years to run, are exempt from U. S. taxation, are issued in denominations from $100 to $10,000, and are secured not only by the Road and its earnings, but by 50,000,000 acres of Land, worth at Government valuation $125,000,000.

No Bond could be more secure.

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☞ The certificate of incorporation of the Baltimore, Pittsburgh and Continental Railroad, from the east line of Ohio, in Columbiana county, to the west line, in Mercer county, capital stock $1,000,000, was filed in the office of the Secretary of State, at Columbus, Ohio, on the 28th ultimo. This is the part of the Pittsburgh and Chicago extension of the Baltimore, Connellsville and Pittsburgh Railroad.

Railroad Progress, 1870 to 1871.

The following returns show the changes in the mileage and cost of railroads in the sections specified below, from the close of 1870 to the close of 1871.

The RAILROAD JOURNAL, in its annual tables for the year 1870, gives the following as the approximate statistics relating to the railroads then existing:

SECTIONS AND STATES.	Miles.	Cost.
New England—Maine, N. Hamp., Vermont, Massachusetts, Rhode Island and Connecticut.	4,506.49	$199,658,090
Middle States—N. York, N. Jersey, Penn. Delaware, Maryland and W. Virginia	11,300.62	680,589,976
Southern States—Virginia, N. Carolina, South Carolina, Georgia and Florida	6,155.70	174,519,582
Gulf and S. W. States.—Ala., Miss., La., Texas, Arkansas, Tenn. and Kentucky	6,201.25	217,348,686
Total (24 States)	28.164.06	$1,272,116.834
Average cost of railroads per mile		$45,169

An approximate estimate recently completed and keeping in view the changes to be made up to Dec. 31, 1871, gives the following results:

SECTIONS.	Miles.	Cost.
New England	4,982.65	$288 682,286
Middle States	12.821.31	783 061 509
Southern States	6 567.07	189,584,4 0
Gulf and S. W. States	7 009,52	245,237,434
Total	30,880,55	$1,451,515,609
Average cost of railroads per mile.		$47,186

The increase of mileage and cost in the year is shown in the following deductions:

SECTIONS.	Miles.	Cost.
New England	476.16	$33,974,146
Middle States	1,020.69	102 471.538
Southern States	411 37	15.064 848
Gulf and S. W. States	808.20	27,888,748
Total increase	2.716,49	$179.399 275
Average cost of increased mileage per mile.		$66,053

This increased cost per mile, however, is only apparent, as much of it undoubtedly belongs to expenditures on old lines and the large increase of equipment which most of the great lines have

made during the year. It is scarcely probable that the new roads on an average have cost more than $45,000 per mile, varying of course in different localities and in the quality of the roadway, appurtenances and rolling stock. It must also be taken into consideration that the cost as above given embraces a large mileage in progress, the cost of which is not separated in the published accounts. And yet the apparent increase in cost during the year is only at this rate on all the roads of $2,104, an amount easily consumed in improvements, and rolling stock, and far below the amount of extraordinary expenses on the great through lines, the increasing traffic on which has been accompanied by enlarged demands for increased facilities and accommodation. It is impossible, however, to trace the constant out-go for these purposes; and we feel satisfied of the material accuracy of the very elaborate tables compiled by us, of which the above summary gives the great result. The states of the northwest and west will no doubt show even a larger increase in both mileage and cost proportionately to the extent of their systems. That the sections referred to have now at least as many miles of railroads as are found to exist in the 24 states above summarized, we have no doubt; nor have we the least doubt that were it possible to obtain the statistics of all the railroads in the United States that the sum of them would range from 63,000 to 65,000 miles. In 1860 the population of the United States was 31,484,466, and the length of railroads 31,769, or about 1000 persons to each mile of railroad. In 1870 the population was 38,538,180, and at close of the year the length of railroads was 54,335 miles, or about 700 persons to each mile of railroad. That the population does not increase in the same ratio as mileage is thus certain, and that the breach has widened during the past year is not to be doubted. Notwithstanding this fact most of our railroads are constantly increasing their traffic and making enlarged earnings. Steam power, indeed, is now the great producer and carrier. Man is simply its guardian and guide.

Western Railroad of Alabama.

We have received the Report of this Company for the first fiscal year ending August 31, 1871, from which we learn that under the resolutions of the stockholders of the Western Railroad Company, and the stockholders of the Montgomery and West Point Railroad Company, the entire line of railroad from Selma to West Point, and the branch road from Opelika to Columbus, became the Western Railroad of Alabama, on the 1st of September, 1870. The receipts of the road have been:

From passengers	$265 283 83
From freights	391,739 33
From mail pay	11,152 06
Total	$668,175 22
The expenses of operating the road have been	443,023 19
Leaving net income	$225,152 03

—which has provided for the interest on the debt of the company.

At the time of the purchase, the road to Selma was not entirely completed, the bridge over the Alabama river being unfinished. It was, however, completed and the road opened early in December.

The cost of the road from Montgomery to Selma, 44 miles in length, was		$1,455,402 42
Including interest on debt, discount on bonds, and all expenses up to September 1st, and deducting from it the amount of earnings during the progress of the work. From which deduct the proceeds of the donation of $117,000 of Selma and Meridian Railroad bonds made by the State to aid in building the road		81,800 00
And the actual cost to the company is shown by the books to be		$1,373,602 42
Which was provided for by capital stock	364,100 00	
Cash paid out	1,009,502 42	
	$1,373,602 42	

To provide for the payment of what was due for building the road, after exhausting the proceeds of the first mortgage bonds for $600,000, and to pay the floating debt of the Montgomery and West Point Railroad Company. The second mortgage bonds of the Western Railroad Company for $1,200,000 were issued, bearing interest at 8 per cent., dated September 15th, 1870, and payable on October 1st, 1890. These bonds have been disposed of as follows:

There was deposited with the Central Railroad Bank in Savannah to be given in exchange for the second mortgage bonds of the Montgomery and West Point Railroad Company		$250,000 00
Deposited with John P. King, agent, to take up $150,000 of the bonds of the Montgomery and West Point Railroad Company due January 1st, 1873		$150,000 00
We have on hand		13,000 00
And have sold		787,000 00
		$1,200,000 00
The $787,000 of bonds were sold so as to net the company a fraction less than 90c. and netted the sum of		$706,972 00
Which paid up the balance due for building the road to Selma	$409,502 42	
Debt due the State of Alabama	71,000 00	480,502 42
Leaving a balance of		$226 469 96

—which was appropriated to pay the floating debt of the Montgomery and West Point Railroad Company.

Upon reference to the financial condition of the company, which is shown by the general statement herewith submitted, you will see that a floating debt has been created, amounting to $375,424 05—which has been unavoidable. Upon an examination of the Montgomery and West Point Railroad it was found that the old flange rail, on the main line of the road, between Montgomery and West Point, which has been in use for twenty years, having been laid down on the first opening of the road in 1850, was so completely worn out that trains could not be passed over it with safety. When the repairs were begun it was hoped that the portion of it which had been re-laid with new stringers, within the last three years, might be retained for a year longer, but it was found that, even on this, the iron would not sustain the trains. Scarcely a week passed without having two or three trains off the track, breaking up our rolling stock and damaging freights, and the alternative was presented of thoroughly rebuilding the road, and creating a debt to do it, or working on in its dilapidated and worn out condition, and, by some serious accident on our passenger trains, utterly bankrupt the company; for, in the event of any injury inflicted on passengers, with the road so unsafe, we could have made no defense against claims for the heaviest damages.

Within the year the main road has been put in such thorough repair, as to make it now fully equal in condition to the best of Southern roads. Thirty-eight miles of new rails have been laid down, bridges and culverts repaired, and on the flat and swampy lands on the lower end of the road, 30 miles ballasted. On the Columbus branch which was opened in 1855, and which was laid with a heavier flange rail than the rail on the main line, four miles of new rails, beginning at the Columbus bridge, have been laid down, and with the good flange rails taken up, the remainder of the branch road has been put in as good condition as it can be with the iron now on it. It must, however, all be relaid within the next two years, and as much sooner as the means of the company will warrant. We have now on hand 355 tons of old rails, which will be re-rolled in Atlanta, as soon as we can spare the money to meet the expense.

The amount expended in rebuilding, repairing and improving the road has been:

For 3,360 tons iron laid on 42 miles of road, which has cost the company a fraction less than $60 per ton	$197,675 05
109,200 new cross-ties laid on the 42 miles, 50 cents each	54,600 00
Work of relaying new iron, and ballasting track	25,200 00
Spikes $200 per mile	8,400 00
3½ miles new side tracks, and fitting up track at Opelika	10,000 00
Ballasting 30 miles of track on lower end of road	30,000 00
Cost of 18 Dooly Switches put in place of old frogs	2,160 00
New buildings erected on line of road and in Selma	6,250 00
Repairing and rebuilding bridges, culverts, etc., etc.	12,000 00
	$346,285 05

An examination of the road will satisfy you that, although the amount appears to be large, it has been judiciously expended, for the road is now in a better condition than it ever has been. Beginning without means, it dragged slowly along, and the first portion of it opened for use from Montgomery to Franklin, was worn out before it could be extended beyond that point. From 1855 to 1861, it gradually worked up, paying dividends to its stockholders, and improving year by year in condition.

Utterly ruined at the close of the war, by the destruction of its property, it has been a hard struggle to keep up and run the road, and if I could have foreseen the difficulties and embarrassments to be encountered in sustaining it, when the war closed, I would have urged its sale. I hope it has seen the worst, and that it will steadily continue to improve in value as a property, and in condition as part of the great East and West line connecting the Southern Atlantic cities of Savannah and Charleston with the South-west. New roads are being constructed which will compete with it for the business which it has heretofore had a monopoly of, and others are being built which will bring in to it a new business, and, upon carefully looking at its surroundings, I see no reason why our income should not gradually increase. For the coming year, we will be fortunate if our income holds up to what it was last year, in consequence of the failure of the cotton crop—for we can not hope to move over the road more than one-half the number of bales moved last year.

Within the year, the rolling stock has been increased by the purchase of four locomotives, and the purchase and building of ninety-five freight cars. We have now fourteen passenger cars, nine baggage cars of all classes, two hundred and eighteen freight cars of all classes, and twenty-three locomotives—not as many of either as we should have; but every effort will be made to do the work of the road with the present outfit.

Having done all that is now needed to put the road in condition to move passengers safely and in good time, and to pass freights without delay or damage, the large extra force kept on the road for the past year has been discharged, and every effort will be made to keep the expenses down in proportion to the income.

The company have 23 locomotives, 7 first-class and 7 second-class passenger, 8 baggage and mail, 1 express, 141 box, 44 flat, 16 cab, 10 coal, 1 wood, 6 Green Line, 4 crank and 31 repair cars. Number of miles run by locomotives, 27,571; by passenger, baggage, mail and express cars, 623,191; by freight cars, 1,465,776. Number of through passengers carried, 19,804; do. way do., 94,176—total, 113,980. Bales of cotton transported, 112,503. The superintendent in his report says:

The opening of the road to Selma was so very late in the season, that the business of the road between Montgomery and Selma for the year, gives no test of its value.

The receipts were, from passengers	$46,059 00
From freights	30,171 00
Making a total of only	$76,130 00

Take the amount of gross receipts, $76,130, from the entire receipts of the whole line, which shows an increase of $196,948 57, and it is shown that the increase of receipts on the Montgomery and West Point part of the road is, for the year, $120,818 57. This increase is shown as follows: Receipts of the Montgomery and West Point road,

	Passengers.	Freights.
For 1871	$219,224 83	$372,820 39
" 1870	155,135 21	316,091 44
Increase for 1871	$64,089 62	$56,728 95

Having the advantage of the Selma connection from the opening of this season, I hope, that although we will have to contend against the reduced quantity of cotton to be moved, our gross receipts for the year may be kept up to what they were last year.

Our outfit of engines and cars were found inadequate to the business. Four engines were ordered from Rogers' Locomotive and Machine Works, which were received early in the year, and which have performed the services for which they were built in the most satisfactory manner. Fifty box cars were purchased of the Tredegar Company of Richmond. One first-class passenger, one baggage and mail, twenty-five box, ten platform, and ten coal cars have been built in the company's shops during the year, in addition to doing the repairing necessary to keep the cars in good condition. This has been done without increasing the pay rolls of the car department above those of former years. We have most of the material on hand to complete thirty more box cars, which will be built as rapidly as can be done without adding to our car factory force. With the improved condition of our track, it is believed that our repairs will be so much less than the average of past years, that more time can be devoted to new work, and that, from this time on, everything needed by the road, in the way of cars, can be built in the company's shops.

The financial condition of the company August 31, 1871, was as follows:

LIABILITIES.

Preferred stock		$64,100 00
Common stock		1,944,224 00
First mortgage bonds	$6,500 00	
Mort. bonds of 1866	750,000 00	
First mortgage bonds	600,000 00	
Second mortgage bonds	45,000 00	
Second mortgage b'ds	1,146,000 00	
Income bonds	513,400 00	
		3,160,900 00
Bills payable		200,944 35
Open accounts		270,979 70
		$5,641,148 05

ASSETS.

Road—Cost of 160 miles		$4,757,921 29
Locomotives	$207,300 00	
Cars	208,750 00	
Machine shop materials	41,831 95	
Car factory materials	27,711 47	
Road master's materials	16,831 45	
		502,424 87
Real estate	$65,916 55	
Land on line of road	34 750 63	
Steam mill	6,525 75	
Stock in Ala. & Fla. R. R. Co	20,000 00	
Stock in South & North Ala. R. R. Co	600 00	
John P. King, Agent	150,000 00	
Open accounts	96,764 13	
Cash in hands of treasurer	6,244 83	
		380,801 89
		$5,641,148 05

President.—CHARLES T. POLLARD.

Superintendent.—G. J. FOREACRE.

Commerce of New York.

The foreign imports at New York for the month of October, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n	$14,087,056	$17,423,743
Do. for warehousing	7,163,067	10,315,541
Free goods	1,193,348	2,300,611
Specie and bullion	417,860	605,862
Total entered at port	$22 861,331	$30,645,757
Withdrawn fr. wareh'use	8,802,588	10,862,097

The foreign imports at New York for the ten months from January 1, were:

	1870.	1871.
Entered for consumpt'n	$144,010,203	$182,520,289
Do. for warehousing	100,299,719	121,668,706
Free goods	11,174,186	24,884,789
Specie and bullion	8,799,031	6,192,628
Total entered at port	$264,283,139	$335,266,412
Withdrawn fr. wareh'se	99,738,423	109,487,119

The revenue from customs at New York for ten months from January 1, has been as follows:

	1870.	1871.
Six months	$67,581,811 10	$73,692,107 93
In July	10,592,841 37	11,934,957 33
August	15,078,512 90	16,932,839 65
September	14,182,516 12	15,738,891 86
October	11,161,364 60	12,066,671 28
Ten months	$118,597,046 09	$130,360,468 05

The exports from New York to foreign ports in the month of October, were:

	1870.	1871.
Domestic produce	$16,018,569	$21,775,792
Foreign free goods	1,905	15,092
Do. dutiable	638,930	585,343
Specie and bullion	2,416,356	2,086,891
Total exports	$19,075,760	$24,443,118
Do. exclusive of specie	16,659,404	22,356,227

The exports from New York to foreign ports for ten months from January 1, were:

	1870.	1871.
Domestic produce	$142,440,575	$188,170,458
Foreign free goods	334,800	1,011,954
Do. dutiable	8,416 680	6,479,259
Specie and bullion	51,344,339	59,706,815
Total exports	$202,536,394	$255,368,481
Do. exclusive of specie	151,192,055	195,661,666

☞ The earnings of the Toledo, Wabash and Western Railroad in November, 1871, were $531,079; in November 1870, they were $425,687—an increase of $105,392.

Old Colony and Newport Railroad.

The annual meeting of the stockholders of this company was held in Boston on the 27th ult. The Annual Report was read and placed on file. The next business in order being the choice of directors, Judge Bennett of Taunton moved that a committee of five be appointed to distribute, collect and sort ballots. The committee thus appointed consisted of the following gentlemen: E. H. Bennett of Taunton, John R. Brewer of Boston, E. C. Sherman of Plymouth, J. H. French of Bridgewater and Joseph S. Beal of Kingston.

The only printed ticket in circulation was that containing the names of the old board, with a single exception—the name of Charles F. Choate of Boston being substituted for that of Francis B. Hayes of Boston, that gentleman being absent in Europe. The Auditor's report was then read and accepted.

The acceptance of Chapter 54 of the Acts of Legislature of 1871, authorizing an increase of stock, was then brought up by Mr. Charles F. Choate, who stated in explanation that there was a mortgage on the road of $3,000,000, which must be met sooner or later, and that the most eligible way would be to increase the capital stock. He moved, therefore, that it be increased to $6,500,000, the new stock to be issued by the directors when required by the necessities of the company. Unanimously adopted.

The acceptance of Chapter 325 of the Acts of Legislature of 1871, authorizing the corporation to construct the Shawmut Branch Railroad, was then brought before the meeting, and the subject discussed at some length. It was finally voted to ratify, approve and confirm the action of the directors in regard to the location and construction of said branch road and to authorize the issue of stock to an amount not exceeding $100,000 to defray the expense thereof.

It was voted to authorize the directors, in behalf of the corporation, to subscribe for stock in the Plymouth and Sandwich Railroad Company, or to guaranty its bonds under the provisions of law to an amount not exceeding $133,000. Also to authorize the directors, in behalf of the corporation, to aid in the construction of the Plymouth County Railroad so far as authorized by law to such extent as they might deem expedient.

Mr. Choate stated that as under the present by-laws no provision existed by which vacancies could be filled in the Board of Directors, he moved that they be so amended that such vacancies should be filled by the Board.

Mr. Holmes objected to placing such power in the hands of the Board, and said he believed the stockholders should have a voice in the matter. An amendment was subsequently offered by Mr. Holmes, providing that vacancies not exceeding two in one year should be filled by the directors.

It was moved and carried that the Auditing Committee of the past year be elected for the ensuing year.

The committee on counting the ballots reported the following list of names as constituting the new Board of Directors, the whole number of shares represented being 20,207:

Onslow Stearns, Boston, Mass.; Uriel Crocker, Boston, Mass.; Benjamin Finch, Newport, R. I.; Charles F. Choate, Boston, Mass.; Oliver Ames, North Easton, Mass.; Samuel L. Crocker, Taunton, Mass.; Jacob H. Loud, Plymouth, Mass.; John S. Brayton, Fall River, Mass.; Royal W. Turner, Randolph, Mass.

On motion adjourned.

☞ The Southern Central Railroad, extending from Fair Haven to Athens, Pa., was formally opened on the 28th ult. The road is 117 miles in length, passing Weedsport, Auburn, Dryden, Owego and various other minor towns, to Athens, Pa., and from thence, by other roads, through the most famous coal regions of Pennsylvania, to Philadelphia.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are lease roads.	Stock Outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355 000	J. & J.	Jul. '71 3½
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlantic and West Point..100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ..100	5,545,225	.....	.....
Atlantic & Gt. Western ..50	25,879,923	.....	.....
" " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept. '71 2
Augusta and Savannah ..100	733,700	J. & J	Jan. '70 4½
Baltimore and Ohio.....100	13,151,962	A. & O.	Oct. '71 4
Do. Washington Br.....100	2,880,000	A. & O	Oct '71 5
Baltimore City Passenger....	670,000	J. & J.	July '71 4
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A J&O	July '71 1½
Bloomsburg & Corning.*.... 50	250,000	J. & D.	Jun. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '71 4
Boston, Concord & Mont..100	459,400	.....	.....
Do. do. pref.100	1,340,400	M. & N	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4½
Boston and Maine.....100	4,471,275	M. & N.	Nov. '71 3
Boston and Providence 100	3,700,000	M. & N.	Nov. '71 5
Broadway (South Boston) 50	400,000	J A J.O	Oct. '71 2½
Broadway & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City 10	1,000,000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt'n..100	394,800	.....	July '70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	980,000	M. & N.	May '71 3½
Bufalo and Erie..... 100	5.00 ,000	F. & A.	Aug '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	7 7,800	A. & O.	Oct '71 4½
Camden and Amboy.....100	5,847,800	F. & A.	Aug. '71 3
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,600	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	Jul'71 2½
Cape May and Millville* . 50	447,000	J. & D.	Dec. '71 3
Catawissa 50	1,1 9,500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'71 3
Cayuga & Susquehanna..* 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. prof..100	765,000	M. & N.	Nov '71 3
Central of Georgia.....100	4,666,900	J & J	July '70 5
Central of New Jersey....100	15.000 000	J.A J&O.	Oct. '71 2½
Central Ohio..... 100	2,4.5,000	J & D.	Dec. '71 3
Do. pref.....100	400,000	J & D.	Dec. '71 3
Cen. Park, N. & E. River.100	970,000	.....	ct. 67 2½
Chemung*.....10	380 000	J.A J&O	n. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	ly '71 2
Chicago and Alton.....10	8,925 500	M & S.	Sept. '71 5
" " pref...10	2,425,4 0	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy . 50	18,590,210	M. & S.	Sept '71 5
Chicago, Iowa & Nebras*.1 0	1,000,000	J. & J.	July '71 5
Chicago and Milwaukee*.10	2,227,000	.....	.....
Chicago & N. Western....100	14,8 5,629	J. & D.	June'71 5
" " pref.100	20,370 293	J. & D.	Dec'71 3½
Chicago, R. I. & Pacific....10	17,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton.....100	3,000,000	A. & O.	Oct. '71 4
Cincinnati City Passenger....	.....	J'n & J'l	Jan.'68 2
" Street	.....	J. & J.	Jan.'0 92
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov. '71 3
Citizens' Passenger (Phil.) 5	192,750	J. & J.	July '71 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Aug'71 3
Cleveland & Mahoning*.... 5	2,000,750	M. & N	Nov'71 3
Cleveland and Pittsburg... 50	7,494,988	F.M.A.N	Nov '71 2½
Cleveland and Toledo* 50	3,000,000	F. & A.	Aug. '71 4
Columbus and Xenia*..... 50	1,786,800	M.J.S.D.	Sept. '71 2
Concord 10	1,500,000	M. & N.	Nov. '71 3
Concord & Ports., guar....10	350,000	J. & J.	July'71 3½
Coney Island & Brooklyn 1	500,000	.....	1
Conn. & Passum'c. riv. pref. 00	2,084,200	F. & A	Aug.'71 3
Connecticut.	4,0 0,000	J. & J.	Jan. '72 5
Cumberland Valley	1,316,900	A. & O	Oct '71 4
Danbury and Norw'k ... 5	400,000	quarterly	Dec. '70 3
Dayton and Michigan.....1	4,400 000	.....	.....
Delaware*. 5	1,107.291	J. & J.	July '71 3
Del., Lackaw & Western. 50	16,277,500	J. & J.	Dec.'70 6
Des Moines Valley.....10	1,020,200	.....	.....
Detroit & Milwaukee..... 10	452,350	.....	.....
" " pref.10	2 000,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.. 10	1,2 0,000	F.M.A.N	May'70 2½
Dubuque and Sioux City*.0	5,000,000	J. & J.	July'71 2
Do do. pref 10	.....	J. & J.	July '71 2
East Mahanoy 50	392,550	J. & J.	July '71 3
Eastern (Mass.)..... 10	4,062,000	J. & J.	July '71 4
Eastern (N. H.)..... 100	492,000	J. & J.	July '71 4
East Pennsylvania 50	1,309,200	.....	July '71 3
East Tenn., Va. and Ga....10	1,969,524	.....	.....
Eighth Avenue (N. Y.)...10	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.10	800,000	F. & A.	Aug '71 2½
Elmira & Williamsport*. 50	800,000	M. & N	Nov'71 2½
Do. do. pref. 50	800,00	J. & J.	Jun. '71 3½
Erie Railway 100	5,000,00	F. & A.	Feb.'68 4
Do. pref.....10	8,532,91	Annual	Dec'69 7
Erie & Pittsburg 50	999,780	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.10	1,1 0,44	.....	.....
Fitchburg..... 100	3,040,000	J. & J.	July '71 4
Fitchburg & Worcester...10	249,000	J. & J.	Jan. '69 5
Flint and Holly 100	500,000	M & N	Nov'67 5
Forty Sec. St. & G. St. Fy.100	750, 00	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	401,620	J. @ J.	July '71 3
Georgia 100	4,156,000	J. & J.	July '71 4
Germantown (Phila.)..... 50	114,245	J. & J.	July '71 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '71 3
Granite..... 10	.....	M. & S.	Mar.'71 4
Green and Coates St.(P 50	150,000	J. & J.	July'71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A J&O	Oct. '71 3
Hannibal and St. Joseph..100	4,151.700	.....	Aug'70 3½
Do. do pref.100	5,078.224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'71 3
Housatonic..... 100	320.000	.....	.....
" pref 100	1,180,000	J. & J	July '71 4
Huntingdon & B'd Top ... 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jn. 68 3½
Illinois Central 100	25.280,240	J. & J.	Aug.'71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2.000,000	J. & J.	Jan. '68 3
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct. '71 1½
Joliet & North. Indiana*.100	300.000	J. & J.	July '71 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '71 4
" " guar. 100	833,500	F. & A.	Aug.'71 4
Lackawanna & Bloomsb... 50	1 535,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July '71 3
Lehigh and Mahanoy..... 50	2,158,668	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A J&O	Oct.'71 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J. S.D.	Sept.'71 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'71 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex..... 50	1,623,482	J. & J	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'71 4½
Louisville and Nashville..100	8,680,912	F. & A.	Aug. '71 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '71 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 3
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi..... 100	400,000	F. & A.	Dec. '70 3
Memphis and Charleston..100	5,312,725	.....	June 69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July '71 6
Michigan Central 100	13,225 848	J. & J.	July '71 5
Middleboro' and Taunton..100	149,029	J. & D.	Dec. '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Mill Creek and Minehl.*. 50	323,375	J. & J.	July '71 4
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	.....	Dec.'70 7s
" " pref.....100	10 424,903	.....	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J & J.	July '71 3½
Mobile and Ohio 100	4,269 820	.....	.....
Montgomery & W. Point..100	1,44 .10.	J. & D.	Dec.'67 4
Morris and Essex*..... 50	1 900,950	.....	Jun.'71 3½
Mt. Carbon & Pt. Carbon* 50	182,300	J. & J.	July '71 4
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'71 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck 100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton..100	500,000	M. & N.	Nov. '71 4
New Haven & N London..100	738,538	.....	.....
N Haven & Northampton.100	1.600,000	J & J.	Jan. '69 3
New Jersey 100	7,297,200	F. & A.	Aug. '71 3
New London Northern....100	1,003,500	.....	July '71 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Oct. '71 4
" Certificates.100	44,428 350	A. & O.	Oct. '71 4
New York and Harlem.... 50	8,500,000	J. & J.	July '71 4
" " pref. 50	1,500,000	J. & J.	July '71 4
New York & New Haven.100	9,000,000	J. & J	July '71 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	July '71 5
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	Jan. '71 3
North Carolina..... 100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'71 3
North Eastern (S.C.) pref.100	150,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '71 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5
Norwich & Worcester 100	2,304,400	J. & J.	Aug. '71 5
Ogdensb. & L. Champl'n..100	3,051 800	J. & J.	July'71 3½
" pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Dec.'71 3½
Oil Creek & Alleghany R. 50	4,25 ,450	J.A J&O	Oct. '71 2½
Old Colony & Newport ...100	4,959,02	J. & J.	July '71 5
Orange and Newark 100	250,550	.....	.....
Oswego and Syracuse..... 50	432,400	F. & A.	Aug.'71 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama..... 100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo....100	248,000	J. & J	Jan. '71 4
Paterson and Hudson River 100	630 000	J. & J.	July '71 4
Pennsylvania 50	33,850,000	J. & D.	Dec. '71 5
Peoria & Bureau Valley*..100	1,200,000	F. & A.	Aug '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg..... 100	1,52 ,200	J. & J.	Jan. '71 3
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	July '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	July '71 5
Do. Do. preferred. 50	1,901,800	J. & J.	July '71 5
Phil., Ger. & Norristown* 50	1,897,250	M. J.S.D.	Dec. '71 3
Phila. and Trenton*..... 100	1.09 ,120	F. & A.	Aug '71 3
Phila., Wil. & Balt..... 50	9,620,850	J. & J.	July'71 4
Philadelphia City..... 50	100,000	J & J.	Jan. '71 3
Philadelphia and Darby... 50	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry .. 25	217,097	J. @ J.	July'70 2½
Pittsb., Ft. W. & Chi. gtd.*100	19,864,000	J.A J&O	Oct. '71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '71 3
Portland and Kennebec.....100	616,700	J. & J.	July '71 3
Do. Yarmouth Stock...100	202,400	A. & Q	Oct. '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500.000	J. & D.	Jun.'71 5
Ports., Gt. Falls & Conway100	170,000	J. & J.	July'71 4
Providence & Worcester..100	2,000,000	J. & J.	July'71 5
Raleigh and Gaston.....	.....	.....	July'71 6
Rensselaer and Saratoga .100	6,000,000	A. & O.	Oct. '71 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb'g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,998.900	J. & J.	July '71 4
Rutland preferred..... 100	1,831,400	F. & A.	A'g 71 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2.040.000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov. 71 3
Sand., Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'71 5
Schuylkill Valley* 50	576,050	J. & J.	Jul. 71 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.)... 50	130,000	.....	Dec. '70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'71 3
Shore Line..... 100	656,200	J. & J.	Jul.'71 3½
Sixth Avenue (N. Y.) 100	750,000	.....	May '70 –
Somerville 100	75,000	M. & N.	Nov.'71 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	250,685	.....	Jul. '68 3
South Western, Georgia.*100	3,939,900	F. & A.	Aug.'71 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	Nov.'70 3
Stockbridge & Pittsfield*100	448,700	.....	.....3½
Summit Branch..... 50	250,000	F. & A.	Aug '71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	400,000	J. @ D.	July'71 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 –
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'71 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref.100	1,200,000	.....	.....
Tol., Wabash and West...100	14,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May 70 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'71 3½
Union Transport'n (Bos.)..100	200,000	M. & N	Nov.'70 4
Union (Phila.) 50	291.47	J. @ J.	July'71
Utica and Black River.....100	1,666,000	J. & J.	July '70 3
Vermont and Canada*.....100	3,000,000	J. & D.	Dec. '71 4
Vermont Central..... 100	5,000,000	.....	.....
Vermont and Massachu'ts..100	2,500.000	J. & J.	July'71 2
Vicksburg and Meridian....100	357,408	.....	.....
Virginia Central 100	2,353,67	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,6 8	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug '71 4
West Philadelphia..... 50	249,100	J. & J.	July'71 3
Wilm. and Weldon..... 100	1,463,77	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. 71 3
Warren..... 100	1,547,650	.....	.....3½
Worcester and Nashua ... 10	1,400,555	J. & J.	July'71 3½

CANALS.

Chesapeake and Delaware 50	1,983,58	J. & D.	June'71 3
Chesapeake and Ohio 25	8,228,598	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. 71 4
Delaware and Hudson..... 100	15 000 000	F. & A.	Aug '71 5
Delaware and Raritan.....100	5,847,677	F. & A.	Aug.'71 3
Kr e of Pennsylvania..... 50	84,000	.....	.....
Lehigh Coal and Navigat. 50	8,739 800	M. & N.	M'y '67 5
Monongahela Navigation. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 100	1,025,000	F. & A.	Sep.'71 1½
" (preferred)..... 100	1 175,000	F. & A.	Sep.'71 3½
Pennsylvania 50	4,300 000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,5 8,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,880	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '66
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'29 3
West'n Union Telegraph..100	35,000,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 50	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,700,000	FMA&N	Aug'71 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal.....	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,500,000	J. & J.	Oct. '71 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	.....	Dec. '71 3
Am. Merchants Union Exp.100	10,000,000	.....	July'72 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	5,000,000	.....	Aug.'71 3

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Dec. 1, 1871.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	109½
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,728,000	6	Jan. & July.	1880	113½
.. ..coupon	4,687,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861.....registered	124,981,150	6	Jan. & July	1881	113½
.. ..coupon	64,340,050	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s).....registered	76,714,850	6	May & Nov.	1882	110½
.. .. .. (5-20s).....coupon	379,100,350	6	" "	1882	110½
Loan of March 3, 1863.....registered	53,363,750	6	Jan. & July.	1881	113½
.. ..coupon	21,636,250	6	" "	1881	117½
Loan of March 3, 1864 (5-20s).....registered	2,492,500	6	May & Nov.	1884	111½
Loan of June 30, 1864 (5-20s).....registered	40,936,350	6	May & Nov.	1854	110½
.. .. .. (5-20s).....coupon	40,924,250	6	" "	1884	111½
Loan of March 3, 1865 (5-20s).....registered	43,079,300	6	May & Nov.	1885	111½
.. .. .. (5-20s).....coupon	120,258,200	6	" "	1885	111½
.. .. 2d series (5-20s).....registered	68,463,050	6	Jan. & July.	1885	114½
.. .. .. (5-20s).....coupon	166,243,050	6	" "	1885	113½
.. .. 3d series (5-20s).....registered	91,160,000	6	Jan. & July.	1887	110½
.. .. .. (5-20s).....coupon	229,817,500	6	" "	1887	114½
.. .. 4th series (5-20s).....registered	12,006,500	6	Jan. & July.	1888	114½
.. .. .. (5-20s).....coupon	26,660,050	6	" "	1888	114½
Loan of March 3, 1864, (10-40s)....registered	138,629,050	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s).....coupon	56,528,250	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71.registered	54,483,150	5	F. M. A. & N.	1881	....
.. .. coupon	8,313,250	5	" " " "	1881	109½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" " " "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" " " "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	23,490 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	2	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'96	113
U. S. Notes and Fractional Currency.....	397,758,837	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'56-'58	28½
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	53
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111½
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10–20s)..	5,927,000	6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10–20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	84
.. — " " " 1842 to 1843.....	273,000	7	Various.	'72-'74	92½
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	84½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	91½
Illinois—Interest Bonds of 1847.....	260,695	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841–'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	65½
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'85-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1900	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	449,500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	209,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	106
.. —Southern Relief Bonds.....	100,000	6	" "	1872	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	7-'-'	....
.. —	275,000	5	April & Oct	'73-'7-	....
.. —	320,000	5	May & Nov.	'72-'8-	97½
.. —	133,000	6	June & Dec.	'72-'7-	....
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July	'71-'7-	108½
.. — .. .. of 1863	600,000	5	" "	'7-'7-	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. of 1864.....	4,379,580	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cnr. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1880	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	500,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1900	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'78-'88	100
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1858	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	95½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	70
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	84½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	71-'73	100½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	84-'88	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	71-'74	99
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	105
.. — .. of 1863 (free).....	1,002,900	6	" "	85-'90	....
.. — .. of 1864.....	593,400	6	" "	97-'0-	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	99½
.. — .. Bonds.....	21,089,000	7	" "	1877	100½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	108
.. —	5,150,100	6	" "	1878	....
.. —	2,099,000	6	" "	1874	107½
.. —	473,000	6	" "	1875	107
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	95½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	19½
.. — .. .. (new).	1,759,000	6	April & Oct.	'93-'98	
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	21
.. —	1,821,400	6	April & Oct.	1899	
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	14
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (").....	1,500,000	6	" "	1875	103½
.. — .. (").....	4,095,399	6	" "	1881	104½
.. — .. (").....	2,400,000	6	" "	1886	106½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	93,850	5	Feb. & Aug.	1872	96
.. —	4,731,300	6	" "	1873	102
.. —	90,400	5	" "	1877	96
.. —	7,890,550	6	" "	1877	106½
.. —	726,950	5	" "	1882	96
.. —	9,237,050	6	" "	1882	108
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	102½
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1867	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	101
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	5	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	5	Jan. & July.	1870	....
.. — .. bonds (stg.)....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,097,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1868....	1,265,800	6	J. A. J. & O.	1888	27
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	29½
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	67½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	67
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds.....coupon	11,108,000	6	" "	"	63½
.. — .. .. stg.....	1,865,000	6	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	60
.. — .. .. (sterling).....	460,256	6	" "	"	....
West Virginia—Probably a third of the Debt	of Virginia.	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	gold 16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free	gold 15,000pm	7*	Jan. & July.	New York.	1900	80
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	gold 16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	gold 3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)	gold 7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	5	Jan. & July.	Baltimore.	1875	6
Loan of 1850	579,500	6	" "	"	1880	96½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870	sterling 3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '59 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1890	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1876	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1868	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	499,500	6	March & Sept.	Princeton.	1855	82
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug.	"	1857	85
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State.	gold 4,000,000	7*	Jan. & July.	Charleston.	1895	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	84
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'80-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1855	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1854	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	27½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m. b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1872	....
Scrip certificates	330,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga.	gold 3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund	gold 2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	68½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1880	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	94½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,666 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90½
Dollar Loan of 1889	666,000	6	March & Sept.	" "	1889	91
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	94
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	87
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95½
Cedar Falls and Minnesota (Ill. C.:)						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	80
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	8*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free	gold 16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	754,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st Mortgage	gold 26,010,000	6*	Jan. & July.	New York.	'95-'99	105½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1885	100
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	8	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1886	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	5	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,825,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	44	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	735,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	5	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1880	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. R.R. (31½m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40m) guar.	800,000	8	" "	" "	1890	98
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1886	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Interest (f'ded coup.) b'ds(193m.)	755,000	7	May & Nov.	" "	1883	95
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	92½
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil. R. R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	16 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi. & Mil. R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort. (Mad. Exten.) 126 m. g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Men. Exten.) 120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102½
Chi. & Southwes'n(C., R.I. & Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar. & Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1896	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1895	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf. & Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'97	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	81
1st Mort. (San., Day. and Cin.)	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indinnapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R. R.)	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 ....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1886	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	95
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85½
Consol. sk'g f'd Mort. $5,000,000	528,000	7	May & Nov.	" "	1900	92½
Cleveland & Toledo (L.S. & M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	102
2d Mortgage of 1866	564,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	116,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,100	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C. & A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund	15,000,000	7	April & Oct.	New York.	1908	89½
2d Mortgage Consol. sk'g fund	5,000,000	7	Jan & July.	" "	1909	72
Columbus & Ind. Cen. (C.C. & I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,245,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1900	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	92
Notes payable, coupon tax free.	559,429	7	" "	"	1876	100
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	89
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1899	....
Coun. Bluffs & St. J. (K.St.J. & C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1896	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky. Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1895	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1898	....
1st Mort. (George's Cr. assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1854	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E. St. Louis (T. W. & W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1900	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Senf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct	" "	1875	101
2d Mort. (General)	1,633,000	7	March & Sept	" "	1891	97
Denver Pacific:						
1st Mortgage (Land grant) ..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1895	....
Income Bonds	462,000	7	Jan. & July	" "	1854	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) ....guar	1,080,000	8	June & Dec	New York.	1890	87½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770,000	8	Jan. & July	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1876	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1876	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,916,639	6	" "	NY. & Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.)	150,867	6*	May & Nov.	NY & London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1850	....
Dixon, Peoria & Han. (C.B. & Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	95½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1891	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	90
Loan of 1865	160,000	6	April & Oct.	"	1885	95½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1900	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	93½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	87
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1908	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1900	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	985,000	7	May & Nov.	" "	1875	96½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1859	....
Gr. Rapids & Indiana (P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	....	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,000	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T.W&W)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (W. of Decatur)	2,500,000	7	Feb. & Aug.	"	1888	98½
1st Mortgage (Gt.W.R.R. of 1859)	2,500,000	7	May & Nov.	"	1893	80½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1856	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,765	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1900	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1908	88
Hannibal & Cen. Mo. (C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	94½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	" "	1885	93
1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	97
1st Mort. (Kan. City & Cam. R.R.)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	100
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1905	47
Illinois Central						
1st Mortgage Construction	3,000,000	7*	April & Oct.	New York.	1875	105½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	85
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") 179 m.	1,566,000	7	June & Dec.	" "	1893	69½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,430,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1905	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1860	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	498,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 35 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1875	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1880	....
Kalam., Alleg.& Gr.R.(L.S&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	..
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	..
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,235	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1883	....
3d Mortgage (" ")	1,000,000	7	April & Oct	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	94
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.R.R.52½m)	5,258,000	7	May & Nov.	" "	1885	101
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	97½
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	90
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Al.& Gr.R. R.R.)	840,000	8	" "	" "	1888	....
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.R.R.lands,&c.,8 F.free.gold	4,500,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1890	92
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of '70(reg.)tor $6,000,000	1,050,000	7	" "	"	1900	101½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1896	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin.and Lexington:						
1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	18.5	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guarnnteed.....	300,000	7	Jan. & July.	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1900	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1876	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,223,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,287	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	....
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	104½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	114
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	104½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct	" "	1882	....
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	103
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	....
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	108½
Michigan Southern & North. Ind.						87½
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	101
2d Mortgage.....	2,693,000	7	" "	" "	1877	97½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	183,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	90
1st Mortgage (Minn. Cent.).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.).....	1,008.000	7	" "	" "	....	90
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	95
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,930	6	Jan. & July.	" "	1892	...
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S..J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n $1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1886	....
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18:0	....
1st Mortgage.....	295.000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,000	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000 000	7	March & Sept.	New York.	1914	102
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	98½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven	1888	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,628	6	May & Nov.	New York.	1883	91
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1,'69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900.000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(r.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	...
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.)						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31.500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	88½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	95
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage	1,223,000	6	April & Oct.	"	1900	85½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1865	2,019,000	6*	" "	"	1905	93½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	....
3d Mortgage (" ")	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	83
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	96
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage	560,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	86
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1554	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	83½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1890	102
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	8	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19.350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97½
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,800	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1895	97½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1900	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1906	93
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'95	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	88½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	98½
3d Mortgage	3,598,000	8	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	99½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843–44–48 & 49	1,521,000	6	" "	"	1880	90
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	5*	" "	"	1880	....
Sterling Loan of 1836	268,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	99½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construct'on bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1900	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851–'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1905	....
Portland loan	100,000	6	—— & ——	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	—— & ——	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	8	—— & ——	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1863	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1900	87
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	98
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1900	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	77½
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,000	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N.Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund.	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	85
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	98
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	77
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guarnnteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	91½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,365,000	7	April & Oct.	New York	1894	94
2d Mortgage of May 1, 18 8	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94- 96	....
St. Louis and St. Joseph (N. Mo.)						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	New York.	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1930	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	228,900	6	Feb. & Aug.	Boston.	1873	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guarnnteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871, on 44 m.	160,000	7	Jan. & July.	New York.	1901	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	200,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	484,000	7	— & —	New York.	1900	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	151,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	308,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1900	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	850,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	95¼
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	90
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	87
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1895	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1878	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	91¾
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	79
Income Mortgage	10,000,000	10	March & Sept.	"	1874	81¼
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	83½
2d Mortgage	1,500,000	7	" "	"	1891	35
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1883	101
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	84
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	290,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	77
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88½
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1900	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1908	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	795,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	96
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79½
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.)						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	82
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1936	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	90½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	101½
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1890	....
Winona & St. Peter (C. & W. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	....
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	96
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)		Δ				
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1885	....
Bonds for Interest prior to 1860.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	88
Mortgage Loan	2,0 0,000	6	" "	"	1897	92
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92½
Gold Loan	980,000	6*	" "	"	1894	93½
Convertible Loan	1,996,879	6	" "	"	1877	82½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	92
2d Mortgage	235,000	6	" "	" "	1876	....
Boat Loan, sinking fund	236,965	7	" "	" "	1885	85½
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	78½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	80
Plain Bonds	171,354	6	—— & ——	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	500,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	63
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	603,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	95½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	666,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	83
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Miles Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.9	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	278	Albany and Susquehanna ¶ ...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	91½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6 8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53 0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶. Ga.S.C.&N.C.	.....	.....	.....	.....	—	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point .....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	463,716	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Trunk.	—	—	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	141
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,934	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	5,680,685	—	1,693,629	—	103.5	.....	.....	.....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	—	—	2,000,000	3,000,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	—	—	625,000	150,000	105,000	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.2	1.6	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	26?.0	54,310	.....	.....	36,000	36,000	—	100	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	—	—	—	.....	1,100,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	67.0	—	8.0	—	28	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	—	.....	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	—	—	600.000	—	—	—	—	.....	.....	.....	42,000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	FallBrook Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	165	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,928,629	*	2 154 639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	144
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass	1,205,982	395,085	100,000	68,790	872,600	800,500	188,652	30,942	65.0	.....	.....	10 mos.	286,281	86,416	—	100	65
Mar. 31, 1871	93.5	—	9.0	....	18	20	16	378	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	—	—	—	.....	.....	.....	—	177.0	.....	.....	10 mos.	470,732	110,948	—	100	24
Sept. 30, 1870	26.7	10 9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,216,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186 879	8	100	137
Sept. 30, 1870	74.2	8.8	64.3	—	46	20	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	143½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	2,736.169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,126	279,504	10	100	145
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & operated by	Erie.)	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,870	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	—	—	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Trunk.)	—	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,920	.....	.....	498,552	—	107,655	—	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	58	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	102½
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Burlington &	Mo.River.)	—	—	—	100	34½
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chicago, Burlington &	Quincy	—	—	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	....
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	.....	.....	.....	.....	.....	10	100	136
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	60.0	(Leased	& oper. by	Camd and Amboy.)	42,432	6	100	....
Sept. 30, 1870	64.9	1.9	30.7	—	8	15	7	189	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	.....	334.444	159,229	—	100	....
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	—	—	.....	.....	10 mos.	212,924	92,011	5	100	69½
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	—	—	—	—	(Leased	and oper.b	y West Jersey.)	—	—	6	100	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	.....	589,110	—	—	—	67.5	337,491	.....	.....	655,912	231,106	—	50	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	—	—	281,164	200,000	—	—	—	(Leased	and oper.	by Dela., L. and W.)	54,000	9	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	—	—	7,620,000	3,615,000	—	—	—	(Leased	and oper.b	y Illinois Central.)	.....	.....	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	—	(Leased	and oper.b	y Chic. and N.W.)	479,675	—	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,200	1,106,298	4,666,100	789,000	1,012,046	106,552	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	—	—	—	5,550,000	2,960,000	—	—	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,042	—	97.0	2,345,045	40,499,888	158,096,552	4,893,514	1,881,297	8	100	111
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	—	—	3,000,000	2,500,000	—	—	—	(Leased	& oper. by	B.& Ohio.)	842,486	68,323	—	100	30
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶...California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	....	3,502,103	.....	.....	7,920.711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32.290	28.219	—	100	....
Sept. 30, 1870	23.0	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany....N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hud. C. Co.)	.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	25,630	1,152,757	3,354,027	6,919.962	.....	.....	227.4	427,428	6,086,373	7,213,298	677.325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,867,041	322,206	44,000	198,490	2,085,925	807,000	—	168,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.and Read.)	.....	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	620,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	117
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,068	Chicago, Burlington and Quincy..Illinois.	16,871,090	4,723,545	9,295,928	1 964,317	16,590,510	71,569,459	1,888,023	2,797,889	642.0	4,113,832	56,320 468	206,949,525	7,207,685	2,779,011	10	100	129½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,580,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)			.....	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich'gan Central.)			.....	.....	—	100	...
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	80	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	30,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353			406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	—	—	(Leased & oper. by Tol. Wab. & Western.			.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,558,854	3,340,225	1,099,607	—	100	50½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,500	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	54.0	(Leased & oper. by Pennsylvania.)			7	50	104		
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,996	820,071	75.0	875 644	.....	.....	2,412,150	843,903	12	100	
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford. Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)			.....	.....	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,062	131,451	2,000,000	341,000	126,188	44,606	119.8	.....	.....	.....	752,097	141,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	.....	.....	2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	.....	.....	834,250	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4 224	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—	—	—	2,750,000	2,750,000	—	—	—	(Under construction on $35,000 p.m.)			.....	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	7½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,567	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,506	18,034,663	59,549,690	1,703,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	...
Dec. 31, 1870	188.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	50	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In course of construction.)			.....	.....	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000	—	—	—	—	(Recently completed.)			.....	.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,978	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*			6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)			—	7	—	100	...
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)			—	8	—	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	10	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	—	—	42.0	(Recently completed.)			.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	—	—	—	(Leased & oper. by L.Sh. & Mich. So.)			.....	6	—	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	—	—	—	(Leased & oper. by Michigan Central.)			—	8	—	100	...
Dec. 31, 1870	203.0	61.0	15.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,550	1,790,777	—	551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	—	—	112.0	(Oper. by bondholders.)			.....	.....	—	—	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	—	—	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	—	—	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	—	—	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,325,000	2 279,335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	—	—	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	—	—	—	(Under construction.)			.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500,000	—	—	37.0	46.561	.....	.....	60.686	14,497	—	100	...
Dec. 31, 1870	639.9	473.1	269.8	—	299	178	69	8,007	Lake Shore & Mich. S..N.Y., P. & O. Ind. Ill.	44,967,820	9,128,031	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	89½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4.000.000	.....	.....	.....	—	(Under construction at $33,000 p. m.)			.....	.....	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Leased & oper. by Phg. Ft. W. & Chi.)			49 507	—	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	.....	2,649,230	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)			—	—	—	50	...
Dec. 31, 1870	105.0	61.7	78 5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	.....	.....	18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	119½
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900,000	900,000	.....	.....	—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,603	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096.503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	80.0	—	....	73 0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns—Is near completion.)			.....	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to P. Bl. 70 m. i			n 1871.)	.....	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	94	
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1.500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)			.....	.....	—	100	...
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,259	—	50	...
Jan. 30, 1871	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000 pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)			.....	.....	—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	50,718	2,472,183	2 859,520	1,245,770	350,337	171.1	620,895	13.955,245	12,174,094	948,748	221 845	—	100	...
Jun. 30, 1870	185.0	196.0	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	—	.....	.....	3,000 000	—	.....	.....	289.0	(No returns of operations published.)			.....	.....	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,844,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			934	17	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,668	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			—	6	100	...	

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania	600,000	.....	—	—	600,000	—	—	—	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	1,631,900	770,000	—	—	—	35.0	(Operat	ed by Geo	rgia.)	59,410	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	16	10	5	150	Macon and Brunswick	Georgia.	6,422,616	539,956	124,858	222,040	2,334,118	3,800,000	55,172	90,175	—	196.0	348,922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862	—	166.0	292,258	.....	.....	692,585	261,273	10	100	....
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,387	—	—	180.8	(Leasec	& oper. by	Phila.& R	eading.)	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	28	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	—	123.8	229,572	6,581,631	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	—	26.0	76,227	1,716,229	942,664	196,616	102,629	10	100	147½
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Sept 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	688,185	—	13,000	1,452	258,000	300,000	98,555	—	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	.....	13,963,978	5,324,528	1,320,152	—	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	....
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,660,000	*	.....	.....	2,500,000	150,000	.....	—	—	40.0	166,280	.....	11,093,783	745,291	326,760	....	100	....
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	.....	—	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	.....	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	—	—	—	3,000,000	—	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	—	328.0	801,661	.....	.....	1,417,441	522,919	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarkesv. and Louisv. ¶	Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	—	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	—	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,529,000	590,810	—	—	130.3	457,576	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—	—	—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recenti	y sold b	y bondho	lders.)	800,000	250.000	424,500	—	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	—	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	118½
Dec. 31, 1870	56.5	—	2.9	—	.....	.....	.....	.....	Michigan Lake Shore	Michigan.	832,985	*	.....	.....	41,048	880,000	.....	—	—	56.5	(Comme	nced oper	ations Aug	29, 1870.)	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	—	8.5	17,791	214,339	113.113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,688	—	—	—	84,587	.....	10,151	—	—	—	(In prog	ress. Leas	e to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,888	—	—	—	110,050	225,000	56,350	—	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	6	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	—	(Road o	perated by	contr ct's.	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.8	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	323,375	—	—	—	—	3.8	(Leased	& oper. by	Phila.& Re	.....	.....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,554	—	—	6.6	.....	.....	.....	15,239	5,007	6	160	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,963	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,760	1,076,259	21,847,981	17,205,573	805,044	265,091	—	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	53½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	—	(Leased	& oper. by	Phila.& Re	ading.)	.....	7½	50	107
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	.....	.....	.....	.....	Minnesota and North Western	Minn.	.....	.....	—	—	20,000p.m	20,000p.m	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,980	—	—	—	237.0	(Oper. b	y S. R. R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	—	—	—	1,200,000	17,000p.m	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	—	20,000p.m	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	—	160.0	484,292	5,253,641	13,504,013	1,199,226	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	—	495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Eric	New York	288,565	—	—	—	150,315	177,000	4,550	—	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	—	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morga	n of Ne	w York w	ho bough	t it for $2	,500,000.)	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	.....	.....	.....	.....	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	—	124.0	(Leas. b	y Del. Lac.	& Wstn.)	2,858,453	957,521	7	100	96
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,932	68 675	720,000	—	—	144,453	—	43.2	224,938	7,499,849	5,191,427	411,980	88,472	10	100	....
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,380,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	—	173.0	984,119	.....	.....	1,378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	—	132.5	373,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	—	—	—	.....	.....	—	—	—	—	(Leas. &	oper. by N.	& C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	—	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	—	(Leas. b	oper. by L	. Coal & N	av. Co.)	.....	10	50	112
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	—	296,578	—	500,000	172.500	—	124,078	—	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	—	(Leas. &	oper. by P	bg Ft. W. &	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	—	(Oper. b	y N. Hav'n	& New Y	ork.)	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	850,000	2,200,000	.....	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 31, 1870	88.9	15.1	12.0	—	16	15	5	196	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	1,800,000	1,400,000	186,205	—	—	99.0	240,536	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	38.9	—	41.2	—	—	—	—	—	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	880,000	.....	.....	—	—	(Oper. in	cons. with	Camd. &	Amboy.)	.....	10	100	130
Dec. 31, 1870	778.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....	—	92.8	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	—	—	—	3,000,000	3,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,228	*	22,116	220,161	1,003,500	651,500	72,500	.....	—	100.0	287,024	.....	(10 mos.	375,766	65,404	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans. Jack. and Gt. North. ¶	L. & M.	.....	—	—	—	4,200,000	4,500,000	1,000,000	.....	—	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	.....	—	—	—	5,000,000	—	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58 0	—	—	—	—	New York and Boston	New York.	.....	—	—	—	3,000,000	3,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N. Y.	48,180,462	11,635,222	.....	.....	89,428,330	13,681,807	.....	.....	—	842.2	11,429,877	321,366,953	169,087,777	22,363,320	8,295,240	8	100	92½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,000,017	.....	.....	8,000,000	5,072,840	645,500	.....	—	132.9	887,341	25,532,856	19,602,827	2,709 077	997,389	8	100	118½
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	—	—	221,700	141,500	33,400	—	—	5.1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	07.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	—	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	145
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	—	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	—	67.5	338,659	.....	.....	746,089	265,384	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	—	(Leas. &	oper. by N.	Y. Cen. &	H. Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	—	38.0	.....	.....	.....	38,452	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,418	292,030	783,241	—	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	62.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,869	4,813	—	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	119.0	—	—	—	—	North Louisiana and Texas	La.	.....	—	—	—	.....	.....	.....	—	—	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	—	—	7,500,000	13,000,000	—	—	—	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	—	3,150,000	3,862,887	90,000	—	—	74.7	595,303	.....	.....	1,355,509	590,726	—	50	96
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080,648	3,016,449	.....	1,429,319	5,000,000	5,217,000	2,035,404	995,513	—	317.0	2,541,535	27,334,821	151,521,712	2,816,662	1,271,962	6	50	76½
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,253	357,145	3,068,400	115,000	138,426	258,792	—	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	110
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	—	850,000	—	1,000,000	400,000	—	—	—	—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17180	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	—	—	—	10,000,000	50,000p.m	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	167,787	2,364,400	776,000	14,888	541,439	—	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	118
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	—	122.0	(Leas. &	oper. by V.	Central.)	—	—	6	100	89½
Dec. 31, 1870	34.0	53.0	11.7	—	27	44	28	1,380	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,004,988	3,421,774	285,191	24,196,604	6,534,850	468,106	—	—	393.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	42
Dec. 31, 1870	96.0	3.5	49.8	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	960,160	.....	.....	4,259,450	3,170,000	.....	—	—	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	97½
Sept 30, 1870	72.5	70.2	45.2	—	38	73	18	366	Old Colony and Newport	Massachusetts	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,000	418,269	—	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	106½
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap	Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	—	—	282.6	555,236	8,827,750	13,430,793	939,680	389,677	—	100	....
Sept 30, 1870	43.9	4.0	31.0	—	110	10	4	158	Oswego and Syracuse	New York.	1,041,312	*	—	—	703,400	201,000	—	—	—	43.9	130,139	3,709,860	6,698,247	349,035	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Apl. 21, 1871	21.0	—	1 0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			....	(Under	construction.)				—	100	....
Feb. 28, 1870	283 6	—	39.5	—	97	50	23	1,130	*Pacific* §.....Missouri.	12,028,714	3,894,374	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Padu ah and Gulf.....Kentucky.	1,383,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	151	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				.....	.....	.....	.....	.....	.....	12	100	58½
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. by Erie.)		.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. by Erie)		.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown.....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas &	oper. by C	m.& Am.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,363	Pennsylvania.....Pennsylvania.	33,506,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,991,734	1,524,392	601.6	10,185,223	.....	.....	17,531,707	6,271,222	10	50	116½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,781,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000	.....		106 9	.....	.....	.....	949,684	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	123	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....			57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg §.....Virginia.	1,650,156	*		62,580	1,324,200	295 094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent..Penn. & Md.	1,599,906	177,744			220,006	1,100,000	326.690		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie §....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	50½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,250	55,300	.....		33.6	405,605	.....	.....	700,465	303,186	10	50	171½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	113 9	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,760	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	114½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389.328	120, 06	10	50	128
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530.471	434,578	101.7	995,284	.....	.....	2,577,147	929,288	8	50	115
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	—	168	Pittsburg and Connellsville §.....Penn.	4,621,737	409,251	3,428,053	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230	.....	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	96½
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,676				450,000				—	(Leas.&	oper. by Bo	s.& Alb'y.)		27,000	6	100	85½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505.000	76,319		.....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	15	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth.....Maine.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,800,000		3,000,000	2,500,000			—	(Under	construction.)		.....	.....	10	100	128½
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170 000	200,000			—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern.....New York.	629,198	*			483,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,755	—	100	98
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol..R. I. & M.	704,336	*			437,917	55.000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	81.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114.275	56,137	2,000,000	46,000	135,000	117,698	48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			—	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston §.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164.049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	87	Reading and Columbia.....Pennsylvania.	2,022,541	220,363	.....	.....	507,268	1,000,000	1,056,405	.....	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	110.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	2,035,072		151.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	102
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville §.....Virginia.	6,931,704	*	1,827,036	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,746	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac §..Va.	2,303,424	*	97,618	122,548	1,464,128	486,805	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg §.....Virginia.	1,188,215	*	86,032	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	8	3	2	47	Richmond and York River §.....Virginia.	1,440.321	*			650,000	712,175	78,148		33.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	*			557,560	70,000			—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,285	*			250,844				20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg..N. Y.	4,000,000	*	399,952	.....	2,997,800	1,777,900	334	.....	218.2	593.514	15,296,580	19,605.175	1,324,943	475,270	10	100	110
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106.473	*	.....	.....	1,256,936	12,000	7,602	.....	.....	8,314	266,724	123,606	20,642	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000.000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	24
Dec. 31, 1870	22.0	—	6.5	—	6	5	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10.000,000	6,000,000	.....	.....	112.0	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	175.0	84.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute..Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	6,000,000	3,200,000	.....	.....	—	(Under	construction—80 m.l		n oper. Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* §...Missouri.	8,301,027	1,443,444	299,178	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	60
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,800	*	.....	.....	2,223,850	2,725,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.7	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000	.....	.....	—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago..... .....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	206	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273.250	5,745,725	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	357,836	.....	110.0	284,410	.....	.....	390,813	175,529	—	100	....
Dec. 31, 1870	16.6	—	—	—	2	1	—	12	Salem.....New Jersey.	278.328	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by B.	&Lowell)	.....	.....	1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,084	.....	.....	.....	300,000	40,000	.....	.....	—	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	997,100	1,157,245	49,287	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	109.0	—	—	—	—	Sav., Griffin & North Alabama..Ga.& Ala.	492,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	.....	.....	.....	.....	320,000	.....	.....	—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	—	—	—	—	(Leas. &	oper. by Phila. & Reading)			$23,803.	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,988		54.0	(202,476			207,264	172,103	—	50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863	*		186,213	105,220	1,151,400	210,000			80.0				470,323	189,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.	Ala. Miss. & T.	1,600,000	*					800,000			50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.						969052	796,830			—	(Recent	ly sold under foreclosure. No returns.)					100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000			—	(In a bad	condition. No returns.)					100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	173,491			273,565	101,671	6	5	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000			45.5				77,924	11,369	—	100	
Nov. 30, 1870	21.0	—	1.8	—	2	2	2	55	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000		21.0	22,240			37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800					995,800	200,000			—	(Leas. &	oper. by N. York & N. Haven.)		301,428	111,528	—	100	
Jan. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644 000	*				1,788,000	3,256,320			103.3							100	
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey.	439,694					438,300				—	(Leas. &	oper. by Central of New Jer.)				6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*		1,241,908	315,965	5,819,275	4,434,240	452,030	353,009	243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala.							4,926,000			—	(Only p	artially in operati'n.)					100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426		2,419	1,642	269,685	150,000	24,807	71,162	11.5	50,907	1,463,091		115,070	62,169	18,934	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,151	*				1,000,000	2,250,000			72.8	254,938	10,319,774		1,377,540	358,168	162,982	100	75
Sept. 30, 1870	59 0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000			....	61,760	1,083,133		642,124			100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.						2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170 5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota	32,426 pm	1,					20,000 p m			100.0							100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.										....	(Under	construction.)		267,762	27,677	—	100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270									100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000			2,000,000		577,408	651,600	95,000		49.0	(Under	construction.)		284,142	166,971	—	100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726		129,538		3,939,900	699,500			257.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*				751,296	198,370	125,000		68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.							15,000 p m			—	(Under	ons. to be finished by Dec. 1,					100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*		569,614		700,000	200,000	40,000		13.0	54,884	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	445,700			—	(Leased	& oper. by Housat'c.)			31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,393					267,300			634	—	(Leased	& oper. by Nash. & Lowell.)				6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000					500,000	750,000			—	(Leased	& oper. by Ver. Cen.)					100	
Dec. 31, 1870	15.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.						1,200,000	1,000,000			—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874						95,263	31,251	5	100	
Dec. 31, 1870	8 8	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	292,284					92,925	171,000	29,284		—	(Leased	& oper. by W.N.Jer.)				6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.	N.Y.	3,707,684	*				1,670.130	1,695,825	13,783		81.0	429,182	5,813,804		32,216,419	744,022	309,912	100	
Sept. 30, 1870	11.1	0.6	1.8	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*		24,194	52,225	400.000		23,557	45,843	11.7	65,346			(10 mos.	102,172	23,651	6	100	
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*		1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	construction.)					55	
Nov. 30, 1870	80.0	11.0	26.3	—	36	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*		1,465,285	42,464	1,988,150	800,000	284,849	1,096,523	72.0	578.258	9,988,392		35,490,358	1,087,526	459.465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849.152	361,640				580,900	243,000			34.6	190,396				420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	18	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000			228.0							100	
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.	O. I. & Ill.	33,590,000	*		1,094,836	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960				4,544,641	1,308,376	—	100	63
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	347,055		55.3	174,320	4,631,960		4,521,682	478.263	165,248	—	100	
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400				—	(Leased	& oper. by N.Y. Cen. & H. Riv.)				6	100	
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000					510,000		404,069		—	(Leased	& oper. by Pennsylvania.)					53	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*				36,745,000	74,067,512			1,038.7				74,917,336	71,779,106	7,625,277	2,947,862	—	100	26
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*				1,000,000	3,200,000			100.0							100	
Dec. 31, 1870	25.0	—	1.0	—	—	—	—	—	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000			—	(Recen't	ly opened for traffic.)					100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,315	*				1,666,990	150,000			59.0	85,360	3,102,075		1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900				—	99,975	3,391,815		978,119	208.363	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287					750,000				11.4	40,386	333,487		6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000					2,500,000				—	(Leased	& oper. by Ver. Cen.)				8	100	99
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*		(Incl. Vt.	& Can.)	5,000,000	9,500,000			185.0	1,144,375	16,301,330		65,782,302	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*		296,236	96,354	2,860,000	750 000	199,627	48,906	110.1	225,166			(10 mos.	456,651	loss.	—	100	85
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200			—	(Leased	& oper. by Ver. Cen.)					100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000			—	(Recent	ly completed.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Wallkill Valley	New York.	695,485					499,600	350,000			18.5	15,794	100,513			14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161					225,000	85,000			10.2	19,820	200,410			50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903				1,467,670	86,896			44.0	88,395				97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	10	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583		216,037		684,046	957,500	107,000		35.5	204,806				288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938,629	*		2,154,639	1,701,178	29,405,200	1,764,520	492,780	4,187,776	268.9	2,877,540			(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*								—	(Leas. for 20 y'rs at	$25,000 monthly.)			3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	56	Western Maryland ¶	Maryland.	3,000,000	*								46.0	67,611	1,791,187			137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.						650,000	1,400,000			105.0					112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000					6,500,000	1,400,000			—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*		1,336,074	116 207	1,022,450	1,800,000			126.1	307,150	16,363,324		3,639,916	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464					1,209,000	2,379.000	20,000	48,745	—	(Under	cons.—New burg to Albany.)					100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*				526,700	676,300	7,427		—	(Under	cons.—oper'n to Menomonee.)					100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000					4,000,000	4,000,000			—	(Operat	ed by Wil. & Wel.)					100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	160	Wilmington, Charlotte & Rutherford.	N.C.	5,200,000	*				500,000	350,000			168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.	N. C. & S. C.	(Late Wilming. &	Manch.)				1,200,000	4,000,000			171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	29	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*		35,184	114,711	5,000,000				181.0	436,316			594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000					1,468,775	1,484,665	130,021	164,671	—	(Leased	& oper. by Balt. & Ohio.)			27.000	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	5	533	Winona and St. Peter	Minnesota.	4,754,837	427,10				180,000	144,400	102,400		142.0		2,861,440		6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.							4,750,000			—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	16.5	—	18	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*		93,171	58,845	100,000	300,000			45.7	260,726	4,701,816		7,193,226	452,547	156,860	10	100	137
									CANALS, &c.							1,400,506		3,801	553,777										
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316			258,679	151,967	2,031,988	2,039,150	1,825		12.5									
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309					8,220,594				184.5				414,202	275,342	4	50	77
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,360					1,633,350	800,000										25	
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N.Y.	7,066,899			13,245,880		15,000,000	5,000,000			(Leased	& oper. by Lehigh N					8	50	92
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,735,353					5,847,400				108.0				107,947		10	100	123
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000					64,000	835,750	689,446		65.8				888,358	585,004	10	100	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452					1,003 500	110,000			161.0	(Leased	1870 by Pennsylvani			67,252	loss.		50	
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000			19,947,779		8,739,800	15,662,979			88.0					220,216	130,187	10	100	72
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3 391,214				110,570	2,200,000	1,021,965	107,815	82,206	108.0					344.308	181,042		100	
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,960					4,337,960	2,232,000			103.0					391,650	183,076		50	52
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716		224,140		4,797,185	7,678,387	1,042,143	117,900	380.0					609,552	142,888		50	40
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278					2,002,746	2,634.367	284,873		—	(Leased	to Phila. & Read. Co.)					665,000		50	16
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850					2,907,850	3,000,000	20.000		45.0					135.162	61,602		50	20
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911,300					1,100,000	748,300	63,000		87.8					59,953	4,203		50	1
																				....	(Leased	by Pennsylvania.)						50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	150
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74¾
Camden and Atlantic, pref....	753,695	7	...	60
Catawissa,* pref. and guar....	2,200,000	7	7	90
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	51
Chemung,* guar....	350,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	85
Chicago and Alton, pref....	2,425,400	7	10	114½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	90
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	90
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	504,291	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	88
Erie, preferred....	8,536,910	7	7	66
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref....	5,078,224	...	...	59½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred....	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred....	190,750	7	3½	27
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred....	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	22
" " 2d pref....	4,051,744	6	...	13½
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	78½
Mine Hill and Schuylkill Haven,* guaranteed....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104
Ohio and Mississippi, pref....	3,500,000	7	7	74¾
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	.....	7	7	77
St. Louis, Alton and T. H., pref....	2,040,000	7	7	54
Sandusky and Cincinnati, pref....	445,566	6	6	36½
Schuylkill Valley,* guar....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	54
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	121½
Schuylkill Navigation, pref....	2,888,997	6	6	13
Union, preferred....	.....	...	6	3
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	....
Mariposa Mining, pref....	5,774,400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 50	@ 38 —
Pig, American, No. 1		36 —	@ 37 —
Pig, American, No. 2		34 —	@ 35 —
Pig, American, Forge		33 —	@ 34 —
Bar, Refined, English and American		45 —	@ 50 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		Store Prices.	
Bar, Swedes, ordinary sizes		107 50	@120 —
Bar, Refined		90 —	@ — —
Bar, Common		95 —	@ — —
Scroll		107 50	@137 50
Ovals and Half-round		107 50	@125 —
Band		— —	@102 50
Horse Shoe		105 —	@115 —
Rods, ½@3-16 inch		95 —	@130 —
Hoop		112 50	@160 —
Nail Rod	per lb.	6½	@ — —
Sheet, Russia, as to No.'s	(gold)	17½	@ — 18
Sheet, Single D. and T. Common		— 5½	@ — 6
Rails, English	(gold) per ton.	57 —	@ 59 6½
Rails, American, at Works in Penna	c'y.	70 —	@ 71 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11 @ — 13
English German (2d and 1st quality)		— 10½@ — 12
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 15 @ — 16
American, Spring, do.		— 9 @ — 11
American Machinery do.		— 9 @ — 10
American German do.		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb.	— @ 4 65
Cut Spikes, all sizes		— @ 4 90
Clinch		6 15 @ 6 65
Horse Shoe, Forged (No. 10 to 5)	per lb.	19 @ — 33
Copper		— @ — 39

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 43
Straits	(gold).	— 39 @ — 40
English	(gold).	— 38 @ — 39

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	9 — @ 9 50	10 37½@ 11 —
I. C. Coke	7 75 @ 8 75	9 25 @ 10 25
Coke Terne	6 50 @ 7 62½	7 50 @ 9 25
Charcoal Terne	7 87½@ 8 50	9 75 @ 10 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 13½@ — 13½
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 17½
Refined, Standard White (in ship'g order)		— — @ — 23
Refined, prime White (in shipping order)		— — @ — 23
Refined, S. W. (in jobbing lots)		— — @ — 24
Refined, S. W. (in tin)		— 27½@ — 28
Naptha, Refined, (65 @ 73 gravity)		— 11½@ — 11½
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot: on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	12 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)		(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...	per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)		10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)		12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)		12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)		15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)		18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)		19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)		21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)		22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)		23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)		24 50 @18 —
32 by 54 to 34 by 58....(3 qlts.)		26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)		30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)		36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
Canton Co	....	....	....	....	....	70
Central Pacific 6s	....	....	103½	....	....	103½
Central of N. Jersey	111	111½	....	112	111	111½
Chicago & Alton	....	117	....	117	117	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	....	....	....	....	....
" 8s, 1885	....	....	....	111½	....	....
Chic. & Northwestern	61	60½	61½	61½	61½	....
" pref	90	....	....	90	....	....
" 1st M	99½	....	....	....	99½	....
" S. F	....	....	....	....	....	....
" Consol	....	....	....	....	....	....
Chic., Rock Isl. & Pac	103½	103½	....	104	103½	....
Chi., R. I. & Pa. 7s, 1896	....	103	103	103½	102½	....
Clev., Col., C. and Ind	86	86	87	87½	87½	....
Clev. and Pittsburg	125½	....	125½	126	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	95	....	....	....
" 4 M	....	....	....	....	85½	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	18½	....	18½	....	....	....
" 1 M	....	....	89½	89½	89½	....
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	....	123	....	122	123	....
Del. Lack. & Western	108½	108½	108½	109½	108½	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	31½	30½	30½	31½	31	....
" pref	....	66½	65½	66	....	....
" 1 M. 7s, 1897	100	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort	....	....	85	85½	....	....
Hannibal & St. Joseph	52	....	51	51½	....	....
" pref	....	60½	59½	....	....	....
" 8s, conv	....	....	....	94	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	106	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th	89½	88½	89½	89½	89	....
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref	22	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	118	....	119	....	....	....
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	....	....	....	100½
" 2 M	....	....	97½	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	....	....	....	....	....	....
Milw. and St. Paul	55	....	....	54½	54½	....
" pref	78½	....	....	78½	....	....
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	107½	....	....	....
" 7 3-10s con	....	....	....	....	....	....
Missouri 6s	97	....	97½	98	98½	....
" H. & St. J. 1s	....	....	....	....	....	....
Morris and Essex	....	....	96	96	....	....
" 1st mort	....	....	102	....	....	....
" 2d mort	....	....	....	....	99½	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	102½	....	....
" 6s. S.F. 1883	....	....	91	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv	92½	92½	92½	92½	92½	....
" certificates	....	86½	....	87½	....	....
N. York and Harlem	118	....	....	118½	118½	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	101	....	....	102	....
N. Carolina 6s, old	....	....	....	....	35½	....
" new	....	....	....	....	....	....
Ohio and Miss	42½	42½	42½	42½	42½	....
" pref	....	....	74½	....	74½	....
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co	46½	46½	47½	47½	46½	....
Panama	....	....	....	....	....	....
Phila. and Reading	114	....	115	115½	114½	....
Pitts., Ft. W. & Chi. gtd	96½	95½	....	96½	....	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	25	25	25½	25	25	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	77
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	65½	65½	66	....	66½	....
" new	....	65½	66	66½	67	....
Tol., Wab. & Western	....	63½	63½	63½	63½	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	95½	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div	87	....	....	....	87½	....
Union Pacific	26½	26½	26½	27½	26½	....
" 1st mort	91½	91½	91½	91½	91½	....
" L. Gt. 7s	79	79½	79½	79½	....	....
" Inc. 10s	82½	....	....	81½	81½	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	64½	....	65	....
" def. cert	....	....	....	....	28	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 8.

	Th.30.	F 1.	Sat.2.	M.4.	Tu.5.	W.6
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109⅞	....	109⅞	....	....	....
U. S. 5s, 10-40s, reg	....	....	....	....	....	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	109⅞	109⅞	....	....
U. S. 6s, 1881, reg	....	....	113⅜	....	....	....
U. S. 6s, 1881, coup	117⅛	117⅛	....	....	117⅛	....
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	110⅛	110⅜	....	....	....
U. S. 6s, 5-20s, c. 1862	111⅛	111	111	111⅛	110⅜	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	....	....	110⅛
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	....	111⅛	111⅜	111⅛
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	113⅜	113⅛	....	....	....	....
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	110⅛
U. S. 6s, 5-20s, c. 1867	....	114⅛	114⅜	114⅛	114⅜	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	114⅜	....	....	....
U. S. 6s, Pac.R.R.issue	....	113⅛	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 5.

	W.29.	Th.30.	F.1.	Sat.2.	M.4.	Tu.5
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	45⅛	....	....
Camden and Amboy	133⅛	....	....	134	136	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	91	90⅛	....
" 6s, 1889 91	....	....	....	....	....	....
" mort. 6s, '89 93⅛	....	....	....	93⅞	....	91
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	35⅛	....	35⅛	35⅛	36	36⅛
" 6s, 1884	....	....	....	....	....	....
" Gold L	94	....	....	94	....	93⅛
" R. R. L	92	....	....	....	92	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	59⅛	....	59⅛	60	60	60
" 6s new coup	97	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	47	....	....	....	47	....
" 7s	....	....	....	....	....	....
Minehill	53⅛	....	....	....	....	53⅛
Morris Canal	....	....	....	....	....	....
" pref	....	....	121⅛	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	96	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	38⅜	....	....
Oil Creek & Alleg. Riv	....	....	48⅛	48⅛	49	49
" 7s	....	....	....	....	84⅛	....
Pennsylvania R. R	58	....	58⅛	58⅛	58⅜	58⅛
" 1st M	100⅛	....	....	100⅛	100⅜	....
" 2d M	....	....	....	97⅛	....	97⅛
" Gen. mort	....	....	94	94⅛	....	....
" " reg	....	....	95⅛	96	....	96
Penn. State, 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	108	....	108	....	....	....
Philadelphia City, 6s	100	....	....	....	....	....
" new	102	....	98⅛	99	99	99
Philad., Germ. & Nor	....	....	....	....	85⅛	85⅛
Phila. & Reading	56⅛	....	57	57⅛	57⅛	57⅛
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	88⅛	....	....	....
" 7s	....	....	....	....	88⅛	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	15⅛	....	....	15⅛	16⅛	16⅛
" 6s, 1882	....	....	80	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	20⅛	....	....	21	....	20⅛
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	66
Spruce and Pine	....	....	....	32⅛	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 5.

	W.29.	Th.30.	F.1.	Sat.2.	M.4.	Tu.5
Baltimore City 6s, 1875	....	....	98⅛	....	98⅛	98⅛
" 1886	....	....	....	....	....	....
" 1890	99	....	99	....	99	99
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	99
Balt and Ohio	140⅛	....	140⅛	....	140⅛	141
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	95
Marietta & Cin. 1st M	....	....	96⅛	96⅛	....	97
" 2d M	....	....	85⅛	86	85⅛	....
" 3d M. 8s	....	....	79⅛	....	79⅛	79⅛
Northern Central	....	....	38⅛	....	38⅛	38⅛
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	93⅛	....	93⅛	93⅛
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	90⅛	....	....	....
Virginia 6s, Consol	....	....	....	64⅛	64⅛	64⅛
" Defer. Certif	....	....	28⅛	....	28	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
Boston and Albany	....	143⅛	142	143⅛	144	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	142	....	....	142⅛	....
Boston and Providence	144	144⅛	145	145	145	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	26⅜	27	27	27⅛	27⅛	....
Cheshire, pref	....	84⅛	....	....	85	....
Concord	....	....	....	....	....	....
Connecticut River	....	139⅛	....	....	140	....
Eastern	108⅛	....	....	....	108⅛	....
Fitchburg	....	135	....	134	135⅛	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	118	118⅛	118⅛	118⅛	118⅛	....
Northern, N. H	....	110⅛	....	110	110	....
Ogdens. & Lake Champ	89⅞	....	90	....	89⅛	....
" pref	104	....	....	....	....	....
Old Colony & Newport	....	106	....	....	106⅛	....
Ph., Wil. & Baltimore	57	57	57	....	58⅛	....
Portl'd, Saco & Ports	....	129	....	....	....	....
Union Pacific	....	....	....	27	28⅛	....
" 6s	88⅛	....	....	....	....	....
" Land Grant 7s	....	....	....	78	....	....
" Income 10s	80⅛	....	79⅛	....	....	....
Vermont & Canada	....	....	99	....	99⅛	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	102⅛	....
Metropolitan	....	75⅛	....	....	75	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	11⅛	11⅛	....
Franklin	....	....	....	....	....	....
National	2	....	....	....	....	....
Pewabic	5	4⅛	....	4⅛	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Nov. 24.	Nov. 17.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	87 — 92	85 — 90
Do. do., 2d mort., 1881	80 — 85	80 — 85
Do. Penn., 1st mort., 1877	87 — 92	85 — 90
Do. do., 2d mort., 1882	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1890	34⅛ — 35⅛	35 — 36
Detroit and Milwaukee 1st mort. 7s	73 — 78	73 — 78
Do. 2d mort. 8 p. c	70 — 80	70 — 80
Erie shares 100 dol. all paid	24⅛ — 25⅛	25 — 25⅛
Do. sterig. 6 p. c. convertible bonds	72 — 74	69 — 71
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c	100 —102	100 —103
Do. 100 dol. shares, all paid	108⅛ —109⅛	108 —109
Marietta and Cincinnati 7s	80 — 85	80 — 85
Michigan Central 8s, conv. 1869	85 — 95	85 — 95
Panama 2d mort. 7s, 1872	99 —101	99 —101
Panama General mort 7s, 1897	73 — 80	75 — 80
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	98 — 99	98 — 99
Do. $50 shares	48⅛ — 49⅛	48 — 48
Philadelphia and Erie 1st mort. 1881	94 — 98	95 — 97
Do. with option to be paid in Phila.	96 — 98	95 — 97

American Railroad Journal.

Saturday, December 9, 1871.

Stock Exchange and Money Market.

The President's Message, and the Annual Reports from the various heads of Departments, especially that of the Secretary of the Treasury, and of the Controller of the Currency, which were received in this city late on Monday, were the chief topics of conversation in financial and commercial circles during the closing days of the week under review. The proposed repeal of all Internal Taxes, other than on Tobacco, Spirits and Stamps, which will produce abont $110,000,000 per annum, recommended by both President and Secretary, has met popular approval. The review of the finances of the nation for the last fiscal year presents a creditable exhibit. The last Public Debt Statement showed a further liquidation, in November of $3,462,080. Money has been more active in the speculative line, on the basis of 6@7 per cent. as the prevailing figures on call, closing at fully 7 per cent. to the best cash borrowers. The city banks as well as the Treasury office, have had their currency reserves further reduced, in part by the drain to the interior for commercial purposes. The floating supply here has been less liberal, and lenders have been somewhat firmer in their views. In the discount line, a moderately active business has been reported, chiefly in strictly choice grades of mercantile paper, within the range of 7@9 per cent. per annum.

From Washington we hear that the payments on account of the new five per cent. Funding Loan have come in with unexpected promptness. The coin needed for the payment of the six per cents is already provided. It is not anticipated, however, that a very large proportion of coin will be required for the redemption of the 100,000,000 of the called six per cents. Eight millions of gold have been paid on account of cash redemptions, which amount covers all the bonds presented for cash payment on both foreign and domestic account. The most of the 100,000,000 of the five-twenties called in for Dec. 1, have been taken up by American and European syndicate. These will be used in settlement for the new five per cents. It is, consequently deemed improbable that any large additional amount of gold will be required to close the negotiation. The U. S. Assistant Treasurer at this port, on Monday cashed gold checks issued for the redemption of 5-20's to the amount of $2,200,000, and on Wednesday, $800,000 making a total thus far paid out on this account here of full ten millions.

The amount of U. S. currency outstanding at the beginning of the current month was $398,721,569.

The city banks, in their latest return, show a reduction of $1,286,000 of legal tender notes, with an increase of $1,851,900 of specie, and $4,284,700 of deposits; also an addition of $3 913,200 to their loan and discount averages, and a reduction of $17,400 to their item of circulation. The city bank exchanges, last week, averaged $106,310.611; and thus far, this week, 119⅛ millions daily. The banks now hold $7,078,250 of specie and legal tender notes, more than the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is $18,074,700, against $17,108,066 same time last year. The city bank deposits are now $223,514,500 against $194,991,319 week ending Dec. 3, 1870. The legal tender reserve amounts to $52,408,900 against $51,257,656 same time last year. The circulation now stands at $30,106,900, against $32,238 888 same time last year. The loans are now $292,316,900, against $266,263,143 at this date last year.

The U. S. Sub Treasury reduced its currency balance $1,544,953 and enlarged its coin reserve $1,999,679, as the result of the week's business. The receipts of the office were $11,598,009 in coin, and $2,864,134 in currency; payments, $9,598,330 in coin, and $4,409,087 in currency. The office received $1,941,000 in coin or its equivalent, from customs; and disbursed $650,000 of coin interest.

The U. S. Sub-Treasurer retired, last week, $1,641,846 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $368,605,700; and as security for deposits of public money, United States bonds for $15,229,000. The aggregate of the outstanding circulation of the National Banks of the country is $326,004,550.

Government revenues have been yielding less freely, since our last. The excises yielded last week about 2¼ millions, and thus far since July 1, about 57¼ millions. The customs at the port of New York, last week were $1,810,846; and at the outports, equal to about $600,000 more, all in coin, or coin certificates.

The aggregate revenue of the Treasury Department, in the last fiscal year, was $383,823,944, viz: from customs, $206,270,408 05; from internal revenue, $143,098,153 63; from sales of public lands, $2,388 646 68; from miscellaneous sources, $31,066,736 53.

Gold has been in rather limited speculative demand during the week, and there has been less firmness in the course of the market as to the price. The export and customs call has been less urgent, particularly for customs. The offerings of Gold have been more liberal. The range of the price during the week has been from 109¾@110¼ and the closing quotation on Wednesday was 109⅞@110 against 110⅛ the preceding Wednesday. The specie outflow, last week, was $556,614; on Tuesday of this week, $1,000; and on Wednesday $161,473. The Gold Exchange Bank clearances have averaged 38¼ millions a day during the week.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Dec. 2, 1871 $81,657,990, against $83,228,416 same time in 1870.

The export drain of specie was $556,614 last week, against $519,863, same week preceding year. The shipments since January 1, 1871, have been $62,166,116, against $56,536,323 same time in 1870.

The Treasury Department on Wednesday held a coin reserve of $98,400,000, and a currency balance of $10,160,000.

The customs demand for Gold last week, averaged $362,000 a day; thus far, this week, it has averaged $565,000 a day, or equal to a weekly aggregate of $3,390,000. The arrivals o specie from Europe, Havana and other foreign ports last week were $6,904, and since Jan. 1, 1871, $9,428,905 against $11,387,557 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $146,253,017 against $132,764,278 same time in 1870.

Foreign exchange has been quoted stronger, but has been without remarkable activity. Bankers' sixty day bills on London closed on Wednesday at 109@109⅛; sight bills on London, 109¾@109⅞.

Government securities have been offered sparingly and have been quoted generally firm notwithstanding the depression in gold. The demand for the later issues of the coin bearing bonds has been fair, both on home and foreign investment account.

On Wednesday, Government bought in $517,450 of Five-Twenties at 109 74 @109 87. The amount of bonds offered was $813,950 at from 109 74@110 50.

Under the December programme of the Treasury Department, Government proposes to sell at least four millions of gold, during the month, as follows: Thursday, Dec. 7, $1,000,000; Thursday, Dec. 14, $1,000,000; Thursday, Dec. 21, $1,000,000; Thursday, Dec. 28, 1,000,000. And to buy in at least, four million of Five-Twenties, as follows: Wednesday, Dec. 6, $1,000,000; Wednesday, Dec. 13, $1,000,000; Wednesday, Dec. 20, $1,000,000; Wednesday, Dec. 27, $1,000,000;

The new 5 per cents of the Funding Loan of 1881 recently negotiated were put on the regular call at the Stock Exchange on Monday and sold at 109¾.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117¼@117⅛; U. S. Five-Twenties of 1862, (other than the bonds called in) 110¾@111; U. S. Five-Twenties of 1864 at 110⅝@110⅞; U. S. Five-Twenties of 1865, 111¼@111⅜; U. S. Five-Twenties of 1865 consolidated, 113⅜@113⅛; U. S. Five Twenties of 1867, 114⅜@114⅛; U. S. Five-Twenties of 1868, 114⅛@114¾; U. S. Ten-forties at 109¾@110⅞; U. S. Fives of 1881 (Funding Loan) 109⅛@109¾. Six per cent. currency bonds, 113@113¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 22.	Nov. 28.	Dec. 6.
Consols	93⅝	93⅛	92⅛
U. S. 5-20's of 1862	92	92	92⅜
U. S. 5-20s, 1865	92¼	92¼	92¾
" 1867	94¾	94¾	95⅛
" 10-40s	90¼	90⅛	90¾
Erie	25⅝	25⅜	26¼

The new Funding Five per cent. Loan was not quoted in London on Wednesday.

State bonds have been in moderate demand at fairly supported prices.

Railway bonds have been in good demand for investment purposes especially through the commission houses, at generally strong and buoyant prices for the more popular loans. Central Pacific Railroad Sixes closed firmly on the basis of 103⅛@103¾, with a fairly active call for the bonds, which are quite scarce, in the open market. Chesapeake and Ohio Sixes have been readily taken at 94 per cent. and accrued interest.

Railway and miscellaneous share property has not been remarkably active, and, with Money somewhat more stringent to speculative borrowers, there has been some depression and irregularity in value, though towards the close, the advantage seemed in favor of operators for a rise.

General business has been on a restricted scale. Breadstuffs and provisions have been rather unsettled in prices. Middling upland cotton closed on Wednesday at 19¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 948,102 bales, against 1,134,817 bales same time in the preceding year; exports 401,864 bales, against 537,922 bales in the previous year; stock at the ports at latest dates, 378,905 bales, against 388,819 bales same date 1870.

At the Live Stock Markets, Beeves have been in more confident demand at from 9½@12¼ cts.; Veals at 5@10½ cts.; Sheep at 4½@6½ cts.; Lambs at 6@8 cts.; Swine, at 4⅜@4⅝ cts. per lb., all live weight. The week's receipts were 4,450 Beeves, 1,178 Veal Calves, 20,994 Sheep and Lambs; and 46,858 Swine.

Foreign goods have been in less request at however generally steady rates. The week's imports of foreign goods reached $5,644,926, including $1,223,810 of dry goods.

Ocean freights have been less active and rates have been quoted somewhat irregular.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Arkansas 6s, Fund Act, 53; Texas 10s, 1876, 92½; North Carolina 6s, special tax, 14; do. Fund Act 1868, 21; South Carolina 6s, old, 50; do., new, Jan. and July, 29¼; do., Apl. and Oct., 27; Louisiana 6s, Levee bonds, 68⅜; N. Y. State 7s, B. L. reg., 109⅝; Long Dock bonds, 88; Toledo, Wabash and Western consol., 87; North Missouri 1st mort., 88⅛; Central of New Jersey 1st mort. new, 104; Ohio and Miss. 2d mort., 86; do., consol., 96; Great Western 1st mort. 1888, 93½; Quincy and Toledo 1st mort., 87; St. Louis and Iron Mt. R. R., 60; do. 1st mort., 94¼; Cedar Falls and Minnesota 1st mort., 84½; Albany and Susquehanna 2d mort., 93; Hannibal and Naples 1st mort., 88; Mil. and St. Paul 1st mort., Iowa div., 90; Western Union Tel., 68; do. 7s, 92; L. S. & M. S. scrip, 82¾; Maryland Coal, 22½; Am. Coal, 46½; Consol. Coal of Md., 42; Cumberland Coal and Iron, 40; Adams Exp., 87¾; Am. Mer. Union Exp., 60; U. S. Exp., 57; Quicksilver pref., 30; Manhattan Gas, 248.

Philadelphia.—Penn. and New York 7s, 93; Oil Creek and Allegheny River R. R. 1st mort., 86; Morris Canal 1st mort., 92; West Jersey 7s, 101⅛; Wilmington and Reading 7s, 95; Lehigh Valley new 7s, reg., 101½; Phila. and Reading 6s, 1880, 90; Huntington and Broad Top Mt. 1st mort., 100; do. consol., 47; Camden and Atlantic 2d mort., 85; Perkiomen R. R. 6s, 79; Warren and Franklin 1st mort., 90; Chesapeake and Delaware Canal, 38½; Pennsylvania 6s W. L., reg., 102½; Fulton Coal, 5⅛; N. Y. and Middle Coal, 4¾. The latest quotations are: City 6s, —@96; do. free of tax, 98½@99; State 5s, coupon, 96@—; do. 6s, W. L. 102@102¾; do. 1st series, 102½@103⅛; do. 2d series 106⅛@106⅛; do. 3d series, 108¼@109½; Reading, 57½@57⅝; do. 7s, 1893, 102½@103; do. mort. 6s, 1880, 90@92; Camden and Amboy, 136@136½; do. mort. 6s, 1889, 93@94; do. 1883, 90¼@90⅝; do. 1889, 88@90; Pennsylvania R.R., 58⅛@58¼; do. 1st mort., 100@101; do. 2d mort., 97@98; do. General mort. coupon, 95@95½; do. reg., 96@96; Little Schuylkill R. R., 47@47; Morris Canal, 48@50; do. pref., 121@123; do. 6s, 90@92; Susquehanna Canal, 7@11; do. 6s, 65@65; Schuylkill Nav., 8@9; do. pref., 16⅜@16½; do. 6s, 1882, 80@80; Elmira and Williamsport pref., 42@45; do. 7s, 1873, 93½@94; do. 5s, 61@—; Lehigh Coal and Navigation, 36⅛@36¼; do. 6s, 1884, 86@88; do. R. R. Loan, 92¾@—; do. Gold Loan, 93@94; North Pennsylvania, 48@48; do. 6s, 100@103; do., 7s, 94@96; do. Chattle 10s, 110@110; Philadelphia and Erie, 25@25⅛; do. 6s, 88@89; Minehill, 53½@53¾; Catawissa, 16@20; do. pref., 44¾@45; Lehigh Valley, 59⅞@60; do. 6s, new coupon, 94@—; do. reg., 94½@96½; do. 7s, 101@102; Fifth and Sixth streets, (horse,) 44@48; Second and Third, 66@67; Thirteenth and Fifteenth, 22@23; Spruce and Pine, 32½@33; Green and Coates, 47@—; Chestnut and Walnut, 53½@55; Hestonville, 20½@21; Union, 60@—; Germantown, 34¼@—.

Boston.—Vermont Central and Vt. and Canada 8s, 1875, 100; Michigan Central R. R. 8s, 1890, 108½; Old Colony and Newport 7s, 1877, reg., 102; do 6s, 1875, 95; Maryland and Delaware 1st mort., 6s, 1885, 50; Vermont Central 1st mort., 83¾; do 2d mort., 85; Stanstead, Shefford and

and Chambly 7s, 84; Burlington and Missouri River R. R., 102½; do. 8s, in Nebraska, 94¼; Quincy and Warsaw 1st mort., 8s, 98; Eastern 6s, 1874, reg., 96; Cincinnati, Sandusky and Cleveland R. R., 20; do. 7s, 1890, 81; Vermont Central old, 75c.; Norwich and Worcester R. R., 118; Connecticut and Passumpsic Rivers R. R. pref., 90; do. 6s 1876, 92½; Rutland pref., 77; do. 8s, 1880, 98; Eastern (N. H.) R. R., 101¾; Cape Cod R.R., 69¾; Indianapolis, Cincinnati and Lafayette R. R., 7⅛; Boston Water Power Co., 43; Cary Imp. 12¼; Waverly Land, 3⅞; Maine 6s, 1883@1889, 100; Rhode Island 6s, 1882, 100; Vermont 6s, 1876, 100¼; Chicago 7s, 95¾@96; Cook Co., Ill., 7s, 1885, 95¾; Lowell 6s, 1890, 99⅝; Bath 6s, 1891, 91; do. 1889, 93½; Rockland 6, 1891, 90½; Albany 6s, 1879, 93; do., 1895, 94; Portland 6s, R. R. Loan, 94; Bangor 6s, 1874, 95; Boston 6s, currency, 100½; do. 5s, 1882, gold, 97; Cambridge 6s, 1882, 90; Cincinnati 7 3-10s, 1898, 104¾; St. Louis 6s, 1887, 88¾; Allouez Mining Co., 4⅞; Calumet and Hecla, 106.

Baltimore.—Richmond and Danville bonds, 77½; Orange and Alexandria 4th mort., 8s, 81½; Northern Central 6s, gold, 1900, 93½; Western Maryland 3d mort. guar., 92; Orange, Alex. and Manassas bonds, 83¼; Central Ohio R. R., 30; Marietta and Cincinnati 2d pref., 13½; Maryland Defense Loan, 106; Memphis City 6s, 55½; Santa Clara bonds, 17; George's Creek Coal, 82. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93¼@93½; Baltimore and Ohio, 141¼@141½; do., 6s, 1875, 96@96; do., 1880, 95@96½; do., 1885, 94¾@95; Northern Central, 38⅜@38½; do. 6s, 1885, 93@93¾; do., 1900, 85@87; do., 6s, 1900, gold, 93¼@93½; N. W. Va. 1st mort., 98½@—; do., 2d mort., 99@—; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 96½@97½; do., 2d mort., 85½@86; do., 3d mort., 79⅛@79½; Central Ohio, 29½@30; do., 1st mort., 85½@86; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 90@96; do., 3d mort., guar., 91@92; do., 2d mort. pref., 60@—; do., 6s, guar. by Washington Co., 82@87; Richmond and Danville bonds, 77½@—; Orange and Alexandria 1st mort. 6s, 88@—; do., 2d mort. 6s, 82@83; do., 3d mort. 8s, 88¼@90; do., 4th mort. 8s, 81½@82½; Orange, Alex. and Manassas 7s, 83½@88½; Virginia and Tennessee 8s, 88¼@90; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 77@80; Baltimore 6s, 1875, 98½@98½; do., 1884, 96@97; do. 1886, 99¼@101; do., 1890, 99@100; do., 1893, 97@98; do., 1900, 98⅞@99; Memphis City 6s, 56@56⅜; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 105¼@106; City Passenger R.R. 23@—; George's Creek Coal, 82½@86.

Mississippi, Ouachita and Red River Railroad.

The *Memphis Appeal* reports as follows respecting this road:

"The Mississippi, Ouachita and Red River Railroad, of which Colonel Sappington is the general land agent, has a perfected track of thirty miles and forty miles of iron paid for and delivered. Chicot City, instead of Eunice, will be the river terminus of the road, and from the same point the narrow guage road to Little Rock progresses rapidly. Seventy miles of this line of road are graded, iron for forty miles has been provided and a locomotive for the road left Pittsburg a few days ago. It is possible that Shreveport and Camden may reach the Mississippi at Chicot before the Memphis and Shreveport line is finished. New Orleans and Cincinnati will have packet lines to Chicot City.

There will soon be a vast number of cotton bales gathered at Chicot City."

The Public Debt Statement.

The following is a recapitulation of the public debt statement November 30, 1871:

DEBT BEARING COIN INTEREST.

Five per cent. bonds	$277,363,700 00
Six per cent. bonds	1,577,135 150 00
Total	$1,854,498,850 00
Accrued interest	36,954,839 42

DEBT BEARING INTEREST IN LAWFUL MONEY.

Three per cent. certificates	$23,490,000 00
Navy Pension fund 3 per cent.	14,000,000 00
Certificates at 4 per cent.	678,000 00
Total	$38,168,000 00
Interest	244,760 00
Debt on which interest has ceased since maturity	$1,769,297 26
Interest	294,346 34

DEBT BEARING NO INTEREST.

Demand and legal tender notes	$357,592,801 25
Fractional currency	40,166 036 05
Coin Certificates	24,928,140 00
Total	$422,686,977 30
Unclaimed Interest	14,442 18
Total amount outstanding	$2,317,123,124 56
Total interest	37,508,387 89
Total debt, principal and interest, to date, including interest due and unpaid	$2,354,631,512 45

AMOUNT IN TREASURY.

Coin	$96,256,554 84
Currency	10,123,589 76
Total	$106,380,144 80
Debt less amount in Treasury	$2,248,251,367 85
Debt less amount in Treasury November 1, 1871	2,251,713,448 03
Decrease of debt during the past month	$3,462,080 18
Decrease of debt since March 1st, 1869	$277,211,892 16

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific	$27,236 512	$680 912 80
Kansas Pacific	6,303,000	157,575 08
Sioux City and Pacific	1,628,320	40,708 00
Central Pacific	25,881,000	647,025 00
Central Branch Union Pacific	1,600,000	40,000 00
Western Pacific	1,970,000	49,250 00
Totals	$64,618,832	$1,615 470 80
Interest paid by United States		$12,692,475 41
Interest repaid by transportation of mails, etc.		3,317,907 44
Balance of interest paid by United States		9,374,567 97

☞ The earnings of the Cincinnati, Sandusky and Cleveland Railroad for the quarter ending October 1, 1871, were $135,005 24; and for the quarter ending October 1, 1870, $100,811 52—an increase of $34,193 72.

THE REDEMPTION OF 5-20 BONDS BY THE GOVERNMENT.

WAS COMMENCED DEC. 1, AND IS rapidly going on, releasing a large amount of invested capital, a large proportion of which must seek reinvestment in substantial securities.

We offer and recommend the SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY as among the **safest and most desirable securities to be had in the market for the secure investment of capital.**

A small proportion only of the loan now remains unsold, and the reinvestment of the proceeds of redeemed Five-twenties should absorb them within a short time.

Present price, 94 and accrued interest.

Interest and principal payable in gold in New York City. Interest May 1 and November 1. Denominations, $1,000, $500, and $100, coupon or registered.

The popularity of and demand for, the CENTRAL PACIFIC SIX PER CENT. GOLD BONDS, originally put on the market by us, and now in demand at 103¼, afford an illustration of the **high standing which this class of Bonds, amply secured on well managed and productive Trunk lines of Railroad must always maintain.**

We buy and sell, as usual, Government and CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS. Accounts of Banks, Bankers, and others received, on which we allow interest. Orders for Investment Stocks and Bonds executed at the Stock Exchange.

HARVEY FISK. FISK & HATCH.
A. S. HATCH.

California Railroads.

The San Francisco *Chronicle* of November 9, says: The Central Pacific Railroad Company are now operating fourteen hundred miles of railroad, and are rapidly extending their lines in various directions. The San Joaquin Valley Branch, for which a subsidy was asked at the last session of the Legislature, is being extended southerly from Lathrop to Bear Creek, a point distant only 90 miles from Visalia, Tulare county. When completed to Bear Creek, all the travel for points in the San Joaquin Valley as far as Visalia will, instead of going by rail to Gilroy and thence over the mountains 140 miles to Visalia, take the railroad to Bear Creek, whence the road is level over the plains. Freight and travel to the Kern county mines will, instead of going by the way of Los Angeles, also follow the San Joaquin Valley road. The company are actively advancing, and the cars will soon be running to Bear Creek. Work on the Oregon Branch of the Central Pacific is being vigorously prosecuted, and in a few days the people of Red Bluff will be in direct railroad communication with San Francisco.

☞ The Kentucky and Great Eastern Railroad Company has closed a contract at Cerredo, West Virginia, with the commissioners of West Virginia, by which they acquire the franchises and property of the West Virginia Central Railway Company.

☞ James L. Mc Lane has been elected President, Robert Hooper Secretary and Treasurer, Richard B. Osborne Chief Engineer, and John T. Rigney General Superintendent of the Western Maryland Railroad Company.

Journal of Railroad Law.

RAILROAD COMPANIES—WHAT IS NEGLIGENCE ON THE PART OF FELLOW SERVANTS—RULE AS TO SELECTION OF SERVANTS AND RESPONSIBILITY THEREFOR BY COMPANIES.

The facts in the recent case of Brickner, Administratrix, &c., *vs.* The New York Central Railroad Company, (2 Lansing, 506,) are fully and clearly stated in the following opinion by

POTTER, J.—A review of this case requires the statement of the leading facts proved on the trial. The plaintiff's intestate, Frederick Brickner, was a carpenter in the employ of the defendant at West Albany at the time of the accident which resulted in his death, and which occurred in October, 1867. Brickner was at the time, and for some days previous, with three others, had been engaged in putting sky-lights into the roof of the shop of the defendant; and to effect this object had built scaffolding below the roof under the openings for the sky-lights at a height of some twenty-five feet above the floor or ground of the shop. Three such sky-lights were to be constructed; and to do this holes had to be cut through the roof of the size of the sky-light. The carpenters had to stand upon the scaffold while at work, and while raising up the timbers when raised upon the scaffolds. The first two of these scaffolds were constructed by three carpenters, of which Brickner was one. These two scaffolds answered all the purposes of their construction. The third scaffold, which was built for the like purpose of being used for the carpenters to stand upon while constructing the third sky-light, was built by two young men of the ages of sixteen and eighteen who were in the employ of the defendant, and who had little (if any) knowledge of the trade, one of whom had worked at the business but about two months.

When the three carpenters had finished the second sky-light, they were ordered by the defendant's foreman or boss carpenter, whose name was Westman, to go to work upon the third. The carpenters found the third scaffold constructed. They proceeded from the second sky-light, over the roof of the building, and stepped down upon the scaffold from the third sky light through the hole cut in the roof for the sky-light, this being the only way to get upon the scaffold. Seen from above, this scaffold was, in its appearance, like the others which had been constructed by the carpenters; it was closely covered with boards cut out of the roof. Three of the carpenters got on this scaffold, and when the fourth, who was the plaintiff's intestate, stepped upon the scaffold, it gave way; he fell to the ground, receiving injuries which resulted in his death. The timber with which this scaffold was constructed was insufficient in size, strength or quality for a scaffold; and one of the sticks upon which boards were placed was cross-grained hemlock. There is the absence of evidence in the case that either of the directors of the defendant had any personal supervision, or gave directions in regard to any of the work at West Albany.

The directing power there, so far as the proof shows it, is that one Colby was master mechanic, under one Jones, and one Westman was boss of the gang of carpenters. That Jones and Colby were competent men, but there was proof that Westman indulged in habits of drinking, and was occasionally intoxicated; that Colby had threatened to dismiss him for that reason; and some proof was given that he was intoxicated at the time he ordered the carpenters upon the defective scaffold. The carpenters who entered upon it did not know. They were sent to work upon it by Westman, who was the immediate boss of the gang of carpenters, and directed their work. Upon this statement the first question, in fact the only question, as it seems to me, is, was there any fact in the case to be submitted to the jury? This is a question of law. The institutions of railroads in this country, as the great medium of individual and commercial transition, has introduced into our jurisprudence new subjects of discussion in, and adjudications by the courts, as to the degree of care, caution and diligence, demanded respectively of master and servant, employer and employee, toward the other, as well as the degree of misconduct or negligence which creates liability upon the one, or which estops the other from the making a claim for damages for injuries received while engaged in the employment of such other. To a certain extent, in given cases, we may regard the law as settled by our highest courts; but the ever varying cases, in fact and feature, presented to the courts at *nisi prius*, calls upon that court, and the court of review, in the examination of a case thus changed in its presentation from every other, to apply to it, first, what is the settled law of the general and particular cases. And to that portion which appears to be novel, or a variation from settled adjudications, to apply such general principles of common law as seem to be demanded by it.

In this case we may perhaps assume, as a settled general rule, "that a master is not responsible to those in his employ for injuries resulting from the negligence, carelessness or misconduct of a fellow servant engaged in the same general business." As also, "the rule exempting the master is the same, although the grades of the servant or employees are different, and the person injured is inferior in rank, and may be subject to the directions and general control of him by whose act the injury is caused."

In the case of Gilman *vs.* The Eastern Railroad Corporation, (10 Allen, 233, 239,) an employee of the defendant brought his action for an injury occasioned by the negligence of a switchman in failing properly to adjust the switch upon the track. The court held that the plaintiff, being a fellow servant in the employ of the same railroad company, could not have recovered of their common master; but they add: "The evidence offered by the plaintiff at the trial was competent to show that the defendant knowingly, or in ignorance caused by their own negligence, employed an habitual drunkard as a switchman, and thereby occasioned the accident. Of the sufficiency of their evidence a jury must judge. If the plaintiff can satisfy them that such misconduct or negligence in the defendant caused the injury, and that he himself used due care, he may maintain his action." In the same case they say: "It is well settled, both in England and America, that a master is bound to use ordinary care in providing his structures and engines, and in selecting his servants, and is liable to any of his fellow servants for his negligence in this regard."

If the case we are reviewing depended upon the question whether a fellow servant could maintain an action against the common master for the negligence, carelessness or misconduct of a fellow servant engaged in the same general business, it would be clear that the learned judge correctly ordered a non-suit at the trial. This case, however, has evidence in it tending to sustain a different basis of right to recover, to wit: The negligence of the defendant in erecting an unsafe and dangerous structure upon which the plaintiff was placed, or directed to go, to perform his labor; and the negligence of the defendant in selecting proper and competent servants, or knowingly keeping intemperate and incompetent servants in their employ, by reason of which the plaintiff's intestate was injured. Upon this feature of the case we think the learned judge was in error in not submitting the case to the jury with proper instructions as to the law of the case, or with proper issues of fact to be found by them, upon which the law could be declared. There was evidence in this case of the incompetency of the persons who constructed the scaffold in question; the fall of which caused the death of plaintiff's intestate. They were mere boys, sixteen and eighteen years of age, unlearned in the trade of carpenters, and as a natural consequence, inexpert, and unacquainted with the strength and support necessary for such a structure. In the absence of proof as to who directed them to construct this scaffold, the presumption must be that it was the defendant, or the directing power of the defendant; some one who had the authority to direct. If the presumption should be that it was Westman, the boss carpenter, then the direction was given by one as to whose competency, by reason of his habits of intemperance, was a question of fact properly for a jury. It is entirely clear that the scaffold, as a structure, implement, facility, or appliance by whatever name it may be called, was an unsafe and dangerous one; it was constructed by incompetent persons, and of poor and insufficient materials. When this was proved, I think, the burden was upon the defendant of showing, at least, that it was constructed by a competent director of work, or competent fellow servant. If the defendant, as master, directed these incompetent boys to construct this scaffold, then they are responsible for the consequence.

Perhaps we have gone as far as necessary to show it was error in the judge to take this cause from the jury. I do not understand it to be urged as a ground for sustaining the nonsuit, that the plaintiff's intestate had been guilty of contributing negligence on his part; or, that the learned judge put his decision on that ground. Upon the argument of this case, the main point relied upon to sustain the ruling of the learned judge, was that no negligence was brought home to the defendant. That the business of employing and discharging men was left to Colby and Jones; and they being competent, whatever resulted from their negligence, is to be accounted the negligence of a fellow servant.

Though the case does not inform us who employed either Jones, Colby or Westman, as agents or operatives, it does appear that among themselves they took some rank in the order of Jones

Colby and Westman. They were all called bosses by the workmen, which is doubtless a title of superiority, perhaps each in a different department. Jones was highest; but Colby employed and discharged men; and Westman was in charge of and directed the gang of carpenters as to their work. As none but the principal has the right to employ agents and servants, without a delegation of the power to do so, the presumption must be in this case, in the absence of o her evidence that these three bosses were employed by the defendant, and each had delegated to him power to direct.

It is claimed that in cases of corporations, who can only act by agents, that the directors may be regarded as the master, or principals, and that all others, all persons in their employ, whatever may be their employment or duties, whether general superintendent, or the lowest grade of menial laborers, all stand upon an equality of co-laborers, or employes, as regards the question of negligence toward each other. This may be the rule where the executive power, the directing and superintending duties of the corporation, are performed by the directors in person, as was the case of Warren *vs.* Erie Railway Co., (39 N. Y., 471). I have not yet learned from any respectable adjudications, that a railroad, or other corporation, by appointing a superintending agent to transact all executive duties, and surrendering to him all right to perform such duties, retaining and exercising no power to discharge such duties themselves, can escape all legal liability as master; that the superintending and controlling agent in such case can be held to be only a mere fellow servant and co-laborer, the equal with all other employes of the corporation; or, in other words, that by this device, corporations can avoid having a master to whom negligence or knowledge of defective or insufficient machinery, implements, or appliances, can be brought home, so as to create liabilities. Such a doctrine is simply monstrous. Corporations would thus be absolved from all possible liability, and the sound old maxim "*Qui facit per alium facit per se*," would be abrogated.

A corporation cannot act personally. It requires some person to superintend structures, to purchase and control the running of cars, to employ and discharge men, and provide all needful appliances. This can only be done by agents; they are the representatives of the corporation. They are then the executive head or master. Their acts are the acts of the corporation. The duties above described are the duties of the corporation. When these directors appoint some person other than themselves to superintend and perform all these executive duties for them, then such appointees, equally with themselves, represent the corporation as master in all those respects. And though in the performance of these executive duties he may be and is a servant of the corporation, he is not in those respects a co-servant, a co-laborer, a co employee, in the common acceptation of those terms, any more than is a director who exercises the same authority. Though such superintendent may also labor like other co-laborers, and he may be in that respect a co laborer, and his negligence as such co-laborer, when acting only as a laborer, may be likened to that of any other, yet, when by appointment of the master, he exercises the executive duties of master, as in the employment of servants, in the selection for the adoption of the machinery, apparatus, tools, structures, appliances and means suitable and proper for the use of other and subordinate servants, then his acts are executive acts; are the acts of a master; and then the corporation are responsible that he shall act with a reasonable degree of care for the safety, security and life of the other persons in their employ. These executive duties may also be distributed to different heads of different departments, so that each super intendent within his sphere may represent the corporation as master. In controlling and directing structures, in employing and discharging operatives, in selecting machinery and tools, thus he speaks the language of a master. Then he issues their order to their operatives. Then he is the mouthpiece and interpreter of their will. Their voice which is silent, is spoken by him. He then only speaks their executive will, not the irrespon sible will of a fellow workman or co-laborer. The corporation can speak or act in no other way. His executive acts are their acts. His negligence is their negligence. His control, their control. He has in the executive duty no equal. He is not while in the performance of these executive duties only the equal of the common co laborer or co-servant. I do not discover in this view anything in conflict with the case of Wright *vs.* N. Y. Cent. R. R. Co., or Warner *vs.* The Erie R.R. Co. Those cases have not held, that when a corporation exercises its executive power by an agent or superintendent, that they are not liable for his negligence as such, because he is only a servant of the corporation. That step in advance is yet to be taken by the courts in this country. Before it is taken, I think the court will take into consideration the consequences of such a rule. I doubt if they will be found inclined to open a door which should allow corporations or individuals to escape all responsibility for accidents occasioned by negligence of their executive agents, and thus suggest the expediency of managing all institutions in that way.

We are referred by the brief of the defendant's, counsel, to two cases recently decided in the English courts, (Gallagher *vs.* Piper, 16 C. B. N. S., 669, and Wilson *vs.* Murray decided in the House of Lords in 1868,) which, it is said, held the rule that knowledge of negligence must be brought home to the defendants; and that it is not sufficient that knowledge of such negligence be brought to the defendants' general manager, the foreman of the scaffold in the case of an insufficient scaffold. I have not had access to the books containing those holdings, and the statement from the brief does not show us whether the master or defendants in those cases, themselves, had personal charge of their own business, or whether the whole charge of the management was committed by the master to a superintendent and general manager. That is the distinction that I have regarded as important, if not controlling, and have not felt bound in this court to adopt the rule as it is claimed. I do not think it could be endured in this country. But the negligence referred to in the English case of Wilson *vs.* Murry was the negligence of a competent and skillful workman, not the negligence which consists in the employing an incompetent and unskillful one, through whose incompetence the injury happened. A very clear difference.

This case shows an absence of all evidence as to the actual power of those persons who exercised executive duties. The apparent authority, in such case, must be presumed to be the real authority. There were facts in the case that should have been presented to the jury. It was error to nonsuit.

Judgment reversed.

Book Notice.

THE CIVIL ENGINEER'S POCKET BOOK of Mensuration, Trigonometry, Surveying, Hydraulics, Hydrostatics, Instruments and their Adjustments, Strength of Materials, Masonry, Principles of Wooden and Iron Roof and Bridge Trusses, Stone Bridges and Culverts, Trestles, Pillars, Suspension Bridges, Dams, Railroads, Turnouts, Turning-Platforms, Water Stations, Cost of Earthwork, Foundations, Retaining Walls, etc., etc., etc. In addition to which the Elucidation of Certain Important Principles of Construction is made in a more simple manner than heretofore.—By JOHN C. TRAUTWINE, Civil Engineer. Philadelphia: Claxton, Remsen & Haffelfinger, 1872.

The first impression on a cursory glance through this neatly printed, compact volume, full of carefully executed small illustrations, was that the author had carried to excess the idea of simplifying the language and avoiding the higher mathematics. But the impression wore away with further study. It is a well devised compendium of rules and notes. It bristles with facts. The fineness of the type, and the liberal employment of simple and easily understood abbreviations has enabled the experienced author to present in addition to his comprehensive general values, specific facts of much interest, even to the general reader. As an example perhaps by no means the best, we cite from the chapter on Hydraulics:

A gutta percha pipe, 1/8 inch thick, and 3/4 inch bore, has sustained safely an internal pressure of more than 250 lbs. per sq. inch; equal to nearly 600 feet head. It merely swelled slightly at 337 lbs. The Croton water is carried to Blackwell's Island by a tube of that material, sunk in the East River, New York. It is kept down by weights. It is 2 1/8 inch bore, and about 1/8 inch thick. Was laid in 1851, and is still in perfect condition in 1871. Experience has there shown that on rocky bottom the pipe must be prevented from shifting with the tide, &c., otherwise it will soon wear through. It is frequently displaced by the anchors of dragging vessels. A wrapping of canvas, confined by spun yarn, has been used as a protection against abrasion.

On Suspension Bridges he says:

The greatest danger arises from the action of strong winds striking below the floor, and either lifting the whole platform, and letting it fall suddenly, or imparting to it violent wavelike undulations. The bridge of 1010 ft. span across the Ohio at Wheeling, by Charles Ellet, Jr., was destroyed in this manner. It is said to have undulated 20 ft. vertically before giving way. It had no eff-ctive guards against undulation; for although its hand railing was trussed, it was too low and slight to be of much service in so great a

span. Many other bridges have been either destroyed or injured in the same way. When the height of the roadway above the water admits of it, the precaution may be adopted of tie-rods, or anchor rods, under the floor at different points along the span, and carried from thence, inclining downward, to the abutments, to which they should be very strongly confined. In the Niagara Railroad bridge 56 such ties, made of wire ropes 1¼ inch diam., extend diagonally from the bottom of the bridge, to the rocks below. They, however, detract greatly from the dignity of a structure. Mr. Brunel, in some cases, for checking undulations from violent winds striking *beneath* the platform, used also *inverted* or *up-curving* cables under the floor. Their ends were strongly confined to the abutments several feet below the platform; and the cables were connected at intervals, with the platform, so as to hold it down.

The book appears admirably adapted for all the uses for which it is intended. The author quotes largely, but without any show of affectation, from his own experiments, which have been in many cases, the only ones on record in regard to a material or form, or to dimensions in common use in this country. For instance, the following, on glass, which is coming to be more and more used in first class buildings, for railway and other purposes:

The tensile strength of common glass varies from 2,000 to 3,000 lbs. per sq. inch. Crushing strength 6,000 to 10,000 lbs. per sq. inch, transversely, (by the writer's trials). Millville, N. J. flooring glass, 1 inch square, and 1 foot between the end supports, breaks under a center load of about 170 lbs.; consequently, it is considerably stronger than granite, except as regards crushing, in which the two are about equal. Remark, window and other glass which contains an excess of potash or of soda is very liable to become dull in time, owing to the decomposition of those ingredients by atmospheric influences.

The author urges as a reason for avoiding the abstruse mathematics, what is worthy of deep attention from all classes of readers; that "nature rarely combines high mathematical talent with that practical tact and observation of outward things, so essential to a successful engineer.

The book can, we presume, be procured of most book dealers. It can certainly be obtained by mail directly from the publishers. See advertisement in another column.

Parkersburg Branch Railroad.

At the annual meeting of the stockholders of this company in Parkersburg, W. Va., on the 28th ult., the directors presented the report of the operations of the road for the fiscal year ending September 30, 1871, by which it appears that the gross earnings amounted to $733 095 34, an increase, as compared with the preceding year, of $171,210 35, and the operating expenses, including the maintenance and improvement of the roadbed and taxes, amounted to $721,288 03, an increase of $59,507 62 over 1870. This leaves a balance of earnings of $11,80731, against a deficit of $99,895 42. The report shows that 3,927 tons, or nearly 42 miles of new and superior rails have been laid, which required 114,495 new cross-ties. Most of the bridges have been strengthened, and in some cases have been entirely renewed, besides two or three miles of additional sidings. The roadbed, in its present condition, is superior in most respects to the main stem of the Baltimore and Ohio Railroad, and by the completion of the great Ohio River bridge, uninterrupted rail communication is secured to the West.

Virginia Valley Railroad.

At a meeting of the directors of this company in Baltimore on the 28th ult., the president, Mr. Robert Garrett, made the following remarks:

Gentlemen—I have the pleasure to inform you that since the last meeting of the Board, after full consideration, arrangements were perfected by which the subscriptions of the Baltimore and Ohio Company and the city of Baltimore, each for a million of dollars, were obtained. In the expectation of accomplishing this result, our engineers were instructed to press their work, so that the whole line might be located and placed under contract at the earliest practicable period. I have the satisfaction of stating that the report of the engineer in charge (Major Richard Randolph) will now be submitted, in reference especially to the location of the route between Harrisonburg and Staunton. I trust the information will be found sufficiently definite on this subject to enable the Board to decide upon a line and authorize advertisements for contracts for the work promptly.

Full forces of engineers have been diligently engaged in locating a route between Staunton and Salem, and I hope at an early day to be able to submit the requisite information for your action on this subject also.

After the reading of Engineer Randolph's report a statement was made and papers submitted setting forth the amount of subscriptions and the releases of right of way upon each of the lines located between Harrisonburg and Staunton.

After a full consideration of the facts furnished, the action of the Board was unanimous upon the adoption of the eastern route.

Proposals for contracts upon this line will at once be advertised for, and it is designed that the line shall be pushed rapidly to completion.

The citizens of the town of Harrisonburg, recognizing the great importance of this work and its future advantage to their community, have granted the company a free right of way through their town, and the company have also been met appreciatively and liberally on the line adopted between Harrisonburg and Staunton.

The line which the Board determined to adopt possesses material advantages in distance and in grades. The length of the located line will be twenty-six miles, and the ruling grade will not exceed fifty feet to the mile. It was further determined that the location of the entire route to Salem shall be vigorously pressed, so that the entire line shall be placed under contract to be constructed at the earliest practicable period.

Tennessee Railroads.

At the sale of the interest of the State of Tennessee in various roads, recently held, the road from Tullahoma to McMinnville, twenty-six miles in length, was bought by the Memphis and Charleston Road. At the same time it bought the Winchester and Alabama Road, thirty-nine miles in length, running from Decherd to Fayetteville, Tennessee.

The new road leaves the Memphis and Charleston at or near Huntsville, crossing the Winchester and Alabama west of Winchester. From the crossing of this road south graders are now at work. From this crossing the road runs northeast to Tullahoma; from Tullahoma to McMinnville it is in first-class condition.

Graders are at work between this point and Sparta. The bridge over Collins river, three and a-half miles from town, is nearly finished, and the piers for the Caney Fork bridge are under way. From this point to the Kentucky line the road will pass through White, Putnam and Overton counties. White and Overton have subscribed $120,000 each, and Putnam will do nearly as well. There is every assurance that the road will be under contract to the State line of Kentucky by April 1, 1872.

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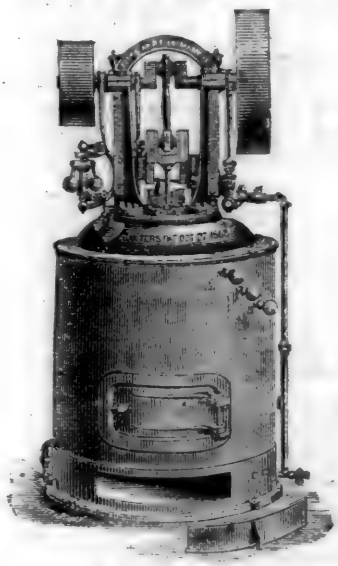
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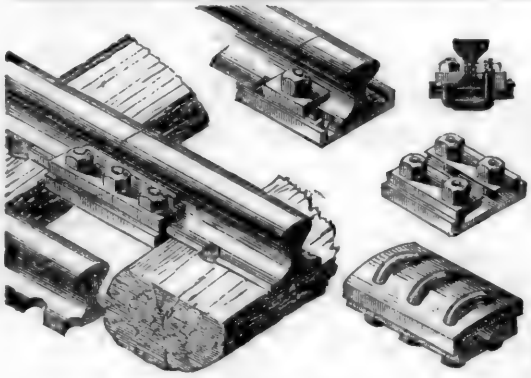
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American Railroad Journal.

New York Saturday, December 16, 1871.

Chesapeake and Ohio Railroad.

The annual meeting of the stockholders of the Chesapeake and Ohio Railroad Company was held in Richmond, Va., on the 7th inst. The President in his Report states that the bonds of the company now command 94 cents on the dollar, and prophesied a premium within the year. The road is now completed from the city of Huntington, on the Ohio River, to the mouth of New River. That portion of the line between the mouth of New River and White Sulphur Springs (102 miles), which will complete the line from the city of Richmond to the Ohio River, is all under contract, and the grading and masonry on eleven miles of it is completed, and the balance of the work is progressing so favorably as to leave no doubt that the whole of it will be completed, and that the cars will be running daily over the entire line from Richmond to the city of Huntington before the close of the present fiscal year.

The surveys which have been made during the past year establish the fact that connections may be made at either of several points on the Chesapeake Bay, having good harbors and abundant depth of water and easily accessible from the ocean at all seasons of the year, at moderate cost.

The funded debt of the road secured by mortgage is $11,237,100; the amount of bonds issued for funded interest is $163,844 95; dividend bonds $29,312; the floating debt $1,234,906 11.

The General Superintendent states that the earnings of the Company from passengers, freight, &c., amount to $769,265 05; expenses, $479,256 62; net receipts, $290,008 43. The increase for the year is $91,939,78. There is also a decrease in the expenses of $138,182 41.

The equipment consists of 37 locomotives, 15 first-class and 6 second class passenger cars, 12 baggage, mail and express cars, 205 box cars, 55 stock cars, 124 flat cars, 20 gondola cars, 10 caboose and boarding cars and 7 gravel cars; 100 freight cars have been purchased, and 50 freight, 61 dump, 6 gravel, 3 passenger and 1 mail and express cars have been built at the Company's shop.

The Directors of the road are; Messrs. C. P. Huntington, A. A. Low, W. H. Aspinwall, of New York; Pliny Fisk, of Pennsylvania; David Stewart, Jonas B. Clark, Wm. B. Hatch, of New York; H. C. Parsons, of West Virginia; John Echols, Wms. C. Wickham and Jos. R. Anderson, of Virginia.

International Bridge Proposed.

The Buffalo *Express*, of December 5, says: The Great Western Railway Company of Canada, finding difficulties in the proposed connection of their "Loop Line" with the Grand Trunk Railway, at Cayuga, now contemplate extending the Loop Line to Niagara river at Black Creek, and there making an independent crossing of the river, by bridges from the Canadian shore to Grand Island, from Grand Island to Tonawanda Island, and from Tonawanda Island to the eastern bank of the river at Tonawanda, where connection can be made with both the Erie and Central Railways. It is understood that engineers are now engaged in making surveys for carrying the proposed road across Grand Island, which is some six miles in width at the point indicated. We have no doubt that the point in question is, in some respects, a very favorable one for crossing the river; but it has the disadvantage, both for the railroad and this city, of being several miles removed from Buffalo. We do not know that the project has been determined upon, we are only informed that it is in contemplation, and that surveys with reference to it are being made.

Cincinnati, Richmond and Fort Wayne Railroad.

The Fort Wayne *Gazette* says that the last rail was laid and the last spike driven on the Cincinnati, Richmond and Fort Wayne Railroad on the 6th inst. The two parties of workmen, working from both ends of the route, the one under the auspices of the company and the other of Hugh McKee & Co., contractors, met each other at the expected time. Quite a number of people were present from Portland, Decatur, Fort Wayne, &c., including Hon. Wm. Parry, president of the company, Hon. Jesse L. Williams, chief engineer, Gen. Hugh McKee, builder, and others. The *Gazette* adds:

The completion of this road is an event of too much importance to the interests of this city and state to be entirely overlooked. As the continuation of the Grand Rapids and Indiana Railroad, which thrusts its long arm through the magnificent pineries of Michigan and lays its hand upon the straits of Mackinaw, it binds together and consolidates interests which hitherto have lain widely apart. The almost unrivalled situation of Fort Wayne as a railroad centre is now manifest to the world. In direct communication with the Atlantic and Pacific seaboards, the head of Lake Erie and the Mississippi river, the western shore of Lake Huron and the city of New Orleans, the eastern shore of Lake Michigan and the city of Savannah, she may well enjoy a dream of prosperity in keeping with the glittering possibilities of her future.

The district of country which this road opens up is one of the most important in the state. Leaving Fort Wayne side and side with the track of the Pittsburgh, Fort Wayne and Chicago Railway for a distance of five miles it strikes off in a direction a little east of south by a direct tangent to Decatur, the county seat of Adams county; thence nearly due south to Portland, the county seat of Jay county; thence a little west of south to Ridgeville, where it intersects the Pan Handle route; thence a little east of south to Winchester, the county seat of Randolph county, where it intersects the Bellefontaine road; and thence to Richmond. From this point through to Cincinnati it penetrates an extensive network of railroads, all of which will be benefited and contribute to the success of this line. The road will be to some extent under the control of the Pennsylvania Railroad Company, but it will lose nothing from its connection with this powerful corporation, whose ability in the management of vast public interests is without parallel in the history of railroads.

Iron Freight Cars.

The Baltimore *American* says that the Baltimore and Ohio Railroad Company have experimented with iron freight cars, and while finding them an improvement over the wooden car, it was also discovered that in numerous instances certain kinds of freight were rendered useless by the sweating process to which iron cars are subjected. To obviate the sweating process a system of ventilation was resorted to, when it was found that if the goods were not covered with dust they were in great danger of being set on fire by sparks which found their way into the cars through the channels left open for ventilation. The Company however, is experimenting with iron cars, and will use every exertion to bring them into general use.

Boston and Providence Railroad.

The earnings of this road for the year ending September 30, 1871, were as follows:

From passengers	$761,517 98
" freight	604,196 39
" rents	12,398 44
" expresses	26,979 27
" mails	6,145 51
" interest, etc	3,043 27
" dividends	1,200 00
	$1,415,480 86

Expenses, viz:		
Repairs of railroad	$78,942 62	
Sleeper account	28,213 54	
New iron rails	28,122 53	
New steel rails	25,664 52	
Repairs and renewals of locomotives	74,447 44	
Repairs and renewals of cars	120,049 41	
New station houses and fixtures and repairs	95,248 19	
New bridges and repairs	15,385 62	
Fence account	4,655 59	
Snow account	1,848 16	
Gratuities and damages	13,916 18	
Passenger department	109 212 44	
Freight department	145,631 69	
Wood, coal and water	99 844 54	
Miscellaneous expenses	22,019 38	
Switch and gatemen	28,538 05	
Taxes and insurance, (city, town, etc.)	34,743 69	
Oil and waste	14,957 89	
Telegraph expenses	651 25	
Rent of Attleborough Branch Railroad	3,778 34	
State tax	44,148 70	
		985,019 67
Balance, as the net income for the year, carried to income account		$430,461 19
Add balance from previous year		504,422 06
Total		$934,883 25
From which deduct—		
Dividend 5 per cent, on 37,000 shares, Dec. 31, 1870	$185,000 00	
Dividend 5 per cent, and Government tax, on 37,000 shares, July 1, 1871	189,743 60	
Dividend 5 per cent. and Government tax, on 39,600 shares, payable November 15, 1871	202,564 10	
		577,307 70
Balance to new account		$357,575 55

Since the last annual meeting, the negotiations with the city government of Boston for the disposal of a portion of our territory to be used in the extension of Columbus Avenue have been renewed, and brought to a conclusion satisfactory to both the parties. A contract has been executed, by which, for the sum of $475,000 in cash, the remission of a claim of $7 000 for betterments assessed for the widening of Eliot street, the exemption of the corporation from all claim for betterments for the extension of Columbus Avenue, estimated at $50,000, the discontinuance of Church street, and the conveyance by the city to the corporation of its interest therein, and other considerations, the strip of land referred to in the Appendix to the last annual report has been conveyed to the city. This conveyance renders necessary the erection of a new station house in Boston, for which the directors are now making the requisite preparation, and the work will be prosecuted with all practicable dispatch.

The construction of the third track between Boston and Readville, to which frequent reference has been heretofore made in these reports, is now so far advanced as to make it quite certain that it will be completed and put in operation before the close of this month. Some unavoidable and unlooked-for delay has attended the progress of this work; but that it was unavoidable, the diligent and unceasing efforts of the managers of the road to expedite it will bear witness. We now have the satisfaction of stating that through the aid of the legislature at its last session in extending the time within which we were authorized to take land for this purpose, we have been enabled to settle every claim for land damages, and they were numerous and vexatious, without resorting to legal proceedings in a single case.

During the year especial attention has been given to the erection of new station houses on the line of the road; and it is an agreeable duty on the part of the directors to state, that all causes for the reproach which so long attached to us in respect to these most conspicuous insignia of a well-managed railroad are fast disappearing along the whole length of the line.

Those already completed, are: one at Sharon, one at Jamaica Plain, one at the Clarendon Hills, and one at Walnut Hill, a new station on the Dedham branch.

In addition to these, work has been commenced, but not completed, upon a commodious brick structure which we are erecting jointly with the Providence and Worcester Railroad, on the west side of the track, at Pawtucket. When it is finished, the old station house on the east side will be removed, and extensive arrangements made by the two corporations to better accommodate the already large and rapidly increasing freight business at this station.

During the coming year new structures will be completed at Boylston station in West Roxbury, at Hyde Park, and at Dodgeville. In addition to these we shall also be obliged to construct, in connection with the Taunton Branch Railroad (whose branch from Taunton to Attleboro' has been completed, and in operation since the first of August last), a joint station house at the junction of the two roads, near the site of our present station in the town of Attleboro'.

Before the close of the year 1873, it is hoped that we shall have rebuilt every station house on the line of the road thereby terminating all our extraordinary expenses in that department for many years to come.

All the new buildings thus far erected, have been built at a reasonable cost, and have received from the public the highest commendation.

Four new locomotives have been added to our stock during the year, two built at our own works and two by the Rhode Island Locomotive Company, in Providence.

We have also added eight new passenger cars, with a large number of freight cars, to our equipment, in addition to our proportion of the new equipment for the Shore Line, which, since the building of the new ferry boat at Groton, has taken its place as in every respect a first-class all-rail line between Boston and New York.

The authority given by the legislature to increase the capital stock of the corporation for the construction of the third track, and other purposes, has been acted upon by the directors, and the capital fixed at four millions of dollars, of which five hundred shares remain unissued, and the corporation is burdened with no funded or floating debt.

TRIAL BALANCE, September 30, 1871.

Construction and equipment		$3,844,114 42
Cash and cash funds		37,374 50
Stoughton Branch Railroad stock		40,000 00
Mansfield and Framingham Railroad		15,000 00
Real estate		409,040 68
Materials on hand		126,331 09
Balances due from other roads, etc.		72,722 28
		$4,544,582 87
Capital stock		$3,950,000 00
Unclaimed dividends		4,658 00
Dividend due Nov. 15th, 1871		202,564 10
Renewal fund		14,048 94
Balances due to other roads, etc		15,736 28
Income account		357,575 55
		$4,544,582 87

President.—JOHN H. CLIFFORD.

Directors.—John H. Clifford, Samuel T. Dana, Geo. W. Hallet, J. Huntington Wolcott, T. P. I. Goddard, Wm. R. Robeson, F. M. Weld.

Treasurer.—BENJ. B. TORREY.

Superintendent.—A. A. FOLSOM.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 30th of November inclusive, during the years 1870 and 1871, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu
1870	430,400	17,124,700	4,805,100	3,984,700
1871	290,700	21,313,400	20,042,200	3,839,400
Dec.	139,700	*4,188,700	*15,237,200	145,300

* Increase.

The receipts of the new crop of barley are 3,799,000 bush., against 3,902,300 bush. in 1870. The receipts of 1870, from December 1st to the close of navigation, were about 600,000 bushels. It is probable there is not far from that quantity now frozen in on the canal.

By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows an increase equal to 698,040 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of November, in the years indicated:

	1869.	1870.	1871.
Canal opened—	May 6.	May 10.	April 24.
Flour, bbls.	521,300	430,004	290,700
Wheat, bushels.	18,028,800	17,124,700	21,313,400
Corn, bushels	7,038,800	4,805,100	20,042,200
Barley, bushels.	3,159,300	3,984,700	3,839,400
Oats, bushels	4,831,000	6,167,500	6,639,400
Rye, bushels	251,400	587,500	1,107,900
Malt, bushels	238,400	761,200	889,200
Feed, lbs.	13,666,200	14,401,500	7,243,600

Virginia Valley Railroad.

Proposals will be received for the graduation, masonry, and ballasting of the first twenty-six sections of the Valley Road, between Harrisonburg and Staunton, until the 15th of January. Specifications, forms of contract and other information can be obtained at the Company's office in Staunton or on application to Richard Randolph, Engineer, at Camden Station. The construction of this Road has been undertaken by Pesident Garrett with great energy, and it will be pushed forward to early completion. This is a most important link for the trade of Baltimore. The eastern

route has been taken, by way of Mount Sidney, parallel to the Valley turnpike, and enters the town of Staunton on the eastern side.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool.....	$1,490,077	$1,081,079
" cotton...	1,055,620	934,569
" silk	2,482,821	1,608,326
" flax	867,962	1,055,808
Miscellaneous dry goods..	641,822	831,082
Total entered for consump.	$6,488,302	$5,510,864

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$568,583	$754,765
" cotton ...	269,713	232,223
" silk.....	337,863	454,962
" flax	352,666	339,737
Miscellaneous dry goods..	123,799	122,421
Total withdrawn from warehouse	$1,652,124	$1,904,108
Add entered for consump.	6,488,302	5,510,864
Tot. thrown on the market..	$8,140,426	$7,414,972

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$941,600	$925,320
" cotton ...	344,709	422,156
" silk.....	631,653	484,614
" flax	467,055	497,938
Miscellaneous dry goods..	83,919	136,617
Total entered for wareh'g..	$2,468,936	$2,466,645
Add entered for consump.	6,488,302	5,510,864
Total entered at the port..	$8,957,238	$7,977,509

The imports of foreign dry goods at New York for eleven months from January 1, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool...	$20,033,847	$26,239,664
" cotton.	14,650,396	18,764,317
" silk ...	22,086,072	27,255 291
" flax ...	9,807,222	11,698,812
Miscellaneous dry goods	8,434,036	9,888,082
Total entered for cons'p.	$75,011,573	$93,846,166

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool ...	$10,960,300	$11,881,068
" cotton..	4,957,831	4,848,152
" silk	5,107,551	7,010,797
" flax	5,325,420	4,834,121
Miscellaneous dry goods.	1,297,764	1,419,283
Total withdrawn from warehouse	$27,648,866	$29,993,421
Add entered for consump.	75,011,573	93,846,166
Total thrown on the market....	$102,660,439	$123,839,587

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$10,623,330	$13,006,336
" cotton..	4,699,950	5,586,012
" silk	4,426,750	7,740,661
" flax	4 533,966	4,569,478
Miscellaneous dry goods.	1,268,719	1,711,535
Total entered warehouse.	$26,552,715	$32,615,022
Add entered for consump.	75,011,573	93,846,166
Total entered at the port.	$101,564,288	$126,461,188

☞ The Delaware and Hudson Canal Company will pay a dividend of 3½ per cent on the Rensselaer and Saratoga and Albany and Susquehanna Railroad stocks, after January 1.

Port Huron and Lake Michigan Railroad.

The earnings of this road for the fiscal year ending October 31, 1871, were:

From freight.....	$106,403 26
" passengers....	33,232 05
" car and engine service.....	522 48
" express, dockage and storage.	463 98
" U. S. Mail....	1,958 33
	$142,580 10

Expenses viz:

Maintenance of way.....	$12,443 71	
Fuel and supplies....	5,578 11	
Car and engine repairs....	6,927 66	
Station buildings repairs..	253 77	
General expenses....	3,504 04	
Wages, etc.....	21,452 23	
Lost and damage freight..	258 80	
		50,417 82
Net earnings....		$92,162 28

The number of passengers carried over the road during the past year has been 41,988—an increase over the previous year of 25,331. Tons of freight moved, 55,028—an increase of 37,162. The President in his report says:

Negotiations in progress at your last annual meeting with the Great Western Railway Company of Canada, and the Detroit and Milwaukee Railroad Company, were concluded on the 15th day of February last. Those agreements involved a change in our western terminus from Lansing to Owosso. It is believed that the connections thus secured will prove of permanent and substantial benefit to our company.

During the past year we have laid 33 miles of rails of which 28 miles have been added to our main line. The ballasting has been completed between Port Huron and Davison station, nine miles east of Flint, and the rest of the track has been put in good condition, so that the road will be open for traffic to Flint City on the 6th day of December next. So far as completed the track is in as good condition as that of any road in the State.

We have increased the equipment of the road by the addition of four first class locomotives, four passenger coaches, two baggage and mail cars, fifty-five box and sixty platform cars. We have also arranged to put 100 box cars, 32 feet long, into the "Michigan Line," transportation, and with the quota of the Great Western Railway in the same line shall offer ample facilities for the prompt movement of freight. At Port Huron a freight house and shed each one hundred feet long have been added for the accomodation of our traffic. The docks have been extended one thousand feet, including a ferry slip, which was put into use on the 15th day of June last. The adjacent grounds have been filled in and ample sidings provided. A set of Fairbanks' track scales of the capacity of 80 tons, have been put in upon our grounds here, and connected with our main and dock tracks.

An addition of 20x50 feet has been made to our work shop, a permanent turn-table has been put in, and a second engine-house to receive three locomotives has been erected.

Station buildings at Emmet and Attica have been completed. At Lapeer a freight house 24x100 feet has been put up, and a passenger house of the same dimensions is nearly completed. The contracts for all necessary buildings at Elba, Davison and Flint, are also let, and they will be ready for occupancy within 30 days. A turn-table and an engine house to receive two locomotives, have been completed at Flint. In accordance with the contract between this company and the Great Western Railway Company, the steamer *Florence* and the barge *Kent* have been employed here since the 15th day of June in transporting passengers and cars between the two roads.

A boat of capacity to carry ten loaded cars at a trip, and with double engines and boilers, and first-class accomodations for passengers, is now being constructed and will be ready for the Spring business. A contract has been entered into with the American Merchants' Union Express Company, and they are now doing business over our road.

Over twenty miles of fencing have been built during the year. A telegraph line has also been put up and will be ready for use when our trains run to Flint.

The report of the treasurer submitted herewith shows the total fiscal operations for the year to have been $852,663 25. The gross earnings of the road were $142,580 10; operating expenses, $50.417 82; net earnings, $92,162 28. The operating expenses have been only 35 36-100 per cent. of the earnings and it is believed that with economy the expenses can be kept at about that ratio for some time. Statements of the earnings and expenses of the road for the current fiscal year, a comparative statement of the freight and number of passengers carried and of the equipment, are herewith submitted.

Arrangements are in progress for the completion of the line, and we see no reason to doubt that before another annual meeting the great work for which we have labored so long and zealously will have been finished, and in profitable operation.

The company have 7 locomotives, 6 passenger, 2 baggage, 2 caboose, 59 box freight, 100 "Michigan Line" box freight, 100 platform and 20 hand cars.

GENERAL BALANCES, 1870-71.

Cash on hand last report		$7,049 57
Sales of bonds....		551,000 00
Stock subscriptions....		83,329 91
Earnings of road....		142,580 10
Sundries—sales of old material, etc..		2 825 97
Floating indebtedness....		66,377 70
		$852,663 25
Construction....	$505,150 43	
Equipment	101,521 45	
Coupons, interest and discount....	93,774 70	
Port Huron dock and grounds.....	14,536 83	
Station buildings....	8,188 77	
Machinery and tools Port Huron shops	507 69	
Operating expenses....	50,417 82	
Cash on hand....	$65,599 21	
Bills receivable....	12,966 35	
	78,565 56	
		$852,663 25

President—W. L. BANCROFT.

Directors—Isaac Gale, Artemas Thayer, Edgar White, W. L. Bancroft, W. K. Muir, Joseph Price, W. F. Drake.

Treasurer.—EDGAR WHITE.

Secretary.—E. B. TAYLOR.

Chief Engineer.—CHARLES PALMER.

General Superintendent.—W. L. BANCROFT.

New York (Viaduct) Railway.

At a meeting of the directors of this company on the 6th inst., it was decided to investigate throughly the plan approved by the old board, and to examine the principal plans which have been brought forward for rapid transit, with a view to adopting that which should prove the most feasible. For this purpose committees were appointed as follows:

Finance Committee—J. Seligman, L. P. Morton, J. F. D. Lanier, A. Belmont, and A. T. Stewart.

Executive Committee—John Taylor Johnston, William B. Duncan, William B. Ogden, S. D. Babcock, Sidney Dilon, William T. Blodgett, and Abraham S. Hewitt.

☞ The Port Huron and Lake Michigan Railroad was formally opened to Flint on the 6th inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley.....50	2,2 6 350	— & —	.....
Atlanta and West Point.100	1 232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3 691,200	— & —	.....
" " pref.100	821 654	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,4 4,900	M. & S.	Sept. '71 2
" " new 1870.100	1,503,000	— & —	.....
Avon, Geneseo & Mt M.*100	194,250	A. & O.	Oct '71 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	July '71 1½
Bloesburg & Corning.*... 50	250,000	J. & D.	June '71 3½
Boston and Albany.....100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb. pref.100	633 200	— & —	.....
Agricultural Br guar...100	60,000	J. & J	July '71 3
Bost., Conc. & Mont.*pref 0	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	July '71 4
Boston and Maine.....100	4,471,275	M & N	Nov. '71 5
Boston and Providence..100	3,700,000	M & N	Nov. '71 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June '70 3½
Burlington and Mo. Riv..100	1 389,000	J. & J.	July '71 4
" " pref.100	1,083 400	J. & J.	July '70 4
Camden and Amboy*...100	5,847,800	J A J.O	Jan. '72 7
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod.....50	915,57.	J & D.	July '71 4½
Cape May and Millville* 50	447,00	J & D.	Dec. '71 3
Catasauqua & Fogelev.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,1 9,500	— & —	.....
" pref.....50	2,200,000	M. & N.	Nov. '71 3½
Cayuga and Susq.*..... 50	589,11	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,3 0 400	F. & A.	Aug '71 1½
" pref.100	769,600	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,000 800	J & J	July '71 5
Central of New Jersey.100	15,000 000	J.A.J&O.	Oct. '71 2½
Central Ohio*.....50	2,4 5,000	J & D.	June '71 3
" pref.....50	40 , 01	J. & D.	June '71 3
Chemung*.....100	380,000	J.A.J&O	Jan '72 1½
Cheshire, preferred.....100	2 100,000	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M & S	Sept. '71 5
" " pref...100	2,425,4 0	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy.100	20,000,000	M & S	Sept. '71 5
Chicago, Iowa & Nebras*1 0	3,9 6 3 0	J. & J.	July '71 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415 043	J. & D.	June '71 5
Chicago, R. I. & Pacific..100	19 000,000	J. & D.	Oct. '71 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '71 4
Cin., Sand. and Clev.*.... 50	2,967 8 0	— & —	.....
" " pref... 50	428,646	M. & N	Nov. '71 3
Clev., Col., Cin. & Ind...100	11,620,000	F. & A	Aug '71 3½
Cleveland & Mahoning*. 5	2,0 7,5 0	M & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494 58	J. & J.	July '71 3½
Col., Chic. & Ind. Cen.*.100	13,0 0,000	F.M.AN	Nov. '71 2½
Columbus and Xenia*.... 5	1,2 0,80	J.A J&O	Oct. '71 2½
Colum. & Hocking Val.100	848,56.	M.J.S.D.	Sept. '71 2
Concord.....	1,500 0	— & —	.....
Concord and Ports.*.... 10	3 0,0 0	M. & N.	Nov. '71 5
Conn. & Pass. p'siv..1 0	2,084,200	J & J	July '71 3½
Connecticut Riv. —	1,7 0,0 0	F. & A.	Aug. '71 3
Cooperstown and Susq..100	307,583	J. & J.	Jan. '72 5
Cumberland Valley....	1,325 000	— & —	.....
Danbury and Norwal.... 5	400,000	A & O	Oct. '71 4
Delaware*..... 50	1,230 941	M.J.S.D.	Sept. '71 4
Del., Lackaw. & Westn.	18,508,850	J. & J.	Jan. '72 3
Detroit & Milwaukee *.. 5	452,48.	J. & J.	Dec. '70 6
" " pref 50	2,095,000	— & —	.....
Dubuque & Sioux City*100	5,000,000	— & —	Dec. '69 7
East Pennsylvania*..... 50	1 3 0,2 0	J. & J.	Jan. '72 2
East Mananoy *..... 50	392,950	J. & J.	Jan. '72 4
Eastern (Mass.)..... 100	4,062,600	J. & J.	Jan. '72 3
Eastern (N. H.)..... 100	492,500	J & J.	July '71 4
Elmira, Jef & Canand'..100	500,000	J. & J.	July '71 4
Elmira & Williamsport* 50	500,000	F. & A.	Aug. '71 2½
" " pref. 50	500,000	M. & N.	Nov. '71 2½
Erie Railway.....100	78,000,000	J. & J.	July '71 3½
" pref.....100	8,536,910	F. & A.	Dec. '69 7½
Erie and Pittsburg*..... 50	1,090,250	Decemb.	Dec. '70 5
Fitchburg.....100	3,340,000	M. I.S.D.	Sept. '71 1½
Georgia.....100	4,156,000	J. & J.	July '71 4
Grand River Val.* guar 100	1,000,000	J. & J.	Jan. '72 4
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	— & —	.....
Hannibal & St. Joseph.100	4,151,700	A. & O	Oct. '71 2½
" " pref.100	5,078 224	F. & A.	Aug. '70 3½
Hanover Branch, (Pa.).. 50	116,850	Annual	Aug. '70 7
Harlem Extension..... 100	4,000,000	M. & N.	Nov. '71 5
Harrisburg & Lancaster* 50	1,182,500	— & —	.....
Hartford & New Haven 100	3,3 0,000	J. & J.	Jan. '72 3½
" scrip. 50	1,500,000	J.A. J.O.	Oct. '71 3
Housatonic, pref..... 1 0	1,180.00	J.A. J.O.	Oct. '71 2½
Huntingdon & B'd Top. 50	616,000	J. & J.	July '71 4
" " pref. 50	218,350	— & —	.....
Illinois Central..... 100	25 280 240	J. @ J.	July '68 3½
Indianapolis, Cin. & Laf. 50	7,685,497	F. & A.	Aug. '71 5
Iowa Falls & Sioux City*100	4,625,000	M. & S	Sept. '67 4
Jeffersonv., Mad. & Ind..100	2,000,000	— & —	.....
Joliet and Chicago*.....100	1,500,000	J. & J	Jan. '66 5
Joliet & North. Indiana*100	300 000	J.A. J.O.	Jan. '72 1½
Lake Shore & Mich. So..100	34,446,500	J. & J.	Jan. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 4
Lawrence*..... 50	269 200	F. & A.	Aug. '71 5
Leeds and Farmington*100	600,000	— & —	.....
Lehigh & Susquehanna.. 50	8,739,800	J. & J.	Jan. '72 3
Lehigh Valley..... 50	14,159,400	M & N.	May '67 5

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Jan. '72 2
Little Schuylkill*..... 50	2,644,100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '71 4½
Louisville & Nashville..100	8,680,912	F. & A.	Aug. '71 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '71 3
Lykens Valley..... 20	600,000	F.M.AN	Nov. '71 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	Nov. '71 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '71 4
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	14,665,848	J. & J.	July '71 5
Mill Creek & Mich'l*. 50	323 375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Jan. '71 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov. '71 5
Naugatuck.....100	1,864,400	F. & A.	Aug. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '71 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug 69 12-
N Haven & Northamp...100	665,600	J.A. J.O.	Oct. '71 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '72 7
New London Northern*100	1,003,500	J. & J	July '71 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct. '71 4
" " Certif....100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500 000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	July '71 5
N. Y., Provid. & Boston..100	2,000,000	J. & J	July '71 4
Niag Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	Irregular.	July '71 5
N. Eastern (S C.) pref...100	111,000	M & N	May 67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '71 5s
Northern Central..... 50	5 000,000	M. & N	Nov. '71 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2 364,400	F. & A.	Jan. '71 5
Ogdensb. & L. Champl.*100	3,051 800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,258,450	J A. J.O.	Jan. '72 2½
Old Colony & Newport..100	4,959,020	J. & J	July '71 3
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '71 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Jan. '72 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 4
Paterson and Newark*.100	500,000	J & J.	.....
Paterson and Ramapo*..100	148 000	J. & J.	Jan. '71 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania..... 50	39,500,000	M. & N.	Nov. '71 5
Peoria & Bureau Val.*..100	1,2 0,000	F. & A.	Aug '71 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 5	1,626 250	M.J.S.D	Dec '71 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1 259,100	J.A. J.O	Jan. '72 7
Phila., Wil. & Balt..... 50	9,562,650	J. & J	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Jan. '72 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O	Oct. '71 3
Portl., Saco & Portsm...100	1,500,000	J. & D.	Dec. '71 3
Providence & Worces...100	2,000,000	J. & J.	July '71 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan. '72 4
Rutland*..... 100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug. '71 4
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,200 000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '71 3½
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	500,450	F. & A.	Aug. '71 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina..... 100	5,819,275	F. & A.	Aug. '71 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Aug. '71 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	297,600	M. & N.	Nov. '71 3
Summit Branch*..... 50	250,000	F. & A.	Aug. '71 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	.....
Taunton Branch..... 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	3,600,000	J. & J.	July '71 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Oct. '71 2½
West Jersey.....100	1,209,000	F. & A.	Aug. '71 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	500,00	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '71 $ 5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800 000	J. & J.	July '71 4
Bleecker st. & F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	Oct. '71 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70 3
Brooklyn City.....100	1,500,000	F.A.M.N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70 3½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '71 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	July '71 3½
Citizens' (Pbg.).....50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..10	500,000	— & —	.....
D. Dock, E. B'dw, & Bat..'00	1,200,000	F.M.A.N	Nov. '71 2
Eighth Avenue (N.Y.)...100	1,000.000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..10 0	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw.(Ph.) 50	491 760	J. & J.	July '71 3
Germantown (Ph.).....50	1,000.000	J. & J.	July '71 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '71 3
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '71 0½
Lomb. & South Sts.(Ph.) 25	105 000	— & —	Oct. '70 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)....100	1,250.000	J. & J.	July '71 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)....100	197,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,0.0	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J	July '71 2
Phila and Grey's Ferry 50	284,775	J. & J.	July 70 2½
Pbg, Alleg. & Manchester 50	200,000	M & N.	Nov. '69 8
Second Avenue (N.Y.)....100	808,1.0	J.A. J.O.	July 71 2½
Second & Third St.(Ph.) 50	902, 00	J. & J.	July '71 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1 170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '71 2
Somerville (Boston).....100	75,000	M. & N.	Nov. '71 3
South Boston.....100	400,000	J.A. J.O.	Oct. '71 2½
Union (Boston).....100	200,000	M. & N.	Nov. '71 4
Union (Phila.).....50	400,000	J. & J.	July '71 3
West Philadelphia..... 50	400,000	J. & J.	July '71 5
CANALS.			
Chesapeake & Delaware 20	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229 594	— & —	.....
Delaware Division..... 50	1,833,350	F. & A.	Aug. '71 4
Delaware and Hudson...100	15 000 000	F. & A	Aug. '71 5
Delaware and Raritan*..100	5,847,400	J A. J.O.	Jan. '72 7
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)...100	1,025,000	F. & A.	Sep. '71 1½
" (preferred).....100	1 175,000	F. & A.	Sep. '71 3½
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Aug 71 35c
" " (pref.) 50	2,838,977	F. & A.	Aug. '71 0½
Susq. and Tide Water... 50	2,002,740	— & —	.....
Union..... 50	2,907,880	— & —	.....
" preferred..... 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '66 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept. '71 2
American Coal..... 25	1,500,000	M. & S.	Sept. '71 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship!00	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 16½	731,2 0	— & —	.....
Consolidation(Md.)Coal.100	10,25 ,0 0	J. & J.	Jan. '72 -
Cumberland Coal & Iron.100	500,0 0	— & —	.....
Maryland Coal..... 100	4,4 0,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,0.0	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	4,000,000	.....	..... 2½
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov. '71 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common ...100	8,700 00	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Dec. '70 6
Spruce Hill Coal..... 10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	July '71 3
United States Express...100	6,000,000	F.M.A.N	Nov. '69 2½
United States Trust.....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	F. & A.	Aug. '71 3
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '69 4

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Dec. 1, 1871.					
Loan of June 14, 1858 .....registered	96,045,000	5	Jan. & July.	1874	109½
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,728,000	6	Jan. & July.	1880	114
.. ..coupon	4,687,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861.....registered	124,981,150	6	Jan. & July	1881	114
.. ..coupon	64,340,050	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s).....registered	76,714,850	6	May & Nov.	1882	110
.. .. .. (5-20s).....coupon	379,100,350	6	" "	1882	110½
Loan of March 3, 1863.....registered	53,363,750	6	Jan. & July.	1881	114
.. ..coupon	21,636,250	6	" "	1881	117½
Loan of March 3, 1864 (5-20s).....registered	2,492,500	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s).....registered	40,936,350	6	May & Nov.	1884	110½
.. .. .. (5-20s).....coupon	40,924,250	6	" "	1884	111½
Loan of March 3, 1865 (5-20s).....registered	43,079,300	6	May & Nov.	1885	111
.. .. .. (5-20s).....coupon	120,258,200	6	" "	1885	111½
.. .. 2d series (5-20s).....registered	63,463,050	6	Jan. & July.	1885	109½
.. .. .. (5-20s).....coupon	166,243,050	6	" "	1885	113½
.. .. 3d series (5-20s).....registered	91,160,000	6	Jan. & July.	1887	111½
.. .. .. (5-20s).....coupon	229,817,500	6	" "	1887	115½
.. .. 4th series (5-20s).....registered	12,606,500	6	Jan. & July.	1888	114½
.. .. .. (5-20s).....coupon	28,660,050	6	" "	1888	115½
Loan of March 3, 1864, (10-40s)....registered	138,629,050	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s).....coupon	56,528,250	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71..registered	54,483,150	5	F. M. A. & N.	1881	109½
.. .. coupon	8,313,250	5	" "	1881	109½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	23,490 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	113½
U. S. Notes and Fractional Currency.....	397,758,837	mat.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	55
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")...	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'95-'98	68½
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	53
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111½
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864.....	505.000	7	"	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'92	....
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	350.000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	71 '74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	83½
.. —Atl. and Gulf R. R. 1858 to 1860.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,893	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	83-'92	....
.. — .. ..military	1,059,500	7	" "	'76-'89	....
.. — .. ..military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	8	May & Nov.	1907	63½
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1900	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	....
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	100
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	443,500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	90
.. —Annapolis & Elkridge R.R. Loans	96,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1881	106
.. —Southern Relief Bonds.....	100.000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	106½
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	98½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)....	761,816	5	April & Oct	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'85-'90	97½
.. —	986,500	5	" "	'91-'99	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	3	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	101
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1885	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	93½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	94½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	800,200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864..	800,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71- '4	99
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'85-'90	105
.. — .. of 1864.....	593,400	6	" "	'87-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	109½
.. — .. Bonds.....	21,089,000	7	" "	1877	109½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	106
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	107½
.. —	2,099,000	6	" "	1874	107
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	35½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	19½
.. — .. .. (new).	1,7 9,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1900	21
.. —	1,821,400	6	April & Oct.	1900	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	14
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (").....	1,600,0 0	6	" "	1875	....
.. — .. (").....	4,095,399	6	" "	1881	102½
.. — .. (").....	2,400,000	6	" "	1886	104½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	104½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	94,850	5	Feb. & Aug.	1872	96
.. —	4,731,300	6	" "	1872	103
.. —	90,400	5	" "	1877	96
.. —	7,890,550	6	" "	1877	106½
.. —	726,950	5	" "	1882	98
.. —	9,237,050	6	" "	1882	109
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1870	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	102½
.. —State Stocks (old).....	884,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	750,000	6	Jan. & July.	1893	101
.. — .. of 1863.....	229,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1839.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)....	484.445	6	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	....
.. —Funding & Special Bonds '68	1,692,450	6	" "	1888	28
Tennessee—*State Bonds proper	1,398,640	6	April & Oct.	Var.	30
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	66
.. —*Funding Bonds	4,069,503	6	" "	"	67
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	100
— .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	93½
.. — .. Bonds .....coupon	11,103,000	6	" "	"	....
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	69
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt	of Virginia.	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1883	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	93½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7-3	Jan. & July.	New York.	1896	95
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1896	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free gold	16,000pm	7*	Jan. & July.	New York.	1900	80
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870 gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1566	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96
Loan of 1850	579,500	6	" "	"	1850	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 18 0 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1895	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
3d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	250,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1900	27½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1903	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1878	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	800,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	5,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	80½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	" "	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1880	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	93½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	94½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	100
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90½
Dollar Loan of 1889	850,000	6	March & Sept.	" "	1889	88
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	93½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	87
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	800,000	8	May & Nov.	New York.	1879	93½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95½
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'10	80
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1905	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st Mortgage gold	26,010,000	6*	Jan. & July.	New York.	'85-'90	103
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1895	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	8	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	360,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	600,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	503,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	98
Chicago and Great Eastern:						
Construction Bonds	455,000	7	April & Oct.	New York.	1895	85½
Income Bonds	800,000	7	Jan. & July.	" "	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Interest (f'ded coup.) b'ds(193m.)	755,000	7	May & Nov.	" "	1883	95
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Mis. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	92
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ")40m.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	103½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free.gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1858	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	81
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	98
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'96	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1885	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	95
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85½
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	92½
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	102½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1905	89½
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	72
Columbus & Ind.Cen.(C.C.&L.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,245,000	7	May & Nov.		1891	..
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1900	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856.	455,800	6	June & Dec.	Boston.	1876	92
Notes payable, coupon tax free.	559,429	7	" "	"	1876	100
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	87
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1889	....
1st Mortgage of 1869	200,000	7	" "	" "	1899	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	...
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	...
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1895	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.).....guar.	1,080,000	8	June & Dec.	New York.	1890	87½
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,916,659	6	" "	NY.& Detroit.	1884	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150,867	6*	May & Nov.	NY& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1878	98
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1895	95½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1900	...

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1899	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Sky Fund	495,000	7	March & Sept.	Philadelphia.	1888	90
East Tenn. & Georgia (E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1890	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. sky fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	96½
Loan of 1865	160,000	6	April & Oct.	"	1885	95½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	91½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	87
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	81½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n, 1st on 65 m. & 2d on 65m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1906	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1859	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1892	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1880	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1880	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1880	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	90½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	71-86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1880	....
Gr. Rapids & Indiana (P. F. W. & C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1893	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	— & —	London.	....	....
Mortgage Bonds	2,076,176	4*	— & —	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	— & —	"	1873	....
Mortgage Bonds	618,066	6*	— & —	"	1876	....
Mortgage Bonds	2,380,333	5½*	— & —	"	1877	....
Mortgage Bonds	301,733	5½*	— & —	"	1878	....
Mortgage Bonds	4 866	5*	— & —	"	1881	....
Gt. Western of Illinois (T. W. & W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	94½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1893	85½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1885	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	88
Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	94½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	. "	1885	94
1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	97
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1869	....
Houston and Texas Central:						
1st Mortgage L.G. sky fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen. & H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	107
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	100
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1905	47½
Illinois Central						
1st Mortgage Construction	3,000,000	7*	April & Oct.	New York.	1875	103½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	85
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	69½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J. M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1905	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	200,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,000,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1903	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
James'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	600,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 28 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	897,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	845,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1868	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	...
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,800,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	600,000	7	Jan. & July.	New York.	1893	...
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95¼m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	94
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,250,000	7	May & Nov.	" "	1886	101
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	97½
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162¼m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23.000	7	June & Dec.	" "	1870	....
Mort. Bonds(" " ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" " ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" " ")	300,000	7	March & Sept.	" "	1888	....
Mort. Bonds(" " ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	96
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	96½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.&R.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	92
Lehigh and Lackawanna:						
1st Mortgage (tax free)	500,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	101½
1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	180,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1892	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1890	....
1st Mortgage (Col. & Xenia)....	807,000	6	March & Sept.	New York.	1900	....
1st Mortgage (D. & Western.)...	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1899	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1900	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1903	....
General Mortgage of 1869.....	775,000	6	" "	" "	1909	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1880	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'66-'67	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1896	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1896	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(R.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July	Boston.	1899	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	86½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	70½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1896	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1895	85½
2d Mortgage.....	150,000	6	June & Dec.	"	1899	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1900	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	55
Memphis and St. Louis:						
1st Mort. (R.R.& 650,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	104½
Michigan Central:						
1st Mortgage, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	110
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	104½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1896	....
2d Mort. (" " ")	500,000	8	April & Oct.	" "	1882	103
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1890	....
2d Mort. (" " ")	70,000	8	Feb. & Aug.	" "	1890	103½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1900	87½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	101
2d Mortgage.....	2,693,000	7	" "	" "	1877	97½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, " "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	90
1st Mortgage (Minn. Cent.).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	90
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	95
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,9:0	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan.....	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,606,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S. J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	6*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	101½
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1882	....
New Bedford and Taunton:						
1st Mortgage.....	172 500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1855..gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2.000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,625	6	May & Nov.	New York.	1883	91
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	892,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.R.R.)...	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,500,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	812,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	89¼
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	101
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	80
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage	1,223,000	6	April & Oct.	"	1900	85¼
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93¾
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ")	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,800	7	Feb. & Aug.	"	1870	....
Construction bonds	260,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1920	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	86
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1875	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	96½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	86
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	595,000	8	May & Nov.	Richmond.	1873	84
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	82
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	83½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1890	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1890	102
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	8	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,600 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (T.W. & W.):						
1st Mortgage...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C. & A.):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. / 2d Mort. / 2d M. stg. } Harrisb. to Pittsb.	4,972,000 / 2,594,000 / 2,282,840	6 / 6 / 6*	Jan. & July. / April & Oct. / " "	Philadelphia. / " / London.	1880 / 1875 / 1875	102 / 95½ / ....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	93½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I. & P.)	600,000	8	Jan. & July.	New York.	1877	....
1st Mortgage guaranteed						
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg.):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	256,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	85½
2d Mortgage	3,000,000	7	Jan. & July	"	1888	88½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	90
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	88½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1842-44-48 & 49	1,521,000	6	" "	"	1880	90
Mortgage Loan of 1868	2,700,000	7	April & Oct	"	1893	103½
Sterling Loan of 1836	182,400	5*	Jan. & July	London.	1890	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	268,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort. conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	83
Pittsburg & Connellsville (B. & O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	85½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1869	....
Portland and Kennebec:						
1st Mort. (K. & P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P. & K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,466	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1892	....
Port Royal:						
1st Mort. skg f'd conv.....gold	2,500,000	7*	May & Nov.	Lond'n & N.Y.	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W. & O)	345,500	7	June & Dec.	New York	'72-'74	....
1st Mortgage, guaranteed						
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	88
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	98
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	77½
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	—— & ——	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund..	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1550	85
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.).	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ").	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free.	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	77
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	94½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 14, 1864.	2,365,000	7	April & Oct.	New York.	1894	94
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	" "	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	—— & ——	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres.	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	96½
Sand., Mansfield & Newark(B&O.):						
1st Mortgage guar. by B. & O ..	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1556	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	160,000	7	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1880	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	—— & ——	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,550	6	various.	—— & ——	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	—— & ——	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	—— & ——	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	6*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67...	506,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67...	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868..	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	300,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	—— & ——	New York.	1890	....
2d Mort. " " "	200,000	7	—— & ——	" "	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P...	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	...
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	...
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1880	....
Sterling Mountain:						
1st Mortgage	350,000	7	—— & ——	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	—— & ——	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	—— & ——	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	87
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	91
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1859	78¼
Income Mortgage	10,000,000	10	March & Sept.	"	1874	83
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'96-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	83½
2d Mortgage	1,500,000	7	" "	"	1891	35
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	101
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	83½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1880	....
1st Mortgage	114,000	6	" "	Boston.	1880	....
1st Mortgage	295,200	7	" "	New York.	1855	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1900	....
Virginia Central see "Chesa & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	77
3d Mortgage	900,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1886	....
4th Mortgage	846,000	6	" "	" "	1900	88½
Registered Certificates	116,129	6	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	6	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $3,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	96½
3d Mortgage (8s compromised)	557,400	8	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	760,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1876	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79½
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt	600,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	82
1st Mortgage,(Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	90½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	101½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1855	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87- 97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	95
2d Mortgage	962,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1861	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	87½
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	98
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1885	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	88
Mortgage Loan	250,000	6	" "	"	1897	90
Gold Loan	5,000,000	6*	June & Dec.	"	1897	95
Gold Loan	980,000	6*	" "	"	1894	94
Convertible Loan	1,996,879	6	" "	"	1877	82½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	92
2d Mortgage	285,000	6	" "	" "	1876	90
Boat Loan, sinking fund	236,965	7	" "	" "	1885	85½
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	78½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	81
Plain Bonds	171,354	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1824	66
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1858	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	94½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	90
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	19—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1891	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	93½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	500,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased and oper. by Cheshire.)			7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930.000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 18 1	83 0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point .....Alabama.	1,200,129	*	2,500	138 030	1,282,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	184,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West..N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999.000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	287.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986.200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200.000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	*	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased & oper. by Grand Trunk.			.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	36,587	7	50	....
Sept. 30, 1870	379.6	—	483.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	141½
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	—	—	—	—	5,680,685	—	1,893.629	—	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50.000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,708	256,941	—	600,000	98,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.0	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	.....	....	.....	.....	.....	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600.000	.....	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	—	(Leased & oper. by Fall Brook Coal Co.)			12.500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154 639	1,701,178	19,413,200	1,764.520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,765,987	863,186	10	100	145½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	295	Boston, Clinton and Fitchburg .....Mass	1,205,983	395,085	100,000	68,790	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.0	....	18	20	16	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.L.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	2
Sept. 30, 1870	26.7	10 9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	284,844	932,176	67.5	.....	.....	10 mos.	934,754	186 879	8	100	137
Sept. 30, 1870	74.2	8.8	64.3	—	46	20	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	144½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	2,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	69.0	.....	.....	10 mos.	1,049,125	279,504	10	100	145
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286.000	583,500	.....	.....	—	(Leased & operated by Erie.)			.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	.....	.....	.....	.....	Buffalo and Lake Huron.....Canada.	6,492,790	*	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased & oper. by Grand Trunk.)			.....	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased & oper. by Erie.)			.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	.....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	58	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156 846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	102½
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360.000	.....	.....	—	(Operated by Burlington & Mo.River.)			.....	.....	—	100	84½
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated by Chicago, Burlington & Quincy			.....	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	134½
Dec. 31, 1870	23.0	7.1	2.3	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased & oper. by Camd and Amboy.)			42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209.102	1,130.795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64 9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915.577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	82,011	5	100	69½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased and oper. by West Jersey.)			.....	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	168,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	327,071	.....	.....	655,212	231,106	—	50	....
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased and oper. by Dela., L. and W.)			54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	—	—	281,164	200,000	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased and oper. by Illinois Central.)			.....	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18 7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	*	.....	.....	7,620,000	3,615,000	—	—	—	(Leased and oper. by Chic. and N.W.)			479,675	.....	—	100	....
Jun. 30, 1870	100 0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	—	—	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666, 00	789,000	1,012,046	106,562	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4 6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	—	—	—	5,550,000	2,960,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3.2 1.000	1,568,043	—	97.0	2,345,045	40.499,888	158.096,552	4,393,514	1,881,297	8	100	111½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	—	—	3,000,000	2,500,000	—	—	—	(Leased & oper. by B.& Ohio.)			842,436	68,323	—	100	30
Dec 31, 1870	881.0	164.5	65.0	—	179	193	38	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349.000	.....	.....	—	3 502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,950,217	*	167,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380.000	—	—	—	—	(Oper. by Erie & N.Centrl.)			30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased & oper. by Del. & Hud. C. Co.)			.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919.962	.....	.....	227.4	427.428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367.041	322,286	44,000	198.490	2,085,925	807,000	—	168,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	90½
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	—	—	871.900	500.000	455,000	—	—	(Leased and oper. by Phila.and Read.)			.....	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552.628	11,350.972	4,137.813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	117
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	128

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,560,525	*			1,590,525	3,000.000			....	(Recently brought into operation.)			.....	.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich gan Central.)			.....	.....	—	100	....
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624 595	.....	.....	1,377.0	5,711.146	.....	.....	.....	.....	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080 963	*			1,510,968	1,803 312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....		—	(Leased & oper by Tol. Wab. & Wester			.....	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri Missouri	1,550,000				450,000	1,100,000			—	(Operated by Tol	Wabash &	Western.	.....	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶..... Missouri.	15,565.490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	651,280	275 0	.....	29,223.527	70,858,854	3,340,225	1,099,687	—	100	63½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased & oper. by	Pennsylvania.)		.....	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,908	820,071	75.0	875 644	.....	.....	2,412.150	843.903	12	100	....
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶..Conn & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14.447.202	5,051.366	888,755	121,394	—	100	....
Dec. 31, 1870	39.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200.000	*			20,000pm	20,000pm			—	(Operated by Mil.	and St. Paul.)		.....	.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284.082	131,461	2,000.000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6.000.000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538.422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	49	Huntingdon and Broad Top Mt....Penn.	2,738,811	*			834,750	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4 224	*Illinois Central* .....Illinois.	33,199,674	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,397,606	54.305.218	265.409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....				2,750,000	2,750,000			—	(Under	construction	on at $35,0	00 p.m.)	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500.000	*			5,000.000	6,500.000			202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921.274	707,493	—	100	7½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....				.....	.....			75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18.034 663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450.000	3,150,000			114.0	(Leased & oper. by	Pennsylvania.)		.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by	Michigan	Central.)	.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by	Ill. Cen.)		140,672	49.235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	276,668	47,000	12,800	29,992	129 550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400.000	130,000			11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286.730				—	(In course of construction.)			.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)			.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*...Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*			6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	649	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923.000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by	Chicago &	Alton.)	.....	.....	7	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by	Michigan	Central.)	.....	.....	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033.000	1,011,985		123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898.324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306.000	400,000			42.0	(Recently completed.)			.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840.000			—	(Leased & oper. by	L. Sh. & M	ich. So.)	.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640.000			—	(Leased & oper. by	Michigan	Central.)	.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....				.....	.....			—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	30,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1871	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1.209.000			112.0	(Oper. by bondholders.)			.....	.....	—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....			—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....			—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1.335.000	2 279.335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000			—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000			—	(Under	construction.)		.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31.910	370,000		1,212,500	500.000			37.0	46.561	.....	.....	60.686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	60	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,983,000	5,066,179		1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	91½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4.000.000	.....	.....	.....	—	(Under	construction	on at $33,0	00 p. m.)	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500.000	*			5,000,000	4.500 000			—	(Opened for traffic Sept. 15,	1870.)		.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360.000	.5,000		—	(Leased & oper. by	Pbg, Ft. W.	& Chi.)	49 507	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4.000.000	4.000.000		85,418	....	.....	2,649,250	2,856,090	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	775,100				375,100	300,000	40,000		—	(Leased & oper. by	Leh. Coal	& Nav. Co.)	.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co, & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248.229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,996	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,490	5.588.000	414.417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	120½
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis .....Missouri.	.....	*			900,000	900.000			—	(Under	constr. to be compl.	in 1871.)	.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia ....Ohio	6,000,663	974,391			5,871,450	2,628,000			196.0	1.096 503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	73 0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	(No returns—Is near completion.)			.....	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	..	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000			—	(Under cons. to be comp. to P. Bl. 70 m.		in 1871.)	.....	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283		915,668	.....	2,646,100	783.000			38.8	(Leased & oper. by	Phila. &	Read'g.)	271,651	6½	100	94
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordav. & S.W. Indiana. Ind.	3,000,000	*			1,500,000	1,500,000			—	(Under cons. to be completed	in 1871.)		.....	.....	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416.704	20.651,246	12,161,070	761.474	139,289	—	50	....
Jun. 30, 1871	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000				15,000pm	16,000pm			—	(Leased to Chicago & Alton.)			.....	.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	154,941	50.718	2,472 183	2 859.520	1,245,770	350,337	171.1	620,895	13.955,245	12,174,094	948,748	221 845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13 950,704	*	2,164,956	2,579,694	8,680.912	8.478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,964,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3 000 000	.....	.....	.....	289.0	(No returns of operations published.)			.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,849,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255	———	15,133	200,000	67,700	11,529	99,055	—	(Leased & oper. by	Boston &	Lowell.)	———	———	6	100	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania	600,000	.....	—	—	600,000	—	—	—	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	1,631,900	770,000	—	—	—	35.0	(Operat	ed by Geo	rgia.)	59,410	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	195.0	348 922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862	166.0	292,258	.....	.....	692,585	251,273	10	100	....
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,357	—	180.8	(Leased	& oper. by	Phila.& R	eading.)	—	—	—	50	....
Dec. 31, 1870	109.8	—	10.9	15.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,974,027	351,448	3,400,500	2,895,320	149,349	—	123.8	229,572	6,581 631	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72.124	46.593	1,000,000	20,000	7,017	91,699	26 0	76,227	1,716,229	942.664	196,610	102,629	10	100	147½
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	13.000	1,452	258,000	300,000	98,855	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	—	—	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,525	1,320,182	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	....
Dec. 31, 1870	44.0	—	11.0	...	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—	40.0	166,280	.....	11,093,783	745,291	326,750	...	100	104½
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	.....	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	—	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	.....	—	—	8,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	781	Memphis and Charles	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,064	5,312,725	4,157,387	469,855	70,995	328 0	801.661	.....	.....	1,417,441	522,919	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarksv. and Louisv. ¶	Tenn.	(No bala	nce sheet	furnished.	In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	96	Memphis and Little Rock	Arkansas.	.....	*	—	—	.....	2,350,000	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457 876	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000 p.m	*	—	—	20,000 p.m	20,000 p.m	—	—	—	(Under	construct	ion & now	partly op	en.)	—	—	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold by	bondho	lders.)	800,000	250.000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	120
Dec. 31, 1870	56.5	—	2.9	—	—	—	—	—	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	—	56.5	(Comme	nced oper	ations Aug	29, 1870.)	—	—	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1.697	11,343	149,092	—	253	23,514	8.5	17,791	214,339	113.113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,888	—	—	—	84,537	.....	10,151	—	—	(In proa	ress. Leas	.to N. Y. &	Oswego a	t 7 p. c.)	—	—	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	—	—	—	110,050	225,000	56,350	—	13.0	27, .20	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58 0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	323,375	—	—	—	3.8	(Leased	& oper. by	Phila.& Re	.....	.....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	.....	.....	.....	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	894,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	53½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	& oper. by	Phila.& Re	ading.)	.....	—	7½	50	109
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	...	...	...	...	Minnesota and North Western	Minn.	.....	.....	—	—	20,000 p.m	20,000 p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	—	—	—	.....	4,657,980	—	—	237.0	(Oper. b	y S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	—	—	—	1,200,000	17,000 p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	—	20,000 p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	18,504,013	1,199,226	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	87.0	100, 35	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,650	.....	.....	2,015,28	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,665	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	3.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morga	n of Ne	w York w	ho b ugh	t it for	$2,500,000.)	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	—	—	—	—	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del. Lac.	& Wstn.)	2,858,453	957,521	7	100	93
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,463	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	....
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460.797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1 378,505	508,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.8	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	378,722	.....	.....	463,252	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas.&	oper.by N.	&C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L.	Coal & N	av. Co.)	—	—	10	50	112
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23.824	977,400	600.000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172.500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730.249	—	—	—	605,000	93,300	2,000	—	—	(Leas.&	oper. by P	hgFt.W.&	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N.Hav'n	& New Y	ork.)	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	850.000	2,200,000	.....	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,116	—	—	1,800.000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	.....	.....	.....	.....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850.000	.....	.....	—	(Oper.in	cons. with	Camd. &	Amboy.)	.....	10	100	132½
Dec. 31, 1870	778.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120.000	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	....
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	.....	—	—	3,000,000	3,000.000	.....	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,228	*	22,116	220,161	1,003,500	651,500	72,500	—	100.0	287,024	.....	(10 mos.	375,766	65,404	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	L. & M.	.....	.....	—	—	4,200,000	4,500,000	1,000,000	—	206.0	.....	.....	.....	1,604,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	—	....	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	—	—	—	—	5,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58 0	—	—	—	—	New York and Boston	New York.	.....	.....	—	—	3.000.000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N. Y.	48,130,462	11,635,322	.....	.....	89,428,330	13,681,807	.....	.....	842.2	11,429,877	321,365,953	169 087,777	22,363,320	8,295,240	8	100	92½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,000,017	.....	.....	8,000,000	5,072,840	645,500	.....	132.9	887,941	25,532,856	19,602,827	2,709 077	997,389	8	100	121
Dec. 31, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394.088	*	.....	.....	221,700	141,500	33,400	—	5 1	10,800	38,100	17,375	6,845	loss.	—	100	145
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143.480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62 3	.....	.....	.....	2,313,959	1,063.342	10	100	
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7.769,342	559,306	567,946	.....	4,902.709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47.791	67.5	338,659	.....	.....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	—	—	—	1,000.000	—	—	—	—	(Leas.&	oper.by N.	Y. Cen. &	H.Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	500.000	.....	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,442	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320.200	360,738	4,000,000	553.413	292,030	783,241	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,569	4,813	102.0	280,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	11g.0	—	—	—	—	North Louisiana and Texas	La.	.....	.....	—	—	—	—	—	—	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20.500,000	*	.....	.....	7,500 000	13,000,000	.....	.....	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6.179,545	1,079,316	1,180,775	.....	3,150.000	3.862.887	90.000	.....	74.7	595,303	.....	.....	1,355,509	590,726	—	50	96
Dec. 31, 1870	138 0	4.0	123.0	—	134	67	32	4,342	Northern Central ¶	Md. and Penn.	11.080 648	3,016,449	.....	1,429,319	5,000,000	8,217 000	2,035,404	995.513	317 0	2,541 535	27,334,821	151,521,712	2,81 .,662	1,271,962	6	50	77
Mar 31, 1870	69 2	13 4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155.253	357,145	3,068.400	115,000	138,426	258,792	82.6	444.771	6,435,927	21,357,261	689,628	256,272	8	100	110
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	—	850.000	—	1,000,000	400,000	—	—	—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	.....	—	—	10,000.000	50,000 p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925.242	157,787	2,364.400	776.000	14,888	541 439	66.4	(10 mos	5,909,914	9,312,721	614,200	191,042	10	100	117½
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500.000	88.779	288,524	5,051.800	529,800	101.464	271,239	122.0	(Le s.&	oper.by V.	Central.)	.....	.....	—	100	118½
Dec. 31, 1870	34.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	24,196,604	6 534,850	493,106	—	39 0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	90½
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	6	294	Oil Creek and Allegheny River	Penn.	7,166,836	980 160	.....	.....	4,259.450	3,170,000	.....	—	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	42½
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	6	294	Old Colony and Newport	Massachusetts	7,202.163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,808	7,461.066	1,276.848	474.712	6	100	97½
Sept 30, 1870	72.5	70 2	45.2	—	38	73	18	399	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,692.540	5 840.676	574,313	.....	292.6	555.226	8,827.750	18,430.798	939,680	359,477	—	100	107
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Oswego and Syracuse	New York.	1,641,313	*	—	—	793,400	201,000	—	—	43.9	130,130	3,709,860	6,608,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Apl. 31, 1871	21.0	—	1 0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000								.....	(Under	construction.)					100	.....
Feb. 28, 1870	28.5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,374	420,357	370,669	450,000	200,000			355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	.....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Padu ah and Gulf.....Kentucky.	1,333,500	110,000	28,700		3,635,750	9,219,389	1,657,413		63.5	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	47.6	—	6.0	—	15	28	—	151	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,734,136	.....	.....	47.6	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				.....	(Leased	and oper. by	Erie.)	.....	.....	12	100	58
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			.....	(Leased	and oper. by	Erie)	.....	53,400	8	100	.....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			.....	(Leased	and oper. by	Erie.)	.....	.....	—	100	.....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			.....	(Leas. by	Tol. Wa	b. & W'tn.)	.....	26,500	5½	100	.....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		.....	(Leas. &	oper. by C	m. & Am.)	.....	.....	—	100	.....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			.....	(Leas. &	oper. by N	Jersey So	uthern.)	.....	6	100	.....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pennsylvania.....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,951,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	116½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	.....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000	.....		106 9	.....	.....	.....	949,686	311,914	—	100	.....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000	.....		.....	(Leased	& oper. by	Chic., R.I.	& Pac.)	.....	8	100	.....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	123	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	.....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....	.....	.....	2,000,000	2,000,000	.....		90.0	(Recently	completed.)	.....	.....	.....	.....	100	.....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581				57,200	100,000	57,381	.....	6.5	(Owned	by Cam. &	Amboy.)	21,301	9,167	—	100	.....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	.....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,706	1,100,000	326,690		58.1	155,390	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366.316	—	50	50
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	382,964	.....	.....	1,626,200	55,900	.....		33.6	405,605	.....	.....	700,466	303,186	10	50	171
Nov. 30, 1870	98.4	55.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,671,367	3,062,582	10	50	114½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper. by	Unit. Co.)	(14 mos.)	1,389,328	120, 06	10	100	128
Oct. 31, 1870	95.9	3.8	107.6	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn	10,692,178	*	1,507,868	677,153	9 562.650	2,359.500	530.471	434,578	101.7	996,234	.....	.....	2,577,147	929,288	8	50	117
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,7=8,374	2,386,429			5,424.350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	.....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	—	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1.794.576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	.....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	96½
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				.....	(Leas. &	oper. by Bo	s. & Alb'y.)	.....	27,000	6	100	85
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505 000	76,319		.....	.....	.....	.....	.....	.....	.....	100	.....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	.....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250.000	250,000	50,000		27.5	.....	.....	.....	.....	.....	.....	100	.....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				.....	(Leased	& oper. by	Eastern.)	.....	.....	10	100	129½
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000.000	2,500,000			.....	(Under	construction.)		.....	.....	.....	100	.....
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170 000	200,000			26.0	.....	.....	.....	88,144	31,755	—	100	98
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		.....	.....	.....	.....	.....	.....	.....	100	.....
Nov. 30, 1870	15.0	—	0 6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	.....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	822	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114.275	56,137	2,000.000	46,000	135,000	117,698	48.3	345,465	.....	(10 mos.	661.717	193,811	10	100	.....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000				600,000	800,000			.....	(Leas. &	& oper. by	Ch., Burl.	& Quinc.)	.....	.....	.....	100	.....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	.....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000.000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	100	.....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	.....	2,035,072	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	102
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035.	89.741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	.....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34.949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	.....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,696	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	.....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶....Virginia.	1,440,321	*			650.000	712,173	78,148		38.3	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			.....	(Leased	& oper. by	Erie.)	.....	.....	6	100	.....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,285	*			250,844				20.0	.....	.....	.....	125,304	52,801	20	100	.....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19 605.175	1,324,943	475,270	10	100	110
Sept. 30, 1870	120.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,478	*	.....	.....	1,256,936	12,000	7,602	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	.....
Dec. 31, 1870	22.0	—	23.9	—	42	34	14	1,100	Rutland.....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000.000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297.492	—	100	25
Dec. 31, 1870	6.5	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,580	4	100	.....
Dec. 31, 1870	112.0	—	—	169.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000.000	6,000.000	.....	.....	112.0	(Under	construction.)		.....	.....	—	100	.....
Dec. 31, 1870	175.0	84.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	4.340.000	6,700,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo. & Io.	.....	*	.....	.....	6,000.000	3,200,000	.....	.....	.....	(Under	construction—80 m.		n oper. Ju	n. 1, '71.)	—	100	.....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	59½
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000			.....	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	.....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250.000	.....	.....	.....	(Under	construction.)		.....	.....	.....	100	.....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	1.000.000	1,000,000	.....	.....	.....	(Leas. &	oper. by N.	Missouri.)	.....	.....	.....	100	.....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	1,500,000	4,500,000	.....	.....	.....	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	.....	100	.....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	.....	(Under	construction.)		.....	.....	.....	100	.....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	.....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	387,936	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	.....
Dec. 31, 1870	16.6	—	—	—	2	—	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180.550	100,000	.....	.....	.....	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	.....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243.305	326.900	1,287	82,596	.....	(Leas. &	oper. by B.	& Lowell.)	.....	.....	1.4	100	.....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	480.173	130,245	—	100	.....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	.....	.....	.....	300,000	40,000	.....	.....	.....	(Leas. &	oper. by Re	nsselaer &	Saratog.)	.....	8	100	.....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & 'Ga.	2,040 106	*	.....	179.048	997,100	1,157,245	49,267	15,532	101.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper. te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	.....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Ala'bama.	.....	*	.....	.....	.....	320,000	.....	.....	—	(Under	construction.)		.....	.....	.....	100	.....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leas. &	oper. by Phi	lia. & Read	ing.)	2 28,803	5	50	.....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	60
Catawissa,* pref. and guar.	2,200,000	7	7	89½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	85½
Chicago and Alton, pref.	2,425,400	7	10	114½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	90½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,322,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	85
Erie, preferred	8,536,910	7	7	65½
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	66
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	27
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	8	...	22
" " 2d pref.	4,051,744	8	...	13½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	....
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	203,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	77½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	54
Sandusky and Cincinnati, pref.	445,500	6	6	36½
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	84
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	121½
Schuylkill Navigation, pref.	2,888,997	6	6	33½
Union, preferred	.....	...	6	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	35 50	@ 38 —
Pig, American, No. 1		36 —	@ 37 —
Pig, American, No. 2		34 —	@ 35 —
Pig, American, Forge		33 —	@ 34 —
Bar, Refined, English and American		— —	@ 86 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
	Store Prices.		
Bar, Swedes, ordinary sizes		107 50	@120 —
Bar, Refined		90 —	@ — —
Bar, Common		95 —	@ — —
Scroll		107 50	@137 50
Ovals and Half-round		107 50	@125 —
Band		— —	@102 50
Horse Shoe		105 —	@115 —
Rods, ⅜@3-16 inch		95 —	@130 —
Hoop		112 50	@160 —
Nail Rod	per lb.	— 6¾	@ — —
Sheet, Russia, as to No.'s	(gold)	— 17½	@ — 18
Sheet, Single D. and T. Common		— 5¾	@ — 6
Rails, English	(gold) per ton.	57 —	@ 59 —
Rails, American, at Works in Penna.	c'y.	70 —	@ 71 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11	@ — 13
English German (2d and 1st quality)		— 10½	@ — 12
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— 15	@ — 16
American, Spring, do.		— 9	@ — 11
American Machinery do.		— 9	@ — 10
American German do.		— 9	@ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb.	— —	@ 4 65
Cut Spikes, all sizes		— —	@ 4 90
Clinch		5 15	@ 6 65
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19	@ — 33
Copper		— —	@ — 40

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— —	@ — 43
Straits	(gold).	— 38½	@ — 39
English	(gold).	— 38	@ — —

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	9 — @ 9 50	10 25 @ 11 —
I. C. Coke	8 25 @ 8 75	9 25 @ 10 25
Coke Terne	7 — @ 8 —	8 — @ 9 25
Charcoal Terne	8 25 @ 8 50	9 50 @ 10 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 13½	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— 17½	@ — 17½
Refined, Standard White (in ship'g order)		— 23½	@ — 24
Refined, prime White (in shipping order)		— —	61 @ — 23
Refined, S. W. (in jobbing lots)		— 24½	@ — 25
Refined, S. W. (in tin)		— 28	@ — 28½
Naptha, Refined, (65 @ 73 gravity)		— 12	61 @ — 12½
Residuum	per bbl.	4 —	61 @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	23 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	25 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12	W. 13
Canton Co.	....	....	....	....	....	....
Central Pacific 6s.	103½	103½	103½	103½	103½	103½
Central of N. Jersey.	111	112	....	112	111½	112½
Chicago & Alton.	117½	....	117½	117½	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	108	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	129½	....	....	....	128	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.	60¾	61½	61¾	....	61½	61¾
" pref.	....	90	....	90½	....	90½
" 1st M.	....	....	99½	99	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	92	....
Chic., Rock Isl. & Pac.	103½	....	103	103½	103½	104
Chi., R. I. & Pa. 7s, 1896.	102½	103	103	103	103	....
Clev., Col., C. and Ind.	87	87½	87½	....	87½	87½
Clev. and Pittsburg.	126	126	126½	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	102	....	102½	....	....	....
Col., Chi., & Ind. C.	18½	....	....	18½	18½	18½
" 1 M.	89	89½	89½	89	89	89½
" 2 M.	72	....	72	....	....	....
Del. & Hudson Canal	....	125	124½	....	....	....
Del. Lack. & Western.	108½	109½	109½	109½	108½	109½
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City.	....	....	....	....	....	....
Erie Railway.	31½	31½	32½	32½	....	32½
" pref.	....	65½	65½	....	....	....
" 1 M. 7s, 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	....	91½	91½	....	....	....
" 4 M. 7s, 1880	87	....	....	....	....	....
" 5 M. 7s, 1888	81½	....	....	....	....	....
Great Western 2d mort.	85½	....	....	85½	....	....
Hannibal & St. Joseph.	50½	50½	51½	52	53½	53½
" pref.	60	61	63	63½	66	66
" 8s, conv.	93	94	94	94½	94	94
Hudson River.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	89½	90½	91½	90½	90½	91½
Lake Shore Div. bonds.	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	120	....	....	120	....	....
" S. F. 8s, 1882.	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	101	101	....	101	....	100½
" 2 M.	97½	97½	97½	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	1½	....	....	1½	....	....
Milw. and St. Paul.	53½	54½	54½	53½	53½	53½
" pref.	77½	....	....	....	77	77½
" 1st mort.	94	94	....	....	....	....
" 2d mort.	85	....	....	....	....	....
" 8s.	....	....	....	107½	....	107½
" 7 3-10s con.	96	....	....	96	....	....
Missouri 6s.	....	98½	....	98½	....	98½
" H. & St. J. 8s	....	....	....	....	....	....
Morris and Essex	96½	96½	....	....	....	93s
" 1st mort.	....	101½	101½	....	....	....
" 2d mort.	....	....	100	....	100	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 6s. S.F. 1883.	....	91	....	....	....	....
" 6s. S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92	92½	93	92½	92½	92½
" certificates.	87	....	87½	87½	87½	87½
N. York and Harlem.	119	120	122	122	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	101	101	101	....	....	....
N. Carolina 6s, old.	....	....	35½	....	....	....
" new	....	....	18	....	....	....
Ohio and Miss.	42	42½	43½	42½	42½	42½
" pref.	....	74½	....	....	....	75
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	46½	47½	48	48½	48½	49½
Panama	56	56	....	....	....	58
Phila. and Reading.	....	115½	115½	....	....	115½
Pitts., Ft. W. & Chi. gtd.	97	96½	97	96½	97	96½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	24½	24½	24½	....	24	24
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old.	67½	....	66	66	....	66
" new.	66	65½	66	....	65½	65½
Tol., Wab. & Western.	63½	64	64	63½	63½	64½
" pref.	....	....	....	....	....	....
" 1 M.	95	....	....	....	....	95
" 2 M.	....	....	....	....	93	....
" Equipment.	....	....	....	....	....	....
" St. Lou. Div.	87½	....	87	87	87	86½
Union Pacific.	26½	27½	27½	27½	27½	27½
" 1st mort.	91½	91½	91½	91½	91½	91
" L. Gt. 7s.	79	....	79	78½	79	....
" Inc. 10s.	....	....	....	83	83	....
Virginia 6s, old.	63	63	63	....	....	....
" new	....	....	....	....	....	....
" consol.	65½	65½	....	64½	65½	65½
" def. cert.	....	27½	27½	27	27	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12	W.13
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109¼	109¾	109¾	109¾	....	109¾
U. S. 5s, 10-40s, reg	109¼	....	....	....	....	....
U. S. 5s, 1881, reg	109¼	....	....	....	....	....
U. S. 5s, 1881, coup	109¼	109½	....	109½	....	109½
U. S. 6s, 1881, reg	114¼	114¼	114¼	114	....	....
U. S. 6s, 1881, coup	117¼	117¼	117⅝	118	117⅝	117¼
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	110	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	110¾	110¾	111	....	110¼	....
U. S. 6s, 5-20s, reg. '64	110¼	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	111	....	....	....	....	110¼
U. S. 6s, 5-20s, reg. '65	110¼	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	111¼	....	111¼	111¼	....	111¾
U. S. 6s, 5-20s, r. n. '65	109¼	....	110¼	....	....	109¾
U. S. 6s, 5-20s, c. n. '65	113¼	114	114	113¾	....	113¾
U. S. 6s, 5-20s, reg. '67	111¼	....	....	....	....	111¾
U. S. 6s, 5-20s, c. 1867	114¼	114¼	115¼	115	....	115¼
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114¼	....	114¾	115	115	115⅞
U. S. 6s, Pac.R.R.issue	113¼	113¾	113¼	113¼	113¼	113¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Catawissa	....	....	....	....	....	....
" preferred	45	44¾	44¾	44¾	....	....
Camden and Amboy	136¼	136	....	135½	....	134¼
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	90¼	....	90½	....	....
" 6s, 1889	....	....	88¼	....	87¼	....
" mort. 6s, '89	....	....	94	....	94	94
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	94	....	....	....	....	....
Lehigh Navigation	35¾	36	36	36¾	36¾	36⅜
" 6s, 1884	....	....	....	....	....	....
" Gold L	93¾	94	93¾	....	94	94
" R. R. L	....	....	....	....	94	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	60	59¾	60	60	60	60¼
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	95	....	95	95	....
Little Schuylkill R.R	47	....	....	47	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	54¼	54¼	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	101	101	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	38¾	....	38¾	38¾	38¾	....
Oil Creek & Alleg. Riv.	49	48¾	49	49	49	49
" 7s	....	....	....	....	....	....
Pennsylvania R. R	58¼	58	58¾	58¾	58¼	57⅝
" 1st M	....	....	....	....	102	101¾
" 2d M	....	97¾	....	....	....	....
" Gen. mort	....	....	....	....	....	....
" reg	....	96	96	96¼	....	....
Penn. State, 6s, 1st series	....	....	103	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	....	....	109	....
Philadelphia City, 6s	....	....	....	....	....	....
" new	....	99	99	99	99	....
Philad., Germ. & Nor	....	85¼	....	....	....	....
Phila. & Reading	57¼	57⅜	57¼	57⅜	57¼	57¼
Philadelphia and Erie	....	....	....	25¼	....	25
" 6s	....	88¼	....	....	....	....
" 7s	88¼	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	16¼	....	....	16¾	....	....
" 6s, 1882	80	80¼	80¼	80¼	....	81
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	20¼	20¼	....	....	....
Chestnut & Wal.	53¼	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	66	....	....	....	....	....
Spruce and Pine	....	....	32¼	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875	....	....	....	....	98¼	98¼
" 1886	....	....	....	101	....	....
" 1890	99	99	....	99	....	....
" 1884	....	....	....	....	....	....
" 1900	....	98¼	....	....	....	....
Balt and Ohio	....	....	141¾	....	....	141¾
" bonds, 1875	....	....	....	....	....	....
" " 1880	96	....	....	....	....	....
" " 1885	95	....	....	....	....	95
Marietta & Cin. 1st M	....	....	....	97	97	....
" 2d M	85¼	....	85¼	....	85¼	85¼
" 3d M. 8s	....	....	....	....	....	....
Northern Central	....	38¼	....	38¼	38¼	38¼
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	93¾	93¾	93¼	....	93¼	93¼
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	65	65	65	65	64¼	63¼
" Defer. Certif	....	27¼	27½	....	27¼	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

	Th.7.	F.8	Sat.9.	M.11.	Tu.12.	W.13
Boston and Albany	144	145	145½	145½	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	143	....	....	144	....	144
Boston and Providence	....	145	....	....	145	....
Boston, Hartford & Erie	....	....	....	2	....	....
" 7s, new	27½	27⅝	27½	28	27⅝	27½
Cheshire, pref	....	....	....	....	....	85½
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	139½
Eastern	108	107½	108	107¾	....	108
Fitchburg	....	....	136	....	....	135
Manchester & Lawr'ce	....	146½	....	....	....	147½
Michigan Central	118½	118⅝	....	118½	119	119
Northern, N. H	110½	....	110	110	....	110
Ogdens. & Lake Champ	....	....	....	....	91	90⅜
" pref.	....	....	....	....	....	104
Old Colony & Newport	....	....	107	....	107	....
Ph., Wil. & Baltimore	58½	58½	58⅝	58⅝	58⅝	58
Portl'd, Saco & Ports	129¾	129	129⅝	129½	....	129½
Union Pacific	....	27	....	....	....	....
" 6s	....	....	88½	....	....	....
" Land Grant 7s	....	....	77⅜	....	....	....
" Income 10s	....	....	....	....	80	80½
Vermont & Canada	98½	99	99	98⅝	98⅝	98⅞
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	101½	....	....	....
Metropolitan	....	....	....	76	76	76
Middlesex	....	....	80	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	12½	12	....	11½	....	....
Franklin	....	5	....	....	....	5¼
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Quincy	32	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Nov. 24.	Dec. 1.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	87 — 92	87 — 92
Do. do., 2d mort., 1881	80 — 85	80 — 85
Do. Penn., 1st mort., 1877	87 — 92	87 — 92
Do. do., 2d mort., 1882	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1890	34½ — 35¼	34 — 35
Detroit and Milwaukee 1st mort. 7s	75 — 78	73 — 78
Do. 2d mort. 8 p. c	70 — 80	70 — 80
Erie shares 100 dol. all paid	24¾ — 25¼	26 — 26½
Do. sterig. 6 p. c. convertible bonds	72 — 74	75 — 77
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 100 dol. shares, all paid	108¼—109¼	109 —110
Marietta and Cincinnati 7s	80 — 85	84 — 86
Michigan Central 8s, conv. 1869	85 — 95	90 —100
Panama 2d mort. 7s, 1872	99 —101	99 —101
Panama General mort 7s, 1897	78 — 80	78 — 80
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	96 — 99	97½ — 98½
Do. $50 shares	48¼ — 49¼	48½ — 49½
Philadelphia and Erie 1st mort. 1881	96 — 98	93 — 95
Do. with option to be paid in Phila.	96 — 98	93 — 95

American Railroad Journal

Saturday, December 16, 1871.

Stock Exchange and Money Market.

Money has been quite brisk through the week. The offerings in the open market have been on a restricted scale, under the manipulations of the supply, by operators for lower stock values. The bank reserves of legal tender notes have been thus cut down materially, and lenders have been less liberal of accommodation. Call loans have been generally quoted at from 7 per cent. in currency to the same rate in gold, with a more urgent inquiry for aid from the Stock Exchange firms. In the discount line the dealings have been rather less extensive, with strictly prime to very good mercantile paper rated at from 8@10 per cent. per annum.

The city banks, in their latest return, show a reduction of $6,741,500 of legal tender notes, with an increase of $5,110,400 of specie, and a falling off of $1,108,800 of deposits; also an addition of $1,771,500 to their loan and discount averages, and $15,900 to their item of circulation. The city bank exchanges, last week, averaged $101,104,672; and thus far, this week, 102¾ millions daily. The banks now hold $5,729,375 of specie and legal tender notes, more than the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is $23,185,100, against $15,935,848 same time last year. The city bank deposits are now $222,405,700 against $194,181,355 week ending Dec. 10, 1870. The legal tender reserve amounts to $45,667,400 against $49,124,022 same time last year. The circulation now stands at $30,122,800, against $32,185,477 same time last year. The loans are now $294,088,400, against $268,147,282 at this date last year.

The U. S. Sub Treasury increased its currency balance $1,999,955 and reduced its coin reserve $585,991, as the result of the week's business The receipts of the office were $10,582,768 in coin, and $4,977,669 in currency; payments, $11,118,754 in coin, and $2,977,714 in currency. The office received $2,160,000 in coin or its equivalent, from customs; and disbursed $921,049 of coin interest.

The U. S. Sub-Treasurer retired, last week, $1,897,575 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $370,044,000; and as security for deposits of public money, United States bonds for $15,229,000. The aggregate of the outstanding circulation of the National Banks of the country is $326,773,456.

Government revenues have been yielding less freely, since our last. The excises yielded last week about two millions, and thus far since July 1, about 59⅛ millions. The customs at the port of New York, last week were $2,082,576; and at the outports, equal to about $670,000 more, all in coin, or coin certificates.

Gold has been further weakened in price, during the week, by the liberal offerings while the demand from all sources has been less confident, particularly so on speculative account. The Government disbursements added largely to the floating supply, and materially to the depression of the market. The customs call was moderate. The export drain inconsiderable. The range of the price during the week has been from 109⅛@110¼ and the closing quotation on Wednesday was 109¼@109⅜ against 110 the preceding Wednesday. The specie outflow, last week, was $345,224; The Gold Exchange Bank clearances have averaged nearly 42½ millions a day during the week.

The customs demand for Gold last week, averaged $360,000 a day; thus far, this week, it has averaged $408,000 a day, or equal to a weekly aggregate of $2,448,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $32,425, and since Jan. 1, 1871, $8,461,330 against $11,492,784 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $148,415,742 against $134,711,673 same time in 1870.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Dec. 9, 1871, $81,579,039, against $84,769,464 same time in 1870.

The export drain of specie was $345,244 last week, against $800,468, same week preceding year. The shipments since January 1, 1871, have been $62,511,340, against $57,886,500 same time in 1870.

The Treasury Department on Monday held a coin reserve of $103,076,290, and a currency balance of $8,642,092.

Foreign exchange has been in fair, though not remarkably active request, and has been quoted firm in price. Bankers' sixty day bills on London closed on Wednesday at 109@109⅛; sight bills on London, 109¾@109⅞.

The produce exports from this port, week ending with Dec. 13, were to the currency value of $4,176,158.

Government securities have been quite scarce in the open market, and have been in good request, at firmer prices, the later issues of the coin-bearing bonds meeting with special favor, the demand being influenced by the re-investment of the proceeds of the Stock of 1862 now being paid off by the Government. At the same time there is more than the usual inquiry from the Savings Banks and Insurance Companies.

Under the December programme of the Treasury Department, Government proposes to sell gold, during the month, as follows: Thursday, Dec. 14, $1,000,000; Thursday, Dec. 21, $1,000,000; Thursday, Dec. 28, $1,000,000. And to buy in Five-Twenties, as follows: Wednesday, Dec. 20, $1,000,000; Wednesday, Dec. 27, $1,000,000.

On Wednesday, Government bought in only $43,700 of Five-Twenties at 109 22@109 24. The amount of bonds offered was $323,700 at from 109 22@109 62.

In view of the buoyancy of Government Securities, and the improbability of the Treasury being able to buy them below par in Gold, the Secretary of the Treasury has called in, for the 7th of March, 1872, Twenty-Millions of the second series of Five-twenties of 1862, of which 16 millions are Coupon Bonds, and Four Millions Registered. The Coupon Bonds are contained in the following numbers, which foot up $16,684,800: $50 Bonds, 1 to 5,460; $100 Bonds, 1 to 13,093; 500 Bonds, 1 to 7,964; $1,000 Bonds, 1 to 11,120. On these bonds interest will cease on the 7th of March next, the proclamation conforming to the rule of a notice of ninety days.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117⅜@117⅝; U. S. Five-Twenties of 1862, (other than the bonds called in) 110¼@110½; U. S. Five-Twenties of 1864 at 110⅛@110⅜; U. S. Five-Twenties of 1865, 111½@111¾; U. S. Five-Twenties of 1865 consolidated, 113⅞@114⅛; U. S. Five Twenties of 1867, 115⅛@115⅜; U. S. Five-Twenties of 1868, 115½@115⅞; U. S. Ten-forties at 109⅜@109⅝; U. S. Fives of 1881 (Funding Loan) 109@109¼. Six per cent. currency bonds, 113⅜@113½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 28.	Dec. 6.	Dec. 13.
Consols	93⅛	92⅛	92¼
U.S. 5-20's of 1862	92	92⅜	92⅜
U. S. 5-20s, 1865	92¼	92¾	93⅛
" 1867	94¾	95⅛	96⅛
" 10-40s	90⅛	90¾	91⅛
Erie	25⅜	26¼	27⅛

The new Funding Five per cent. Loan was quoted in London on Wednesday at 90⅝@90¾.

State bonds continue in moderate demand at however, irregular prices.

Railway bonds of the better class have been in good demand for investment purposes. Of the older issues the offerings have been light, and prices quoted strong. Central Pacific Sixes have been quite scarce, and wanted by home and foreign buyers, closing buoyantly at 103@103¼ The favorites of the new loans have met with a free sale at the current quotations. The Chesapeake and Ohio Sixes have been in comparatively brisk request, and further considerable amounts of this loan have been taken on investment account on the basis of 94 per cent. and accrued interest.

Railway and miscellaneous share property has been moderately active, but with the Money supply made artificially stringent prices have been quite variable.

General business has been tame, as a rule. Breadstuffs have been unusually quiet. Provisions, in less urgent request. Petroleum, held above the views of buyers, in most instances. Cotton has been exceptionally active, excited, and higher, though closing irregularly. Middling upland cotton closed on Wednesday at 19⅞@20 cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,061,176 bales, against 1,291,125 bales same time in the preceding year; exports 456,852 bales, against 640,452 bales in the previous year; stock at the ports at latest dates, 410,539 bales, against 434,531 bales same date 1870.

At the Live Stock Markets, Beeves have been in fair demand at from 4½@13 cts.; Veals at 5@10½ cts.; Sheep at 3¼@6¾ cts.; Lambs at 6@8 cts.; Swine, at 4⅞@5⅛ cts. per lb., all live weight. The week's receipts were 7,687 Beeves, 802 Veal Calves, 24,239 Sheep and Lambs; and 41,628 Swine.

Foreign goods have been in moderate request at about previous rates. The week's imports of foreign goods reached $5,047,939, including $1,053,366 of dry goods.

Ocean freights have been quiet, with rates quoted somewhat unsettled.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 31; do., Apl. and Oct., 28; North Carolina 6s, special tax, 14; do. Fund Act, 1868, 21; Texas 10s, 1876, 92¼; Arkansas 7s, M. and L. R. R. R., 58; Georgia 7s, 83¼; Michigan 6s, 1873@1883, 101; Brooklyn 6s, W. L., 95; Clev., Col., Cin. and Ind. 1st, mort., 98; Mil. and St. Paul 1st mort. Iowa div., 90; Quincy and Toledo 1st mort., 88; Winona and St. Peter 1st mort., 87½; Ohio and Miss. consol., 96½; Peninsula R. R. 1st mort., 91½; Central of New Jersey 1st mort. new, 103¾; Toledo, Peoria, and Warsaw 1st mort. W. D., 91; do, 2d mort., 80; Cedar Falls and Minnesota 1st mort., 85; North Missouri 1st mort., 89¼; Pacific R. R. 7s, guar. by Mo., 102; Galena and Chicago 1st mort., 105; Long Dock bonds, 90; Toledo, Wabash and Western consol., 87; Gt. Western 1st mort., 1888, 94¼; Buffalo, New York and Erie 1st mort., 89¾; St. Louis and Iron Mt. R. R., 59½; Albany and Susq. R. R., 93½; do. 2d mort., 93½; New York and New Haven R. R., 145; New Jersey R. R. 132¼; Quicksilver pref., 29; Western Union Tel., 83; do. 7s, 92½; Maryland Coal, 24¾; Consol. Coal of Md., 37; New Jersey Central Land and Imp. Co., 71; Adams Exp., 89¼; Am. Mer. Union Exp., 58; U. S. Exp., 60⅛; Wells-Fargo Exp., 56¾;

Philadelphia.—Lehigh Valley new 7s, reg., 101¾; West Jersey 7s, 101½; Warren and Franklin 1st mort., 90; Lehigh Nav. consol. gold loan, 95: Penn. and New York 7s, 93¼; Huntington and Broad Top Mt. consol., 47⅜; West Chester R. R. 7s, 96¾; Allegheny Valley R. R. 7 3-10s, 95; Morris Canal 1st mort., 92; do. 2d mort., 90; East Pennsylvania R. R. 7s, 90; Susq. Canal 6s, 68; Phila. and Reading 7s, 1893, 103¾; Delaware Division Canal, 48¼; Chestnut Hill R. R., 85; Ridge Avenue R. R., 15; Big Mt. Coal, 6½; N. Y. and Middle Coal, 4; Fulton Coal, 5¼. The latest quotations are: City 6s, 95@97; do. free of tax, 98⅞@99; State 5s, coupon, 96@—; do. 6s, W. L. 102@102¾; do. 1st series, 102½@103½; do. 2d series 106½@106½; do. 3d series, 108@109; Reading, 57½@57⅝; do. 7s, 1893, 102½@103; do. mort. 6s, 1880, 92@92; Camden and Amboy, 134½@134½; do. mort. 6s, 1889, 93⅜@93½; do. 1883, 90¾@90½; do. 1889, 88@88½; Pennsylvania R. R., 58⅛@58¼; do. 1st mort., 100@102; do. 2d mort., 98@98¾; do. General mort. coupon, 95@96; do. reg., 96@96; Little Schuylkill R.R., 47@48; Morris Canal, 49¼@50; do. pref., 122@124; do. 6s, 92@92; Susquehanna Canal, 7@11; do. 6s, 69@73; Schuylkill Nav., 8@8½; do. pref., 16½@17; do. 6s, 1882, 81@81½; Elmira and Williamsport pref., 40@45; do. 7s, 1873, 93@95; do. 5s, 61@—; Lehigh Coal and Navigation, 37⅜@37½; do. 6s, 1884, 86@88; do. R. R. Loan, 94@94; do. Gold Loan, 93¾@94; North Pennsylvania, 49@—; do. 6s, 101@102; do., 7s, 96@96; do. Chattle 10s, 110@112; Philadelphia and Erie, 25@25⅛; do. 6s, 88@90; Minehill, 54@54½; Catawissa, 16@20; do. pref., 44¾@45; Lehigh Valley, 60⅛@60¼; do. 6s, new coupon, 94@95; do. reg., 94⅞@95; do. 7s, 101⅜@101½; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 65@67; Thirteenth and Fifteenth, 23@23; Spruce and Pine, 32@33; Green and Coates, 47@—; Chestnut and Walnut, 53½@55; Hestonville, 20½@21; Union, 60@—; Germantown, 35@40.

Boston.—Vermont Central 1st. mort., 83¾; Boston and Albany 7s, new, 106; Michigan Central R. R. 8s, 1890, 108¾; Framingham and Lowell 1st mort. 7s, 1890, 89¾; Agricultural Branch 1st mort. 6s, 1884; 80; Maryland and Delaware R. R. 1st mort., 6s, 1885, 49¾; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 95¼; Western R. R. 6s, 1875, 98¼; Burlington and Missouri River R. R., new, 103; do. 8s, in Nebraska, 93¾; Eastern R. R. 6s, 1874, 96½; Salem and Lowell 6s, 1878, 95½; Stanstead, Shefford and Chambly 7s, 83½; Pittsfield and North Adams R. R. 85; Marquette and Ontanagon R. R., 104¾ Michigan Central new stock, 113; Norwich and Worcester R. R., 117¾; Eastern (N. H.,) R. R. 100; Cincinnati, Sandusky and Cleveland R. R., 20; do. 7s, 81; Conn. and Passumpsic Rivers R. R. pref., 90; Rutland R. R. 25; do. pref., 77½; Indianapolis, Cincinnati and Lafayette R. R., 7½; Boston Water Power Co., 44¼; Cary Imp. Co., 13¾; East Boston Land, 16½; Maine 6s, 1889, 100; Massachusetts 6s, 1874, gold 105¾; do. 5s, 1883, 98; do. 5s. 1894, gold, 98½; Boston 6s, currency, 100½; do. 5s, 1878, gold, 98; St. Louis 6s, 1889, 89½; Chicago 7s, 95@95¼; Hartford 6s, 99; Lowell 6s, 1890, 98¾; Albany 6s 93@93¼; Cambridge 5s, 1882, 88; Cook Co., Ill., 7s, 96; Allouez Mining Co., 5¼;

Canada, 25c.; Calumet and Hecla, 105½; Hancock, 8¼; Hanover, 2; Ridge, 3; Rockland 1; Tremont, 25c.

Baltimore.—Orange and Alexandria R. R. 2d mort., 6s, 82; do. 4th mort., 8s, 82; Western Maryland 3d mort. guar., 92; Richmond and Danville bonds, 77½; Northern Central 6s, 1900, gold, 93⅜; Maryland Defense Loan, 106; Virginia 6s, 1867, reg., 66; Memphis City 6s, 58; George's Creek Coal, 87. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93@93¼; Baltimore and Ohio, 141⅝@142; do., 6s, 1875, 97@—; do., 1880, 96@96½; do., 1885, 94@94¾; Northern Central, 38¼@38½; do. 6s, 1885, 93¼@93½; do., 1900, 85@86½; do., 6s, 1900, gold, 93⅜@93¾; N. W. Va 1st mort., 99@—; do., 2d mort., 99@100; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 96½@97; do., 2d mort., 85¾@85⅞; do., 3d mort., 79⅛@79½; Central Ohio, 28@—; do., 1st mort., 85½@86; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 90@96; do., 3d mort., guar., 91@92; do., 2d mort. pref., 60@62½; do., 6s, guar. by Washington Co., 83@86; Richmond and Danville bonds, 77½@—; Orange and Alexandria 1st mort. 6s, 88@—; do., 2d mort. 6s, 82@83; do., 3d mort. 8s, 89@90; do., 4th mort. 8s, 81¾@82⅛; Orange, Alex. and Manassas 7s, 83½@83¾; Virginia and Tennessee 8s, 88½@90; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78½@81; Baltimore 6s, 1875, 98@98½; do., 1884, 96@97; do. 1886, 99¼@101; do., 1890, 99@100; do., 1893, 97@98; do., 1900, 98¼@99¾; Memphis City 6s, 58⅛@—; Maryland 6s, 1890, 97½@—; do. Defense Loan, 1883, 105¼@106; City Passenger R. R., 24@—; George's Creek Coal, 87@87.

Atlantic and Gt. Western Railway.

A meeting of the stockholders of the Atlantic and Great Western Railway Company of New York and Pennsylvania, was held on the 11th inst., to consider and vote upon the agreement entered into by the boards of directors of the Atlantic and Great Western Railway Company of New York and Pennsylvania, and the Atlantic and Great Western Railway Company of Ohio, for the consolidation of the two companies. A large number of the stockholders were present and the agreement was ratified. An election for directors was then held and the following board elected: General George B. McClellan, W. B. Duncan, General George B. Wright, Samuel L. M. Barlow, Abram S. Hewitt, Lawrence Wells, Lloyd Aspinwall, H. F. Sweetser, James B. Hodgskin, Reuben Hitchcock, John Tod, W. S. Sharp, and James McHenry. The board of directors then held a meeting and elected the following officers: President, General G. B. McClellan; vice-president, General G. B. Wright; treasurer, J. B. Hodgskin; general manager, H. F. Sweetser; secretary, Charles Day; auditor, C. W. Winslow.

☞ Undoubtedly one of the best Dumping carts ever used in this country, for Railroad and street Contractors, is manufactured by Wm. & Henry Hand, at Plainfield, N. Jersey. These gentlemen have had large experience in the use of carts, and consequently know what is wanted. Their invention is explained on another page of this week's issue. All they ask is a trial of their cart—price $65.

Farmers and Miners' Road.

A meeting was held at Circleville, Ohio, a few days since in the interest of what is called the Farmers and Miners' Railroad, proposed to be built from Urbana southward to London, Circleville and McArthur, where a connection is to be made with the contemplated Columbus, McArthur and Gallipolis Railroad. A member of the meeting being asked how long it would take two hundred iron furnaces to use up the iron ore on the line of this railroad, answered by saying that such a number of furnaces at full blast might work for a thousand years and have plenty left. For nearly fifty miles on the line of this road coal, iron, salt, stone, &c., abound in quantities to last for all time, and in variety and quality unsurpassed. The company will soon be incorporated and active steps taken to forward this great work.

Pittsburgh and Marietta Railroad.

There is a fair prospect that this enterprise will be a success. The road is intended to run from Pittsburgh to Marietta *via* Cambridge, Guernsey county, the entire length being in Ohio. The subscriptions asked by the Company from the several counties have, we believe, all been taken. Guernsey county has paid to the Company one hundred and fifty thousand dollars, and the work of constructing the road will soon commence at the Central Ohio Railway, working both northward and southward from that point. The full amount of stock required from Noble county has been raised, and engineers are at work permanently locating the line, and a strong construction party preparing the road-bed in that county.

Broadway Underground Railway.

The completed section of the Broadway Underground Railway, running from the corner of Warren street and Broadway southward under Broadway for several hundred feet, was again opened for public exhibition on the 11th inst. It is clean, well lighted and ventilated. A passenger car moved by atmospheric pressure was traversing the tunnel, carrying hundreds of curious passengers. An application will be made to the next Legislature for authority to extend the tunnel and carry passengers the length of the city.

☞ The first train over the Addison (Vt.) Railroad was run on the 6th inst. This new line, connecting Port Henry with the Rutland Railroad, opens communication with the whole iron region of New York, and is of great importance in a business point of view to the people along the line, and no less important to the business of Rutland and the various points with which it has connection by railroad.

☞ It was announced at the New York Stock Exchange on the 11th inst., that the lease by the Pennsylvania Railroad Company of the Cleveland and Pittsburg Railroad is to be capitalized at seven per cent., which gives 42.80 per cent. premium on the present 10 per cent. Stock, exclusively of the Quarterly Dividend of 2¼ per cent. in January.

☞ The receiver of the Indianapolis, Cincinnati and Lafayette Railroad has been authorized by the Court at Indianapolis to borrow money to pay all interest due on bonds issued prior to 1869. Also, to pay interest that will accrue until the sale of the road.

THE REDEMPTION OF 5-20 BONDS BY THE GOVERNMENT.

Of which a second instalment ($20,000 000) has been called in for payment in March next, is rapidly going on, releasing a large amount of invested capital, a large proportion of which must seek reinvestment in substantial securities.

We offer and recommend the SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY as among the **safest and most desirable securities to be had in the market for the secure investment of capital.**

A small proportion only of the loan now remains unsold, and the reinvestment of the proceeds of redeemed Five-twenties should absorb them within a short time.

Present price, 94 and accrued interest.

Interest and principal payable in gold in New York City. Interest May 1 and November 1. Denominations, $1,000, $500, and $100, coupon or registered.

The popularity of and demand for, the CENTRAL PACIFIC SIX PER CENT. GOLD BONDS, originally put on the market by us, and now in demand at from 3 to 4 per cent premium, afford an illustration of the **high standing which this class of Bonds, amply secured on well-managed and productive Trunk lines of Railroad must always maintain.**

We buy and sell, as usual, Government and CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS. Accounts of Banks, Bankers, and others received, on which we allow interest. Orders for Investment Stocks and Bonds executed at the Stock Exchange.

HARVEY FISK. FISK & HATCH.
A. S. HATCH.

☞ The last rail of the Hazleton Division of the Lehigh Valley Railroad was laid on the 7th inst. at Deringer Central Coal Works, eight miles from Hazleton, at which place it connects with the Danville, Hazleton and Wilkesbarre Railroad, the latter road having been completed to that point some weeks since, making a through route from Hazleton to Sunbury, fifty-one miles long. The first trip through from Sunbury to Hazleton was made by an engine of the Danville, Hazleton and Wilkesbarre Railroad, the next day after the two roads connected.

☞ The Lexington (Va.) *Gazette* has authority for stating that the survey of the Virginia Valley Railroad between that place and Staunton will be pushed on during the winter, and the road put under contract by March. The engineers will pass over, with their instruments, both the Brownsburg and Fairfield routes by that time, and the company will then choose the route.

☞ The contractors on the Lynchburg and Danville railroad, in searching for rock suitable for culverts and other stone work, have discovered a quarry of the finest granite, said by competent judges to be equal to any in the world.

☞ The Wilmington, Columbia and Augusta railroad has been completed to Columbia, S. C., and on and after December 13th, will open the line between the North and South via Columbia

Journal of Railroad Law.

RAILROAD COMPANIES—WHAT CONSTITUTES A DELIVERY OF TRUNK—WHEN COMPANY IS RESPONSIBLE.

The late case of Rogers *vs.* the Long Island Railroad Company, (2 Lansing 269,) was an action brought to recover the value of a trunk and its contents, which the plaintiff claimed to have given into the charge of the defendant, previously to taking passage on its road. The facts are fully and clearly stated in the following opinion by—

BARNARD, P. J.—There is no doubt but that to render a common carrier liable for goods to be carried by him, there must be a delivery to such carrier, and an acceptance on the part of the carrier of the goods to be carried. The proof shows in this case that the expressman took the trunk in qu stion to the depot of the defendant at Peck Slip, about noon on the 11th April, 1868. It was marked "Israel Rogers, Riverhead, Long Island." He found inside of the depot gate where he carried the trunk two or three men unloading freight of whom he inquired who took care of baggage. They told him the man in the office. He went to see the man in the office, and told him there was a trunk outside, he replied all right, and immediately sent two men to take care of it. The trunk was left by the expressman in the place where the baggage was kept and was inside of the defendant's inclosure and near their baggage crate, which was at the time locked. The man in the office had been defendant's ticket agent for some years. At about three o'clock on the same day, the plaintiff went to the ticket office and bought his ticket for Riverhead, and asked this agent for his trunk. He said he had seen a trunk answering the description a short time before, but did not know where it then was. The employes of the company subsequently informed plaintiff that the trunk had been given to an expressman who had a check corresponding to the one on the trunk.

The case should have gone to the jury. It is enough to establish a delivery in the first instance to prove that a person acting as the agent of the company received and accepted the property for transportation, even if there be in fact another person who is proved to be the actual agent having charge of the receipt of freight. There is no such proof in this case. The ticket agent was apparently in charge of the depot. The company which sanctions his employment and thus holds him out to the world as its agent, is not at liberty to repudiate his acts.

It seems also that the trunk in point of fact, came to defendant's possession. The agent had seen it. The defendant had delivered it to a stranger who presented a check. Who checked it? When and where was it checked? It was left unchecked and marked plainly for Riverhead. Why was it redelivered to a stranger at Peck Slip on the day of its receipt?

The case of Grovenor *vs.* The New York Central R. R. Co., (39 N. Y. 84), does not control this case. The court hold in that case that delivery must be in a proper place. That a delivery of a cutter so near the track as to be caught by a passing train, was not a good delivery. No such question is presented by the facts of this case.

The judgment should be reversed and a new trial granted, costs to abide the event.

On the Progress of the Through Railway Route to India.

The following are extracts from an elaborate paper by Hyde Clarke, Esq., (late Cotton Commissioner in Turkey), read before the Society of Arts, London, Nov. 22, 1871; Lord Henry G. Lennox, M. P., in the chair:

In 1868, I addressed the Society of Arts, and also the United Service Institution, on the subject of the daily mail route to India. I then called particular attention to the project of the Turkish government for raising funds to carry on the European system of railways in European Turkey. Since then above three years have passed, and it is desirable to consider the present state of the matter. Great events have in that time occurred, which have a more or less direct influence on the route to India, China, Japan, and Australia; for when we talk of a through-route to India, it is only a phrase for denoting communication with half the world. The opening of the Suez Canal is undoubtedly one great feature. It has materially affected the transport of goods to the East, and will affect that of passengers and mails. At all events, it facilitates the working of the route through Egypt. To some extent the Egyptian route is a rival with that overland; but the overland route cannot convey the bulk of goods, which will be left, under all contingencies, to the Egyptian line and that by the Cape. The Suez Canal, however, so far from being a fatal rival to the through railway route, is a promoter of it. By increasing the commerce of Bombay, it makes still more necessary quicker postal and personal communication with Bombay. By the facilities it has given for intercourse with Bagdad, Bassorah, and the Persian Gulf, on its Persian and Arabian shores, it is creating new resources for the direct line of connection with those countries. It is one great benefit of the Suez Canal that it has opened to the world regions formerly most productive, and so long shut off from intimate connection with the western world. In estimating the ultimate power of the Egyptian line, we must not lose sight of that great extension of railway to the south which will enable Egypt to run a line from Alexandria to a port on the Red Sea, expediting the conveyance of passengers and mails. The completion of railways from Bombay to Calcutta and Madras creates sections forming part of a railway from London to Calcutta, and thereby to the eastern regions beyond, which define and mark out for enterprise the unfinished gap between. Next to the Suez Canal must be placed the Brindisi route and the opening of the Mont Cenis Tunnel. The establishment of the Russian telegraph route to China, and of our submarine lines by the Mediterranean and Red Sea to the East, must not be omitted in the consideration. Every arrangement which increases the disparity between the telegraphic dispatch and the full detail by mail letter makes the mercantile community at home and abroad more eager to demand and obtain postal facilities. Each costly telegram acts in promotion of more rapid mails. Lastly, if we have named the Suez Canal and the Mont Cenis Tunnel, we must also refer to another great undertaking, the Pacific Railway. Nothing can well be more remote from the through railway route by Europe and Asia than that across the Rocky Mountains; but extremes meet, and they are rivals. San Francisco is now carrying passengers and mails to New Zealand, Australia, Japan, and Northern China, and this traffic must increase; but when the through railway from this side reaches Bassorah then Bassorah will compete with San Francisco on the other side of the world. The more the commerce of such remote termini as Japan and Australia is stimulated by improved transport, the more are resources developed which afford a prospect of revenue for other undertakings. The review of all that has taken place shows more fully the desirability of continuing the railway line, which is now in full operation from England and the countries of the West to the Danube. The opening and working of the Varna and Rustchuk railway, by quickening communication with Constantinople, may be named here as promotive of quicker communication with that capital. In this country, however, we have thought less of what has been done in continuation of the existing line, being chiefly occupied with the projects for the Euphrates, the Tigris, and the Persian routes. The continuous line must pass through Turkey in Europe and Turkey in Asia, and consequently Turkey must be consulted. This, it strikes me, is the point where most of our projectors are rather neglectful. Although Turkey is the country locally and mostly concerned, and which is to furnish the money, few think of consulting the wants and wishes of Turkey. Because we want to go to India at the expense of the Turks, or because we want to get a contract for making long lines of railway for which they are to pay, it seems to be sufficient reason why they should comply with our demands. It is this condition of affairs which has much retarded the progress of the undertaking, and which has ended in the works being confided to foreigners instead of Englishmen. Because we want to go to India, we set aside the consideration that the Turks want to connect Constantinople with the European system, and because we want to reach Bagdad and Bassorah, we are to forget that the Turks have their own need for communicating with those cities from their metropolis, and that they have political objects to accomplish, and local requirments of traffic to satisfy. It is in view of this state of affairs that I have endeavored on former occasions, and shall do so now, to direct attention to the Turkish portion of the line, and to its present condition. The European system, as all are aware, reached Basiash, on the Danube, many years ago, and there it halted. In my last paper, it was stated that the Sultan had, in consequence of his visit to this country, become urgent for the extension of railways in his empire, and had granted concessions for the European section and for the Asiatic section. The main feature is, of course, the artery from the European or Austro-Hungarian lines and the Danube to Constantinople. With this are combined cross lines, one from Nish, south, to reach the Mediterranean at Salonica, another from Adrianople to the same sea for local purposes, and a line from Adrianople by the shore of the Black Sea to reach the Varna and Rustchuk railway. It is one main transverse line with arms. With this general description of the undertaking we must be contented, because the surveys are not complete, and even the point of junction with Austro-Hungary is not fully settled. This would naturally be through Servia by or near Belgrade, but the government of the Servian principality naturally appreciates the military and political capabilities of the line and is therefore unwilling to facilitate it. Such a line enables Turkey and Austro Hungary to concentrate forces in Servia, and prevent that district from being made a post of Russia within the Danubian bounds. Servia wishes to divert the line for its own purposes, and prefers that its own lines shall be on a different gauge. On the other hand, the Roumelian railway directors threaten to leave Servia on one side, and to pass through Bosnia. Bosnia does not, however, present the same natural facilities. This matter consequently delays the arrangements, although ultimately there can be little doubt there will be lines through both Servia and Bosnia. The tide of progress by means of the railway system is now flowing towards the east. Lines through Austro-Hungary and Russia make a connection by the south with Southern Russia, and the northern shores of the Black Sea are now in commercial relation with Western Europe. The Varna and Rustchuk Railway, already referred to, offers an extension to the system towards the east shores of the Black Sea. Thus there is, as it were, a prosperous flood ready to be poured over the southern provinces of the Danube the moment a connection can be accomplished. This is a circumstance which must not be omitted, because a continuous railway communication means the

continuous transmission of western enterprise, habits of progress, artizans, agriculturists, industrial and agricultural machinery over the barbarous regions of Bulgaria and Thessaly, enabling them to raise produce for railway transport and revenue, and directly contributing towards the Turkish treasury. If one line be carried from Vienna to Filibeh or Adrianople, it means that these latter secluded cities will have the resources of Vienna available, and will have their commodities at the prices of Vienna, their imports reduced to Vienna prices and their exports raised to the same rates. These, therefore, are among the purposes of Turkish policy. They are not constructing a line solely for intercourse with India, which will give no immediate returns, but constructing, at their own expense, a line for local and imperial purposes, for which they can pay, and which will serve as a route for us. If they strengthen their political power, increase the wealth and efficiency of their people and improve their finances, they are disposed to make the effort, and expose themselves to considerable sacrifices. One great nucleus of the main Roumelian artery is Adrianople. Here works have been begun on both sides. On the eastern side, or on our side, the works are in active progress towards the city of Filibeh or Philippopoli. This line proceeds along the upper valley of the great river Maritza, towards the passes of the Balkan mountains. If it does nothing else, it will, on its opening, afford a local line for the ancient metropolis of Adrianople. The rails of this line are now being carried up the Maritza. Although so far inland, materials can be conveyed to Adrianople, as it is itself on the river Maritza, which is navigable from the sea by floats or rafts. On the western side the works are being carried to Dede Aghij (Ahaj). At the Constantinople terminus there has been opened this year the little section of 15 miles, through the suburbs of Constantinople to Kuchuk Chekmejeh (Little Drawbridge). Another small portion towards Benyuk Chekmejeh (Great Drawbridge) is ready for opening. These portions of the Constantinople and Adrianople line proceed along the shore of the Sea of Marmora, and will serve local purposes, step by step. Within Constantinople a large terminus is in progress, so as to secure a sea wharf, and it will be connected by the tramways, open and in progress, with other quarters of the city and the suburbs on the northern Bosphorus. Of the Salonica line, as it is a subsidiary line, it will be sufficient to say that it has been vigorously pushed. By about this date the section to Uskhub has been opened from Salonica as far as Karasoole, 56 miles, a very fair proof of the energy employed. It is expected the connection of Salonica with the European system will take place before that of Constantinople, and as it is well placed in the Mediterranean, it is supposed it will become an important commercial port, and for transit will compete with Brindisi advantageously. It will accommoda e Thessaly, Bulgaria, the middle Danube, Roumania, Servia, and even eastern Hungary and Transylvania, as a harbor for export and import. It is expected to afford steam communication with Smyrna, Athens, Syria, the islands of the Archipelago, Cyprus, the coast of Syria, and Egypt. It is also proposed to be employed in connection with the Mediterranean terminus of any line which may be opened by the Euphrates or Tigris with Bagdad and Bassorah. Whatever may be its power of competing with Brindisi from this point, Salonica can certainly accommodate Germany and Austro-Hungry. The Turkish Government having applied its energies to the Roumelian or European section then turned attention to the Asiatic or Anatolian section. The Roumelian section is, however, such a burden on the treasury, that the Government is not yet disposed to encounter that of the Anatolian undertaking. It is, however most anxious to promote it, and it has begun what may be called a trial work. With regard to a bridge over the Bosphorus, for which there are plans by Mr. McClean and others, that is not of necessity at this moment. The section selected is from the southern suburbs of Constantinople, or from Skutari to Ismid. It is considered by the Government to be important to develop the railway system in the neighborhood of the capital, and this line is an essential portion of a through route. At this point of Ismid begins the great question of the course of the line to the East. This I shall not attempt to decide, for my province has been rather to show what has been done. One route strongly advocated is by the east of Persia. We have now come to the point where an intermediate port is to be found for working, temporarily or permanently, the railway from the Mediterranean to Bagdad, in connection with steamers from Brindisi. It will, however, be seen that another way will be opened from Salonica. Mr. W. P. Andrew long favored Suedieh, and the restoration of the port of Seleucia, but is now, it is understood, ready to accept Skanderoon. The Government have wished not to displace the old port of Skanderoon for the creation of a new town. Either the Euphrates or Tigris line will reach Bagdad. In India itself we have now a connected railway system from the port of Bombay, and there will be another port of junction at Kurrachee. This system, as we have seen, is joined to Bassorah and Bagdad. At present this great section of the through line and this vast plant is only available for the local service of the decayed but newly growing city of Bagdad. If the through line reaches Bagdad, or if Mr. Andrew's instalment of it is perfected, then there is all the machinery for bringing passengers from further India to the Mediterranean shore, and within about two days of a station of the European railway system. It is this large traffic of all India which is waiting for us, and to be augmented by that of Ceylon, the Netherlands and Spanish India, China, Australia, and New Zealand. Such must, in the end, afford a remunerative return, not only on the whole enterprise, but on its accessories, and render possible many great yet subsidiary projects, which are now delayed for want of encouragement. Such as improved means for crossing the channel, and the plans already referred to for crossing the Bosphorus. By establishing main lines, they will facilitate the lines with light rails and with light working stock, of which we hardly know the beginning, but of which the future extension must be so great. Within a couple of years, Turkey will be able to place troops on the Danube, and to receive in case of need the aid of Austro-Hungarian armies on the Danube, or even in Asia Minor. We can already afford military help to Bagdad, and confirm the Turkish power; but if there were a through line, we can send a contingent from India to give assistance even in Asia Minor. To Turkey, the value of the through line is that it enables her to secure Bulgaria, Bosnia, and Thessaly, and to keep down the tribes of Koords and Arabs, who have until lately, resisted her supremacy, as they did that of the Greek and the Roman empires. Such undertakings, bringing with them the blessings of prosperity, increase the guarantees for peace; but to us, besides holding out a participation in such advantages, they tend to promote moral objects in which we have a still deeper interest—the welfare of our own people in India, and the natives under our protection and tutelage.

☞ Articles of incorporation were granted on the 13th of November to the Little Rock and Hot Springs section of the branch of the Missouri, Arkansas and Louisiana Railroad and Telegraph Company, of Arkansas, and the following board of directors elected: Ph. Lee Anthony, T. C. Peek James Lawson, J. J. Clendenin, and W. E. Woodruff, jr. The officers are: President, P. L. Anthony; Treasurer, S. H. Tucker; Chief Engineer, Arnold Syberg.

☞ The cars on the Camden (N. J.) Passenger Railroad commenced running on the 25th of November.

Illinois Central Railroad.

The statement of this Company for the month of November, 1871, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,417.15 for	$22,078 86
Acres Int. Fund Lands sold	40 for	376 20
Acres Free Lands sold	366.29 for	4,772.42
Total sales during month of November, 1871	2,823.44 for	$27,227 48
To which add Town Lot Sales		
Total of all	2,823.44 for	$27,227 48
Cash collected in November, 1871		$84,252 41

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 402 Miles.	Total. 1109 Miles.
Freight	$414,554 00	$80,268 00	$494,822 00
Passengers	105,105 86	38,106 70	144,212 56
Mails	6,375 00	3 059 33	9,434 33
Other sources	69,000 00	2 440 67	71,440 67
Tot. Nov., '71.	$596,034 86	$123,874 70	$719,909 56
Tot. act'l earn'gs, Nov., '70	$665,291 01	$146,416 50	$811,707 51

☞ The last rail on the Connecticut Western Railroad, connecting the eastern and western sections, was laid at Canton on the 7th inst. The road is 67½ miles in length, extending from Hartford, Conn., to Millerton, on the New York State Line, where it connects with the Dutchess and Columbia Railroad, running thence to Fishkill on the Hudson River, a farther distance of 58 miles.

☞ It is stated that there is a movement for the early construction of a narrow gauge railroad from Rutland, Vt., to Whitehall, N. Y. The movement is inaugurated by the marble dealers of West Rutland and the slate dealers of Hydeville and Fair Haven, and it is backed up by the transportation companies of Whitehall.

☞ A railroad survey is now being made along the western shore of Lake George from Caldwell to Ticonderoga. The only obstruction to such a road is Hagua Mountain, and it is said there is a ravine in that through which a road may be run with a rise of only thirty-five or forty feet to the mile.

☞ The earnings of the Central Pacific Railroad for the month of November, 1871, were $898,862, against $777,513 for November, 1870—an increase of $121,349. For the first eleven months of 1871, the earnings were $8,796,341, against $7,411,425 for the corresponding period of the previous year—an increase of $1,383,916.

☞ The last rail on the St. Louis, Lawrence and Denver Railroad was laid on the 2d inst. The road runs from Lawrence to Pleasant Hill, Mo., where it connects with the Pacific Railroad of Missouri. It is leased to and will be operated by the latter company.

☞ The last rail on the Shepaug Valley Railroad, running from Hawleyville on the Housatonic Railroad to Litchfield, Conn., was laid on the 7th inst.

☞ The associated railways of Germany consist of 78 companies, owning 19,145 miles of road. The number of miles added during the year was 1,967.

United States Mint.

The annual report of the Director of the United States Mint covers the operations of the Min and branches for the fiscal year ending June 30, 1871, thus:

The deposits of bullion at the Mint and branches during the fiscal year were as follows: Gold $37,054,202 26; silver, $5,975,982 54; total deposits, $43,030,184 80. Deducting from this total the redeposits, or bars made at one branch of the Mint and redeposited in another for coinage, the amount will be $39,147,404 18.

For the same period the coinage was as follows: Gold coin, number of pieces, 1,120,916; value, $21,302,473; unparted and fine gold bars, $13,101,089 42; silver coin, pieces. 3,664,792; value, $1,955,905 25; silver bars, $3,544,180 13; nickel, copper and bronze pieces, 11,672,750; value, $283,760; total number of pieces struck, 16,458,458; total value of coinage, $40,187,409 80.

The distribution of the bullion received and coined at the Mint and branches was as follows:

Philadelphia.—At Philadelphia, gold deposited, $3,064,733 31; gold coined, $3,206,760; fine gold bars, $129,184 88; silver deposited and purchased, $1,557,892 50; silver coined, $1,156,255 25; silver bars, $143,647 75; nickel copper and bronze coinage, value, $283 760; total deposits of gold and silver, $4,622,625 81; total coinage, $4,919,607 88; total number of pieces, 13,670,015.

San Francisco.—At the branch mint, San Francisco the gold deposits were $25,521,650 56; gold coined, $24,241,006 23; silver deposited and purchased $937,577 89; silver coined, $908,015 27; total deposits and purchases, $26,459,228 45; total coinage, $25,149,021 50; total number of pieces, 2,649 900.

New-York.—The Assay Office in New York received during the year, in gold bullion, $6,345,338 88; in silver bullion, including puchases, $2,171,120 26; total value received, $8,516,459 24; number of fine gold bars stamped, 9,769; value, $5,461 801 10; silver bars, 10,763; value, $1,269,501 75: total value gold and silver bars stamped, $6,731,302 85.

Denver.—At the Assay Office, late branch mint, Denver, Col., the deposits for unparted bars were: Gold, $1,104,147 10; silver, $18,561,63; total deposits, $1,122,708 73; an increase of deposits over the last year of $116,658 47. This is very gratifying, and encourages the belief that as the mineral resources of the district are developed the business of this office will be correspondingly increased. It is now engaged, as last year, in melting, assaying and stamping gold and silver bullion in unparted bars, bearing the Government stamp of weight and fineness. The assay office, in the performance of its appropriate functions, fully meets all the demands of the mining interests of Colorado.

Charlotte.—The deposits at the branch mint at Charlotte, N. C., have not been large, and are not increasing. The deposits. as heretofore, are as sayed and returned to depositors in the form of unparted bars. The deposits for bars during the year were: gold, $14,522 81; silver parted from gold, $145 31; total deposits, $14,668 12, a decrease from last year of $1,440 48.

Dahlonega and New Orleans.—The branch mints at these places are still closed. No necessity exists for their being opened again as assay offices or branch mints.

Carson City.—This branch mint has been in successful operation during the past fiscal year, and the prospects for the future are most encouraging. The deposits during the year were—gold, $1,003,809 60; gold coined, $230,715; unparted gold bars, $731,320 79; silver deposits and purchases, $1,290,684 85; silver coined, $52,875; unparted and fine bars, $1,969,645 05; total deposits and purchases, $2,294,494 45; total number of pieces, 138,543.

This statement exhibits the gratifying fact that the amount in value of the gold and silver deposits during the year has exceeded that of the past year more than $2,000,000. The Superintendent, in his report, expresses full confidence in the future of that branch. A bullion fund, adequate to the exigences of the business of the mint, has been provided, and full authority has been given to melt, assay, and stamp gold and silver bullion, and return the same to depositors in unparted bars, bearing the Government stamp of weight and fineness. This has largely increased its business, and added to its usefulness.

The continued suspension of specie payments restricts the work of the mint and the amount of the coinage. The capacity of the mint and branch mints now in operation is more than sufficient to meet every demand for the conversion of the gold and silver deposits into coin, and, consequently, there is no legitimate necessity for increasing the number of branch mints.

From the discoveries and developments constantly making of the deposits of the precious metals in our Western States and Territories, it is not beyond the practical and real to say that, before another decade, the annual production of gold and silver in the United States will be more than doubled. The reports are full of encouragement, but at the same time care must be taken by the prudent to distinguish between the true statement and the exaggeration of the mere speculator.

New York Elevated Railway.

The third mortgage interest in the Elevated Railway was sold at auction on the 6th inst. by Mr. James C. Miller, at the foreclosure of Mr. Nathaniel Jarvis, Jr., referee. This mortgage, of course, covered all the property and franchises of the road subject to the first two mortgages. It was purchased by the newly formed organization called the "New York Elevated Railway Company," for $230,000. The parties concerned in this enterprise own a majority of the bonds secured by the previous mortgages. The company intend to complete the road to Harlem River, and put on new dummies and cars as soon as possible. The following officers and directors have been elected: W. L. Scott, president; David Dows, treasurer; D. N. Barney, F. H. Tows, Ashbel H. Barney, John D. Main, Harry Kennedy, W. L. Wallace, Geo. H. Marvin, John A. Cowing, Geo. C. Martin, Alfred C. Barnes, F. A. Foster.

☞ The Monadnock Railroad, which now runs from Winchendon, Mass., to Peterborough, is to be extended 18 miles to Hillsborough Bridge next spring and summer, making the distance from Winchendon and Keene by rail 29 miles less to Concord than at present. The distance from Keene to Concord by turnpike is 40 miles; by rail, via Groton Junction, Mass., and Nashua, about 111 miles; via Winchendon, 82 miles.

☞ Articles of association of the Chicago, Continental and Baltimore Railroad Company were filed in Indianapolis, at the office of the Secretary of State, on the 7th inst. The Indiana portion of the proposed line will run through the counties of Lake, Porter, Laporte, Stark, Marshall, Fulton, Wabash, Kosciusko, Wells and Adams, a distance of 165 miles. Capital $15,000,000.

☞ The Galveston papers announce the sale, on the 1st inst., of the Galveston, Houston and Henderson Railroad, under a decree of the District Court of the United States for the Eastern district of Texas. The purchaser was Mr. F. O. James, of New York, and the amount paid $675,000.

☞ Work on the railroad from Freehold to Keyport (N. J.) was commenced at Marlboro, Monmouth county, on the 4th inst. The distance is thirteen miles.

☞ It is the intention of parties interested to build a railroad from the terminus of the Vineland Railroad at Atsion, N. J., to Bordentown—thus giving an all-land route from Delaware Bay to New York.

☞ The Central Railroad Company of New Jersey have declared a quarterly dividend of 2½ per cent, and an extra dividend of 1 per cent, payable January 20, the transfer books closing December 27.

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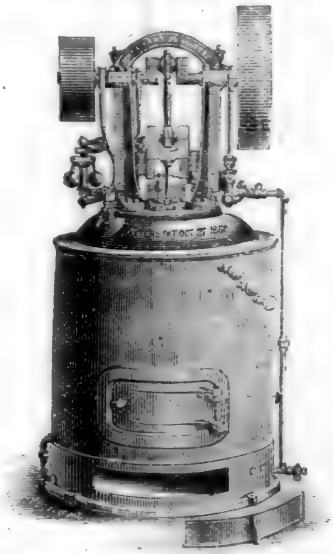
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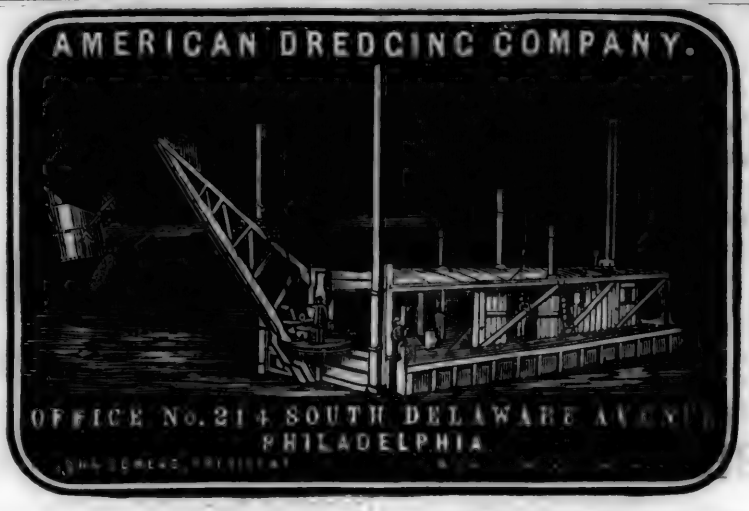
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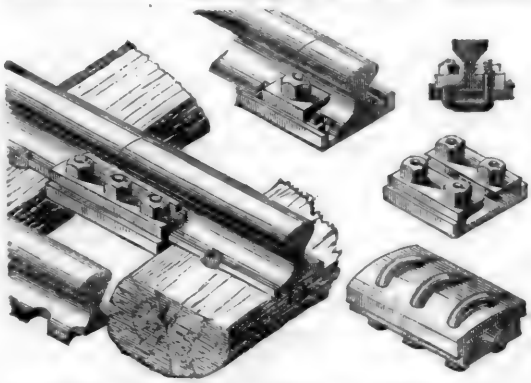
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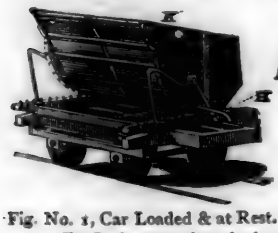
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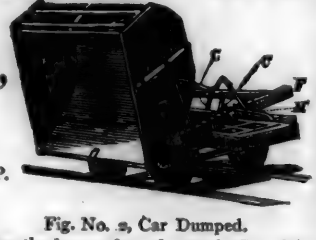


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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American Railroad Journal.

New York Saturday, December 23, 1871.

Richmond and Danville Railroad.

The 24th annual meeting of the stockholders of the Richmond and Danville Railroad Company was held in Richmond on the 13th inst. The president's report was submitted. Affairs generally are thought to be satisfactory. There is a large increase in the freight business. The lease of the North Carolina Railroad is explained as holding out promise of increase of business to the company. The state's interest in the company's securities has been managed through third parties, who are close and valued friends to the road. The granite quarries now opening near Richmond promise a valuable business, as do also the Midlothian coal fields. The Roanoke Valley Railroad will be built if enough local aid can be secured. The road between Charlotte, N. C., and Atlanta, Ga., which will be completed next year, will give the Richmond and Danville road traffic with an extensive and valuable section of the South on a line 120 miles shorter than any other connection. The total earnings of the road last year were $758,072 40; expenditures $498,044 89, of which ordinary expenses were $413,836 78, leaving net earnings for the year $344,235 62. The report was adopted. Officers were then elected as follows: president, Col. H. S. Buford; directors, A Y. Strokes, H. H. Marshall, John R. Edmonds, W. T. Sutherlin, W. L. Owen; examining committee, W. B. Isaacs, T. D. Neal, Wood Bouldin, Jr., W. T. Scott and R. V. Gaines.

Mexico in 1870.

Under date of Oct. 12, 1871, Senor Ant. Garcia Cubas publishes in "El Federalista," of the City of Mexico, a very valuable series of statistics relating to the Republic. He makes the population 9,176,082, and gives the official valuation of real estate at $341,030,517, asserting at the same time that the actual value thereof is not less than three times such amount. Of the valuation, $148,299,893 is city and $192 730,624 country. The shipping movement in 1869-70 amounted to 542.044 tons, and the exports and imports to $24,000,000 and $28,174,729 respectively. Of the exports $17,479,014 represented the precious metals exported, and the remainder, domestic produce. The railroads in operation have a length of 347.23 Kilometres, or 215.77 English miles; and the length of telegraph in operation is 2,643.28 Kilo-metres, or 1,642.53 English miles. The railroads are as follows:

	Kilo-metres.	Miles.
Mexico to Puebla	186.28	115.78
Vera Cruz to Paso del Macho	75.00	46.59
Vera Cruz to Medelin	12.00	7.45
Vera Cruz to Loma Alta	35 00	21.78
Mexico to Tacubaya	8.00	4.96
Mexico to Tlalpan	24.25	15.06
Mexico to Guadalupe	6.70	415
Total	347.23	215.77

The telegraph lines are stated as follows:

	Kilo-metres.	Miles.
Mexico to Cuernavaca	83.80	52.07
Mexico to Toluca	67.40	41 88
San Luis to Zacatecas	184.36	114,56
Zacatecas to Durango	54.47	46.27
Tehuacan to Oaxaca	272.35	169 24
Vera Cruz to Tampico	288.50	179.27
Mexico to Vera Cruz, Tehuacan, Tlaxcala and Tulancingo	1,047.52	624.35
Leon to Gaudalajara and Manzanillo	645.26	400.96
Total	2,643.28	1,642.53

The population is distributed among the States and territories thus—

Sonora	109,888	Hidalgo	404,207
Chihuahua	179,971	Mexico	650,663
Coahuila	98,897	Morelos	150,384
Nuevo Leon	174 000	Guerrero	300 029
Tamaulipas	108.778	Puebla	697,788
San Luis Potosi	476.500	Tlaxcala	121,665
Zacatecas	397,945	Vera Cruz	459,262
Aguas Calientes	140 630	Oaxaca	646,725
Durango	185,077	Chiapas	193,987
Sinaloa	163,095	Tabasco	83,707
Jalisco	924,580	Campeche	80,366
Colima	63,333	Yucatan	422,365
Michoacan	618.240	Territories:	
Guanajuato	874.043	Baja California	21,645
Queretaro	153,286	Federal District	275,996
Total population			9,176,082

The ports open to foreign commerce are:

On the Gulf—Matamoros, Tampico, Tuxpam, Vera Cruz, Coatzacoalcos, Tabasco, Isla del Carmen, Campeche, and Progresso (Yucatan).

On the Pacific—Guaymas and La Paz (Gulf of Cortes); Mazatlan, San Blas, Manzanillo, Acapulco, Puerto Angel, Ventosa (in Tehuantepec, Tonala and Soconusco, the last named also a frontier post.

Frontier Custom Houses—Matamoros, Reynosa, Camargo, Mier, Monterey, Laredo, Guerrero, Piedras Nigras, Presidio del Norte, Paso del Norte, Fronteras, Babispe. Magdalena, and Altar.

Coast Custom Houses—On the Gulf: Soto la Marina, Tecolutla, Nautla, Santecomapan, Alvarado and Dos Bocas; and on the Pacific: San Quintin, Cabo de San Lucas, San Jose del Cabo, Mulege, Loretto, Libertad, Santa Cruz, Topolcampo, Altata, Navachiste, Navidad and Valle de Banderas, Sibuatanejo and Puerto Escondido.

The coinage at the several mints in the year 1869-70 amounted to $21,019,241 80, of which $19.817,820 10 was silver, $1,182,628 gold, and $18,793 20 copper. Of this amount the mint at Hermosillo produced $730,145; at Alamos $797,082; at Chihuahua $630,252; at Culiacan $1 508,616; at Durango $922,791 · at Zacatecas $4,684,000; at San Luis $,2,267,098; at Gaudalajara $685,864; at Guanajuato $4 000,000,; at Oaxaca $214,143; and at Mexico $4.579 198 80. Copper coins are minted at Mexico solely. The legal exportation of gold and silver from the ports of the republic in 1869-70 is stated at $17,479,014. The federal income in same year amounted to $14,420,-

575 67½, of which $9,029,373 24 was derived from the maritime and frontier custom houses. Such are the official statistics of a nation numbering 9,000,000 souls. No nation is richer in mineral resources, and few can compete with it in soil and climate. Yet of all its agricultural wealth not more than $7,000,000 worth is exported. Indolence and unthrift are here national sins, and as a consequence the great body of the people are steeped in poverty. In only a few of the larger cities are there any manufactures, and with little exception these are of the coarsest description. Whatever is fit for civilized man is brought from foreign countries and paid for in the precious metals.

Old Colony and Newport Railroad.

The income of this road for the four months ending September 30, 1870, and for the twelve months ending September 30, 1871, has been as follows:

	Four months, 1870.	Twelve months, 1870-'71.
From passengers	$417,528 16	$1,020,573 16
" freight	169,632 93	525 812 57
" expresses	26,413 68	74,783 86
" rents	7,722 14	26,443 13
" mails	5,960 91	16,361 42
" miscellaneous	2,181 22	5,488 02
" extra baggage	993 98	2,016 35
	$630,433 02	$1,671,478 51
Expenses, viz:		
Passenger department	$51,214 90	$142,487 67
Merchandise "	42,555 10	174,312 65
Locomotive "	88,623 11	262.278 12
Maintenance of way	75.911 65	274,064 72
General expenses	32.810 95	93,358 12
Miscellaneous	16,421 15	49,345 62
	$307,536 86	$995,841 90
Earnings less exp	$322,896 16	$675,636 61
U. S., State, city and town taxes	$14,189 57	$76,400 73
Interest on bonds and debt	80,592 23	190.823 86
	$94,781 80	$267,224 09
Net earnings	$228,114 86	$408,412 52
The gross income of the road for sixteen months ending September 30, 1871, was		$2,301,911 53
And the expenses		1,303,378 76
Leaving		$998,532 77
From which deduct—		
Town, city & State taxes	$76 029 26	
U.S. tax on gross receipts	14.561 04	
Interest and coupons paid	271415 59	
		362,005 89
Balance carried to income account		$636,526 88
Add balance of income per last report ($258,037 26, less U. S. tax on surplus $1,594 85)		256,442 41
Total amount of net income		$892,969 29
Deduct dividends Jan. 1 and July 1, 1871, $3 per share each, and U. S. tax		306,012 96
		$586,956 33
Less credited to contracts		100,000 00
Balance of income account September 30, 1871		$486,956 33

The dividend of January 1, 1872, is to be taken in part from this balance.

By a recent law of the Commonwealth, all returns by Railroad Corporations are required to be made up to September 30 in each year.

As it would be attended with great inconvenience and considerable expense to keep two separate sets of accounts, one for stockholders, and the other for the Commonwealth, it was decided at the Annual Meeting of 1870 to change the By-Laws so as to allow the accounts of the Company to be made up to the first days of April and October, and to defer the Annual Meeting until the last Tuesday in November.

The foregoing Report, therefore, covers a period of one year and four months, from May 31, 1870, to October 1, 1871, embracing the four summer months of two years, during which months the gross receipts are much larger than for equal periods in the remaining portion of the year. This in some degree accounts for the large balance of net profits shown by the foregoing statement.

During the severe competition in the years 1867 and 1868, for the New York business in connection with the boats, it was found necessary to loan money to the Boston, Newport, and New York Steamboat Company, and in the final settlement made in 1869, by which the Newport Line was withdrawn and new connections were made by this Company with the Narragansett Steamship Company, it was agreed to contribute a certain proportion of the prospective profits of the new line to the Boston, Newport, and New York Steamboat Company, which held an exclusive contract for ten years, to form with us a New Line.

This amount, charged to contracts on our books, stood at the commencement of the year at $100,000, and as the balance of net profits seemed to justify, the directors have deemed it best to dispose of the matter now, by charging off this sum from our accounts in the manner indicated in this Report.

The Gross Receipts of the road were, for the year ending Sept. 30, 1871	$1,671,478 51
For the year ending May 31, 1870	1,536,895 24
Increase in receipts	$135,083 27
The working expenses for the year ending Sept 30, 1871	$995,841 90
For the year ending May 31, 1870	899,359 74
Increase in working expenses	$96,482 16
The amount paid for interest and taxes, not including tax on dividends, was, for the year ending Sept. 30 1871	$267,224 09
For the year ending May 31, 1870	277,412 26
Decrease	$10,188 17
The net earnings, after paying interest and taxes, were, for the year ending Sept. 30, 1871	$408,412 52
For the year ending May 31, 1870	359,623 24
Increase	$48 789 28

The increase from passengers was $69,000 48; the increase in the number of passengers carried was 598,781.

The increase of receipts from freight was $48,128 05; the increase of tons carried was 51,383.

Of the increase from passenger receipts, $46,323 21 was from the local business. The local freight receipts have increased $45,017 71. And those from connecting lines decreased $1,889 66.

Two new locomotives, six passenger-cars, forty-eight freight-cars, and nineteen coal-cars have been added to the rolling-stock.

Five locomotives, two passenger-cars, twenty freight-cars, and fifteen gravel-cars have been rebuilt.

About 800 tons of new iron, and 500 tons of steel rails, and 39,000 new sleepers have been used in repairing the track, and 2,000 tons of rails have been taken up, repaired, and relaid.

Land has been filled up at South Boston to increase our yard room. A paint-shop in Boston, and a new engine-house and turn-table have been built at Fall River, at an expense in all of about 18,000.

All the above additions, renewals, and repairs have been charged to expense account, and paid for out of our earnings the past year.

The road, equipment, and property is in good and efficient condition.

The foregoing statement shows a healthy growth in the business of the Company.

There appears to be an increase of $96,482 16 in the expenditures of the Company during the year, over the year ending May 31, 1870, caused in part by an increase of 68,264 in the mileage of trains. This increase is further accounted for in the following items:—

Increased cost of iron (500 tons steel rails laid)	$18,000 00
Increase in side tracks	8,000 00
Increase in expenditure on equipment charged to expense	67,394 76
	$93,394 76

During the past year, the Granite Branch has been completed to West Quincy, at a cost of about $100,000, and is now open for public use. A large business in the transportation of stone from the quarries in Quincy is anticipated over this road in connection with other portions of our line.

The Duxbury and Cohasset Railroad has also been completed during the year, and is now open for use. This Company has aided the South Shore Railroad Company in providing means for payment of its subscriptions to the stock of the Duxbury and Cohasset Railroad, by guaranteeing its bonds to the amount of $125,000.

A business contract has been made between this Company and the South Shore Railroad Company, and Duxbury and Cohasset Railroad Company. The business done in connection with this line has exceeded the anticipation of the directors.

The directors have recently made arrangements for the construction by this Company of the Shawmut Branch Railroad, in the sixteenth ward of the City of Boston, under the provisions of Chapter 325 of the Acts of 1871. This branch commences near the Granite Bridge Station of the Dorchester and Milton Railroad, and runs northerly through the centre of the ward to its intersection with our main line, near Commerical Street, a distance of 2¼ miles. The territory through which it passes contains some of the most desirable building sites within the city limits, and is now in process of rapid development. The larger portion of the land damages upon the line will be settled without expense to the Company. In the hands of a rival or independent company, it would have proved a serious annoyance to us. The estimated cost of the branch is $150,000. When completed, the directors are confident it will make a fair return upon its cost.

The citizens of Plymouth and the adjoining towns obtained from the Legislature at its last session a charter for a Railroad from Plymouth to Sandwich, and have asked aid from us in the construction of this road. As the route proposed for this road for one third of the distance, southerly from our terminus to Plymouth, passes near considerable manufacturing establishments, and the summer resorts at Chiltonville, Manomet, and Cedarville, and would probably increase the business over our road, the directors, for these reasons, think it for the interest of this Company to furnish not exceeding $133 000, being one third the cost of said road, when its friends shall have provided the balance necessary for its construction. This they are sanguine of accomplishing.

The directors have thought it best to ask of the Legislature authority to increase the capital stock, for the purpose of reducing the funded debt of the Company whenever the stockholders may vote to do so. Acts have been passed authorizing an increase of the capital of the Company to $6,600,000.

The directors recommend to the stockholders he acceptance of the Act, Chapter 54 of the Acts of 1871, but do not advise the issue of any more stock at this time.

They also recommend that Chapters 257, 288 and 325, of the Acts of 1871, be accepted, and that the directors be empowered to take action in the premises.

During the past year, a business contract has been entered into with the Boston and Providence Railroad Corporation, the Taunton Branch Railroad Corporation, and the New Bedford and Taunton Railroad Corporation, for the transaction of that portion of the business of the respective lines in which they have conflicting interests. Under this arrangement, trains are now run between New Bedford and Boston, over our line, without change of cars, thus bringing new business upon the road. The connection has thus far proved mutually satisfactory to all parties in interest.

The arrangement made in 1869 with the Narragansett Steamship Company continues to work well, with satisfactory receipts.

Considerable reduction has been made during the year in the local fares and freights, especially in the district within fifteen miles from Boston. This has resulted in an immediate increase in our business; and the development of the towns and villages along the line of the road promises a greater increase in the future.

We believe that our train arrangements and the rates of fares and freights are generally satisfactory to the patrons of the road, who seem to appreciate our endeavors to accommodate and build up the business on the line, by the increased patronage they have given us.

Some of the depots upon the road must soon be enlarged, and additional equipment provided. The directors believe that this can be accomplished out of the earnings of the road, and still pay reasonable dividends to the stockholders.

The equipment of the road is as follows: 28 passenger and 12 freight locomotives; 76 passenger, 20 baggage, 117 long box, 229 long platform, 9 cattle, 25 stone, 20 short platform and 109 coal and gravel cars. Number of miles run by passenger trains, 664,179; by freight trains, 285,584; by gravel trains, etc., 40,899—total miles run one year to September 30, 1871, 990,662, an increase over the year ending May 31, 1870, of 68,264 miles. Number of passengers carried the past year, 3,332,750; do., carried one mile, 45,437,286. Tons of merchandise carried the past year, 395,157; do., carried one mile, 10,845,206.

TRIAL BALANCE, September 30, 1871.

Construction	$7,879,329 05
Rails, shop stock, &c	141,620 66
Cash	10,031 25
Bills receivable	361,163 57
Dorchester and Milton Br. R.R. Co.	36,937 88
Granite " " "	73,629 11
Shawmut " " "	89,191 89
Agent' Department	4,561 70
Purchases and sales of real estate	5,279 50
So. Shore R.R. Co., &c., stock acc't	136,381 00
	$8,688,125 61
Capital stock	$5,000 020 00
Income	486,956 83
Bonds due Sept. 1, 1874	1 000 00
" " 1, 1884	32,000 00
" " 1, 1876	1,000 000 00
" April 1, 1875	458,000 00
" Aug. 1, 1877	1,450,000 00
Bills payable	241.851 58
Unpaid dividends	6.735 49
Connecting lines	11,562 21
	$8,688,125 61

President.—HON. ONSLOW STEARNS.

Directors.—Onslow Stearns, Uriel Crocker, Benjamin Finch, Charles F. Choate, Oliver Ames, Samuel L. Crocker, John S. Brayton, Jacob H. Loud, and Royal W. Turner.

Treasurer.—JOHN M. WASHBURN.

Superintendent.—W. H. BULLOCK.

☞ Ground was broken at Dunstable, Mass., on the 11th inst., on the Nashua, Acton and Boston Railroad.

Little Rock, Pine Bluff and New Orleans Railroad.

Col. Jas. M. Lewis, President:

In response to your inquiries, I have the honor to submit the following statement:

On the Little Rock, Pine Bluff and New Orleans railroad, eighty miles are graded, bridged and furnished with cross ties. The road, as regards the grades, curvature, width of road-bed, bridges, and quality of cross-ties, is fully up to the requirements of a first class railroad.

As you are aware, the overflow of last spring broke through and swept away some portions of our embankments along the Mississippi front, carrying away in all about three fourths of a mile of levee embankment. These gaps are nearly closed, and the entire road-bed, for a distance of seven miles, is now under the direction of the state engineer, being raised so as to place the grade line of the embankments three-and-a-half feet above the highest flood marks, and secure, as it is believed, against all possible hazards in the future. The present condition and progress of this work—which I am only just relieved from a personal inspection of—enables me to state that the section will be again ready for the rails by the first of January next.

The cost of the work done, and materials and equipments furnished to this time is as follows:

Grading, bridging, ties of eighty-two miles (including sidings)	$760,000
Eighteen and a half miles track	148,000
Equipment	40,000
Buildings	15,000
Interest paid on state or first mortgage bonds	110,000
Engineering, right of way and contingencies	85,000
Total	$1,008,000

The above amount pays for eighty-two miles of road-bed, eighteen and a half miles of track, one locomotive and thirty cars (including passenger, express, box and flat cars) three buildings and sundry machinery. The company has no indebtedness. Respectfully,

J. E. SICKELS,
Chief Engineer, etc.

Little Rock, December 1, 1871.

Mississippi, Ouachita and Red River R. R.

Col. Jas. M. Lewis, President:

Sir—Work was begun on the Mississippi, Ouachita and Red River railroad in the month of June, 1871. To this date forty-two miles of road have been graded, bridged and furnished with cross-ties, and twenty-one miles of track—westward from Eunice—have been laid. The road is well equipped with engines and cars, and has all the necessary buildings, warehouses, water tanks, etc. It is now doing a prosperous business, transporting daily over 200 bales of cotton. This business will be largely increased by carrying the track six miles farther westward, where a temporary terminus will be established until the Saline river is bridged, and the road bed shall be completed to the town of Warren—a point sixty miles west from the Mississippi river.

The expenditures for construction, and materials, etc., have been as follows:

Grading, bridging and cross-ties	$237,000
Twenty miles track	170,000
Locomotives and cars	49,800
Buildings, tools and machinery	24,000
Interest paid on state or first mortgage bonds	85,000
Engineering, salaries and incidental expenses	45,000
Total	$610,800

The company's indebtedness will fall short of $100,000—at the same time there is due to the company nearly double this amount. Respectfully,

J. E. SICKELS,
Sup't and Chief Engineer.

Little Rock, December 1, 1871.

International (Texas) Railroad.

This road crosses the Houston and Texas Central Railway at Hearne, in Robertson County, 120 miles north of Houston, and is now completed fifty miles, passing through the towns of Englewood and Lake, in Robertson County, and Marquez and Jorrott in Leon County. Englewood, Lake, Marquez and Jorrott are situated 15 miles, 24 miles, 36 miles, and 50 miles, respectively, east of Hearne. Telegraphic communication will be opened to these places, and the mails distributed from them.

The road is being rapidly built, and will be opened for business at the successive terminal stations as fast as completed.

Passenger and Freight trains will be run daily, Sundays excepted, in connection with the Houston and Texas Central Railway, and will connect at Jorrott with Johnson and Mitchell's Stage Line for Butler, Fairfield, Palestine and points east.

The Trinity River will be reached by the 1st of February next.

Through bills of Lading will be given for freight to Houston, Galveston, and all points on the Houston and Texas Central Railway, and connections.

Property in the towns of Englewood, Lake, Marquez and Jorrott is now being sold at low prices, and every facility will be extended both to immigrants and shippers.

For information relative to Passenger and Freight business, apply to H. M. HOXIE, General Superintendent, Hearne, Texas.

Richmond, Fredericksburg and Potomac Railroad.

The negotiations in progress for some time have at last been completed, and the Pennsylvania R. R. Co. is about to come into immediate possession of the Richmond, Fredericksburg and Potomac railroad, which, in connection with the Alexandria and Fredericksburg railroad, will give them an air line from Washington to Richmond, and complete their system into the heart of the cotton States, for which they so successfully strove last winter. The absorption of the Richmond, Fredericksburg and Potomac railroad will do away with the necessity of the acceptance on the part of the Pennsylvania R. R. Co. of the charter granted last winter, and therefore release them from the various provisions to endorse the bonds (including the Piedmont and Potomac) of several contemplated roads in the State, which, it will be remembered, were incorporated into the amended charter of the Alexandria and Fredericksburg Railroad Company. The result has been anticipated for some time. Mr. Daniel, president of the Richmond, Fredericksburg and Potomac railroad, has resigned that position, and is succeeded, temporarily, by Mr. J. M. Robinson, president of the Seaboard and Roanoke Railroad Company, and son of Mr. Moncure Robinson.—*Richmond Cor. Alexandria (Va.) Gazette.*

☞ The Cape Girardeau (Mo.) *Argus* says that the cars on the Cape Girardeau and State Line Railroad will be running to the Iron Mountain Railroad by the 1st of January. It is intended to connect at the Arkansas State line, 87 miles from Cape Girardeau, with the Cairo and Fulton Railroad.

☞ The New-Jersey West Line Railroad Company has its track all laid from Summit to Bernardsville. A few days ago the engine passed over the whole distance. The passenger trains will be running about the 1st of next month.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 067 800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,2 6 350	— & —	.....
Atlanta and West Point.100	1 232,200	J. & J.	Ju'y '71 4
Atlantic and Gulf 100	3 691,000	— & —	.....
" " pref.100	821 664	J. & J.	July '71 3½
Atlantic and St. Law*....100	2,394,900	M & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Geneseo & Mt M.*100	194,250	A. & O.	Oct '71 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1 650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire* 100	600,000	J. A J & O	July '71 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '71 3½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb.pref.100	633 200	— & —	.....
Agricultural Br guar... 100	60,000	J. & J	July '71 3
Bost.,Conc.& Mont.*pref 100	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M & N.	Nov. '71 5
Boston and Providence..100	3,700,000	M & N.	Nov. '71 5
Buffalo, N. Y. and Erie* 100	650,000	J. & D	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '71 4
" " pref.100	1,683,400	J. & J	July '71 4
Camden and Amboy* ...100	5,847,800	J A J.O	Jan. '72 7
Camden and Atlantic.... 50	877 100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 60	915,577	J & D.	July' 71 4½
Cape May and Millville* 50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	426 900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,1 9,800	— & —	.....
" pref. 50	2,200,000	M & N.	Nov.'71 2½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,980 400	F. & A.	Aug '71 1½
" " pref.100	769,800	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,666 800	J & D	Dec. '71 5
Central of New Jersey..100	15,000 000	J AJ&O	Oct. '71 2½
Central Ohio*..... 50	2,4 5,000	J & D.	Dec. '71 3
" pref..... 50	400,000	J. & D.	Dec. '71 3
Chemung*..... 100	380,000	J.A.J&O	Jan '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '71 2
Chicago and Alton..... 100	8,925 500	M & S	Sept. '71 5
" " pref...100	2,425,400	M. & S.	Sept. '71 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S	Sept. '71 5
Chicago,Iowa & Nebras*1 0	3,9 6 3 0	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	une'71 5
" " pref.100	20,415 013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific.100	19 000 000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton*....100	3,500,000	A. & O.	Oct. '71 4
Cin., Sand. and Clev.* ... 50	2,967 800	— & —	.....
" " pref.... 50	428,646	M. & N	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,914,000	F. & A.	Aug '71 3½
Cleveland & Mahoning*. 50	2,087,549	M & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.A.N	Nov. '71 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J & O	Oct. '71 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Sept.'71 2
Colum. & Hocking Val.100	848,961	— & —	.....
Concord 100	1,500,000	M & N.	Nov.'71 1
Concord and Ports.*..... 100	350,000	J & J.	July '71 3½
Conn. & Pass'p Riv..1 0	2,084,200	F. & A.	Aug.'71 3
Connecticut Riv.....	1,7 0 0 0	J. & J.	Jan. '72 5
Cooperstown and Susq 100	307 983	— & —	.....
Cumberland Val.*.....	1,325 000	A & O	Oct '71 4
Danbury and Norwalk . 5)	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw & Westn. 50	18,508,850	J. & J.	Dec. '70 6
Detroit & Milwaukee *.. 5	452 350	— & —	.....
" " pref 50	2 095,000	J. & J	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*..... 50	1 3 9,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.)..... 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef & Canand*..100	800,000	F. & A.	Aug. '71 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	July '71 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref..... 100	8,539 910	Decemb.	Dec. '69 5
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg 100	3,740 000	J. & J.	Jan. '72 4
Georgia 100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1 000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,347,946	— & —	.....
Great Western, (Ca.) .. 100	19,237 404	A. & O	Oct. '71 2½
Hannibal & St Joseph..100	4,151,700	F. & A	Aug.'70 3½
" " pref 100	5,078 224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N	Nov. '71 5
Harlem Extension 100	4,000 000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J	Jan. '72 3
Hartford & New Haven 100	3 3 0,000	J.A. J.O.	Oct. '71 3
" " scrip.. 50	1,500,000	J.A. J.O.	Oct. '71 4
Housatonic, pref. 1 0	1,180,000	J. & J.	July '71 4
Huntingdon & Bd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J	July '68 3½
Illinois Central..... 100	25 280 243	F & A	Aug. '71 5
Indianapolis, Cin. & Laf. 50	7,685,407	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv..Mad. & Ind..100	2,000,000	J. & J	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J.A. J.O.	Jan. '72 1½
Joliet & North.Indiana* 100	300 000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34 446,600	F. & A.	Aug.'71 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Oct. '71 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5 871,450	J.A J.O.	Jan. '72 2
Little Schuylkill*..... 50	2,643,100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000 000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J & J.	July '71 4½
Louisville & Nashville..100	8,680,912	F. & A.	Aug. '71 4
Louisv., N. Alb. & Chi..100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '71 3
Lykens Valley 20	600,000	F.M.A.N	Nov.'71 2½
Macon and Western.....100	2.500.000	J & D	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnat ... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130.719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug.'71 4
Memphis & Charleston* 25	5,312,725	J. & D.	Jan.' 69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Mineh l*. 50	823 375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Jan. '71 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov.'71 5
Naugatuck 100	1,864,400	F. & A.	Aug. '71 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Sept.'71 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500.000	M. & N.	July '71 4
N.Castle & Beaver Val.* 50	1.500,000	J. & J.	Aug 69 12
N Haven & Northamp..100	605 000	J.A. J.O.	Oct. '71 2½
New Jersey*..... 100	7.295,200	J.A. J.O.	Jan. '72 7
New London Northern*100	1.003,500	J. & J	July '71 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct. '71 4
" " Certif....100	44.428 330	A. & O.	Oct. '71 4
New York and Harlem..100	8,500 000	J. & J.	Jan. '72 4
" " pref.100	1,500.000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J	July '71 5
N. Y.,Provid. & Boston.100	2,000,000	J. & J	July '71 4
Nrg Bridge & Catand*.100	1,000,000	J. & J	Jan. '72 3
North Carolina*..... 100	4,000,000	irregular.	July'71 5
N. Eastern (N C.) pref..100	111,000	M & N	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '71 5s
Northern Central 50	5 000,000	M. & N	Nov.'71 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3.051 800	J. & J.	Jan. '71 3½
" " pref.100	2,000.000	A. & O.	Oct. '71 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,259,450	J A. J.O.	Jan. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '71 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama..... 100	7,000,000	J. A. J.O.	Jan. '72 3
Paterson and Hudson*..100	636,000	J & J.	Jan. '72 4
Paterson and Newark*..100	500,000	J & J.	.....
Paterson and Ramapo*..100	548 000	J. & J.	Jan. '71 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'71 5
Peoria & Bureau Val.*..100	1.200,000	F. & A.	Aug '71 4
Philadelphia and Erie*. 50	6,004,300	J. & J	.....
" " " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 5	1.626 250	M.J. S.D	Dec. '71 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1 259,100	J.A. J.O	Jan. '72 7
Phila., Wil. & Balt..... 50	9,562,650	J. & J	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Jan. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	300,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Oct. '71 3
Portl., Saco & Portsm...100	1,500,000	J. & D.	Dec. '71 3
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome,Watert. and Ogd.1 0	2,997,800	J. & J.	Jan. '72 4
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug. '71 4
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300 000	— & —	.....
" " " pref.100	2.040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '71 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151 400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869.450	F. & A.	Aug. '71 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 3½
South Branch (N. J.)*...100	438,800	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Aug '71 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Aug. '71 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J	Jan. '72 3½
Stony Brook*..... 100	297,300	M. & N.	Nov. '71 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'71 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	560,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo.& War.1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*..100	274,400	J. & D.	Dec. '71 3½
Utica and Black River..100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,800,000	J. & J.	July '71 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.)..... 100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley..... 100	225,000	A. & O.	Oct. '71 2½
West Jersey. 100	1,209,000	F. & A.	Aug.'71 4
Winchester & Potomac* 100	180,000	J. & J.	Jan.'72 3
Winchester & Strasburg* 100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '71 $1 5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800 000	J. & J.	July'71 4
Bleecker st.& F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn)..... 100	200,000	J.A. J.O.	Oct. '71 3
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jun.'70 3
Brooklyn City..... 100	1,500,000	F.A.M.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70 3½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn).....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '71 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	500,000	J. & J.	July '71 3½
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock.R. B'dw. & Bat.'00	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw.(Ph.) 50	491 750	J. & J.	July '71 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '71 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '71 3
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	July '71 0½
Lomb. & South Sts.(Ph.) 25	105 000	— & —	Oct. '70 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)....100	1,250,000	J. & J.	July '71 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila and Grey's Ferry 50	284,775	J. & J.	July '70 2½
Pbg, Alleg.& Manchester 50	200,000	M & N.	Nov. '69 8
Second Avenue (N.Y.)...100	898,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	9e2,000	J. & J.	July '71 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'71 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'71 5
South Boston 100	400,000	J.A. J.O.	Oct. '71 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	July '71 3
West Philadelphia..... 50	400,000	J. & J.	July '71 5
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio .. 25	8,229 594	— & —	.....
Delaware Division..... 50	1.633,350	F. & A.	Aug.'71 4
Delaware and Hudson....100	15 000 000	F. & A	Aug.'71 5
Delaware and Raritan*..100	5,847,400	J A. J.O.	Jan. '72 7
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739 800	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Sep. '71 1½
" (preferred).....100	1 175,000	F. & A.	Sep. '71 3½
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Aug 71 35c
" " (pref.). 50	2,888,977	F. & A.	Aug.'71 0½
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Sept.'71 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship'00	4,000,000	M.J. S.D.	Dec.'67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 35c
Canton..... 100	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	5e0,0 0	— & —	.....
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	6,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'71 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700 000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Dec. '70 6
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	July '71 5
United States Express...100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug.'68 4

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Dec. 1, 1871.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,728,000	6	Jan. & July.	1880	113⅞
.. .. coupon	4,687,000	6	" "	1880	117⅜
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861....registered	124,981,150	6	Jan. & July	1881	113⅜
.. .. coupon	84,340,050	6	" "	1881	117⅜
Loan of Feb. 25, 1862 (5-20s).....registered	76,714,850	6	May & Nov.	1882	109⅝
(5-20s).....coupon	379,100,350	6	" "	1882	109⅝
Loan of March 3, 1863.....registered	53,363,750	6	Jan. & July.	1881	113⅜
.. .. coupon	21,636,250	6	" "	1881	117⅜
Loan of March 3, 1864 (5-20s).....registered	2,492,500	6	May & Nov.	1884	110⅛
Loan of June 30, 1864 (5-20s).....registered	40,936,350	6	May & Nov.	1884	110⅛
(5-20s).....coupon	40,924,250	6	" "	1884	110⅛
Loan of March 3, 1865 (5-20s).....registered	43,079,300	6	May & Nov.	1885	110⅛
(5-20s).....coupon	120,258,200	6	" "	1885	111⅜
.. .. 2d series (5-20s).....registered	63,463,050	6	Jan. & July.	1885	110
(5-20s).....coupon	166,243,050	6	" "	1885	114
.. .. 3d series (5-20s).....registered	91,160,000	6	Jan. & July.	1887	111⅛
(5-20s).....coupon	229,817,500	6	" "	1887	115⅛
.. .. 4th series (5-20s).....registered	12,806,500	6	Jan. & July.	1888	114⅛
(5-20s).....coupon	26,660,050	6	" "	1888	115⅛
Loan of March 3, 1864, (10-40s)....registered	138,629,050	5	Mar. & Sept.	1904	102½
(10-40s).....coupon	56,528,250	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71. registered	64,483,150	5	F. M. A. & N.	1881	109⅛
coupon	8,313,250	5	" "	1881	109⅛
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	23,490 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	95-'99	113½
U. S. Notes and Fractional Currency.....	397,758,837	var.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	55
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	28½
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	53
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111½
1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805.000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	99⅞
.. — .. of 1863, (20s)..		6	" "	1883	100⅛
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	72-'74	83½
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'80	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,693	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	71-'72	99½
.. — .. .. of 1843	160,000	6	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	95-'00	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	8	May & Nov.	1907	68½
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 20, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	6	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	6	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	6	" "	1890	....
.. — .. .. .. converted	1,687,345	6	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	200,000	3	" "	1890	99
.. —	429,000	6	" "	1890	....
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	775,000	6	" "	1895	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1885	106
.. —Southern Relief Bonds.....	100,000	6	" "	1875	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'75-'76	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	109
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	98½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,666	5	" "	'91-'95	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	8	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	8	" "	'72-'85	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1885	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'71-'90	97½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	70
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	94
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	200,200	6	" "	'71-'78	....
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71- 74	100
New Jersey—War Loan of 1861 (free).....	1,29 ,000	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,0 2,900	6	" "	'85-'95	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	109⅛
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	109½ plens.	
.. —	800,000	8	" "	1878	....
.. —	348,000	5	" "	plens.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	100
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	107½
.. —	473,000	6	" "	1875	107
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	31
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,7 9,000	6	April & Oct.	92-'98	19½
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1898	21
.. —	1,821,400	6	April & Oct.	1898	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	14
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1876	....
.. — .. (").....	1,600,0 0	6	" "	1876	103½
.. — .. (").....	4,096,339	6	" "	1881	104½
.. — .. (").....	2,400,000	6	" "	1888	106½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	94,850	5	Feb. & Aug.	1872	99
.. —	4,731,300	6	" "	1872	100
.. —	90,400	5	" "	1877	96
.. —	7,890,550	6	" "	1877	105½
.. —	726,950	5	" "	1882	99
.. —	9,237,050	6	" "	1882	109
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107½
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	6	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	101
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1833.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1888	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	....
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	61½
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	67
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'76	100
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	63½
.. — .. Bonds .....coupon	11,108,000	6	" "	"	....
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	63
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,500	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$1000,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	93½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1886	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1863	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	96
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free	gold 15,000pm	7*	Jan. & July.	New York.	1900	80
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	gold 16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	gold 3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)	gold 7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	525,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	9d
Loan of 1860	579,500	6	" "	"	1890	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Loan of 1870	sterling 3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	256,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by }	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and }	498,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage { Amboy. }	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'80-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1855	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1896	27½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga.	gold 3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund	gold 2,350,060	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	296,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	89½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	93½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,380,000	8	Jan. & July.	Boston.	1894	93½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,602 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90½
Dollar Loan of 1889	500,000	6	March & Sept.	" "	1889	88½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	94
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	...
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	87
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	222,000	7	Feb. & Aug.	Philadelphia.	1882	95½
Cedar Falls and Minnesota (Ill. C.:)						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	90
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free	gold 16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st *Mortgage*	gold 26,010,000	6*	Jan. & July.	New York.	'95-'99	102½
Subordinate Loan (1st. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1890	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	76,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	200,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1899	84
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	598,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1882	99½
Illinois Gr. Trunk R.R (44m) guar	880,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. R.R (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	98
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	....
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Interest (f'ded coup.) b'ds(193m.)	756,000	7	May & Nov.	" "	1883	94
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,5 0,000	7	May & Nov.	" "	1915	92½
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,185,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)12⁵ m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	104
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free..gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.):						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	81
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	98
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	95
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85½
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	92½
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	102½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	116,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	50
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	85½
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1900	72
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,345,000	7	May & Nov.		1941	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	100½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	89
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1899	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,000	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	109,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & K.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1895	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101½
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1900	....
Income Bonds	462,000	7	Jan. & July.	" "	1894	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) ....guar.	1,080,000	8	June & Dec.	New York.	1890	87½
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 20, 1866, (cond).	1,916 6 9	6	" "	N.Y.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150,867	6*	May & Nov.	N.Y.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1879	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	95½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	90
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98½
Loan of 1865	160,000	6	April & Oct.	"	1885	95½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	91½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	87½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	83
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G. 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'd-($25,'00 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1890	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1880	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	96½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1880	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264.	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510.	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210.	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	94½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1896	86

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,646	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,705	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	88
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	94
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	" "	1885	94
1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	97
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1883	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	107
3d Mortgage	180,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	88
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	105½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1900	....
Redemption, sterling	2,500,000	6*	" "	London.	1900	....
Illinois & South.Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1900	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,520,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1898	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1852	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1906	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	180,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
James'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1899	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870	2,000,000	7	" "	" "	1910	....
1st Mortgage (1nd & Mad.)guar.	597,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.	410,000	8	Jan. & July.	New York.	1862	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R (LS&MSo.):						
1st Mort. assumed by lessees	840,000	8	Jan. & July.	New York.	1885	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m.	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ")	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")	1,500,000	7	" "	" "	1895	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m.....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m.....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,0 0,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1 '65	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage	200,000	10	Jan. & July.	"	1871	....
Income Mortgage	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage	1,800,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	800,000	7	Jan. & July.	New York.	1896	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	94
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,25 ,000	7	May & Nov.	" "	1886	101½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	98½
1st Mort. (Junc. R.R. 491 m.)	115,000	7	June & Dec.	" "	1872	....
S. Fund, Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	25,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	96
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Al.& Gr.R. R.R.)	840,000	8	" "	" "	1886	96½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	1887	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	500,000	7	Feb. & Aug.	Pittsburg.	1896	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	92
Lehigh and Lackawanna:						
1st Mortgage (tax free)	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1868	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of '70(reg.)tor $6,000,000	1,050,000	7	" "	"	1900	101½
1st Mort. (Hazleton R.R.)of 1862	122,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan)	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	June & Dec.	Cincinnati.	18-0	....
1st Mortgage (Col. & Xenia)	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (")	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold		6*	Jan. & July.	Boston	1900	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold		7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1900	....
Long Branch and Sea Shore:						
1st Mortgage	200,000	6	Jan. & July.	New York.	1880	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1903	....
General Mortgage of 1869	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed	20,000pm	7	Jan. & July.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general)	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br.	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)	849,000	6	April & Oct.	" "	'56-'87	....
Louisville Loan (Lebanon Br).	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.)	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (R. & L.):						
1st Mortgage, guaranteed	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State	1,960,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage	150,000	....	....	....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870	150,000	7	April & Oct.	New York.	1886	....
Madison and Portage:						
1st Mortgage	450,000	7	April & Oct.	New York.	1876	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.)	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000	451,200	7	Jan. & July	"	1898	....
Mort. (Ext.) for $500,000....gold	112 000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.)	150,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,464,528	7	" "	Baltimore.	1891	96½
2d Mortgage	2,500,000	7	May & Nov.	"	1896	85½
3d Mortgage for $3,000,000	2,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & Hocking)	300,000	7	May & Nov	New York.	1896	....
Baltimore Loan to Union R. R.	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia	1896	....
Marquette and Ontonagon:						
1st Mortgage	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage	850.000	6	May & Nov	Boston.	1885	80
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1886	....
2d Mortgage	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan	1,864,38.	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres)	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 600,000 acres)	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1900	108½
Michigan Central:						
1st *Mortgage*, sterling conv.	467,488	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv	2,294,500	8	" "	" "	1882	116
1st Mort. (Mich. Air Line R.R.	1,900,000	8	Jan. & July.	Boston.	1900	106½
1st Mort. (Gr. Riv. Valley R.R	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct	" "	1882	103
1st Mort. (Kal.& So.HavenRR.)	640.000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	100½
1st Mort.(Det.,Hills.& Ind.R.R.	1,090,000	8	June & Dec.	" "	1890	87½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	5,256,000	7	May & Nov.	New York.	1885	101½
2d Mortgage	2,693,000	7	" "	" "	1877	98½
Middletown, Unionville & W.Gap:						
1st Mortgage	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	90½
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.).....	1,008.000	7	" "	" "	....	90½
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	95
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148.500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1878	....
2d Mortgage (").....	2,000.000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,9:0	6	Jan. & July.	" "	1892	....
Mississippi, Onachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000.000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	...
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18 0	....
1st Mortgage.....	298.000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000.000	7	March & Sept.	New York.	1914	103
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds.....	800,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgag not endorsed.....	23,000	6	" "	" "	1890.	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1875	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $800,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,758	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,500	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1929	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage..... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3 000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1880	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	91½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1838	....
New York & Flushing(r.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.)						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1903	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193.500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	59
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage	1,223,000	6	April & Oct.	"	1900	85½
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	98
3d Mortgage (" ")	140,000	6	" "	" "	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	82½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	96½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	86
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	93
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	55
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	50
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	82½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	85
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CR&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	8	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	*	Jan. & July.	" "	1880	102
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19.350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Peki., Junc. & Decatur (TW&W):						
1st Mortgage...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98
2d M. stg.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	95
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,500	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	93½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	1875-'9	....
Philadelphia and Baltimore Cent.						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89½
2d Mortgage	3,000,000	7	Jan. & July	"	1888	80
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	90
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	89½
Debenture Loan of 1870	2,625,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1888	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	90
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Sterling Loan of 1836	184,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	72-'77	....
Philadelphia, Wilmington & Balt.						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1900	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	82
Pittsburg & Connellsville (B. & O.)						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	96½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1885	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July	" "	1912	102½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K. & P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1882	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P. & K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	883	....
Port Royal:						
1st Mort. skg f'd conv. ...gold	2,500,000	7*	May & Nov.	Lond. & N.Y	889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	889	....
Potsdam & Watertown (R.W & O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	72-'77	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	89
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	98
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia stg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	168,100	6	" "	" "	1875	77½
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	—— & ——	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,499	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1878	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Stg Fund	682,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Stg Fund	798,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1889	90
Rutland (Verm. Central):						
Equ p. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	85
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	98
Ruthand & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1862	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" " ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.100m):						
1st M. RR.lands of M'y 14, 70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Iouustry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	90
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C.	1,400,000	7	Feb. & Aug.	" "	1894	56
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700 000	7	" "	" "	1894	77
Equipment M rtgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluds & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	91
St. Louis, Jacksonville & Chicago:						
1st Mortgage o. Mar. 1 , 1864	2,365,000	7	April & Oct.	New York.	1894	91
2d Mortgage of May 1, 18 8	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94- 96	....
St. Louis and St. Joseph (N. Mo.)						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.)						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	" "	1887	....
St. Paul and Chicago (M.& St.P.)				New York.		
1st Mort. of 1870.....go d	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg	780,000	7*	" "	London.	....	....
1st M.(W. Line & L.)or$3,000,000	.....	7	—— & ——	New York.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.).						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1566	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871, on 44 m.	150,000	8	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar. by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	—— & ——	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	—— & ——	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	—— & ——	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy):.cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	—— & ——	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	75,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	—— & ——	New York.	1896	....
2d Mort. " " "	200,000	7	—— & ——	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84- 90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	...
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1908	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	...
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	320,000	7	—— & ——	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov	New York.	1886	...
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia	1875	....
Sussex:						
1st Mortgage	200,000	6	—— & ——	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	—— & ——	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	93¾
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	95
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T., W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	87
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,23[illegible],000	6*	Jan. & July.	N.Y. & Boston	'95-'99	91
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	78¾
Income Mortgage	10,000,000	10	March & Sept.	"	1874	81
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K. & T.):						
1st M.B.R. 342m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1856	83?
2d Mortgage	1,500,000	7	" "	"	1891	35
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	101
Stanstead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	83¼
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1870	....
1st Mortgage	255,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa & O."						
Virginia & Tennessee (A.M. & O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	77
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1886	....
4th Mortgage	846,000	8	" "	" "	1900	90
Registered Certificates	116,12[illegible]	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L. & W.)						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $2,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	96¼
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama.						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage (M. & W. Point R. R.)	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan (A. & W. Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	95¼
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	79¼
2d Mortgage preferred	600,000	6	" "	"	1890	61
Bonds endorsed by Balt.	500,000	6	" "	"	1890	....
Bonds (July 1, 1870) endor. by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (R.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	500,000	6	April & Oct.	Philadelphia.	1896	82
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M. & St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1885	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	90¼
Consolidated mort. Apr. 1, 1869	979,000	7	April & Oct.	"	1899	101
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000	4,000,000	7*	Jan & July.	N.Y. or Lond.	1886	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,00[illegible],000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	95
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1861	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	87½
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	98
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,376,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	2,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	80
Mortgage Loan	2,0[illegible]0,000	6	" "	"	1897	95
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	980,000	6*	" "	"	1894	90¼
Convertible Loan	1,996,879	6	" "	"	1877	87½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Essex):						
1st Mortgage	500,000	7	April & Oct.	Jersey City.	1884	92
2d Mortgage	285,000	6	" "	" "	1876	90
Boat Loan, sinking fund	226,905	7	" "	" "	1885	86½
Dividend Scrip	103,16[illegible]	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1867	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	79½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	76
Plain Bonds	171,364	6	—— & ——	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	633,650	7	—— & ——	"	1880	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	68
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1890	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1879	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	12,000	6	" "	"	1868	....
Wyoming Valley (Penna.)						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	95¼
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1895	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,400,000	7	June & Dec.	New York.	1871	90
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1878	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *"Italics."* State-aid Railroads are distinguished by a "¶."

Years ending	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pr.	$	pc
Sept. 30 1870	60.0	—	1.9	125.0	3	3	2	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,925	—	60.0	31,186	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000		.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	278	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,697	—	100	93½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930.000	—	—	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 18 1	83 0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	188,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West..N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999.000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434.101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	28	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986.200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200.000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1871	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329.287	—	.....	.....	3,994,900	3,149.920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32.944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	483.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	142
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381.924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.6	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000.000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50.000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36.000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,708	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56 0	—	4.0	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1870	67.0	—	8.0	—	25	20	6	879	Belvidere Delaware .....New Jersey.	4,125.365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600.000	.....	.....	.....	.....	.....	.....	.....	42 000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Bloasburg and Corning.....New York.	582,346	—	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook	Coal Co.	12.500	5	100	....
Sept. 30, 1870	200.0	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154 639	1,701,178	19,413,200	1,764.520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785.987	863,186	10	100	148½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572.495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Boa., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177 0	.....	.....	10 mos.	470,732	110,948	—	100	2
Sept. 30, 1870	26.7	10 9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934 754	186 879	8	100	137
Sept. 30, 1870	74.2	8.8	64.3	—	46	30	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5, 71,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	149½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	2,730.169	*	462,130	237,510	3,700.000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	148
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980.000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286.000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467.180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625.000	3,867,790	.....	.....	—	(Leased	& oper. by	GrandTru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156 846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	102½
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360.000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River.)	.....	—	100	....
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	134½
Dec 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,837	328,543	30,550	209,162	1,130.795	990,100	159,473	50,609	60.0	.....	.....	.....	334,444	159,729	—	100	....
Sept. 30, 1870	64 9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915.577	125,000	51,424	469,124	65.9	.....	....	10 mos.	212,924	62,011	5	100	69½
Dec. 31, 1871	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	—	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,401	.....	.....	655,812	231,106	—	50	33
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	.....	.....	589.110	—	—	—	—	(Leased	and oper.	by Dela.,L	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18 7	—	—	—	—	—	*Cedar Rapids and Missouri River*....Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100 0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789.000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4 6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296.817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	—	97.0	2,345,045	40.499,888	158.096,552	4,393.514	1,881,297	8	100	111½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	30
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349.000	.....	.....	.....	3 502,103	.....	.....	7,920.711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,950.217	—	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32.290	28,219	—	100	....
Sept. 30, 1870	20.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,680	1,152,757	3,354,027	6,919.962	.....	.....	227.4	427.428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198.490	2,085,925	807,000	—	168,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	.....	.....	871.900	500.000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,258	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552,625	11,350.972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,406	2 063,299	10	100	116
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,063	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	11 569,459	1,898,028	2,797,880	642.0	4,113,632	56,320 468	200,949,525	7,207,686	2,779,011	10	100	127½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)			.....	.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich gan Central.)			.....	.....	—	100	....
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,064,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080 963	*			1,510,968	1,803 312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	48.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000			—	(Leased & oper by Tol. Wab. & Wester			.....	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri Missouri	1,550,000				450,000	1,100,000			—	(Operated by Tol Wabash & Western.			.....	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶..... Missouri.	15,665.490	2,800,392	2,920,197	179,865	9,238,92	9,322,000	2,273,640	631.280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	52½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	.....	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased & oper. by	Pennsylva	nia.)	.....	.....	7	50	106
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	575 644	.....	.....	2,412,150	843.903	12	100	....
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14.447.202	5,051,866	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200.000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)			.....	.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	234.082	131,451	2,000.000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147.025	—	100	....
Dec. 31, 1870	170.6	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6.000.000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538 422	796.601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,550	2,008,096			58.8	176,067	.....	.....	287,575	Loss.	—	50	....
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4 224	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54.305,218	265.409,371	8,678,958	2,851,321	10	100	133½
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....		.....	.....	2.750,000	2,750,000			—	(Under construction on $35,000 p.m.)			.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000.000	6,500,000			202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921.274	707,493	—	100	64
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	250	Indianapolis, Peru and Chicago..Indiana.	.....				.....	.....			75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18.034 663	59,549,690	1,793,944	647,940	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased & oper. by	Pennsylva	nia.)	.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by	Michigan	Central.)	.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by	Ill. Cen.)		140,672	49.235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129 550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400.000	130,000			11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730				—	(In course of construction.)			.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)			.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*			6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,248	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by	Chicago &	Alton.)	.....	.....	7	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by	Michigan	Central.)	.....	.....	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033.000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*			306.000	400,000			42.0	(Recently completed.)			.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840.000			—	(Leased & oper. by	L.Sh. & Mich. So.)		.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640.000			—	(Leased & oper. by	M.chigan	Central.)	.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....		.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,972,500	26,299,350	1,790,777		551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209.000			112.0	(Oper. by bondholders.)			.....	.....	—	—	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....			—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....			—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,825,000	625,000	.....	.....	1.335.000	2 279.335	.....	.....	80.0	1.183.150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000			—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000			—	(Under construction.)			.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31.910	370,000	.....	1,212,500	500.000			37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		1,013.1	8,219,893	159,390,937	569,833,666	13.457,541	5,088,720	8	100	91½
Sept. 30, 18 0	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4.000.000	.....	.....	.....	—	(Under construction on a $33,000 p. m.)			.....	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4.500.000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				280,250	360,000	5,000		—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49 507		—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000.000	4.000.000		85,418	.....	.....	2,649.250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		—	(Leased & oper. by	Leh. Coal	& Nav. Co.)	.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159.400	5.588,000	414.417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	....
Dec. 31, 1870	—	—	—	55.2	.....	.....	.....	....	Lexington and St. Louis .....Missouri.	.....	*			900,000	900.000			—	(Under construction.)			n 1871.)		—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000			196.0	1.096 503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	0.0	—	....	75 0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	(No returns—Is near completion.)			.....	.....	—	100	....
Dec 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000			—	(Under cons. to be comp. to P. Bl. 70 m.			n 1871.)		—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283		915,658	.....	2,646,100	783.000			38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	95
Dec. 31, 1871	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1.500.000	1,500,000			—	(Under cons. to be completed in 1871.)					—	100	
Sept. 30, 1870	94.6	54.0	15.8	....	22	43	9	244	Long Island.....New York	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416.704	20.651,246	12,161,070	751.474	139,289	—	50	....
Jun. 30, 1871	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	.....	.....	.....	15,000pm	16,000pm			—	(Leased to Chicago & Alton.)			.....	.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	50.718	2,472 183	2 859.520	1,245,770	350,337	171.1	620,895	13.955,245	12,174,094	948,748	221 845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,579,694	8,680.912	8,478,000	805,465	748,977	381.6	1,500.949	27.330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago. Ind.	3,000,000	*	.....	.....	3.000 000	.....	.....	.....	289.0	(No returns of operations published.)			.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,848,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston &		Lowell.)	.....	.....	6	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Apl. 31, 1871	21.0	—	1 0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky	400,000	*							....	(Under	construction.)					100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,874	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....				100	....
Dec. 31, 1870	63.5	—	2 3	—	6	5	2	50	Padu ah and Gulf.....Ken ucky.	1,333,500	110,000	28,700						63.5	.....	.....	.....				100	....
Dec. 31, 1870	47.6	—	6 0	—	15	23		151	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136			47.6	.....	.....	.....				100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—						12	100	67
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. by Erie.)			53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000								—	(Leased	and oper. by Erie)					100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			248,000	85,000			—	(Leased	and oper. by Erie.)			26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538.691				1,500,000	1,000,000			—	(Leas. by	Tol. Wab. & W'tn.)					100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875.000				342,150	140,000	36,542		—	(Leas. &	oper. by C'm. & Am.)					100	....
Dec. 31, 1870	354.9	49.2	504.3	—	4 2	235	96	7,368	Pennsylvania ....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760 090	4,961,734	1,524,392	—	(Leas. &	oper. by N. Jersey Southern.)				6	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000.000	*	2,731,000		4,000,000	556,000	175,000		601.6	10,185,233	.....	.....		17,531,707	6,271,222	10	50	116
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811.700	*			1,811,700	3,000.000			62.9	(Traffic | chiefly coal. Div. from coal trade.)			949,686	311,914	20	100	....
Dec. 31, 1870	46.0	—	7 9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800.000				1,200.000	600,000			106 9							100	....
Dec. 31, 1870	83 0	—	8.5	—	19	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000.000	*			1,000,000	2,000.000			—	(Leased	& oper. by Chic., R. I. & Pac.)				8	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,0000	2,000.000			83.0	246,648	.....	.....				100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214.581				57.200	100.000	57,381		90.0	(Recently	completed.)					100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,166	*		62,580	1,324,200	295.094	93,442		6.5	(Owned | by Cam. & Amboy.)			21,301	9,167		100	....
Dec. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,006	1,100.000	326.690		92.3	.....	.....	.....		260,113	117,598		100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		58.1	155,390	.....	.....		251.576	6,000		100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1,626,2 0	55.900			289.6	2,228,683	.....	.....		3,144.045	366 316		50	50
Nov. 30, 1870	98.4	5.0	301.3	42.1	1 4	145	*	11369	Philadelphia and Reading..Pennsylvania.	29.994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	33.6	405,605	.....	.....		700,465	303.186	10	50	172
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1.259.100				575.3	5.100.175	41.508,247	457,787.779		9,671,367	3,062,582	10	50	110½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn	10,692,178	*	1.507,868	677,153	9 562 650	2.359.500	520.471	434.578	33.4	(Oper. by | Unit. Co.)	(14 mos.		1.389.328	120, 0e	10	100	128
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Phg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,7 8,374	2,386,429			5,424.350	10,027,990	98,030		101.7	995,234	.....	.....		2.577.147	929,28	8	50	111½
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,05		1.794.576	2,500,000	818,538		200.5	.....	.....	.....		2,821,124	726,115		50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13.66 ,000	18,230	—	72 0	522.044	.....	.....		655.736	185,848		50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				500.6	5.38 ,430	.....	.....		7,863.574	3,123,831	7	100	96
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505 000	76,319		—	(Leas. & | oper. by Bo s. & Alb'y.)				27.000	6	100	85
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,2 4	*			993,10	1,222.84	268,519		....	.....	.....	.....				100	....
Dec. 31, 187	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250.000	250,000	50,000		109.5	416,955	8 003,844	7,724,807		646,2 5	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*			1,500,000				27.5	.....	.....	.....				100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200.000	*	585 069	79,576	3,000.000	2,000,000			—	(Leased	& oper. by Eastern.)					100	....
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	4,300,000	*	4,300,000		3,000.000	2,000,000			—	(Under	construction.)					100	....
Sept. 30, 1870	20.8	—	—	25 4	1	—	—	25	Poughkeepsie and Eastern....New York.	370,000	*			170 000	200.000			26.0	.....	.....	.....				100	....
Nov. 30, 1870	15.0	—	0 6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	629,198	*			483,874	10,000	176,302		—	.....	.....	.....		88,144	31,755	—	100	99½
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	704,336	*			437.917	55.000	16,500		15.0	41,676	2,113,181	202,162		74,793	6,329	—	100	....
Jun. 30, 1871	40 0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,618.575	509,711	114.275	56.137	2,000.000	46,000	135.000	117,698	48.3	345,465	.....	(10 mos.		661.717	193,811	10	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,400,000	*			600,000	800.000			—	(Leas. &	& oper. by	Ch., Bur l. & Quinc.)				100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	1.500.000	*	205.500	109,007	1,500,000	50.000	74,414	190.093	97.0	164.049	1,153,379	5,929,904		313.113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32 0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	2,022,541	220,853			507,268	1,000.000	1,056 405		48.0	172.982	.....	.....		2o1.689	58,200		50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	8,101,897	*	885,084	737,841	6,000,000	1,689.750		2,035,072	151.0	600.87	16.481,419	22.373.357		1,656,169	583.253	7	100	102
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	6.931,704	*	1,927,035	89.741	4,000,000	2,680.000	285,392	1,782.488	190.5	379.899	6,698.746	7,545.929		692,367	224.783		100	
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	2.303,424	*	97,618	122.548	1,454.128	486,605	34.949	557.817	75.5	173.100	4.737.532	904,930		328,129	68.245		100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,188,215	*	86,082	21,433	847.100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310		170.893	50,377		100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	1,440,321	*			650.000	712,17	78,148		38.3	.....	.....	.....		86,052	24,916		100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	482,612	*			427,402				22.0	.....	.....	.....				100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	656,026	*			557,560	70,000			—	(Leased	& oper. by Erie.)				6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	235,235	*			250,844				20.0	.....	.....	.....		125,304	52,801	20	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	4,000,000	*	399,953	.....	2.997.800	1,777,900	334	.....	218.2	593.514	15,296,580	19 605.175		1,324.943	475,270	10	100	110
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	2 6.724	123,606		20,662	17,378		100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	17	St. Croix and Penobscot.....Maine.	8,000.000	*			7,000,000	1,000 000	.....	.....	239.0	.....	10,016,552	19,603,470		1,189,969	297.492		100	25
Dec. 31, 1870	112.0	—	—	15.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....		83,42	36,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	—	—	—	—	St. Louis, Alton and Terre Haute. Illinois.	.....	.....	.....	.....	10.000.000	6.000.000	.....	.....	112.0	(Under	construction.)					100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo. & Io.	10,700,000	*			4.340.000	6.700.000			209.0	.....	.....	.....		1,990,376	580,474		100	18
Dec. 31, 1870	195.0	15 0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299.173	109,670	10,000,000	6,000 000	3,200,000		—	(Under	construction—80 m.	n oper. Jun. 1, '71.)				100	....
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	4,000 000	.....	.....	201.0	635,019	.....	.....		1,372,236	385.803		100	59½
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	2.725.000	2.725.000	.....	.....	—	(Leas. &	oper. by Chicago & Alton.)			240,000		100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	7,250,000	3.250.000	.....	.....	—	(Under	construction.)					100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1.000.000	1,000,000			—	(Leas. &	oper. by N. Missouri.)					100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	1.500,000	4,500,000	.....	.....	—	(Leas. &	oper. by Terre H. & Indianapo.)					100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,080	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Under	construction.)					100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	.....	11,020,000	.....	.....	180.0	273 250	5,74 ,728	5,941,575		477.465	168,775		100	....
Dec. 31, 1870	16.6	—	—	—	2	1	1	12	Salem.....New Jersey.	278,328	*	.....	.....	2,400,000	1,600,000	367,486		110.0	284,410	.....	.....		390,513	175,529		100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	180.550	100.000	.....	.....	—	(Leas. &	oper. by West Jer.)					100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*		2,524	243.305	326,900	1,287	82,596	—	(Leas. &	oper. by B. & Lowell.)					100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684				910.350	2,307.000			116.3	433.006	.....	.....				6	50	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*			300,000	40.000			—	(Leas. &	oper. by Rensselaer &	Saratog.)		480.173	130,245	1.4	100	....
Dec. 31, 1870	44.0	—	2.0	100.0	—	—	—	—	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	—	25,479	65,882	997,100	1,167,245	49,267	15,532	104.0	.....	.....	.....				8	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	.....	.....	.....	449,588	140,901	.....	.....	—	(Oper. temporarily	by Mac. & West'n.)					100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	.....	320,000	.....	.....	—	(Under	construction.)					100	....
														576,050				—	(Leas. &	oper. by Phila. & Reading.)			28,803	5	100	....

| | | |

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	150
Berkshire,* guaranteed....	800,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	753,696	7	....	60
Catawissa,* pref. and guar....	2,200,000	7	7	90
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	81
Chemung, guar....	350,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	85½
Chicago and Alton, pref....	2,425,400	7	10	120½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	88½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	....	3½	....
Cochecho, preferred....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	90
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,241	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	550,508	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	88
Erie, preferred	8,536,910	7	7	65
Evansville and Crawfordsville pref..	100,000	....	....	....
Hannibal and St. Joseph, pref....	5,078,224	....	....	63½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	50
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	500,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar....	....	....	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	22
" " 2d pref	4,051,744	6	....	18½
Manchester and Lawrence*....	1,000,000	....	9	....
Michigan Southern, guaranteed....	586,500	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	76½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	....	2	....
New York and Harlem, pref....	1,500,000	8	8	125
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref....	3,500,000	7	7	73½
Paterson and Hudson,* guar....	650,000	8	8	....
Paterson and Ramapo,* guar....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,096,700	....	....	....
Philadelphia and Reading, pref....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar..	1,099,720	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,580	....	7	....
Rutland, preferred....	....	7	7	77
St. Louis, Alton and T. H., pref....	2,040,000	7	7	84
Sandusky and Cincinnati, pref....	445,500	6	6	106
Schuylkill Valley,* guar....	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	860,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	84
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv..York & Gettysburg,* pref.	317,050	....	2	....
CANAL STOCKS:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	121½
Schuylkill Navigation, pref....	2,888,997	6	6	33½
Union, preferred....	....	6	....	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref....	....	6	....	....
Mariposa Mining, pref....	5,774,400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 50	@ 38 —
Pig, American, No. 1		34 —	@ — —
Pig, American, No. 2		34 —	@ 36 —
Pig, American, Forge		33 —	@ 34 —
Bar, Refined, English and American		— —	@ 86 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		—STORE PRICES.—	
Bar, Swedes, ordinary sizes		107 50	@120 —
Bar, Refined		90 —	@ — —
Bar, Common		95 —	@ — —
Scroll		107 50	@137 50
Ovals and Half-round		107 50	@125 —
Band		— —	@102 50
Horse Shoe		105 —	@115 —
Rods, ½@3-16 inch		95 —	@130 —
Hoop		112 50	@160 —
Nail Rod	per lb.	6½	@ — —
Sheet, Russia, as to No.'s	(gold)	15½	@ 16
Sheet, Single D. and T. Common		5½	@ 6
Rails, English	(gold) per ton.	67 —	@ 69 —
Rails, American, at Works in Penna.	c'y.	70 —	@ 71 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality)	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11	@ — 13
English German (2d and 1st quality)		— 10½	@ — 12
American Blister " Black Diamond"		— —	@ — 12
American, Cast, Tool, do.		— 15	@ — 16
American, Spring, do.		— 9	@ — 11
American Machinery do.		— 9	@ — 10
American German do.		— 9	@ — 11

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb.	— —	@ 4 65
Cut Spikes, all sizes		— —	@ 4 90
Clinch		5 15	@ 6 65
Horse Shoe, Forged (No. 10 to 5)	per lb.	19	@ — 33
Copper		— —	@ — 40

TIN—DUTY, Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 43	@ — —
Straits	(gold).	— 38½	@ — —
English	(gold).	— 38	@ — —

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	9 — @ 9 50	10 25 @ 11 —
I. C. Coke	8 25 @ 8 75	9 25 @ 10 25
Coke Terne	7 — @ 8 —	8 — @ 9 25
Charcoal Terne	8 25 @ 8 50	8 50 @ 10 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 13	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— 17½	@ — —
Refined, Standard White (in ship'g order)		— —	@ — 22½
Refined, prime White (in shipping order)		— —	@ — —
Refined, S. W. (in jobbing lots)		— 23½	@ — 24
Refined, S. W. (in tin)		— 2 1½	@ — —
Naptha, Refined, (65 @ 73 gravity)		— 12	@ — 12½
Residuum	per bbl.	4 —	@ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 16 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	(Single Thick.) 1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	22 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	Th. 14.	F. 15.	Sat. 16.	M. 18.	Tu 19.	W. 20
Canton Co	....	....	....	....	....	....
Central Pacific 6s	103	103	103	102½	102½	....
Central of N. Jersey	111½	....	112	112	112	112½
Chicago & Alton	117	....	....	....	....	....
" pref	....	120½	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	61½	61½	61½	61½	61½	61½
" pref	86½	87	87½	87½	88½	88½
" 1st M	....	....	....	....	....	99½
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	103½	103½	104½	103½	103½	....
Chi., R. I. & Pa. 7s, 1896	103½	....	....	....	....	104
Clev., Col., C. and Ind.	87½	....	....	88	....	....
Clev and Pittsburg	....	....	....	126	127	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	....	18½	....	....	16½	....
" 1 M	89	89	89	89	....	....
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	....	123	123	....	....	....
Del. Lack. & Western	....	109	108½	108½	108½	....
" 1 M. 7s	101½	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	75	74	....	....	....	....
Erie Railway	31½	30½	31½	32	32	32½
" pref	....	....	....	....	....	65
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	91½	....	....
" 4 M. 7s, 1880	87½	....	....	....	....	....
" 5 M. 7s, 1888	81½	83	....	....	....	....
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph	53	....	52½	....	....	....
" pref	63	63½	....	....	....	....
" 8s, conv.	94	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	107	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	133½	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	90	90½	90½	91	90½	90½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	118	....	....	118½	....	....
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I.	1 M. S. F.	101	....	....	101½	101½
" 2 M	....	....	98½	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	1½	....	1½	....	....	....
Milw. and St. Paul	53	52	....	52½	52	52
" pref	76½	....	77	....	76½	....
" 1st mort	94½	94½	....	....	94	....
" 2d mort	....	....	....	....	....	....
" 8s	107½	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
Missouri 6s	98½	98½	97½	97½	....	97½
" H. & St. J. 1st	....	....	....	94	94	....
Morris and Essex	....	94	93½	93½	94	....
" 1st mort	103½	103	....	....	....	....
" 2d mort	100	....	....	100	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	91½	91½	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	92	92½	92½	....	92½
" certificates	86½	87	87½	87½	87½	87½
N. York and Harlem	121	120½	....	....	....	121
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	102	....	....	....	....
N. Carolina 6s, old	....	....	....	....	34	33
" new	....	....	....	....	....	....
Ohio and Miss	42½	41½	42	....	42	....
" pref	73½	....	....	....	....	....
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co	49½	49½	50½	52½	51½	52½
Panama	....	....	....	....	....	....
Phila. and Reading	114½	114½	....	116½	115½	116
Pitts., Ft. W. & Chi. gtd.	96½	97	....	97½	98	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	102½	....	102½	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	24	....	24½	24½	24½	....
St. L., Alton & T. H.	....	....	....	18	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	98½	99	....	....
" 2 M. pref	85	85	....	....	86	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	65½	66½	65	65	64½	64
" new	....	65½	65	65	64½	....
Tol., Wab. & Western	63½	63½	63	64	63½	64½
" pref	....	....	....	....	....	....
" 1 M	95	95	....	....	....	....
" 2 M	92	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	86½	86½	....	....	....	86½
Union Pacific	27	27	....	27½	27	27½
" 1st mort	91	90½	90½	91	90½	90½
" L. Gt. 7s	78½	....	....	78½	78½	78½
" Inc. 10s	....	....	....	....	....	82
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	64	....
" consol	64	63½	64½	62	62	63
" def. cert	....	....	....	....	24	23

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109¾	....	109¾	109½	....	109½
U. S. 5s, 10-40s, reg	....	....	....	....	....	108½
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	109½	109½	109½	109¾	....	108½
U. S. 6s, 1881, reg	....	....	113¾	113¾	....	113¾
U. S. 6s, 1881, coup	117¼	117¼	117¼	117¼	117¾	117¾
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	109¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	110¼	110¼	109¾	110	109¾	109½
U. S. 6s, 5-20s, reg. '64	....	....	....	109¾	110¼	....
U. S. 6s, 5-20s, c. 1864	110¼	110¼	....	110	110¼	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	109¾	110¼
U. S. 6s, 5-20s, c. 1865	....	....	111¾	111¾	111¼	111¾
U. S. 6s, 5-20s, r. n. '65	....	....	....	109¾	....	110
U. S. 6s, 5-20s, c. n. '65	....	....	114	113¾	114¼	114
U. S. 6s, 5-20s, reg. '67	....	....	....	....	111¼	111¾
U. S. 6s, 5-20s, c. 1867	115¼	115¼	115¼	115¼	115¼	115¾
U. S. 6s, 5-20s. reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	115¾	....	....	....	....	115½
U. S. 6s, Pac.R.R.Issue	....	113¾	113¾	113¾	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Catawissa	....	16¼	....	....	....	....
" preferred	44¼	....	45	....	....	....
Camden and Amboy	135	135	134¾	....	....	135
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	90¼	....	....	90¼	....
" 6s, 1889	....	88	....	....	85¼	....
" mort. 6s, '89	93¼	....	93¼	93½	....	94¼
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	37¼	37¼	37¾	38	38¾	38¼
" 6s, 1884	....	....	87	86	....	....
" Gold L	....	93½	90½x	90½	....	....
" R. R. L	95	95	....	....	95	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	60¼	60¼	60	60	....	60
" 6s new coup	....	....	....	....	....	....
" 6s new reg.	95	....	....	95	....	95
Little Schuylkill R.R	....	....	....	....	....	47¼
" 7s	....	....	....	....	....	....
Minehill	....	54¼	....	....	....	....
Morris Canal	....	....	....	50	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	101	....	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	38¼	38¼	38	....	....	38¼
Oil Creek & Alleg. Riv.	48¼	....	48¼	48½	....	49
" 7s	....	....	....	....	....	....
Pennsylvania R. R	57¼	57¼	57¼	58¼	58¼	57¾
" 1st M	102	....	....	....	....	102
" 2d M	98¼	....	....	....	....	98
" Gen. mort	....	....	95	....	....	....
" " reg	....	....	....	....	....	96¼
Penn. State, 6s.1st series	103	103	103	....	....	103
" 6s, 2d series	....	....	....	....	....	106¾
" 6s, 3d series	109	....	....	....	....	....
Philadelphia City, 6s	95	....	....	....	....	....
" new	99	99	99	99	98¾	99
Philad., Germ. & Nor	....	....	86	....	....	....
Phila. & Reading	57¼	57¼	57¼	57¼	58	57¾
Philadelphia and Erie	....	25	....	....	....	....
" 6s	....	....	88¾	89¼	....	89¼
" 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	....	16¼
" 6s, 1882	81	....	81	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Bestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	66	....	....	....	....
Spruce and Pine	....	....	35	....	....	....
13th and 15th sts.	23	....	23	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Baltimore City 6s, 1875	98¼	98¼	98¼	....	....	98¼
" 1886	....	....	....	....	....	....
" 1890	....	97	....	....	97¼	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	141¾	142	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	94¼	....	....
Marietta & Cin. 1st M	....	....	....	....	96¼	96¼
" 2d M	85¾	....	85¾	....	....	85¼
" 3d M. 8s	....	....	....	....	....	79¾
Northern Central	38	....	38¼	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	93¼	93¼	93¾	....	93¾	93¼
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	99	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	63¼	63¼	63¾	64	61	58
" Defer. Certif.	26	26	25¼	....	....	24¼
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
Boston and Albany	146¾	146¾	147¼	148	148¼	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	144	144	146¼	149	150	149¼
Boston and Providence	....	....	....	....	....	145
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	27¾	27¾	27¼	27¾	27¾	27¼
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	x134¼
Eastern	108	....	107¼	107	106¼	106¼
Fitchburg	....	....	130x	....	....	131¼
Manchester & Lawrence	....	....	....	....	....	....
Michigan Central	118¾	119	118¾	119	119¼	119
Northern, N. H	110	....	110¼	....	111	111
Ogdens. & Lake Champ	90¾	....	....	90¾	....	90¾
" pref	105	....	....	....	....	....
Old Colony & Newport	107	....	....	....	....	x104
Ph., Wil. & Baltimore	....	56	....	....	55¾	....
Portl'd, Saco & Ports	....	....	....	....	129¼	....
Union Pacific	....	....	27	27¼	....	....
" 6s	....	87	....	....	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	....	....	....	79¾	....
Vermont & Canada	98¾	98¾	98¼	....	98¾	98¾
Vermont & Mass	86	....	85¾	85	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	....	....	5¼	....
National	....	....	....	....	....	....
Pewable	....	....	....	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Nov. 24.	Dec. 1.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	87 — 92	87 — 92
Do. do., 2d mort., 1881	80 — 85	80 — 85
Do. Penn., 1st mort., 1877	87 — 92	87 — 92
Do. do., 2d mort., 1882	80 — 85	80 — 85
Do. Consol. 7 per cent. mort. 1890	34¼ — 35¼	34 — 35
Detroit and Milwaukee 1st mort. 7s	75 — 78	75 — 78
Do. 2d mort. 8 p. c.	70 — 80	70 — 80
Erie shares 100 dol. all paid	24¾ — 25¼	26 — 26¼
Do. sterig 6 p. c. convertible bonds	72 — 74	75 — 77
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c	100 —102	100 —102
Do. 100 dol. shares, all paid	108¼ —109¼	109 —110
Marietta and Cincinnati 7s	80 — 85	84 — 86
Michigan Central 8s, conv. 1869	85 — 95	90 —100
Panama 2d mort. 7s, 1872	99 —101	99 —101
Panama General mort 7s, 1897	78 — 80	78 — 80
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	98 — 99	97½ — 98½
Do. $50 shares	48¼ — 49¼	48¼ — 49¼
Philadelphia and Erie 1st mort. 1881	96 — 98	93 — 95
Do. with option to be paid in Phila.	96 — 98	93 — 95

American Railroad Journal

Saturday, December 23, 1871.

Stock Exchange and Money Market.

There has been an unusual stringency in the Money line throughout the week, due in good part to speculative manipulations. The city banks have been less liberal of aid, and private lenders have been offering capital, particularly in a temporary form, with much less freedom. The city bank troubles, of which mention was made in our last, tended to aggravate the pressure, by disturbing confidence. The circulation of the broken Banks, however is secure beyond question or anxiety. The United States Treasurer will redeem every dollar issued by either Bank, having ample pledge of the Public Stocks of the United States in his own keeping, to do so. The demand for accommodation from the Stock firms has been more urgent, and extreme rates have been exacted, from 7 per cent. in gold, to as high as $\frac{2}{10}$ of one per cent. for carrying stocks over from one day to another. Only the large Government houses have had their wants provided for, on call, at the legal rate in currency. In the discount line there has been very little movement, and it has been difficult to place even choice grades of business paper, in any considerable amounts, at the nominal ruling figures, ranging from 8@12 per cent per annum.

The city banks, in their latest return, show a reduction of $1,135,000 of legal tender notes, with an increase of $2,565 000 of specie, and a falling off of $4,515,000 of deposits; also a decrease of $10,908,700 in their loan and discount averages, and $1,089,000 in their item of circulation. The city bank exchanges, last week, averaged $117,496 974; and thus far, this week, 130 millions daily. The banks now hold $8 552,125 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The Comptroller of the Currency has called upon the national banks for reports of their condition at the close of business on the 16th inst.

The specie reserve of the city banks according to the latest return is $25.751.100, against $17,-980,573 same time last year. The city bank deposits are now $217,891,300 against $192,024,391 week ending Dec. 17th, 1870 The legal tender reserve amounts to $44.532,400 against $47,442,080 same time last year. The circulation now stands at $29,033 800 against $32,154,358, same time last year. The loans are now $283,179,700, against $266,378,918 at this date last year.

The U. S. Sub Treasury increased its currency balance $1.832,634 and its coin reserve $73.981, as the result of the week's business. The receipts of the office were $9,199,640 in coin, and $4,170 940 in currency; payments, $9,125,-659 in coin, and $2,338,306 in currency. The office received $1,987,000 in coin or its equivalent, from customs; and disbursed $505,655 of coin interest.

The U. S. Sub-Treasurer retired, last week, $1,-724,491 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $369,534,500; and as security for deposits of public money, United States bonds for $15,249,000. The aggregate of the outstanding circulation of the National Banks of the country is $329,265,566.

Government revenues have been on a moderate scale, since our last. The excises yielded last week about three millions, and thus far since July 1, about 62⅜ millions. The customs at the port of New York, last week were $1,912,491; and at the outports, equal to about $650,000 more, all in coin or coin certificates.

The specie shipments from San Francisco, from Jan. 1, to Nov. 29, were $15,026,946.

Gold has been further depressed in price, by increased offerings. The demand from all sources has been comparatively moderate. Speculation has been kept in check by the Money pressure. The export drain has been light. The customs call has been limited. The range of the price during the week has been from 108¾@109⅜ and the closing quotation on Wednesday was 108⅞ against 109⅜ the preceding Wednesday. The specie outflow, last week, was $731,645; The Gold Exchange Bank clearances have averaged nearly 34½ millions a day during the week.

The specie export on Wednesday was $208,-000.

The customs demand for Gold last week, averaged $331,167 a day; thus far, this week, it has averaged $320,000 a day, or equal to a

weekly aggregate of $1,920,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $120,879, and since Jan. 1, 1871, $8,582,209 against $11,538,494 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $150,405,901 against $136,144,673 same time in 1870.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Dec. 16, 1871 $82,084,694, against $85,618,464 same time in 1870.

The export drain of specie was $731,645 last week, against $265,929, same week preceding year. The shipments since January 1, 1871, have been $63,242,985, against $57,602 220 same time in 1870.

The Assistant Treasurer at this post has paid paid out $21,130,000 gold on account of Five-Twenties redeemed altogether.

The Treasury Department on Monday held a coin reserve of $108,393,919, and a currency balance of $8,125,171.

Since December 1st, the Treasury operations have added $7.677,000 to the New York Bank averages of Gold Notes. To the outstanding Gold Notes, altogether, they have added $9,959,000. But by the deposit of Gold to the credit of the Treasury in London and in New York, by the Syndicates to the New Loan, the Coin balances have been increased from $96,256,000 to $108,393,000; so that the Secretary is now quite as strong in his Gold surplus as at the close of November.

Foreign Exchange has been quoted higher, and in fair demand, but it closes less buoyantly. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109⅜; sight bills on London, 109¾@110.

The produce exports from this port, week ending with Dec. 20, were to the currency value of $5,338,566.

Government securities have held their own remarkably well, as to price, in the face of declining Gold, and a very tight Money market, but the dealings in all issues have been on a comparatively limited scale. The bulk of the business has been transacted through the commission houses, and for investment purposes.

Under the December programme of the Treasuary Department, Government proposes to sell gold, during the month, as follows: Thursday, Dec. 28, $1,000,000. And to buy in Five-Twenties, as follows: Wednesday, Dec. 27, $1,000,000.

On Wednesday, Government bought in only $81,000 of Five-Twenties at 108 74@108 74¾. The amount of bonds offered was $305,100 at from 108 74@109 10.

Government it is reported will commence the prepayment of the January interest on the Public Debt, on Tuesday next, Dec. 26.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117¼@117½; U. S. Five-Twenties of 1862, (other than the bonds called in) 109½@109¾; U. S. Five-Twenties of 1864 at 109⅝@109⅞; U. S. Five-Twenties of 1865, 111@111¼; U. S. Five-Twenties of 1865 consolidated, 114@114½; U. S. Five Twenties of 1867, 115⅛@115⅜; U. S. Five-Twenties of 1868, 115¼@115½; U. S. Ten-forties at 109⅛@109⅜; U. S. Fives of 1881 (Funding Loan) 109@109¼. Six per cent. currency bonds, 118⅛@118¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 6.	Dec. 13.	Dec. 20.
Consols	92⅛	92¼	92⅛
U. S. 5-20's of 1862	92⅜	92⅜	92¼
U. S. 5-20s, 1865	92¾	93⅛	93⅛
" 1867	95⅛	96⅛	*93¾
" 10-40s	90¾	91⅛	91⅞
Erie	26¼	27⅛	27½

* Less the January coupon.

The new Funding Five per cent. Loan was quoted in London on Wednesday at 91@91¼.

State bonds have been depressed and lower, on a restricted business.

Railway bonds fair investment demand, and the more popular loans have been quite firm in price. Central Pacific Sixes have been quite scarce, and in request, closing at 102⅞@103. The Chesapeake and Ohio Sixes have been taken to a fair extent, chiefly for home investment purposes, at 94 per cent. and accrued interest.

Railway and miscellaneous share property has been less active, under the Money stringency, and prices have been quite irregular.

General business has been comparatively quiet since our last, as is usual near the close of the year. Breadstuff values have been weak and yielding. Provisions, quoted firm, as a rule. Middling upland cotton closed on Wednesday at 20 cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,186,258 bales, against 1,448,587 bales same time in the preceding year; exports 558,275 bales, against 734,997 bales in the previous year; stock at the ports at latest dates, 404,800 bales, against 473,111 bales same date 1870.

At the Live Stock Markets, Beeves have been in more demand and firmer at from 7½@16 cts.; Veals at 5@10 cts.; Sheep at 3¾@3½ cts.; Lambs at 6@9 cts.; Swine, at 4¾@5 cts. per lb., all live weight. The week's receipts were 6,445 Beeves, 616 Veal Calves, 29,692 Sheep and Lambs; and 52,218 Swine.

Foreign goods continue in moderate request at about previous rates. The week's imports of foreign goods reached $5,861,617, including $2,018,889 of dry goods.

Ocean freights have been moderately active for the season with rates quoted easier for grain, and about steady for other kinds of produce.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, old, 58; do. new, Jan.@July, 24; do., Apl. and Oct., 19; Brooklyn 6s, W. L., 95; Cedar Falls and Minnesota 1st mort., 86; Mil. and St. Paul 1st mort., Iowa div., 90½; Quincy and Toledo 1st mort., 89; Toledo, Peoria and Warsaw 1st mort. W. D., 91; do. E. D., 93¾; North Missouri 1st mort. 89; Central of New Jersey 1st mort., new, 104; Pennsylvania R. R. 1st mort., 91½; Albany and Susq. 2d mort., 93½; St. Louis and Iron Mt. 1st mort., 94; Illinois and Southern Iowa 1st mort., 88; Ohio and Mississippi 2d mort., 82½; Pacific R. I., 7s, guar. by Mo., 102; Chicago and North Western Interest bonds, 94; Adams Exp., 90; Am. Mer. Union Exp., 59¾; U. S. Exp., 64½; Wells Fargo Exp., 59; Quicksilver pref., 29½; N. J. Central Land and Imp. Co., 71; Maryland Coal, 27; Consol. Coal of Md., 40; Spring Mt. Coal, 65; Western Union Tel., 67⅞; do. 7s, 92;

Philadelphia.—Allegheny Valley R. R. 7 3-10s, 94; Belvidere Delaware 3d mort., 83; Huntingdon and Broad Top Mt. R.R., 15; do. 1st mort., 101¾; West Jersey 7s, 101¾; Penn. and New York 7s, 93¾; Perkiomen R. R. 6s, 79; West Chester R. R., 7s, 96¾; Harrisburg and Lancaster R. R., 53; Germantown Passenger R. R., 35; Pittsburg 4s, 59. The latest quotations are: City 6s, 96¾@97; do. free of tax, 99@99; Pennsylvania State 6s, W. L. 102@102¾; do. 1st series, 102½@103½; do. 2d series 106@106½; do. 3d series, 109@110; Reading, 55⅛@55½; do. 7s, 1893, 102½@108; do. mort. 6s, 1880, 92@92; Camden and Amboy, 134¼@134¾; do. mort. 6s, 1889, 93½@94; do. 1883, 90½@90¾; do. 1889, 88@88½; Pennsylvania R. R., 58@58⅛; do. 1st mort., 102@102; do. 2d mort., 98@98¾; do. General mort. coupon, 95@96; do. reg., 96@96; Little Schuylkill R. R., 47@47½; Morris Canal, 49¼@50; do. pref., 121½@—; do. 6s, 91@92; Susquehanna Canal, 6½@11; do. 6s, 70@78; Schuylkill Nav., 8@8½; do. pref., 16½@16¾; do. 6s, 1882, 78¼@78½; Elmira and Williamsport pref., 40@45; do. 7s, 1873, 90@—; do. 5s, 58@—; Lehigh Coal and Navigation, 37⅞@37⅞; do. 6s, 1884, 86@88; do. R. R. Loan, 94@95; do. Gold Loan, 90@90¼; North Pennsylvania, 49@50; do. 6s, 101@101½; do., 7s, 95½@96; do. Chattle 10s, 110@112; Philadelphia and Erie, 24¾@25; do. 6s, 89½@90; Minehill, 54½@55; Catawissa, 16@17; do. pref., 45@45½; Lehigh Valley, 59⅞@60; do. 6s, new coupon, 94@95; do. reg., 94½@95; do. 7s, 101@101½; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 65@65; Thirteenth and Fifteenth, 23@23¼; Spruce and Pine, 33@33; Green and Coates, 47@—; Chestnut and Walnut, 58½@60; Hestonville, 20@21; Union, 60@—; Germantown, 35@36.

Boston.—Framingham and Lowell 1st mort. 7s, 1890, 89½; Cedar Rapids and Missouri 7s, 1891, 90; do. 1916, 89⅛; Western R. R. 6s, 1875, 93¼; Maryland and Delaware 1st mort., 6s, 50; Salem and Lowell 6s, 1878, 95¾; Burlington and Missouri River R. R. 8s, in Nebraska, 93¾; Eastern R. R. 6s, 1874, 98¼; Portsmouth, Great Falls and Conway R. R., 99¾; Norwich and Worcester R. R., 120; Boston and Lowell R. R., new, 118; Cincinnati, Sandusky and Cleveland R. R., 19¼; Indianapolis, Cincinnati and Lafayette R. R., 6¼; Rutland R. R., 25; do. pref., 77; Summit Branch, 44; Connecticut and Passumpsic Rivers R. R. pref., 90¾; Eastern (N. H.,) R. R. 101; Cary Imp. Co., 13⅛; Boston Water Power Co., 43¼; Maine 6s, 1889, 100; Massachusetts 5s, 1894, Bounty Loan, 98⅛; do. 6s, 1873, gold, 107⅞@109; Connecticut 6s, 1881, 99¾; Vermont 6s, 1877, 100; Lowell 6s, 1890, 98⅞; St. Louis 6s, 1883, 89; Chicago 7s, 95; Bath 6s, 1891, 89½; Charlestown 6s, 1891, 99½; Boston 6s, 1880, currency, 100¾; do. 5s, 1886, 97¼; Albany 6s, 1879@1895, 91⅜; Roxbury 6s, 1873, 100; Minneapolis 8s, 1900, 95; Allouez Mining Co., 4½; Hannock, 3½; Hanover, 1¾; Mesnard, 50c.; Petherick, 62½c.; Pittsburg and Boston, 5; Rockland, 1⅜;

Baltimore.—Northern Central 6s, gold, 1900, 93½; Richmond and Danville bonds, 77⅜; Orange, Alexandria and Manassas 7s, 85: Orange and Alexandria 2d mort., 6s, 82¼; do. 4th mort.,

8s, 82½; Western Maryland R. R. bonds, guar., 92; do., guar. by Washington Co., 85; Virginia and Tennessee R. R., 8s, 90; Virginia 6s, old reg., 52; do., coupon, 63; do., 6s, 1866, reg., 68; Memphis City 6s, 58½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93⅜@93⅝; Baltimore and Ohio, 141⅜@142½; do., 6s, 1875, 96@—; do., 1880, 96@96½; do., 1885, 94@95; Northern Central, 88@88½; do. 6s, 1885, 93@93½; do., 1900, 85@86½; do., 6s, 1900, gold, 93¼@93½; N. W. Va 1st mort., 99@—; do., 2d mort., 99@100; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 96@96½; do., 2d mort., 85⅜@85⅝; do., 3d mort., 79¼@79½; Central Ohio, 28@30; do., 1st mort., 85¼@85¾; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 92@96; do., 3d mort., guar., 91@92; do., 2d mort. pref., 64@—; do., 6s, guar. by Washington Co., 84@85½; Richmond and Danville bonds, 77½@78; Orange and Alexandria 1st mort. 6s, 88@—; do., 2d mort. 6s, 82¼@83; do., 3d mort. 8s, 89¼@91; do., 4th mort. 8s, 82½@82½; Orange, Alex. and Manassas 7s, 84@85; Virginia and Tennessee 8s, 89@90; do. 6s, 1st mort., 90@95; do., 6s, 2d mort., 78½@81; Baltimore 6s, 1875, 98@98¼; do., 1884, 96@97; do. 1886, 96@—; do., 1890, 97¼@98; do., 1893, 97½@98; do., 1900, 98¼@99¾; Memphis City 6s, 58⅜@58½; Maryland 6s, 1890, 96⅞@—; do. Defense Loan, 1883, 102@102½; City Passenger R. R., 24@25; George's Creek Coal, 80@87.

Erie Railway.

The gross earnings from all sources of the Erie Railway Company for the year ending September 30, 1871, were $17,168,005 16; and the operating expenses (being 72½ per cent of the earnings) $12,446,355 87—leaving the net earnings $4,721,649 29; from which deduct interest on mortgage debt, rents, taxes, insurance, etc., $3,908 603 93—leaving a balance of $813,045 36; less loss operating the Atlantic and Great Western Railway, $694,780 71—leaving a net profit of $118,264 65. It is claimed that there will be no loss the coming year by operating the Atlantic and Great Western Railway, that road having reverted to the lessors September 1, 1871; it is also stated that on account of the great coal strike, which lasted from December 19, 1870, to May 25, 1871, the company lost $973,000 on the coal account.

Georgia State Bonds.

The Legislature of Georgia, on the 9th instant, finally passed a bill over the veto of Gov. Conley, (who vetoed it upon the ground that in his opinion it was calculated to unfavorably affect the State credit) providing a committee of three, to meet in Atlanta March 1st, 1872, and sit until May 1st, to ascertain the number and amount of State bonds which have been issued, by whom sold, for what purposes negotiated, and all other facts of their history. Also that holders of such bonds, or of those having the State indorsement, issued since July, 1868, shall report the same to said committee for registration prior to April 1st, or the same shall be deemed (*prima facie*) fraudulent. The State Treasurer is prohibited from paying any interest on bonds issued and endorsed since July 4, 1868, until the said committee shall have made their report.

Union Pacific Railroad.

The earnings of the Union Pacific Railroad for October, 1871, were $777,362 96; and the expenses, $395,322 31—leaving net earnings $382,040 65, an increase over the month of October, 1870, of $8,947 13. From January 1, to October 31, 1871, the earnings were $6,343,608 43; and the expenses, $2,998,158 95—leaving net earnings, $3,345,449 48, an increase over the corresponding period of the previous year of $902,485 83. For the first fiscal year May, 10, 1869, to April 30, 1870, the earnings were $8,364,592 50; and the expenses. $5,797,098 56—leaving net earnings, $2,567,493 94. For the second fiscal year, May, 1, 1870. to April 30, 1871, the earnings were $7,333,961 35; and the expenses $3,898,724 26—leaving net earnings, $3,435,257 09. For six months of the third fiscal year, May 1, to October 31, 1871, the earnings were $4.385,964 20. the expenses $1,935,744 26, and the net earnings $2,450,219 94.

Suspension of the Virginia Funding Act.

The funding act of the late Legislature of Virginia, under which $29,000,000, or about two thirds of the State debt have already been funded, seems destined to become a bone of contention in the present Assembly of that State. The following concurrent resolutions were passed in the House of Delegates on the 16th inst:

Resolved, That until proper steps have been taken to ascertain the entire amount that will be required to pay the current expenses of the State government, and the interest on the State debt as provided for by the funding act, and the increased rate of taxation it may necessitate should the whole debt be funded, the second auditor should, and he is hereby instructed to, discontinue any further use of the new bonds until such time as these facts can be ascertained and such legislature be perfected in the premises, should any be necessary, as the public good may require.

The Senate, it is stated, will probably concur in this resolution.

☞ The Winnebago *Press* says that the Wisconsin Central Railroad, notwithstanding its efforts and rapidly accumulating rolling-stock, fails to meet the public demand in transmitting the immense quantity of goods constantly accumulating at her freight-houses in this place.

Twenty-two car loads rolled westward yesterday and several more, filled to their utmost capacity, remained behind. This is a business far in excess of the most sanguine expectations of the most visionary. But let it come, as no efforts are being spared on the part of the company to secure the immediate and prompt accommodation of all patrons.

☞ The Lancaster Railroad, from Hudson to South Lancaster (Mass.) is to be built immediately. Twenty per cent. of the stock has been paid and the contract is closed.

☞ The Boston *Journal* says that it has been definitely settled that Mr. Bullock is to retire from the position of Superintendent of the Old Colony and Newport Railroad, and that Mr. James Kendrick is to be his successor.

☞ Intelligence has been received by the financial agents of the Northern Pacific Railroad at Philadelphia, that the track of that road reached Red River at 4 o'clock in the afternoon of the 18th of December.

FIVE-TWENTY BONDS OF 1862. SECOND SERIES.

We offer and recommend the SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY as among the **safest and most desirable securities to be had in the market for the secure investment of capital.**

A small proportion only of the loan now remains unsold, and the reinvestment of the proceeds of redeemed Five-twenties should absorb them within a short time.

Present price, 94 and accrued interest.

Interest and principal payable in gold in New York City. Interest May 1 and November 1. Denominations, $1,000, $500, and $100, coupon or registered.

We buy and sell, as usual, Government and CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS. Accounts of Banks, Bankers, and others received, on which we allow interest. Orders for Investment Stocks and Bonds executed at the Stock Exchange.

HARVEY FISK. FISK & HATCH.
A. S. HATCH.

☞ At a recent meeting of the directors of the Peach Bottom railroad, (Oxford to Hanover Junction, narrow gauge,) a resolution was passed authorizing and favoring the construction of a branch road from King's bridge on the west branch of the Octoraro to Quarryville, also pledging the subscription raised between these points to the construction of this branch.

☞ John W. Garrett, Esq., has been unanimously re-elected President of the Baltimore and Ohio Railroad Company. It is stated that this company has leased for twenty years the Newark, Somerset and Straitsville railroad, extending from Newark, Ohio, the junction of the Central Ohio and the Lake Erie divisions of the Baltimore and Ohio, southward 42 miles to Straitsville, where there are important coal mines.

☞ The Providence (R. I.) *Journal* says there is a very reasonable prospect that the subscriptions to the capital stock of the Woonasquatucket Railroad will be so speedily made, and to such amount that the work will be commenced at an early day.

☞ The completion of the Lake Shore and Tuscarawas Valley Railroad to Medina, thereby connecting that town with Cleveland by rail, was celebrated on the 15th ult. The road will be completed to Dennison by the 1st of October, 1872.

☞ It is said to be the intention of the Old Colony and Newport Railway Company next spring to make North Bridgewater or Campello the southern terminus of all the special trains now running between Boston and South Braintree.

☞ The first section of the narrow gauge railroad from Leavenworth, Kansas, to Denver is nearly completed, and will be in operation before the close of December.

☞ The building of the Wolfeborough (N. H.) Railroad was let to Messrs. Wilson, Tevant & Co., of Portland, Maine.

Journal of Railroad Law.

RAILROAD COMPANIES—DELIVERY OF BILL OF LADING WITH INTENT TO PASS THE TITLE HAS THAT EFFECT, ALTHOUGH THE BILL IS DRAWN TO ORDER AND IS NOT INDORSED.

The facts in the recent case of The City Bank *vs.* The Rome, Watertown and Ogdensburgh Railroad Company, (44 N. Y., 136,) are fully and clearly stated in the following opinion by—

HUNT, C.—Many points were raised upon the trial, and argued in the Court below, that are not now insisted upon. The determination of the questions of fact was of more difficulty than the disposition of the questions of law. The latter are all that are presented for our consideration. I will take up, in their order, the objections to the recovery now presented by the counsel for the appellants.

It is alleged that the plaintiff failed to establish any title to the wheat in question, because the bill of lading was not indorsed to the plaintiff, but to C. P. Egert. If I understand the implication of the appellant's points, it is substantially conceded that the transaction amounted to an hypothecation of the wheat as security for the payment of the debt in the event that Egert failed to accept and pay the draft. In the defendant's supplemental points, it is expressly conceded that a special property in the wheat passed to the plaintiff. Three cases are cited to show that a special property will not authorize an action for its recovery. (Rawles *vs.* Deshler, 3 Keys, 572. Wait *vs* Green, 36 N. Y., 556. Ballard *vs.* Burget, 40 N. Y. 314). These cases do not sustain the position. The contrary has been held in this State many times (Dezell *vs.* Odell, 3 Hill, 215. Miller *vs.* Adsit, 16 Wend., 335. Wheeler *vs.* McFarland, 10 Wend., 318.) This title is sufficient to justify the plaintiff's claim and sustain their recovery of the value of the wheat.

I suppose, however, that the title to the wheat passed to the plaintiff by the delivery of the bill of lading. The delivery of a bill of lading with intent to pass the title has that effect, although it be not payable to "Assigns," or although if so payable, it be not indorsed. (Par. Merc. Law, 346.) The Bank of Rochester *vs.* Jones (4 Com., 47), is quite in point to this question. One Foster shipped two hundred barrels of flour from Rochester to B. P. Jones in Albany, taking from the master of the boat a simple receipt in these words:

"Received, Rochester, July 15th, 1843, of W. C. Foster, two hundred barrels of flour to be forwarded to B. P. Jones, Albany, in good order without delay, subject to forty five cents freight.

" R. D. Hannah."

To enable Foster to buy and ship this flour, it was agreed between him and the plaintiff, that the plaintiff would advance $950 for the purpose, Foster to procure the forwarder's receipt of the flour to be purchased, and leave such receipt at the bank as security for the acceptance of a draft to be drawn on Jones, the defendant. Foster delivered the draft and receipt to the bank and received the money on the draft. It was a part of the parol agreement that the flour should be held by the bank as security; that Jones should accept the draft, the bank to have the right to hold and sell the flour. If accepted, the receipt was to be for Jone's security, and the bank was to look to him. The Bank forwarded the draft for acceptance with the receipt pinned to it, which was presented to the defendant Jones, for acceptance. Jones took off the receipt, retained it and refused to accept the draft. He then sent his clerk to Utica, who there met the flour and sold it. It was held, 1. That Jones obtained no title to the flour. 2. That the discount of the draft by the plaintiff, and the delivery to it of the receipt, amounted to a transfer of the flour to the bank in trust to deliver it to the defendant in case he accepted the draft, or in case of his refusal, in trust to sell the flour and pay the draft.

It will be observed that the receipt in that case was in the name of Jones alone as consignee, with no words of negotiability, and that there was no indorsment by him. Still the mere delivery of the receipt to the bank under the circumstances transferred the title to the flour, and the bank recovered against Jones. In the case before us, it is expressly found as a fact that the bills of lading were delivered to the plaintiff as collateral security for the payment of the draft.

The appellant insists, secondly, that if the plaintiff did acquire the title to the wheat or a special property therein, it so conducted itself as to forfeit its rights as against subsequent innocent purchasers for value. This argument is based upon bringing in juxtaposition two of the findings of fact by the judge, viz: That the purchasers of the wheat paid for the same in good faith without notice of any claim thereon, and the further finding that Groundwater had from the plaintiff an implied authority to dispose of the wheat in such way, consistent with the rights of the plaintiff therein, as would enable Groundwater to raise the money to pay the drafts; but that he had no authority to dispose of it, except subject to the plaintiff's lien, and that such lien would not be discharged until the drafts were paid. The appellant argues that this is a finding to the effect that the sale was to be valid, if the proceeds were paid to the plaintiff, and void if not. He omits to consider the further finding that the plaintiff did not know that Groundwater intended to make any other disposition of the wheat than to deliver it to Egert or Burt & Co., on acceptance of the drafts, nor was Groundwater authorized by the plaintiff to make any other disposition of the wheat. Even in this limited view of the findings it is difficult to see where would be the illegality, when we remember that it is a finding not of law, but of fact, and that the findings of fact are conclusive upon us. Although such an agreement would be extraordinary, it would not be illegal. Any restrictions, negative or affirmative, may be placed upon the power of a limited and special agent. If he sells in violation of it, his principal is not bound and no title passes. But the judge finds as a further fact, that these purchasers knew that the wheat had been discharged from vessels at Cape Vincent, and they did not make inquiry for bills of lading. How could they be protected, when guilty of such neglect?

It is difficult, however, to see in what way the point insisted upon is available to the defendant. The defendent was a warehouseman, who retained and refused to deliver the wheat after notice of the plaintiff's claim, and then actually delivered it to other parties. It is the law that a carrier or a warehouseman is bound to ascertain whether a bill of lading was delivered to the shipper, and if delivered he must retain the property until it is demanded by one claiming under that title. If the purchasers or the defendants had inquired of the master of the vessel they would have learned that a formal bill of lading had been issued. They could scarcely have failed, in fact, to know what the law inferred, that the title to the goods had passed under it, and was then in some party other than the shipper.

The defendent was not a *bona fide* purchaser, nor were the purchasers *bona fide* purchasers in law. The defendant's duty as a wherehouseman, to deliver only to the party holding the bill of lading, was equally clear.

The knowledge that the title followed the bill of lading affected all parties. The absence of this document at Cape Vincent, and the failure of the purchaser to inquire for it, are conclusive that no title passed to them by Groundwater's sale.

The appellant insists, in the third place, that the leaving with the plaintiff the drafts given to Groundwater on the sale of the wheat, to be applied on his demand and their surrender by the plaintiff without consideration, together with the other facts in the case, operate as an estoppel on the plaintiff in asserting a claim to the wheat in question, as against the *bona fide* purchaser. This point in the form that the plaintiff knew that Groundwater was going to Cape Vincent to sell the wheat, and that the plaintiff consented to its sale, was urged on the trial as a matter of fact, and is discussed in the opinion below. It is not an estoppel if at all, by record or deed, creating an estoppel in law. In any event it was a question of fact, and should have been submitted as a question of fact on the trial. I do not perceive that it was presented in such form to the judge, nor do I see how he could have held it an estoppel consistently with his other findings, that the plaintiff did not know that the drafts were the proceeds of the wheat sold discharged of their lien. If the plaintiff surrendered certain drafts in ignorance of the fact that they were connected with their lien, or that they were the proceeds of the wheat, discharged of their lien, it is difficult to see how it can be, in fact or in law, a discharge of their lien.

The defendant has not the necessary facts before the Court, on which to base his argument.

The only remaining point made by the appellant's brief, is that the railroad company had not the possession of the wheat when the plaintiff demanded it. This too, is a question of fact, which does not arise upon the case before us.

Many other questions, some of them of much interest, were argued in the Court below, and passed upon in the opinion of the Supreme Court Judges, accompanying the case. They are not now insisted upon, and we are not called upon to discuss them.

The judgment should be affirmed.

Judgment affirmed.

☞ The Scranton *Republican* states that the Delaware, Lackawanna and Western Railroad Company is engaged at present in making a survey along the south side of the Susquehanna river at Binghamton, for a line of Railroad to connect the main trunk of their road at Binghamton with the Cayuga division at Oswego. The work of build-

ing the road will be undertaken as soon as the survey is completed.

Abstract of the Report of the Postmaster General.

The ordinary revenues of this department for the fiscal year ended June 30, 1871, were $20,027,045 42, and the expenditures of all kinds $24,890,104 08. The increase of revenue for the year 1871 over the year 1870 was $1,157,667 77, or 6.13 per cent., and the increase of expenditures $1,041.266 45, or 4.45 per cent., showing a net increase in revenue of $116,401 32.

The estimated expenditures for the year ending June 30, 1872, are $27,489,750; the revenues, estimated at 10 per cent. increase over last year, $22,040,749; standing appropriations for free matter, $700,000; making a total of revenue of $22,740,749, and leaving a deficiency of $4,749,001. The foregoing estimates do not include the following special appropriations in the nature of subsidies: For mail steamship service between San Francisco and Japan and China, $500,000; for like service between the United States and Brazil, $150,000; for like service between San Francisco and Sandwich Islands, $75,000; making a total of $725,000.

The number of adhesive postage stamps issued during the year was 498,126,175, representing $14,630,715. Stamped envelopes, plain, 49,954,625, representing $1,432,474 75. Stamped envelopes, "request," 48,111,650, representing $1,434,181 50. Newspaper wrappers, 6,609,000, representing $132,180. The whole number of stamps, envelopes and newspaper wrappers was 602,801,450, of the aggregate value of $17,629,551 25.

Of mail routes in operation there were 8,951, aggregating in length (exclusive of special routes) 238,359 miles, in annual transportation 107,572,794 miles, and in annual cost $11,529,895. Adding the compensation of railway post-office clerks, route agents, local agents, mail messengers, mail route messengers and baggage masters in charge of registered packages, amounting to $1,875,526, the aggregate annual cost was $13,404,921.

The service was divided as follows: Railroad routes—Length, 49,834 miles; annual transportation, 55,557 048 miles; annual cost, $5,724,979—about 10 30 cents per mile. Steamboat routes—Length, 20,334 miles; annual transportation, 4,684,778 miles; annual cost, $776,943—about 16.58 cents per mile. Other routes, on which the mails are required to be conveyed with "celerity, certainty and security"—Length, 168,191 miles; annual transportation, 47,330,968 miles; annual cost, $5,027,473—about 10.62 cts. per mile. There was an increase over the preceding year in length of routes of 7,127 miles, in annual transportation 10,547,798 miles, and in cost $644,742. Adding the increased cost for railway post-office clerks, route, local and other agents, $404,636, the total increase in cost was $1,049,378.

The foregoing statements of distance and cost do not include services for "special" offices. There were at the close of the year 2,115 of these, each with a mail carrier, whose pay from the department is not allowed to exceed the net postal yield of the office. "Special" routes and their carriers are included however, in the number of contractors and routes as given above.

The new railroad routes put in operation durthe year 1871 amounted to 6,107 miles; during 1870, to 4,190 miles; and during 1869, to 8 519 miles—making in the aggregate an addition in three years of 18,816 miles to the 36,018 miles in operation on July 1,1868. The increase in three years exceeds 38 per cent., and in the last year alone it reached the unparalleled proportion of 17 per cent.

On the route to San Francisco and back, the gratifying regularity noted in the last annual report has been fully maintained. Of 644 mails carried through, during the year ended with the month of September, 1871, to San Francisco from New York, 569 were conveyed in schedule time, and only 75 behind time, against 578 in time and 145 behind time the preceding year. Of 364 mails carried through to New York from San Francisco, 321 were conveyed in schedule time, and only 43 behind time, against 280 in time and 72 behind time the preceding year. The average time, going west, was 173 hours, or 7 days, 5 hours—nearly 3 hours less than the average the preceding year. The average time, going east, was 169 hours, 45 minutes, or 7 days, 1 hour, and 45 minutes—nearly 3 hours less than the average the preceding year. The shortest time, going west, was 162 hours; going east, 167 hours; against 144 hours, 40 minutes, going west, and 159 hours, 10 minutes, going east, the preceding year.

Between New York and New Orleans one mail a day is still sent in each direction over the Southwestern route, via Washington, Lynchburgh, Knoxville, Chattanooga, and Grand Junction, and one over the Western route via Cincinnati, Louisville, Humboldt and Grand Junction, at which last mentioned point the two routes unite and run on the same road to New Orleans. Of 357 mails carried through, during the year ended with the month of September, 1871, by the Southwestern route, to New Orleans from New York, 236 were conveyed in schedule time, and 121 behind time, against 214 in time and 149 behind time the preceding year; the average time being 93 hours 9 minutes, 29 minutes more than the average the preceding year. Of 357 mails carried through by the same route to New York from New Orleans, 224 were conveyed in schedule time and 133 behind time, against 221 in time and 142 behind time the preceding year; the average time being 95 hours 36 minutes—54 minutes less than the average the preceding year. The shortest time, going south, was 85 hours 29 minutes; going north, 85 hours; against 84 hours 54 minutes, going south, and 85 hours 30 minutes, going north, the preceding year.

Of 335 mails carried through, by the Western route, to New Orleans from New York, only 127 were conveyed in schedule time, and 228 behind time, against 121 in time and 235 behind time the preceding year; the average time being 89 hours, 45 minutes—5 minutes more than the average the preceding year. Of 304 mails carried through by the same route, to New York from New Orleans, only 70 were conveyed in schedule time, and 234 behind time, against 126 in time, and 182 behind time the preceding year, the average being 93 hours 24 minutes—5 hours, 8 minutes more than the average the preceding year. The shortest time going south was 77 hours, 30 minutes; going north, 77 hours; against 75 hours, 45 minutes, going south, and 77 hours, going north, the preceding year. These figures show a slight improvement of the service on the Southern route, and on the Western a deterioration, yet not so great as wholly to destroy its usefulness as an adjunct to the other route, on a portion of which between Washington and Chattanooga, until recently, only a single train a day was run. Arrangements are now in progress for the transmission of double daily through mails over the Southwestern route.

The number of complaints of missing letters during the year is 4,600, of which 2,057 were registered and 2,543 unregistered, containing bonds, drafts and currency, to the nominal amount of $418,748 92. Of registered letters, 659 were accounted for as received at their destination, and only 283 have been reported as actually lost. The remaining cases are in the hands of special agents for investigation.

The number of railway post-office lines in operation on the 30th day of June, 1871, was 49, extending in the aggregate over 14,208 miles of railroad and steamboat routes. Upon 8,660 miles the service is performed daily, upon 2,527 miles twice daily, and upon 21 miles four times daily, equivalent in all to 13,798 miles each way daily. Counting all the lines both ways, the aggregate service is 27,596 miles daily, and 10,072,540 miles annually. The number of clerks employed was 513, at an annual cost of $649,400, against 375 clerks, at a cost of $442,600, for the previous year, showing the increased cost for the fiscal year to be $206,800.

The total number of letters exchanged during the year, with foreign countries, was 20,295,998, an increase of 1,936,620 over the number reported for 1870. Of this number, 10,461,868 were sent from and 9,834,130 were received in the United States. The number of letters (single rate) exchanged in the mails with European countries was 14,113,560, an increase of 912 114 over the number reported for 1870. The total postages on the letters exchanged with foreign countries amounted to $1,735,266 82, being $229 298 16 less than the amount reported for 1870. The aggregate amount of postage (sea, inland and foreign) on the letter-mails exchanged with the United Kingdom of Great Britian and Ireland, Germany, Switzerland, Italy, The Netherlands, Belgium and France, was $1,181,057 41, being $264,885 19 less than the amount reported for 1870. The postage on letters sent exceeded the postages on letters received from the same countries in the sum of $5,802 15, being less than one-half of one per cent. of the aggregate amount. The postages collected in the United States amounted to $755,724 39, and in Europe to $425,333 02, the excess of collections in the United States being $330,391 37, or 28 per cent. of the entire postage receipts. Comparing the year 1871 with the year 1870, the rates of increase in the total number of letters exchanged in the mails with foreign countries was 10¼ per cent., and the rates of decrease in the amount of postages thereon was 11¼ per cent.

The cost of the United States transatlantic mail steamship service for the year 1871 was $174,138 39, being $148,153 48 less than the cost of the same service during the year 1870. The steamships employed under contract with the Post-office Department received the sea postages of six cts. an ounce on letter-mails, and six cents a pound on other matter as full compensation for the service. The earnings of the respective lines were as follows, viz:—The Liverpool and Great Western line, for 53 trips, from New York to Queenstown, $60,805 38; the Inman line, for 53 trips, from New York to Queenstown and Liverpool, $49,587 35; the Cunard line, for 49 trips, from New York to Queenstown and Liverpool, $22,178 81; the Humburg American Packet Co., for 29 trips, from New York to Plymouth and Hamburg, $20,415 69; the North German Lloyd, of Bremen, for 48 trips, from New York to Southampton and Bremen, $15,676 32; the Canadian line, for 52 trips, to Liverpool, $5,524 84, making a total of $174,138 99.

The United State postages on the mails conveyed to and from the West Indies, Mexico, Panama, South Pacific, Belize, (Honduras) Nova Scotia, Newfoundland, and Bermuda, amounted to $125,780 93, and the cost of the sea conveyance thereof was $76,857 32. The United States postage on the mails exchanged with Brazil, Japan and China, the Sandwich Islands, New Zealand, and Australia, by means of the subsidized lines of direct mail steamers, amounted to $46,993 52. The total cost of the United States ocean mail steamship service for the year 1871 (including $725,000 paid from special appropriations for steamship service to Japan and China, to Brazil, and to the Hawaiian Islands), was $975,995 71.

The report of the Appointment Office gives the following statistics: Post offices established during the year, 2407; Post-offices discontinued, 854; increase, 1553; Post-offices in operation on June 30, 1870, 28 492; Post offices in operation on June 30, 1871, 30 045; Of these 30,045 post-offices 1172 are filled by appointments of the President, and 28,873 by appointments of the Postmaster-General.

The free-delivery system of letters has been in operation during the year in 52 of the principal cities, with the following aggregate results: number of letter-carriers, 1419; mail letters delivered, 112,612,693; local letters delivered 27,045,760; newspapers delivered, 32,010,358; letters collected, 113,287,602; amount paid carriers, including incidental expenses, $1,353,923 28; postage on local matter, $758,120 78.

The number of employes in the Post-office Department on June 30th, 1871, were: departmental clerks, 331; postmasters, 30,045, and other officers, 13,045; making a total of 43,954.

The number of letters, domestic and foreign, received at the dead letter office during the year ending June 30th, 1871, amounted to 4,194,748 of which 221,673 were foreign.

Of domestic letters not registered, 16,218 contained money amounting to $59,608 37, in sums of one dollar and upward; and of the registered letters, 2359 contained $19,294 61, making a total of 18,577 letters, containing $78,812 98. Of these 17,082, containing $74,420 90, were delivered to the writers or persons addressed; 2902, containing $10,397 02, which could not be returned to the owners, were filed for reclamation; and 1495, containing $4392 08, were outstanding. The number inclosing sums less than one dollar was 14,956, containing $3808 92; of which 12,413, containing 3094 90, were delivered to the writers, and 2543, containing $714 02, were filed for reclamation.

The number of letters containing bank checks, drafts, deeds, &c., was 19,193, of the nominal value of $3 075,869 28; of which 17,905, of the nominal value of $2,855,030 31, were delivered to the owners, and 1288, of the nominal value of $220,838 92, were outstanding or filed for reclamation. The number of packages and letters containing jewelry, books, and other property was 6498, of which 4298 were delivered, and 2200 were filed for reclamation. The number containing photographs was 42,119, of which 36,544 were delivered and 5575 were filed. The number containing receipts bills of lading, &c., was 28,196, of which 27,081 were delivered, and 1115 were filed. The number containing postage and revenue stamps and articles of small value was 40,749, of which 37,889 were delivered, and 2860 were filed. The number of letters without inclosures remailed to the writers was 1,628,803, of which 1,334,303 were delivered, and 1 294 500 were returned to the office and destroyed. The number in which the writer's name and local address were omitted or were illegible, and of letters containing circulars, &c., and consequently destroyed, was 2,178,984.

Of the unmailable letters, 301,472 were detained for postage, not being prepaid as required by law. They were either wholly unpaid, were not prepaid one full rate, or were stamped with illegal or revenue stamps; 68,373 were misdirected, the postoffice, State, or some necessary part of the address being omitted; and 3518 had no address whatever.

During the last fiscal year the number of postal money-order offices in operation was 2076. On the 31st of July 1871, 376 additional money-order offices were established, so that the whole number of such offices is at present 2452.

The number of domestic money-orders issued during the year was 2,151,794, the aggregate value of which was $42,164,118 03; the number of such orders paid was 2,121,664, amounting in value to $41,705,667 03; to this sum is to be added the amount of orders repaid to the purchasers, $321 669 28, making a total of payments of $42,027,336 34, and leaving an excess of issue over payments of $136,781 72. The average amount of the money-orders issued during the year was $19 59. This amount varies but little from year to year, not having fallen below $19 for the last five years, and having only once slightly exceeded $20.

The receipts and expenditures of the last year, as adjusted and reported by the Auditor, were as follows, viz:

Receipts—Fees received for money-orders issued, $295,286 15; Amount received for premium on drafts, $277 23—making a total of $295,563 38.

Exipenditures—Commissions to postmasters and allowances for clerk hire, $177,778 56; Allowances for remittances lost in transmission by mail, $7715 00; Incidental expenses for stationery and fixtures, $8893 04—making a total of $194,881-60, and being an excess of receipts over expenditures, being revenue derived from the transaction of the money-order business, $101,181 78.

The International Postal Convention between the United States and Switzerland has been in operation since September 1st, 1869, and from that date until June 30th, 1871, a period of twenty two months, the amount of orders issued by the United States offices for payment in Switzerland, was $60-679 26, and the amount of orders paid on account of remittances from Switzerland was $32,454 45. After payment of the entire balance due Switzerland on account of this exchange, a net profit of $4521 21 accrued to the United States. The expenses proper, exclusive of the premiums paid for gold, which cost $2623 17, amounted only to $51 87.

An international system of postal money orders between the United States and Great Britain, in pursuance of a convention between the two governments, went into operation on October 24, 1871, and from that date to October 28th, a period of four weeks, the amount of orders remitted from this country to Great Britian was $63,061 18, and of orders in the opposite direction, $14 684 19.

A postal money order convention between the United States and the German Empire was signed at Berlin, July 22d, 1871, and now awaits complete ratification. By the terms of this convention, the money-order business between the two countries is to commence on October 1st, 1872.

The Postmaster General enters into a long argument in favor of the establishment of a Government postal telegraph system, and supports his positions by facts and figures derived from the experience of Great Britain since the purchase and working of the electric telegraphs by the English Government. The Postmaster General also advocates the establishment of post office savings banks, and gives tables showing to what extent the people of Great Britain, since 1861, have entrusted their money to the Government. Being convinced of the wisdom of establishing the postal telegraph and the post-office savings banks in the United States, the Postmaster General earnest y recommends the passage by Congress of the laws necessary therefor.

The Postmaster General renews his recommendation for the repeal of the franking privilege, the existence of which, he says, is utterly incompatible with an economical administration of postal affairs. He asserts that flagrant frauds have been practised during the past year, and will continue to be practised, under cover of the franking privilege, so long as it is protected by law. He also recommends the immediate passage by Congress of the bill "to revise, consolidate and amend the statutes relating to the Post-office Department," commonly known as "the Postal Code."

Debt of California.

The following statement in reference to the financial condition of California is from the Message of the Governor:

The total funded debt on the 1st day of December, 1867, was stated by my predecessor at $5,126,500. This statement, however, overlooked an item of $20.000, which would have made the total funded debt $5,146,500, independently of Indian war bonds, of which $668 78 have been paid since that date. Bonds to the amount of $250,000 were issued for the completion of the State Capitol, under the act of the last session. The present funded debt is $3,462,000, and of this amount $1,133,500 are held by the State in the School Fund, and $57,500 in the University Fund. The amount of bonds redeemed since the 1st day of July, A. D. 1869, is $856,000.

There is in the treasury at present, applicable to the redemption of bonds, the sum of $149,500, so that the funded debt of the State, after deducting the amount of cash on hand devoted to the redemption of bonds, is $3,312,500, a reduction of $1,834 000 within the past four years. At the present rate of redemption the funded debt, aside from bonds in the School Fund, would be extinguised within the next four years.

☞ The rails on the Portsmouth, Great Falls and Conway Railroad have been laid to Conway Corner.

☞ It is stated that the Pennsylvania Railroad company has leased the Memphis and Charleston Railroad for forty-five years, guaranteeing 3 per cent. annual interest for the first five years and then 6 per cent. The question of lease will be submitted to the stockholders.

☞ Subscriptions to the stock of the Woonasquatucket (R. I.) Railroad are being made so speedily that work will be begun early in the spring.

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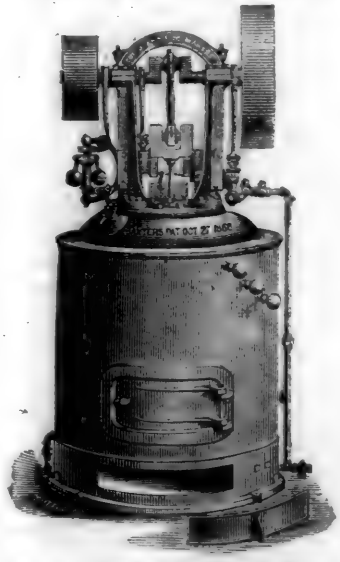
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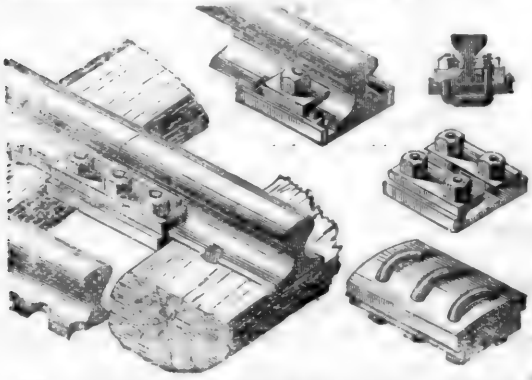


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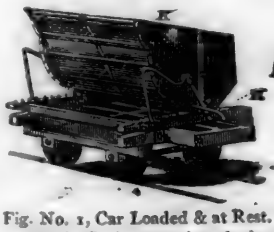


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Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

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American Railroad Journal.

New York Saturday, December 30, 1871.

Krupp's Works at Essen.

The following is an abstract of a paper read before the American Institute of Mining Engineers, by Professor Thos. Egleston :

The celebrated steel works of F. Krupp, at Essen, in Germany, cover about one square mile, one-fourth of which space is under cover. Mr. Krupp employs 10,000 workmen, 8,000 in the steel works and the rest in mines and blast furnaces. Nothing but steel is made at Essen. The cementation process is used to make steel for fine tools, but for all other purposes the Bessemer and puddling processes are employed. Ten or twelve ton ingots of cast-steel, usually considered very large are trifles here. Krupp has cast 40 tons in one ingot. The great abundance and ingenious arrangement of steam-cranes overcome the difficulty of handling such large masses.

The puddled steel is melted in the crucibles with iron made from peculiar ores, to obtain an adequate supply of which mines and furnaces have been bought in all parts of Germany. The crucibles are made by machinery, and never used more than once. In the tempering house, 100,000 of these are always on hand, in sizes to contain 20, 30, or 40 kilogrammes. Each furnace will receive 4, 8, or 12 crucibles; and the casting house may contain at one time 1,200 crucibles in furnaces. The moulds are all circular, for 60 lb. to 40 ton castings, and all served with steam cranes.

The operation of making a heavy cast is carried on with military precision, generally by signals. The place for the mould is selected and the canals are placed. At the first signal the furnaces are uncovered and the coal is taken out. At another signal, two men at each furnace seize a crucible with tongs, hook it to a bar, by which it is lifted out and set down in front of the furnace; another pair of workmen seize it and carry it horizontally to the troughs. The workmen arrive in such rapid and precise succession that as they pour the molten steel into the troughs it constitutes a continuous stream. The troughs end in a basin of reception. This work requires much nerve and a high degree of discipline in the execution of the manœuvres. Out of 100 picked men promoted to it, 40 give it up as too much for them. Castings are always made in the morning. The ingots are not allowed to cool, but stored in stalls and covered with fine coal. There was at the time of my visit, $800,000 worth of steel in ingots, more or less worked, thus stored.

The works contain over 50 steam hammers, from 120 lbs. weight up to 50 tons; there are several of 25 and 15 tons. The great 50-ton hammer is the largest in the world; it cost $580,000. The foundations are 100 feet deep in three parts, of masonry, large oak trunks and iron cylinders, bolted together. The anvil and frame rest on these, the rest of the hammer having separate foundations to save the jar. The anvil is occasionally changed or broken. The frame is of cast iron, 8 inches thick, 6 feet in diameter, 5 meters high and 7 meters wide, forming an arch above and below. An opening 1 meter in diameter leads to a staircase by which the foundations may be visited and inspected. The engine is supported by columns on the separate, surrounding foundation. The hammer head is 3.7 meters long, 1.59 meters wide and 1.25 meters thick—making 7.5 cubic meters, and weighing a little over 50 tons. The stroke is 3 meters. The lower part is cast-steel, the upper part cast-iron, poured upon the molten steel. The diameter of the steam cylinder is 1.80 meters. Everything is kept in duplicate or triplicate, to prevent detention from breakages. The head once cracked in the upper part; and the anvil frequently breaks. Four cranes, each capable of bearing 200 tons, at the four corners of the hammer, serve it with red hot masses. Krupp intends to build a hammer of 100 tons.

Before each of these cranes is a reheating furnace. These are made with hearths on wheels, so that the heavy ingots can be trundled out, the side being partly torn away for the purpose. A 40 ton ingot, for instance, is moved by chains and long rods, it being impossible to approach it nearer than six feet. All the buildings about the hammer are made extra strong. Whatever else is going on, the hammer is heard over all.

In making tyres, a six-ton ingot is cut lengthwise, then across, flattened, punched in the center, hammered round on the nose of the anvil, and turned in an ordinary tyre-mill or Ramsbottom machine. They weigh 140 to 400 lbs., and are guaranteed to run 120,000 kilometers, or about 64,000 miles. One of these tyres ran 46,000 miles before being turned off the first time. Pump-rods have been turned here 65 feet long, in one piece.

There are several cupolas in the works capable of melting 50 tons at once. A cast-iron block weighing 250 tons was made from four cupolas in eight hours.

Krupp's Bessemer department is not shown to any body. The number of convertors is variously stated. It may be eight or twelve. They are in a straight line, and served with steam cranes.

Of the remarkable excellence of Krupp's cast-steel nothing need be said.

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The completion of this road to Columbia, S. C., now offers a new and more direct route, seventeen miles shorter, via Weldon, Wilmington and Columbia, to Augusta, Atlanta, Macon, Montgomery, Mobile, New Orleans and all the principal cities in the South Atlantic and Gulf States. The new road has been constructed in the most superior manner, diverges from the old route at Sumter, S. C., and extends to Columbia, a distance of 42 miles, making the entire distance from Weldon, N. C., to Augusta, Ga., 435 miles. The Wilmington and Weldon and Wilmington, Columbia and Augusta Railroads, one of the connecting links of the great through passenger route between the North and South, has been recently reorganized, and is now under one management—Hon. R. R. Bridgers, of Wilmington, N. C., president, and B. F. Newcomer, Esq., of Baltimore, vice president. To meet the reduirements of the Postoffice Department for the conveyance of the great through mails, a new double daily fast schedule will at once be put in operation, and the time between Baltimore and New Orleans greatly reduced. New passenger and drawing room coaches have been ordered, and altogether a complete reorganization of all the details of transportation has been made throughout the entire line, thus insuring to the traveling public a route unsurpassed in all its essentials of speed, safety and certain connections.

☞ The track on the Chicago and North-Western Railroad Extension is laid four miles beyond Peshtigo. The Construction Company are running a daily mixed train between Oconto and Peshtigo, to accommodate travel and freight. Over

thirty miles of track have thus far been laid on the Green Bay and Lake Pepin Railway. The citizens of Green Bay propose having a railroad celebration when the Lake Pepin Railroad is completed to New London, and the Northwestern extension to Menominee—which will be about the same time.

Pacific Railroad of Missouri.

The earnings of this road for the years ending February 28, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$1,844,661 58	$1 855,C01 77
" freight	1,699,016 83	2,021,073 47
" express	62,640 85	62,600 00
" mail	52,037 52	57.450 00
" miscellaneous	....	4,105 60
	$3,158,356 78	$3,500,230 84

The operating expenses and repairs in 1870–'71, (including $75,643 21 Eureka accident) were:

Running expenses	$1,150,404 50	
Maintenance of road and buildings	983,479 21	
Maintenance of rolling stock and machinery	438,025 76	
General expenses	32,931 98	
		2,564,841 45
Net earnings		$945,389 39

The Eureka accident, while it is properly chargeable as a loss to the contingencies of operating the road, yet is exceptional in its nature. If this be deducted from the running expenses the account would stand: total gross earnings, $3,500,-230 84; total expenses and repairs, $2,479,198 60—net earnings, $1,021,032 60. The total earnings for the previous year were $3,158,856 78; the operating expenses and repairs were $2,371,-447 94—net earnings, $776,908 84; an increase in gross earnings of $341,874 06, and in net earnings of $244 123 76. During the past year the operating expenses and repairs were 70.83 per cent. of gross earnings, and during the previous year 75.08 per cent. The amounts chargeable to the operation of the road during the past year have been due in a large measure to the expenditure in the renewal of the track and the maintenance of the roadway—expenditures which will tend to the material reduction of the cost of operating the road in several respects during some years to come. The President in his report says:

During the preceding year much had been done to improve the efficiency of the road and to provide a suitable equipment, but the change of gauge had absorbed the chief attention, and this combined with other causes, had strained the credit of the Company to the utmost, and much still remained to be done. A very large amount of new iron was imperatively required in the track, not less on the score of economy than of safety in the management of its trains, whilst new and extended side-tracks at more convenient distances were also required. Forty-one locomotives of the old gauge remained to be rebuilt and adapted to the requirements of the new gauge. The rolling stock, the full and complete repair of which had been postponed to the more pressing demands of the change of gauge, needed thorough overhauling. Many of the bridges required immediate renewal. Additional cars were demanded both in the freight and passenger departments, and the road bed itself was in need of extensive repairs of a permanent character.

Amongst the many disadvantages with which the operation of the road had been conducted, the large floating debt of the Company has been the chief. At the commencement of the year its unfunded liabilities amounted to over $1,350,000, existing in the form of a large number of notes and outstanding accounts, ranging from several hundred to many thousands—many of them contracted in the purchase of supplies, with the understanding, or at least expectation, of entire or partial renewal. The necessity of purchasing all supplies on credit compelled the payment of outside prices, whilst the daily irregular maturity of notes required extraordinary provisions for their payment of arrangement.

In the face of these requirements, the problem was presented of pursuing the temporizing system—which, whilst it might speciously exhibit a great saving of expenditure for any single year, must in the end prove poor economy—or a policy which looked to the permanent character of the work done, and its absolute value to the road, having reference to the future, not less than the immediate present.

Your Board did not hesitate to adopt the latter course, and in what has been done they have kept constantly in view the principle, which is especially true in the administration of public works, that that which is permanently done in the first instance is the best economy. Such a policy will only find its full realization when rails of steel, bridges of stone or iron and fire-proof depots take the place of the perishable materials which the necessities rather than the choice of our Western railways have imposed upon them.

Doubts existing as to the right of the Company to fund its debt by second mortgage under existing laws (since removed by legislation), your Board took immediate steps to consolidate the floating debt into larger obligations maturing at convenient periods, and to provide the means of making all purchases for cash, thereby enabling purchases to be made at the lowest cash rates—a policy which enabled your Board to carry the entire debt of the Company at an average rate of less than eight per cent.; and notwithstanding the increase of the debt occasioned by extended improvements, the total interest liability of the Company for the year is $95,411 less than on the preceding year.

The following roads are operated, or under contract to be operated, by this Company:

The Missouri River Railroad; the Leavenworth Atchison and Northwestern; the Osage Valley and Southern Kansas (Boonville); the Lexington and St. Louis; the St. Louis, Lawrence and Denver.

At the last annual meeting the matter of the leases then newly made with the Missouri River (Kansas City to Leavenworth) and the Leavenworth, Atchison and Northwestern (Leavenworth to Atchison) companies, was brought to their attention and their investigation ordered by a committee of stockholders. Having reported at a subsequent meeting of the stockholders held on the 18th of April, the whole matter was referred to the Board, "with power to take such action as they might deem best for the stockholders and the public."

Under the leases referred to (not submitted to the stockholders), the Board had obligated this Company to pay to the Missouri River Railroad Company a guaranteed annual value of $50,000 for the first five years, $70,000 for the third five years, and $80,000 for the fourth five years.

It is unnecessary to detail the entire negotiation with reference to these leases. Believing them to be exceedingly burdensome to this company and illegal (having never been ratified by the stockholders), your Board, whilst willing to make very reasonable concessions refused to act under them unless large concessions were made. The result of the course of the Board was such that material modifications were secured, reducing the guaranteed rental of the Missouri River Railroad to $50,000 per annum, and the guaranteed rental of the Leavenworth, Atchison and Northwestern to $42,500, besides securing other important modifications in the details. The leases as modified were, on recommendation of your Board, ratified by the stockholders on the 14th of June, 1870.

OSAGE VALLEY AND SOUTHERN KANSAS.

This road, better known as the Boonville Branch, has been successfully operated during the year, and its business and earnings have materially increased over those of any preceding year. During the year arrangements have been made by that company to extend their road Southwardly to Versailles in Morgan County, and thence Westwardly towards and through the Osage valley. This company has no connection with such extension.

LEXINGTON AND ST. LOUIS RAILROAD.

Extensive modifications were also secured in the leases of the Lexington and St. Louis, and the St. Louis, Lawrence and Denver Railroads, both of which are under construction, and will, when completed, be operated by this company.

Owing to financial and other difficulties, the work upon the Lexington and St. Louis Railroad has made but little progress during the year. The road-bed is almost entirely completed, and its debts nearly paid. The experience of the past having created the greatest distrust on the part of the stockholders in any contractor, an earnest application was made to this company to undertake the completion of the road.

Inasmuch as the road was to be operated by this company, and the completeness and thoroughness of the work became vitally important considerations, a conditional arrangement was made with this company to iron and finish the road upon the following terms:

The Lexington and St. Louis Railroad Company are to pay all outstanding indebtedness of the company (except one note of $93,000, secured by their first mortgage bonds), to turn over all their ties and other property, and to furnish in cash the sum of $48,000, that being the amount necessary to complete the grading of the road.

The Pacific Company then agreeing to receive the 900,000 first mortgage construction bonds of the company at seventy cents, to pay the $93,000 above referred to, and to iron and complete the road, receiving for any deficiency (if any) the second mortgage bonds of the company at forty cents. Efforts are now being made to raise the amount required to pay the $48,000 required to complete the grading and to pay the outstanding claims, in all about $130,C00, and it is believed these efforts will be successful. This road passes through the rich counties of Pettis, Saline and Lafayette, and, should arrangements be made for a convenient transfer or other connection, will furnish a route to St. Joseph and the Northwest equal to any other. It is believed that before the close of the present year the road will be in successful operation.

THE ST. LOUIS, LAWRENCE AND DENVER RAILROAD.

Owing to various causes, a modification of the terms of this lease was deemed desirable by both parties, and a new lease effected, by which the rental was reduced from $100,000 to $75,000 per annum. This lease was ratified by the stockholders on the 14th day of June, 1870.

The whole work of grading is under contract to be completed at an early period. The iron has been secured, and before the year closes it will doubtless be completed, giving our city a direct connection with Lawrence, and with the whole system of railways leading from that point to the South and Southwest, thus opening between St. Louis and Kansas another avenue of commerce and trade, and drawing closer the bonds of friendship with our young and vigorous sister State, whose future is so closely allied with ours. The construction of that link between Pleasant Hill and Lawrence will tend to shorten the line between St. Louis and Denver, and it is believed will eventually be of great value to the general business of the road.

The Board have not entered into any new leases during the past year, their entire action having been confined to the reformation and modification of those existing at the commencement of the year. Unless in very special and exceptional cases, the entire policy of leasing roads is wrong;

and more often a burden than a benefit to the trunk line. Where roads are necessary, it is better to build or to buy them, thus securing absolute and unrestricted control, and the permanent benefits accruing from extended improvements. When the roads now under construction are completed, it is believed that no occasion can arise in which any extension of this policy will be required. The system of roads then operated by this company will give it at least an equal share of the trade of the Northwest, and it will have decided advantages in the West and Southwest over any of its competitors.

The rapid settlement and growth of the country tributary to this road are matters of congratulation. Washington, Hermann, Jefferson, California, Sedalia, Warrensburg, Pleasant Hill and Holden are rapidly increasing in wealth and trade, whilst rich counties which they supply are being rapidly improved.

Kansas City has taken its rank first among the distributing centers of the West. Scarcely any portion of the State is more prosperous, and it is but just to say that the efforts of the company to promote their prosperity in its own have been appreciated by the community, and a feeling of unexceptionable good-will prevails along the entire line.

At the beginning of the year there were outstanding $555,000 of the bonds issued under the law of 1864, and known as the "Dresden bonds," all of which matured within the first month of the year. To meet those there remained unissued of the first mortgage loan only $500,000. Arrangements were temporarily made to carry the former until the latter could be disposed of. This was accomplished on favorable terms early in the year, and from their proceeds $432,500, with $48,500 from other sources, $481,000 of said Dresden bonds have been paid.

There are now 74,000 of the Dresden bonds outstanding and over-due, payable on demand. These should be provided for at an early day.

With a view to placing the finances of the company in a more satisfactory position, by funding the floating debt, the officers of the company applied to the Legislature for such amendments to the general law as would enable them to accomplish that end. Our efforts in this respect were met in a liberal spirit, and the necessary amendments secured, by which, (with the consent of the stockholders) a second mortgage may be issued. It was obtained too late to be of any service during the past year, but must engage the attention of your Board at an early day. In the opinion of your Board such a mortgage should be at once issued to an amount sufficient to fund the debt and to carry on the work of such permanent improvements as are demanded, and the provision of additional cars. The work in this direction, though carried on to the fullest ability of the company during the past year, is far from complete. Much remains to be done, and if it is to be postponed until the means can be acquired from receipts, your per centage of expenditures must continue large for a considerable period. For the first fifteen miles west of St. Louis a double track is imperatively demanded, and its extension to Franklin (thirty-seven miles) should be made at the earliest practicable moment. Over forty trains daily pass over this portion of the road. The prompt investment of the required amount now, will enable its operations to be conducted at a much reduced rate, and to save the company far more than the interest of any amount required. The highest success of the company as a commercial highway is bound up with that of the great city of the West, and in the encouragement and development of its material interests the company must labor with and often in advance of its immediate business requirements. Sharp competition with rival roads, leading from the producing regions to other business centers, will require a concession of low rates, with profits always small—perhaps at times with none. Under such circumstances the conditions of success are a credit which can command the lowest prices, a thoroughly constructed roadway, efficient machinery, and ample carrying capacity. With these fully attained, a liberal business policy will soon place the property of the company in a condition to remunerate the stockholders, whilst discharging its full obligations to the public

The length of the Pacific Railroad, from St. Louis to State Line, is 283½ miles. The leased lines are: Osage Valley and Southern Kansas, from Tipton to Boonville, 25 miles; Missouri River, from State Line to Leavenworth, 25¼ miles; Leavenworth, Atchison and Northwestern, from Leavenworth to Atchison, 21¼ miles. Total miles operated, 355. Sidings not included in the above, 50 miles.

The company have 97 locomotives, 50 passenger, 4 postal, 19 baggage and express, 42 caboose, 479 box, 304 stock, 244 flat, 61 coal, 2 magazine, 1 paymaster, and 4 tool cars.

Miles run by engines with passenger trains 812,511; with freight trains, 906,259; switching, 325,758; working trains, 168,587—total miles run, 2,213,115, at a cost for repairs of $73,575 75; wages of enginemen and firemen, $128,658 40; cleaning engines, $29,624 50; oil, tallow and waste, $23,631 77; fuel consumed, $309,712 75—total cost of engines, $565,103 17. Av. cost per mile run for fuel, 14 cents engineers and firemen 5.8, cleaning 1.3, oil, waste, etc., 1.1, repairs, 3.3—total cost per mile run, 25.5 cents.

The General Financial Statement of the company up to February 28, 1871, is as follows:

By balance from March 1, 1870, (after adjustment)		$332,953 83
Capital stock—received balance Jackson County subscription		35,000 00
Bills payable		429,329 24
Pacific Railroad bonds sold		500,000 00
Insurance—excess received over premiums paid		622 51
Uncalled for pay-rolls audited this year		8,080 58
Construction L. A. & N. W. R. R.—amount received in excess of expenditures		1,106 56
Earnings from transp. $3,500,230 84		
Less operat'g expenses 2 554,841 45		945,389 89
		$2,252,482 11
To construction	$249,336 15	
Rolling stock and machinery	129,416 01	
Change of gauge	131,793 57	
Missouri River Railroad—work on Wyandotte Levee	11,004 68	
Poplar street extension	33,590 93	
Office expenses and stationery	37,908 47	
Interest account	638,557 35	
Discount on bonds	67,500 00	
Audited account	3,286 95	
Rent of leased roads	98,423 61	
Mortgage Construction bonds paid	481,000 00	
Balance	370,669 89	
		$2,252,482 11

The balance ($370,669 89) is composed of—

Cash in hands of treasurer	$1,436 71
Jackson County bonds	24,000 00
Pacific Railroad stock	1,300 00
Material on hand	144,940 55
Due by Railroad and Express Companies	19,352 06
Retained by U. S. Gov. on account bridges	109,489 53
Due by U. S. Gov. on account transportation	4,719 25
Due by P. O. Department	9,582 62
Uncollected freight bills	55,847 77
Total	$370,669 89

GENERAL BALANCES, March 1, 1871.

Balance of Income Account	$1,711,420 92
Capital stock	3,635,752 22
Pacific Railroad bonds	7,000,000 00
Mortgage Construction bonds (since paid)	74,000 00
Real Estate Security bonds	500,000 00
St. Louis County bonds	700,000 00
Audited accounts unpaid	138,684 54
Bills payable unpaid	1,505,852 52
Unpaid back pay-rolls	12,976 55
Earnings less operating expenses	945,389 39
	$16,224,074 14
Construction	$12,038 714 88
Rolling stock and machinery	3,894 328 91
Missouri River Railroad	82 478 04
Boonville Branch	13,304 50
Leavenworth, Atchison and Northwestern Railroad	4,071 03
Change of gauge—roadway	61 014 97
" rolling stock	285,110 29
" Boonville Br.	786 70
Poplar street extension	33,590 93
Balance	370,669 89
	$16,224,074 14

President.—JOSEPH BROWN.

Vice President.—HUDSON E. BRIDGE.

Directors.—Hudson E. Bridge, B. M. Chambers, T. B. Edgar, O. A. Hart, R. J. Lackland, G. E. Leighton, N. C. Chapman, W. M. McPherson, Joseph Brown, D. Ranken, Jr., A. Peirce, Jr., E. O. Stanard, B. Stickney.

Secretary and Treasurer.—J. C. PORTER.

Chief Eng. & Sup't.—THOS. MCKISSOCK.

Redemption of Five-twenty Bonds.

The following notice of the redemption of the Five-twenty bonds of 1862, was issued from the Treasury Department on the 20th inst:

By virtue of the authority given by an act of Congress approved July 14, 1870, entitled an act to authorize the refunding of the national debt, I hereby give notice that the principal and accrued interest of the bonds herein below designated, known as Five twenty bonds, will be paid at the Treasury of the United States, in the city of Washington, on and after the 20th day of March, 1872, and that the interest on said bonds will cease on that day, that is to say coupon bonds known as the second series, act of February 25, 1862, as follows; Coupon, second series, $50, No. 5,461 to No. 10,775, both inclusive; $100, No. 13,094 to No. 25,935, both inclusive; $500, No. 7,965 to No. 16,179, both inclusive; $1,000, No. 11,121 to No. 27,443, both inclusive; total, $16,000,000; registered, $50, No. 698 to 840, both inclusive; $100, No. 5,080 to No. 5 991, both inclusive; $500, No. 2,484 to No. 2 958, both inclusive; $1,000, No. 11,009 to No. 13,150, both inclusive; $5 000, No. 3 403 to No. 4,102, both inclusive; $10,000, No. 3,900 to No. 4,774, both inclusive; total, $4 000,000: grand total, $20,000,000. Of the amount outstanding embraced in the numbers as above $16,000,000 are coupon bonds and $4 000,000 are registered bonds. Coupon bonds of the act of February 25, 1862, were issued in four distinct series. Bonds of the first series, all of which have been previously called in for redemption, do not bear the series designation upon them, while those of the second third and fourth series are distinctly marked on the face of the bonds. United States securities forwarded for redemption should be addressed "Loan Division, Secretary's Office," and all registered bonds should be "assigned to the Secretary of the Treasury for redemption." The bonds specified in the notice of December 7th will be paid upon presentation, together with all interest due.

☞ The earnings of the European and North American Railway in November, 1871, were $25,603 74; in November, 1870, $21,196 75; and in November, 1869, $18,991 06.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,2[illegible]8 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref..100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Geneseo & Mt M.*100	194,250	A. & O.	Oct. '71 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire* 100	600,000	J.A J&O	July '71 1½
Bloosburg & Corning.*... 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....500	2,218,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M & N.	Nov. '71 5
Boston and Providence.100	3,700,000	M & N.	Nov. '71 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '71 4
" " pref..100	1,083,400	J. & J.	July '71 4
Camden and Amboy* ...100	5,847,800	J.A J.O.	Jan. '72 7
Camden and Atlantic.... 50	877,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 00	915,577	J. & D.	July' 71 4½
Cape May and Millville* 50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogeisv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,800	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov.'71 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R..*100	6,850 400	F. & A.	Aug. '71 1½
" " pref.100	769,600	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,668,800	J. & D	Dec. '72 5
Central of New Jersey..100	15,000,000	J.A J&O.	Jan. '72 3½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '71 3
" pref..... 50	400,000	J. & D.	Dec. '71 3
Chemung*..... 100	380,000	J.A J&O	Jan. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '7[illegible]
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 6
" " pref..100	2,425,400	M. & S.	Sept. '71 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Sept. '71 6
Chicago,Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '71 4
Cin., Sand. and Clev.* ... 50	2,967,800	— & —	.....
" " pref.... 50	425,646	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,914,000	F. & A.	Aug '71 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Nov. '71 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J.& O	Oct. '71 2½
Columbus and Xenia*... 5[illegible]	1,786,800	M.J.S.D.	Sept.'71 2
Colum. & Hocking Val..100	848,964	— & —	.....
Concord..... [illegible]0	1,500,000	M. & N.	Nov.'71 [illegible]
Concord and Ports.*.....100	750,000	J. & J.	July '71 3½
Conn. & Passum p Riv..1 0	2,054,200	F. & A.	Aug.'71 3
Connecticut Riv[illegible]	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq..100	307,388	— & —	.....
Cumberland Valley..... [illegible]	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk.. 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,508,850	J. & J.	Dec. '70 6s
Detroit & Milwaukee *.. 5[illegible]	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef & Canand*.100	500,000	F. & A.	Aug. '71 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	July '71 3½
Erie Railway 100	78,000,000	F. & A.	Feb.'66 4
" pref.....100	8,536,910	Decemb.	Dec. '69 7s
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg.....100	3[illegible]0,000	J. & J.	Jan. '72 4
Georgia 100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '71 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven.100	3,300,000	J.A. J.O.	Jan. '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	Jan. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug.'71 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv.,Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So..100	34 446,500	F. & A.	Aug.'71 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*..... 50	300,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	15,150,400	J.A. J.O.	Oct. '71 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami*..... 50	$5,871,450	J.A. J.O.	Jan. '72 2
Little Schuylkill*..... 50	2,645,100	J. & J.	Jan.'72 3½
Long Island..... 50	2,000,000	M. & S..	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '71 4½
Louisville & Nashville..100	8,680,912	F. & A.	Aug. '71 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '71 3
Lykens Valley 20	600,000	F.M.AN	Nov.'71 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'71 5
Mariotta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '71 4
Memphis & Charleston* 25	5,812,725	J. & D.	Jan.' 69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Jan. '71 7
M. Hill & Sonuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov.'71 5
Naugatuck.....100	1,864,400	F. & A.	Aug.'71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'71 5
Newark and N. York*...100	977,490	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Oct. '71 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '72 7
New London Northern*100	1,003,500	J. & J.	July '71 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Oct. '71 4
" " Certif....100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y.,Provid. & Boston.100	2,000,000	J. & J	July '71 4
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July'71 5
N. Eastern (N C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '71 5s
Northern Central 50	5,000,000	M. & N	Nov.'71 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '72 2½
Old Colony & Newport.... 100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '71 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama..... 100	7,000,000	J.A. J.O.	Jan. '72 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	743,000	J. & J.	Jan. '71 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'71 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug '71 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Dec. '71 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*..... 100	1,259,100	J.A. J.O.	Jan. '72 7
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Jan. '72 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	4[illegible]0,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan '72 3
Yarmouth certificates..100	202,400	A. & O.	Oct. '71 3
Portl., Saco & Portsm...100	1,500,000	J. & D.	Dec. '71 3
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesee Val.*.110	557,500	— & —	.....
Rome,Watert. and Ogd..100	2,997,800	J. & J.	Jan. '72 4
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug. '71 4
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,545,000	May.	May '68 7
Saratoga and Schenec.*..100	500,000	A. & O.	Oct. '71 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	800,450	F. & A.	Aug. '71 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,500	J. & J.	Jan. '72 3
South Carolina 100	8,819,275	F. & A.	Aug. '71 1
South Western, (Ga.) *..100	3,959,900	F. & A.	Aug. '71 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	297,500	M. & N.	Nov. '71 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'71 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '72 6
Tol.,Peo.& War.1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*....100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass. 100	2,500,000	J. & J.	July '71 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Oct. '71 2½
West Jersey. 100	1,209,000	F. & A.	Aug.'71 4
Winchester & Potomac*100	180,000	J. & J.	Jan.'72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 [illegible]
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	J. & J.	July'71 4
Bleecker st.& F.Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Oct. '71 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70 3
Brooklyn City 100	1,500,000	F.A.M.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70 3½
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '71 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '71 3½
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brooklyn.'10	500,000	— & —	.....
D. Dock,E. B'dw, & Bat.'00	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '71 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '71 3
Heston,Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105,000	— & —	Oct. '70 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)....100	1,250,000	J. & J.	July '71 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	232,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '71 2½
Pbg, Alleg.& Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	July '71 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'71 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'71 3
South Boston 100	400,000	J.A. J.O.	Jan. '72 1½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	July '71 3
West Philadelphia..... 50	400,000	J. & J.	July '71 5
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'71 4
Delaware and Hudson....100	15 000,000	F. & A	Aug.'71 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Jan. '72 7
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Sep. '71 1½
" (preferred).....100	1 175,000	F. & A.	Sep. '71 3½
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Aug.71 35c
" " (pref.) 50	2,838,977	F. & A.	Aug.'71 0½
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '66 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Sept.'71 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec.'67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 35c
Canton..... .....16[illegible]	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	.....
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	7,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	— & —	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'71 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug.'66 4

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable	Market Price.
National Securities Dec. 1, 1871.					
Loan of June 14, 1858 ....registered	$6,045,000	5	Jan. & July.	1874	109½
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ....registered	13,728,000	6	Jan. & July.	1880	113½
.. ..coupon	4,687,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861.....registered	124,981,150	6	Jan. & July	1881	113½
.. ..coupon	64,340,050	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s).....registered	76,714,850	6	May & Nov.	1882	100
.. .. .. (5-20s).....coupon	379,100,350	6	" "	1882	109½
Loan of March 3, 1863.....registered	53,363,750	6	Jan. & July.	1881	113½
.. ..coupon	21,636,250	6	" "	1881	117½
Loan of March 3, 1864 (5-20s).....registered	2,492,500	6	May & Nov.	1884	109½
Loan of June 30, 1864 (5-20s).....registered	40,936,350	6	May & Nov.	1884	109½
.. .. .. (5-20s).....coupon	40,924,250	6	" "	1884	110½
Loan of March 3, 1865 (5-20s).....registered	43,079,300	6	May & Nov.	1885	109½
.. .. .. (5-20s).....coupon	120,258,200	6	" "	1885	111½
.. .. .. 2d series (5-20s).....registered	68,463,050	6	Jan. & July.	1885	109½
.. .. .. (5-20s).....coupon	166,243,050	6	" "	1885	114½
.. .. .. 3d series (5-20s).....registered	91,160,000	6	Jan. & July.	1887	111½
.. .. .. (5-20s).....coupon	229,817,500	6	" "	1887	115½
.. .. .. 4th series (5-20s).....registered	12,606,500	6	Jan. & July.	1888	114½
.. .. .. (5-20s).....coupon	26,660,050	6	" "	1888	115½
Loan of March 3, 1864, (10-40s).....registered	138,629,050	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s).....coupon	56,528,250	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71.registered	54,483,150	5	F. M. A. & N.	1881	109½
.. .. coupon	8,313,250	5	" "	1881	109½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	23,490 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	113½
U. S. Notes and Fractional Currency.....	397,758,837	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")...	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	95½
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	53
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111½
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	6	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	99½
.. — .. of 1863, (20s)..	5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " 1842 to 1848.....	273,000	7	Various.	'72-'74	83½
.. —Atl. and Gulf R. R. 1858 to 1860.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	950,666	6	" "	1877	100
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1875	....
.. — .. .. military.....	309,300	6	Various.	1895	...
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	...
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1866.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	62½
.. — .. .. 1870.....	3,000,000	5	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	625,000	6	Mar. & Sept.	1893	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1893	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R. Loans, Stg.....	2,288,888	6	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. of 1834...	1,403,146	5	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	299,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1892	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	106
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	109
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	588,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	96½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.).....	3,505,000	6	Mar. & Sept.	1888	101
.. —Western R. R. Loan, (stg.)..	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	996,500	5	" "	'91-'96	97½
.. —Southern Vermont R. R.....	200,000	6	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,899,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'78-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1882	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'73	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	98
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'78-'87	93
Nebraska—(No Debt).....	.....	...	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	599,200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'85	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	500,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	102½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	1877	109½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	piens.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	100
.. —	5,150,100	6	" "	1875	....
.. —	2,099,000	6	" "	1874	107½
.. —	473,000	6	" "	1875	107
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'92	31
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	20
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1896	....
.. —Special Tax Bonds.....	11,407,000	6	April & Oct.	1898	24
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	19½
.. — .. (").....	1,600,000	6	" "	1875	100½
.. — .. (").....	4,096,309	6	" "	1881	104½
.. — .. (").....	2,400,000	6	" "	1886	100½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1857.....	94,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	96
.. —	99,400	5	" "	1877	03
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	106½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	109½
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	884,000	6	Jan. & July.	1882	101½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1862	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100
.. — .. of 1863.....	259,000	6	April & Oct.	1883	101
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1888	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'75	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'98	....
.. —Funded Debt of 1866 & coup	1,431,700	6	" "	'67-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	....
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	64
.. —*Funding Bonds	4,069,500	6	" "	"	....
Texas—No legal debt.....	.....	...	.....	.....	68½
Vermont—War Loan Bonds.....	1,025,000	6	June & Dec.	'71-'76	....
.. — .. Certificates	301,000	6	" "	'71-'76	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	65½
.. — .. .. stg.....	1,866,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	65
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	104,500	6	Jan. & July	77-'78	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	93½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	45,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	58
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free gold	15,000pm	7*	Jan. & July.	New York.	1900	80
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870 gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'51-'53	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1896	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	585,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1896	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1900	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C.C.C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	499,500	6	March & Sept.	Princeton.	1885	89
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'80-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1895	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	250,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	29½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga.	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	500,000	7	March & Sept.	" "	1866	....
Consol. bonds of, April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	89½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	92½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,380,000	8	Jan. & July.	Boston.	1894	15
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,666 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90½
Dollar Loan of 1889	566,000	6	March & Sept.	" "	1889	88½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	94½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1855	308,000	6	Feb. & Aug.	Philadelphia.	1897	87
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ik. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	55
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	90
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	769,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st Mortgage gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	103
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
Income bonds	10,000,000	....	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	565,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1876	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	54
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Con. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	500,000	8	May & Nov.	" "	1879	95½
Dix., Peo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk R.R. (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. R.R. (31½m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	98
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1895	85½
Income Bonds	300,000	7	Jan. & July.	" "	1886	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	89½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	94
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1886	99½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,580,000	7	May & Nov.	" "	1915	92
Equipment Mortgage	275.000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,186,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)120 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	103½
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. guar. and tax free..gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund..	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'85	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	500,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	82
1st Mort. (San., Day. and Cin.)..	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.& I.):						
1st Mortgage $25,000 a year	325,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	98
1st Mort. (C., C. and C. R. R.)..	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)..	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
2d Mortgage sinking fund	651,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	95
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85½
Consol. skg f'd Mort. $5,000,000..	528,000	7	May & Nov.	" "	1900	92½
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1888	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	80
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,000,000	7	April & Oct.	New York.	1905	59½
2d Mortgage Consol. skg fund..	5,000,000	7	Jan & July.	" "	1909	73
Columbus & Ind.Cen.(C.C.&I.C.):						
1st Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,495,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	89½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	80,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1903	....
Plain bonds	81,800	8	Jan. & July.	"	1894	....
Danbury and Norwalk.						
1st Mortgage of 1859	100,000	7	Jan. & July.	New York.	1890	....
1st Mortgage of 1869	200,000	7	" "	" "	1900	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1900	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds..	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	584,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1878	101½
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1891	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,600,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 164 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	New York.	1890	87
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	500,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons .	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons..	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)..	1,916,659	6	" "	NY.& Detroit.	1866	....
Bonds of Sept. 6, 1866	500,000	6	March & Sept.	New York.	1896	....
Sterling (Oakl. & Ottawa R. R.).	160,867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1880	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee .	800,000	8	Jan. & July.	New York.	1890	85½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1893	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1855	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	90
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98½
Loan of 1855	160,000	6	April & Oct.	"	1885	96½
Loan of 1868	1,000,000	6	March & Sept.	"	1883	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	91½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	89
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	83
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,074,000	7	Jan. & July.	"	1891	....
European & North American:						
B'gor L'n, 1st on 65 m. & 2d on 45 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B. to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort.	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort.	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort.	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	525,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnstown & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1880	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	986,000	7	May & Nov.	" "	1875	96½
Miss. River Bridge bonds	200,000	7	Jan. & July.	"	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1880	....
Gr. Rapids & Indiana (P.P.W.&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1897	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1909	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,225.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,810,264	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,856,050	4*	" "	"	....	....
Equipment Bonds £810,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	6*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,575,806	6*	—— & ——	"	1873	....
Mortgage Bonds	618,068	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	201,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4,666	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T. W. & W.):						
1st Mortgage (W. of Decatur)	667,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	94½
2d Mortgage (Gt. W. R. R. of 1859)	3,500,000	7	May & Nov.	"	1893	80

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1886	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1896	85
Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1900	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93
Mo. State Loan, 1855	1,500,000	6	" "	" "	1886	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,200	8	" "	" "	1875	....
Fifteen years' bonds	1,109,500	8	" "	" "	1885	94
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	97
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N. Y. Cen. & H. R.):						
1st Mortgage	280,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	107
3d Mortgage	180,000	7	May & Nov.	" "	1875	101
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	98
1st Mortgage (Consol)	1,089,000	7	April & Oct.	" "	1895	87½
Illinois Central:						
1st Mortgage Construction	3,000,000	7*	April & Oct.	New York.	1875	105
1st Mortgage Construction	332,000	6*	" "	" "	1876	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	83
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N. Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1886	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") 179 m.	1,566,000	7	June & Dec.	" "	1909	88½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1906	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'79	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J. M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1862	....
Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1906	....
2d Mortgage guaranteed	1,490,000	7	May & Nov.	" "	1880	....
Ionia & Lansing (D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,980,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	15,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1909	....
Ironton:						
1st Mortgage	150,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,486,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1866 for $500,000	100,000	8	March & Sept.	" "	1886	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	98
James'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	400,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	304,000	7	Jan. & July.	New York.	1897	....
2d Mort. (" ")	96,000	7	" "	" "	1888	....
1st Mort. (Oaybendale Sec. 28 m)	2,000,000	7	" "	" "	1899	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	3,107,000	7	April & Oct.	New York.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad. guar.	397,000	7	May & Nov.	" "	1892	....
2d Mortgage (Jeffersonville)	345,000	7	April & Oct.	" "	1875	....
Louisville Loan (Jefferson. R.R.)	74,000	6	" "	" "	1862	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1868	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1883	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg. & Gr. R. (L.S. & M.So.):						
1st Mort. assumed by lessees....	540,000	8	Jan. & July.	New York.	1868	95
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1886	104
Kalam. & Three Riv. (L.S. & M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1867	....
Kalam. & W. Pigeon (L.S. & M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1880	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	667,000	8	March & Sept.	N.Y. & Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	" "	1896	....
1st Mort. on Branch 34 m.....	800,000	7	May & Nov.	" "	1896	....
Land Gr. Mort. on 2,000,000 acres	818,000	7	March & Sept.	" "	'71-'76	....
1st M. on R.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M. on lands K. of 350th m. gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	" "	'96-'97	....
3d Mort. Income on 428 m.....	4,276,000	7	(after 5 years.)		1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov. & Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000 p m	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000 p m	7	" "	" "	1891	....
Keokuk and St. Paul (C.B. & Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
3d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel. & Pres. (C. & N.W.):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	800,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP & AR R 95 m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	92
S. Fund Bonds (L.S. & M.So 1,013 m)	2,000,000	7	" "	" "	1878	....
Consol. M. reg. (" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol. M. coup. (" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort. (M.S. & N.In. R.R. 521 m)	5,256,000	7	May & Nov.	" "	1885	101
2d Mort. (" " ")	2,663,000	7	" "	" "	1877	98
1st Mort. (Junc. R.R. 49 m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev. & Tol. R.R. 162 m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66 (" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buff. & E.R.R. 68 m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds (" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds (" ")	200,000	7	Jan. & July.	" "	1883	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort. (D.M. & Tol. R.R. 66 m.)	924,000	7	Feb. & Aug.	" "	1876	96
1st Mort. (Kal. & W.P. R.R. 37 m)	600,000	7	Jan. & July.	" "	1890	....
1st Mort. (Sch. & Three Riv. R.R.)	100,000	8	" "	" "	1887	....
1st Mort. (Kal. & Three Riv. R.R.)	100,000	8	" "	" "	1887	....
1st Mort. (Kal. A.I. & Gr. R. R.)	340,000	8	" "	" "	1888	96
1st Mort. (Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1864	....
Lake Superior & Mississippi:						
1st M. R. lands for 8 P. Ins. gold	1,000,000	7*	Jan. & July.	New York.	1899	....
Lawrence (D. T. W. & Ch.):						
1st Mortgage.....	300,000	7	Feb. & Aug.	Pittsburg.	1896	....
Leavenworth, Lawrence & Galveston:						
1st Mort. (Sec. 1, 1869	3,000,000	10	Jan. & July.	New York.	1899	92
Lehigh and Lackawanna:						
1st Mortgage (Sec. 1 to 4).....	600,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort. of 1868 (coup & reg.) free	3,343,000	6	June & Dec.	"	1898	94
1st Mort. of '70 (reg.) to $6,000,000	1,080,000	7	" "	"	1900	107
1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1888	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1860	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1899	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1869	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & Evansv. Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1876	....
1st Mortgage (Extension)	176,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1890	....
Louisville & Miss. Riv. (Ch. & Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1886	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv. Loan (" ")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'76	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	90,000	7	May & Nov.	" "	'80-'81	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1866..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.)..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort. (B. to P. & Ken.) exch. 7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C. & F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	89
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,484,528	7	" "	Baltimore.	1891	96
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June. & Dec.	Boston.	1878	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	80
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,357	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R. & 125,000 acres).	1,300,000	8	May & Nov.	New York.	1899	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1900	55
Memphis and St. Louis:						
1st Mort. (R.R. & 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July	Boston.	1899	108
Michigan Central:						
1st Mortgage, sterling conv.....	447,480	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	553,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	118
1st Mort. (Mich. Air Line R.R.)	1,000,000	8	Jan. & July.	Boston.	1900	108
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103
1st Mort. (Kal. & So. Haven R.R.)	640,000	8	May & Nov.	" "	1869	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	100
1st Mort. (Det., Hills. & Ind. R.R.)	1,080,000	8	June & Dec.	" "	1900	97
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1862	....
2d Mortgage.....	2,628,000	7	" "	" "	1882	96
Middletown, Unionville & W. Gap:						
1st Mortgage.....	625,000	7	Jan. & July.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	158,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	90
1st Mortgage (Minn. Cent)	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.).....	1,008.000	7	" "	" "	....	90
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	95
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,930	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	— & —	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	— & —	" "	1900	....
Arkansas State Loan	10,000pm	7	— & —	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	— & —	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1869	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Con'sol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870....	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (E.U.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000,000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Loan $1,500,000 end. by Co.	1,500,000	8	— & —	" "	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan & July.	New York.	1877	....
2d Mortgage, endorsed by Ala...	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	— & —	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st Mortgage .....gold (	5,470,000	8*	May & Nov.	New York.	1882	....
1st Mortgage.....Sterling (		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18 0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,812	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	103
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1960	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	98½
Muscatine (South-Western):						
1st Mortgage.....	336,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1893	....
1st Mortgage not endorsed.....	22,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	800,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Convrsn for $2,100,000st'rl'g gold		7	— & —	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	— & —	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1866.....	120,000	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1567	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1922	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1900	....
New Jersey (Pennsylvania):						
1st Loan.....	500.000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	1.0,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1899	75
1st Mortgage (Tom's Riv. Br.)..	120.000	6	Feb. & Aug.	" "	1890	..
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51.000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	3 0,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	250,000	7	April & Oct.	New York.	1888	....
New O., Baton Rouge & Vicksb'g						
1st Mortgage .....gold	12,500pm	8*	— & —	New York.	1910	....
2d Mort. endor. by Louis.....gold	12,500pm	8*	— & —	" "	1910	....
N. Orleans, Jackson & Gt. North						
1st Mortgage of July 1, 1859.gold	3,000,000	8*	Jan. & July.	Lond. & N Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870....gold	2,000,000	7*	— & —	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	— & —	" "	1890	....
New Orleans, Mobile and Texas						
1st Mortgage, sks fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, sks fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles....cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage ....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	..
New York Central:						
Debt Certif. & Premium Bonds.	5,936,628	6	May & Nov.	New York.	1883	93
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	103
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")N. Y.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	90,000	7	Jan. & July.	New York.	1883	....
New York & Flushing(P.&N.S.):						
1st Mortgage.....	135,000	7	— & —	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1891	....
Bonds of 1853, unsecured.....	108,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	— & —	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1904	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1890	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	— & —	Philadelphia.	1880	....
Norfolk County (R. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	296,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1923	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1893	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,600	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$5,000,000	7	Jan. & July.	New York.	1895	89
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	101½
Chattel Mortgage	380,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	95½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage	1,223,000	6	April & Oct.	"	1900	85½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1905	93½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	98
3d Mortgage (" ").	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	69,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1881	....
Equipment mortgage of 1868-'69	600,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	81½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	96½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	86
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	94½
Plain Bonds	485,000	6	April & Oct.	"	1876	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82½
3d Mort. " "	595,000	8	May & Nov.	Richmond.	1873	90
4th Mort. " "	674,000	8	March & Sept.	Alexandria.	1880	82½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	85
Va. State Loan	249,982	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1890	....
1st Mortgage.....gold	7,000,000	7*	Jan. & July.	" "	1890	102
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £607,800 at 4.85	3,889,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage .....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	109
2d Mort.	2,594,000	6	April & Oct.	"	1875	98½
2d M. etg.	2,282,840	6*	" "	London.	1875	....
Harrisb. to Pittsb.						
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	96
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1896	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	95½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	26,500	7	" "	" "	1868	....
Mortgage Bonds	255,500	8	" "	" "	'79-'95	....
Philadelphia and Baltimore Cent.						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89½
2d Mortgage	3,000,000	7	Jan. & July	"	1888	89½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	99½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	98½
Debenture Loan of 1870	2,025,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-46 & 49	1,521,000	6	" "	"	1880	90
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	98½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1880	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	100½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	103½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97½
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1889	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'81.	254,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1868	22,645	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1896	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1868	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. sky f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	6	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	900,000	8	Jan. & July.	Boston.	1890	98
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1871	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	77½
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	—— & ——	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,800	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,800	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st Mortgage, conv., S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund.	798,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	84
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&C.B.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	77
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	96
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,366,000	7	April & Oct.	New York.	1894	94
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv. ...gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.)						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,000,000	7	April & Oct.	" "	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York. " "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W. Line & L.)for$3,000,000	.....	7	—— & ——	New York.	....	....
2d M.(W. Line & L.)for $6,000,000	.....	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jun. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	238,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(D&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1908	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871, 46 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	—— & ——	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	—— & ——	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	—— & ——	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	—— & ——	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	—— & ——	New York.	1890	....
2d Mort. " " "	200,000	7	—— & ——	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	161,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va (A.M.& O.):						
1st Mort., consol. 1st pref.	551,000	6	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 3d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $23,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1850	....
South Western (Con. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	196,570	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	—— & ——	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1878	....
Sussex:						
1st Mortgage	200,000	6	—— & ——	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	—— & ——	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,826	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	900,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	94
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80
Equipment sinking fund	400,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	87
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	87
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1892	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	93
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	79½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	83
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1890	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	83
2d Mortgage	1,500,000	7	" "	"	1891	55
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	101
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	83½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	356,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1860	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa. & O."						....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	77
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	90
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome(R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	96½
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1868	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (R. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	81
2d Mortgage preferred	600,000	6	" "	"	1890	67
Bonds endorsed by Balt.	600,000	6	" "	"	1890	92½
Bonds (July 1, 1870) endor. by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	82
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	90½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,588	6	Jan. & July.	London.	1861	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	87½
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	96
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Cam	den and	A	mboy R. R.)			
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1866	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	84½
Mortgage Loan	2,000,000	6	" "	"	1897	95
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	980,000	6*	" "	"	1894	90
Convertible Loan	1,966,879	6	" "	"	1877	82½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	92
2d Mortgage	285,000	6	" "	" "	1876	90½
Boat Loan, sinking fund	226,965	7	" "	" "	1885	85½
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,761,218	6	March & Sept.	Philadelphia.	1872	78½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	78
Plain Bonds	171,254	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	85
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,680	7	— & —	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	70½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1879	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	96½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1884	....
Pennsylvania Coal:						
1st Mortgage	586,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	99
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1878	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,834,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad: Main Line.	Branch Lines.	Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	278	Albany and Susquehanna †...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	16,996,715	880,703	57,597	—	100	91
Jan. 31, 1871	122.0	—	37.9	112.0	55	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,861	—	50	....
Jun. 30, 1870	26.5	5.0	6.6	—	3	3	5	124	Androscoggin.....Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	500,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshire	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	106	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	13	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	252,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf †.....Georgia.	7,073,388	*	806,696	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1871	98.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina †.N.Carolina.	2,177,028	*	.....	.....	1,796,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	826	*Atlantic and Pacific* †.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio †....Md. & W. Va.	36,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	147½
Sept. 30, 1870	80.0	—	80.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	80.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,766	256,941	—	600,000	99,000	.....	.....	26?.0	54,310	.....	.....	103,863	16,744	1½	50	....
May 31, 1871	54.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	579	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	....
Dec. 31, 1870	14.0	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook Coal Co.)	12,500	5	100	....
Sept. 30, 1870	300.6	49.7	289.0	—	166	116	40	3,045	Boston and Albany.....Mass. & N. York.	21,938,629	*	2,154,630	1,701,178	19,413,200	1,764,520	484,370	4,132,256	288.9	.....	.....	10 mos.	5,785,967	863,186	10	100	148½
Sept. 30, 1870	41.5	1.5	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg.....Mass.	1,205,963	395,035	100,000	66,790	872,600	800,500	188,552	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	68
Mar. 31, 1871	93.5	—	9.6	....	16	20	16	373	Boston, Concord and Montreal.....N. H.	2,860,000	*	287,192	218,888	1,800,000	1,050,000	10,867	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie †.M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	2
Sept. 30, 1870	28.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,956	183,346	1,002,043	131,677	2,218,000	755,000	354,844	932,176	67.5	.....	.....	10 mos.	934,784	166,879	8	100	137
Sept. 30, 1870	74.2	8.8	64.3	—	46	30	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	149½
Sept. 30, 1870	51.8	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	147½
Jun. 30, 1871	142.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased	& operated by	Erie.)	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.....N. Y. & Penn.	1,866,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,507	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	.....	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Trunk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	90.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	....	31,934	1,843,617	392,178	54,456	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	260	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	104½
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operated	by Burlington &	Mo.River.)	.....	.....	—	100	42
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated	by Chicago, Burlington &	Quincy	.....	.....	—	100	....
Dec. 31, 1870	60.0	31.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	129
Dec. 31, 1870	25.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd. and Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.5	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,650	209,162	1,120,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	69½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.by	West Jersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	327,491	.....	.....	655,212	231,106	—	50	33
Sept. 30, 1870	34.5	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L. and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.by	Illinois Central.)	.....	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.by	Chic. and N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,100	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	112
Dec. 31, 1870	137.0	—	17.9	—	.....	.....	.....	.....	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	80
Dec 31, 1870	881.0	164.5	650	—	179	193	33	3,645	*Central Pacific of California*†..California.	125,350,966	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3 502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.8	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,950,217	*	167,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.0	—	0.8	—	.....	.....	.....	.....	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	200,000	10,000	.....	—	(Leased	& oper.by	Del. & Hud. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,767	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.8	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	.....	.....	.....	.....	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.and Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,623	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2,063,299	10	100	117
Apr 30, 1871	400.6	—	167.0	—	176	84	45	3,063	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,645	9,295,928	1,964,317	16,590,510	11,569,459	1,898,023	2,797,689	642.0	4,113,932	56,320,468	206,949,525	7,207,685	2,779,011	10	200	128

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	....	....	....	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*	.....	.....	1,590,525	3,000,000	.....	.....	....	(Recently brought into operation.)	.....	—	100	....
May 31, 1871	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich gan Central.)	.....	—	100	....
Nov. 30, 1870	861.0	416.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,867,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	....
July 31, 1870	220.0	146.0	37.5	106.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...h Carolina.	3,080,963	*	.....	.....	1,510,968	1,803,312	250,000	.....	197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased & oper by Tol. Wab. & Western	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000	.....	.....	.....	450,000	1,100,000	.....	.....	—	(Operated by Tol. Wabash & Western.	.....	—	100	....
Aug. 31, 1870	207.0	66.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,923,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	54
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	.....	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)	.....	7	50	106
Nov. 30, 1870	82.0	13.5	68.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	575,644	.....	.....	2,412,150	843,903	12	100	....
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,756	121,394	—	100	....
Dec. 31, 1870	80.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	.....	.....	20,000pm	20,000pm	.....	.....	—	(Operated by Mil. and St. Paul.)	.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	13	6	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	709	Houston and Texas Central ¶.....Texas.	6,000,000	*	.....	.....	2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,528,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	49	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	.....	.....	834,350	2,008,096	.....	.....	58.8	176,007	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	580.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,397,006	54,305,218	265,409,371	8,678,968	2,851,321	10	100	133½
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	.....	.....	.....	2,750,000	2,750,000	.....	.....	—	(Under construction on at $35,000 p.m.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	580	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)	.....	.....	.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*	.....	.....	7,685,497	7,891,500	1,756,517	.....	179.0	1,205,636	.....	.....	1,921,274	707,493	—	100	2½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	36	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	393,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	.....	.....	.....	1,450,000	3,150,000	.....	.....	114.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	.....	.....	.....	1,200,000	1,070,000	.....	.....	—	(Leased & oper. by Michigan Central.)	.....	—	100	....
Dec. 31, 1870	182.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	4,585,000	.....	.....	.....	4,625,000	2,000,000	.....	.....	....	(Leased & oper. by Ill. Cen.)	.....	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	276,668	47,000	12,800	29,992	129,560	32,000	16,531	187,379	13.0	.....	.....	.....	98,618	9,336	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	.....	.....	11.0	10,268	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	55.0	—	—	—	—	—	Ithaca and Athens .....New York.	268,388	.....	.....	.....	286,730	.....	.....	.....	....	(In course of construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	16	Ithaca and Cortland.....New York.	330,000	*	.....	.....	330,000	.....	.....	.....	....	(Recently completed.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	162	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,360	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	180.0	25.0	8.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	.....	326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	27.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased & oper. by Chicago & Alton.)	.....	7	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased & oper. by Michigan Central.)	.....	8	100	....
Jun. 30, 1870	96.4	28.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	.....	.....	3 027,450	2,033,000	1,061,965	.....	123.0	.....	.....	.....	261,277	26,713	—	10	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	180,250	800,000	.....	.....	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	....	....	....	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(Recently completed.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	68.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased & oper. by L. Sh. & Mich. So.)	.....	6	100	....
Dec. 31, 1870	32.0	—	1.5	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased & oper. by Michigan Central.)	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	.....	.....	2,776,000	5,776,500	.....	.....	....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	....	....	....	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	638.6	84.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	.....	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	.....	.....	112.0	(Oper. by bondholders.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,601	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1 335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	478.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S...N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	160,390,937	569,833,666	13,457,541	5,088,720	8	100	92½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction on at $33,000 p. m.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	186.0	12.0	6.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn.	9,500,009	*	.....	.....	5,000,000	4,500,000	.....	.....	—	(Opened for traffic Sept. 15, 1870.)	.....	.....	.....	.....	—	103	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	.....	.....	.....	260,250	360,000	5,000	.....	—	(Leased & oper. by Pbg. Ft. W. & Chi.)	.....	49,507	.....	.....	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	.....	85,418	.....	.....	2,649,250	2,856,030	316,115	85,418	—	100	....
Dec. 31, 1870	18.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	.....	.....	.....	375,100	300,000	40,000	.....	—	(Leased & oper. by Leh. Coal & Nav. Co.)	.....	.....	.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	96.5	109.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	.....	.....	18,150,400	5,588,000	414,417	.....	208.5	.....	13,207,248	39,686,988	5,938,167	2,320,760	10	50	120½
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis .....Missouri.	.....	.....	.....	.....	900,000	900,000	.....	.....	—	(Under constr. to be complt'd in 1871.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns—Is near completion.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	92.0	—	—	—	—	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be complet'd Jl. 70 m. in 1871.)	.....	.....	.....	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	915,658	.....	2,646,100	783,000	.....	.....	38 8	(Leased & oper. by Phila. & Read'g.)	.....	271,651	6½	100	94
Dec. 31, 1870	28.0	—	—	67.0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	—	22	43	9	344	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	61
Jun. 30, 1871	61.0	—	....	200.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	.....	.....	.....	15,000pm	16,000pm	.....	.....	—	(Leased to Chicago & Alton.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	93.5	77.0	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	164,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,694	948,748	221 845	—	100	....
Jun. 30, 1870	185.0	196.6	36.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,104,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,875,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	288.0	—	9.0	—	34	16	8	372	Louisville, New Albany & Chicago. Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	289.0	No returns of operations published.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind & Ill	364,170	—	1,846,904	1,666	2,061,100	—	161,923	—	10.0	(Recently opened 10 miles.)	.....	954	17	.....	—	100	....
Sept. 30, 1870	15.4	—	2.4	—	2	2	1	90	Lowell and Lawrence ... Massachusetts	352,885	30,250	.....	46,153	300,000	67,700	11,629	99,056	—	(Leased & oper. by Boston & Lowell.)	.....	.....	.....	.....	6	100	....

									Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	—	—	—	—	(Leased & oper. by Summit Branch.)	.....	.....	.....	.....	—	50	....
																		55.0	Operated by Georgia.)			59,410	7,849	—	100	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000					600,000				—	(Leased & oper. by Shamokin Branch.)								
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000					1,631,900	770,000			35.0	(Operated by Georgia.)		59,410	7,849	—	100	....			
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	150	Macon and Brunswick	Georgia.	6,422,616	539,956	124,858	222,040		2,334,118	3,900,000	85,172	90,175	195.0	348,922		428,429	148,063	—	100	....			
Dec. 31, 1870	102.5	—	11.5	—	17	10	7	237	Macon and Western	Georgia.						2,600,000	150,000		195,862	166.0	292,258		692,585	251,273	10	100	....			
Nov. 30, 1870	44.7	—	35.6	—					Mahanoy and Shamokin	Penn.	3,420,045		106,897			3,483,300	44,511	12,367		180.8	(Leased & oper. by Phila.& Reading.)					50	....			
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	•	1,972,027	351,445		3,400,500	2,895,320	149,349		123.8	229,572	6,581,531	5,539,891	590,039	157,870	100	....			
Mar. 31, 1870	22.4	—	4.1	—					Manchester and Lawrence	N.H.& Mass.	1,000,000	•	72,124	46,593		1,000,000	20,000	7,017	91,699	26.0	76,227	1,716,229	942,664	196,610	102,629	10	100	147½		
Mar. 31, 1871	19.0	—	1.3	—					Manchester and North Weare	N. Hamp.	600,000					200,000				—	(Owned & oper. by Concord.)						100	....		
Sept. 30, 1870	22.1	—	0.6	—					Mansfield and Framingham	Mass.	638,185		13,000	1,452		258,000	300,000	98,855		—	(Leased & oper. by Bos., Clin. & Fitch.)						100	....		
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	•	1,095,040			13,963,978	8,324,528	1,320,182		276.8	1,629,000			1,420,346	78,187	—	50	....			
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	339	Marquette and Ontonagon	Michigan.	2,650,000	•				2,500,000	150,000			40.0	166,280		11,093,783	745,291	326,760	...	100	104‡		
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	•				500,000	1,000,000			54.0	(Recently compl. n statem't of oper.)						100	....		
Dec. 31, 1870	—	—	—	100.0					Massachusetts Central	Mass.						3,000,000				—	(Under construction.)						100	....		
Jun. 30, 1870	—	—	—	—					Memphis and Charles.	Tenn., Miss. & Ala.	8,752,559	•	386,008	771,054		5,312,725	4,157,387	469,855	70,995	328.0	801,661		1,417,441	522,919		100	....			
Jun. 30, 1871	272.0	19.0	20.0	—	46	25	11	731	Memphis, Clarksv. and Louisv. ¶	Tenn.	(No balance sheet furnished. In hands of Sands of State Receiver.)						2,350,000			82.6	299,091		408,525	464		100	....			
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis and Little Rock	Arkansas.		•				1,074,268	2,528,000	590,810		84.0			180,477	23,730		100	....			
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	98	Memphis and Ohio ¶	Tennessee.	3,750,000	•				20,000p.m	20,000p.m			130.3	457,576	3,638,132		790,689	198,840	—	100	....			
Dec. 31, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and St. Louis	Ark. & Mo.	40,000p.m	•				800,000	250,000	424,500		—	(Under construction & now partly open.)						100	....		
Mar. 31, 1871	—	—	—	220.0					Merrimac and Conn. Rivers	New Hamp.	(Recently sold by bonders.)									27.0			77,961	30,935		100	....			
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Michigan Central	Mich., Ind. & Ill.	16,724,868	•	3,798,974	527,629		14,665,848	5,224,989	306,143	894,521	329.3	3,204,774		4,978,070	1,439,866	10	100	114‡			
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Lake Shore	Michigan.	832,089	•				41,048	850,000			56.5	(Commenced operations Aug 29, 1870.)						100	....		
Dec. 31, 1870	56.5	—	2.9	—					Middleboro' and Taunton	Mass.	159,819	•	1,697	11,343		149,092		253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....		
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middletown and Crawford	New York.	18,688					84,537		10,151		—	(In progress. Lease to N. Y. & Oswego at 7 p.c.)						100	....		
Sept. 30, 1870	—	—	—	13.0					Middletown, Union and Water Gap	N.Y.	351,883					110,050	225,000	56,350		13.0	27,720	331,102	137,282	46,806	14,762	—	100	....		
Sept. 30, 1870	13.0	—	0.5	—					Midland Pacific	Nebraska.	2,300,000	140,000	160,000			1,500,000	1,100,000			—	(Road operated by contr'ct'rs.)						100	....		
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Mifflin and Centre County	Penn.	254,115					65,426	118,500			—	(Leased & oper. by Pennsyl.)						25	....		
Dec. 31, 1870	12.5	—	2.3	—					Mill Creek and Mine Hill	Penn.	333,375					323,375				3.8	(Leased & oper. by Phila.& Reading.)					10	50	....		
Nov. 30, 1870	33.8	—	13.0	—					Millstone and New Brunswick	N. Jersey.	113,404					95,700		17,654		6.6			15,239	5,007	6	100	....			
Dec. 31, 1870	6.6	—	—	—					Milwaukee and St. Paul	Wisconsin.	38,623,680	•	1,514,750	1,076,259		21,847,981	17,205,573	896,044	265,091	950.0	3,760,174	42,918,671	151,428,572	7,421,061	2,767,787	7	100	83‡		
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,963	Mine Hill and Schuylkill Haven	Penn.	3,814,957					3,856,450				—	(Leased & oper. by Phila.& Reading.)					74	50	109		
Nov. 30, 1870	28.3	9.2	96.4	—					Mineral Point	Wisconsin.	1,520,000	•				1,200,000	320,000			41.8			106,394			100	....			
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Minnesota and North Western	Minn.		•				20,000p.m	20,000p.m			—	(Under construction.)						100	....		
Dec. 31, 1870	—	—	—	140.0	—	—	—	—	Mississippi Central	Miss. & Tenn.							4,657,980			237.0	(Oper. by S. R.R. association.)		1,268,961	Loss.			100	....		
Jun. 30, 1870	237.0	—	18.0	—	41	24	11	477	Mississippi River	Tennessee.						1,200,000	17,000p.m			—	(Under construction.)						100	....		
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.							20,000p.m			—	(Under construction.)						100	....		
Dec. 31, 1870	....	....	....	300.0					Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	•				10,007,500	7,750,000			—	(Under construction.)						100	....		
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	•				4,000,000	6,400,000			160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....			
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	*Mobile and Girard*	Alabama.	1,982,769	•		74,701		1,278,272	610,000	169,197		87.0	100,735			197,407	47,141	—	100	....			
May 31, 1871	87.0	—	6.8	141.0	6	4	2	64	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	•	295,492	108,683		4,371,858	10,083,643	760,369	6,137,181	495.5	1,196,630			2,015,287	759,758	—	100	....			
Dec. 31, 1870	472.0	22.5	38.8	—	102	33	10	857	Montgomery and Erie	New York.	288,565					150,315	177,000	4,550		—	(Operated by Erie.)		42,298	14,366		100	....			
Sept. 30, 1870	10.3	—	0.7	—					Montgomery and Eufaula	Alabama.	1,198,930	•	23,600	91,232		464,950	502,000	328,521	18,291	40.0	41,841	625,921		66,211	13,915	—	100	....			
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Morgans', Louisiana & Texas	Louisiana.	(Owned by Charles Morgan of New York who bought it for $2,500,000.)					11,900,950	12,184,000	12,205		85.0							100	....		
Dec. 31, 1870	80.2	8.0	14.0	—	14	10	8	229	Morris and Essex	New Jersey	24,105,156	•				720,000			144,453	124.0	(Leas. by Del. Lac. & Wstn.)		2,858,453	957,521	7	100	92‡			
Dec. 31, 1870	84.0	34.0	57.0	—					Nashua and Lowell	N. Hamp. & Mass.	737,706	•	57,982	68,675		1,963,539	1,984,000	2,226,333		43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	....		
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	380	Nashville and Chattanooga ¶	Tennessee.	2,200,128	•	2,469,797	313,662		1,511,684	3,376,167	470,323	608,806	173.0	984,119			1,378,505	598,827	—	100	....			
Jun. 30, 1870	151.0	23.0	10.2	—	48	18	7	676	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	•	1,573,144	122,284						132.5	373,722			463,352	164,848	—	100	....			
Sept. 30, 1870	120.0	12.5	8.6	—	22	9	3	164	Nashville and Northwestern ¶	Tenn. & Ky.										—	(Leas. & oper. by N. & C.) 10m.		416,690	loss.			100	....		
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Naugatuck	Connecticut.	2,041,452	•	99,955	106,993		1,864,400	120,500	86,768	176,732	62.5	234,481			615,562	205,701	15	100	92‡			
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	280	Nesquehoning Valley	Pennsylvania.	1,004,624					1,000,000				—	(Leas. b oper. by L. Coal & Nav. Co.)					10	50	112		
Dec. 31, 1870	18.0	1.0	2.7	—					Newark and New York	New Jersey.	2,279,793			23,824		977,400	600,000	726,217		—	(Leased & oper. by Central of N. Jer.)					—	100	....		
Dec. 31, 1870	—	—	—	—					Newark, Somerset and Straitsville	Ohio.	1,200,000	•				500,000	800,000			—	(Will be compl. in Aug.1871.)					—	100	....		
Dec. 31, 1870	8.0	—	8.0	—					New Bedford and Taunton	Mass.	500,000	•	296,578			500,000	172,500		124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....		
Dec. 31, 1870	23.0	—	1.9	19.0	—	—	—	—	New Jersey Southern	New Jersey.	5,500,000	•	967,000			605,000	93,300	2,000		—	(Leas. & oper. by Ft.W.& Chicago.)					10	100	....		
Sept. 30, 1870	20.1	1.8	1.4	—	8	13	8	91	New Jersey West Line	New Jersey.	730,249					400,000	150,000	35,000		—	(Oper. by N.Hav'n & New York.)					—	100	....		
Nov. 30, 1870	14.9	—	2.6	—					Newcastle and Beaver Valley	Penn.	585,000					850,000	2,200,000			—	(Under construction.)					—	100	....		
Dec. 31, 1870	13.3	—	0.6	—					New Haven and Derby	Conn.						1,800,000	1,400,000	186,205		99.0	240,535		(9 mos.	372,871	120,290		100	....			
Apl. 30, 1871	22.0	—	1.0	74.0	11	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	2,897,092	483,115				7,295,200	850,000			—	(Oper.in cons. with Camd. & Amboy.)					10	100	132‡		
Sept. 31, 1870	33.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	8,955,994	•	140,264			4,000,000	2,120,000	654,259		92.8				295,823	118,536		100	....			
Dec. 31, 1870	33.9	—	41.2	—					New Jersey	New Jersey.	5,500,000	•	967,000			3,000,000	3,000,000			—	(Under construction.)						100	....		
Dec. 31, 1870	773.8	12.0	8.5	—	17	42	5	161	New Jersey Southern	New Jersey.						1,003,500	651,500	72,500		100.0	287,024		(10 mos.	375,766	55,494	4	100	....			
Dec. 31, 1870	—	—	—	66.0					New Jersey West Line	New Jersey.	1,485,223	•	22,116	220,161		4,200,000	4,500,000	1,000,000		206.0				1,694,000			100	....		
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.										—	(Under construction.)						100	....		
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	L. & M.	10,740,000	•								—	(Under construction.)						100	....		
Apl. 30, 1870	228.0	—	....	445.0	—	—	—	—	N. O. Mobile and Texas	Ala. & Nash.						5,000,000				—	(Under construction.)						100	....		
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.						3,000,000	3,000,000			—	(Under construction.)						100	....		
Sept. 30, 1870	—	—	—	68.0					New York and Boston	New York.						89,428,330	13,681,807			842.2	11,429,877	321,365,963	169,057,777	22,363,320	8,296,240	8	100	94‡		
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	43,130,462	11,635,222				8,600,000	5,072,840	645,500		132.9	887,941	25,532,856	19,602,827	2,709,077	997,389	8	100	118		
Sept. 30, 1870	130.7	2.2	45.5	—	41	31	36	722	New York and Harlem	New York.	12,214,674	1,600,017				221,700	141,500	33,400		5.1	10,800	38,100	17,375	6,845	loss.	—	100	....			
Sept. 30, 1870	5.1	—	—	80.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	•				7,500,000	1,061,500	229,665	1,037,013	62.3				2,313,969	1,063,342	10	100	145		
Sept. 30, 1870	62.3	—	67.0	—	36	30	18	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406		4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....			
Mar. 30, 1870	62.3	—	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946			1,887,400	965,000		47,791	67.5	338,659			746,089	285,334	7	100	....			
Sept. 30, 1870	138.0	66.5	9.5	—	18	19	6	198	N. Y., Providence and Boston	C. & R. I.	2,568,000	•	580,650	111,567		1,000,000				—	(Leas. & oper. by N. Y. Cen. & H.Riv'r.)					6	100	....		
Aug. 31, 1870	62.5	—	4.8	—					Niagara Bridge and Canandaigua	N.York.	1,000,000					500,000	500,000	18,042		38.0				38,452	17,678		100	....		
Sept. 30, 1870	99.0	—	4.9	—					Niles and New Lisbon	Ohio.	568,044	•	500,000			4,000,000	653,413	292,030	783,241	223.0				744,761	288,189	6	100	....		
Jun. 30, 1870	38.0	—	2.5	15.0	—	—	—	—	North Carolina ¶	North Carolina.	4,947,746	•	320,200	360,738		1,009,950	1,243,965	39,569	4,813	102.0	250,404			321,552	90,804	—	100	....			
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North-Eastern ¶	South Carolina.	2,148,131	•	24,990	42,516						72.0							100	....		
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North Louisiana and Texas	La.						7,500,000	13,000,000			424.3							100	....		
Jun. 30, 1870	72.0	—	3.0	119.0	—	—	—	—	North Missouri ¶	Missouri.	20,500,000					3,150,000	3,862,887	90,000		—				2,615,800			100	....		
Feb. 28, 1871	284.7	126.0	21.2	—	81	49	17	1,146	North Pennsylvania	Pennsylvania.	6,179,548	1,079,316	1,180,775			5,000,000	8,217,000	2,035,404	995,513	24.7	595,303			1,355,509	590,726		50	99		
Oct. 31, 1870	55.6	19.1	23.4	—	37	22	18	613	Northern Central ¶	Md. and Penn.	11,080,648	3,016,449		1,429,319		3,068,400	115,000	138,426	258,792	317.0	2,541,535	27,334,821	151,521,712	2,816,662	1,271,962	6	50	77		
Dec. 31, 1870	138.0	4.0	123.0	—	124	67	32	4,142	Northern New Hampshire	New Hamp.	3,068,400	•	185,253	357,145		1,000,000	400,000			82.6	444,771	6,435,927	21,337,261	680,628	256,272	8	100	114‡		
Mar. 31, 1870	68.2	13.4	16.5	—	24	15	5	500	Northern New Jersey	N. J. and N. Y.	527,452	•	850,000			10,000,000	80,000p.m			—	(Leased & oper. by Erie.)			80,000		8	100	....		
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	82	Northern Pacific	Minn., Dak. &c.						2,364,400	776,000	14,888	541,439	—	(Under construction.)						100	....		
Aug. 31, 1871	243.0	—	....	1739.0	—	—	—	—	Norwich and Worcester ¶	Conn. & Mass.	2,466,983	142,711	925,242	157,787		5,051,800	529,800	101,464	271,239	66.4	(10 mos.	5,909,914	9,812,721	614,200	191,842	10	100	116‡		
Sept. 30, 1870	59.4	7.0	12.8	—	11	20	—	642	Ogdensburg and Lake Champlain	N. Y.	2,977,000	500,000	88,779	238,524		1,061,800	529,800	101,464	271,239	122.0	(Leas. & oper. by V. Central.)					6	100	87		
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,607	2,664,988	3,421,774	285,191		24,196,604	6,534,850	493,106		303.0		32,908,901	88,164,054	8,188,187	1,087,414	—	100	45‡		
Sept. 30, 1870	84.0	53.0	11.7	—	27	44	28	1,330	Oil Creek and Allegheny River	Penn.	7,166,836	960,160				4,259,450	3,170,000			98.5	660,381			2,718,702	1,422,833	10	50	97‡		
Dec. 31, 1870	98.0	3.5	49.3	—	31	17	5	294	Old Colony and Newport	Massachusetts	7,202,162	676,516	231,240	253,660		4,969,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,808	7,461,065	1,276,845	474,712	6	100	104		
Dec. 31, 1870	72.5	70.2	43.2	—	23	13	12	399	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	600,000	1,571,282	141,013		2,692,540	5,340,676	574,313		292.6	858,228	8,827,760	13,430,798	939,680	369,877	—	100	....		
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Oswego and Syracuse	New York.	1,641,812	•				793,400	201,000			43.0	130,135	3,709,860	6,608,247	349,635	85,869	8	100	....		
Sept. 30, 1870	43.8	4.6	31.0	—	10	10	4	168																								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "$."

Years ending	Companies.	Railroad. Main Line.	Branch Line.	Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. H. M. E.	Cars. Freight.
		M.	M	M.	M				
Apl. 31, 1871	Owensboro and Russellville...Kentucky.	21.0	—	1.0	61.0	2	1	1	10
Feb. 28, 1870	*Pacific* $.....Missouri.	283 5	—	39.5	—	97	60	23	1,130
Dec. 31, 1870	Padu ah and Gulf.....Kentucky.	63.5	—	2.5	—	6	5	2	50
Sept. 30, 1870	Panama.....New Granada.	47.0	—	6.0	—	15	23	—	131
Sept. 30, 1870	Paterson and Hudson.....New Jersey.	14.5	—	16.2	—	—	—	—	—
Sept. 30, 1870	Paterson and Newark.....New Jersey.	12.0	—	12.0	—	—	—	—	—
Sept. 30, 1870	Paterson and Ramapo.....New Jersey.	15.1	—	2.3	—	—	—	—	—
Dec. 31, 1870	Pekin, Lincoln and Decatur.....Illinois.	20.0	—	—	45.0	—	—	—	—
Dec. 31, 1870	Pemberton and Hightstown....N. Jersey.	22.0	—	1.9	—	—	—	—	—
Dec. 31, 1870	Pemberton and New York...New Jersey.	16.0	—	1.8	—	—	—	—	—
Dec. 31, 1870	Pennsylvania.....Pennsylvania.	354.9	48.2	504.3	—	6*2	235	96	7,365
Dec. 31, 1870	Pennsylvania Coal.....Pennsylvania.	47.0	—	64.0	—	23	3	—	1,168
Nov. 30, 1870	Pennsylvania and N. York..N.Y. & Penn.	105.0	1.0	21.6	—	2	2	—	268
Dec. 31, 1870	Peoria and Bureau Valley.....Illinois.	44.0	—	7.9	—	—	—	—	—
Dec. 31, 1870	Peoria, Pekin and Jacksonville...Illinois.	53.0	—	8.5	—	10	5	4	152
Jun. 30, 1871	Peoria and Rock Island.....Illinois.	80.0	—	4.2	—	...	...	...	...
Dec. 31, 1870	Perth Amboy and Woodbridge..N. Jersey.	6.5	—	—	—	—	—	—	—
Dec. 31, 1870	Petersburg $.....Virginia.	61.0	21.8	6.2	—	14	6	3	96
Oct. 31, 1870	Philadelphia and Balt. Cent. Penn. & Md.	46.0	—	5.5	—	8	7	2	67
Dec. 31, 1870	Philadelphia and Erie $.....Pennsylvania.	287.6	—	93.5	—	120	34	17	2,144
Oct. 31, 1870	Philadelphia and Reading..Pennsylvania.	17.1	3.1	25.4	—	24	46	11	167
Nov. 30, 1870	Philadelphia, Germantown and Norristown..Pa.	98.4	65.0	301.5	42.1	154	145	*	1139
Dec. 31, 1870	Philadelphia and Reading..Pennsylvania.	36.6	—	36.2	—	—	—	—	—
Oct. 31, 1870	Philadelphia and Trenton..Pennsylvania.	95.9	3.8	107.5	—	69	151	*	1,602
Dec. 31, 1870	Philadelphia, Wilm. and Baltimore..Penn.	108.0	7.5	24.9	—	89	30	17	1,524
Oct. 31, 1870	Pitt, Cin. & St. Louis..Pa. & W. Va. Ohio.	50.0	—	20.3	90.0	21	22	4	168
Dec. 31, 1870	Pittsburg and Connellsville $.....Penn.	468.3	—	150.3	—	222	95	54	4,000
Sept. 30, 1870	Pittsburg, Ft. W. and Chic..P., C., I. & [illegible]	19.0	—	17.1	—	—	—	—	—
Oct. 31, 1870	Pittsfield and North Adams.....Mass.	45.0	—	1.4	67.5	8	6	3	117
Dec. 31, 1870	Port Huron and Lake Michigan.....Mich.	62.0	9.5	7.0	—	20	22	13	270
Dec. 31, 1870	Portland and Kennebec.....Maine.	27.5	—	2.1	—	4	2	1	27
Dec. 31, 1870	Portland and Oxford Central.....Maine.	51.3	—	5.8	—	17	—	7	167
May 31, 1871	Portland, Saco and Portsmouth....Maine.	30.0	—	—	90.0	—	—	—	—
Mar. 31, 1870	Port Royal.....South Carolina.	28.0	—	2.0	—	3	3	2	56
Sept. 30, 1870	Portsmouth, Gt. Falls and Conway..N. H.	30.8	—	—	25.4	1	—	—	25
Nov. 30, 1870	Poughkeepsie and Eastern....New York.	15.0	—	0.6	—	4	6	2	11
Sept. 30, 1870	Providence, Warren and Bristol..R. I. & M.	43.4	1.0	31.9	—	21	24	6	622
Jun. 30, 1871	Providence and Worcester..R. I. & Mass.	40.0	—	—	—	—	—	—	—
May 31, 1870	Quincy and Warsaw.....Illinois.	27.0	—	7.0	—	12	11	4	92
Nov. 30, 1870	Raleigh and Gaston $.....North Carolina.	40.0	8.0	4.5	—	8	7	1	37
Sept. 30, 1870	Reading and Columbia.....Pennsylvania.	71.0	110.0	32.0	—	36	63	16	825
Sept. 30, 1870	Rensselaer and Saratoga.....N. Y. & Vt.	140.5	1.5	11.2	—	25	17	8	225
Sept. 30, 1870	Richmond and Danville $.....Virginia.	75.5	—	5.0	10.0	14	15	17	98
Sept. 30, 1870	Richmond, Frederick and Potomac $..Va.	22.1	2.8	3.9	—	7	10	3	135
Sept. 30, 1870	Richmond and Petersburg $.....Virginia.	38.8	—	2.2	26.0	8	8	2	47
Sept. 30, 1870	Richmond and York River $.....Virginia.	22.0	—	0.6	31.0	—	—	—	—
Sept. 30, 1870	Roanoke Valley.....Va. & N. Carolina.	18.5	—	1.3	—	—	—	—	—
Sept. 30, 1870	Rochester and Genesee Valley..N. York.	20.0	—	1.2	—	3	1	1	26
Jun. 30, 1870	Rome.....Georgia.	141.1	46.5	23.4	—	39	29	13	604
Sept. 30, 1870	Rome, Watertown and Ogdensburg..N. Y.	38.0	—	1.0	57.0	5	3	1	25
Sept. 30, 1870	Rondout and Oswego.....New York.	120.0	—	23.9	—	42	34	14	1,100
Dec. 31, 1870	Rutland.....Vermont.	22.0	—	6.5	—	6	3	4	171
Dec. 31, 1870	St. Croix and Penobscot.....Maine.	112.0	—	—	150.0	...	...	...	...
Dec. 31, 1870	St. Joseph and Denver City.....Kansas.	175.0	84.0	22.1	—	...	...	...	...
Dec. 31, 1870	St. Louis, Alton and Terre Haute..Illinois.	—	—	—	200.0	2	—	—	—
Dec. 31, 1870	St. Louis, Council B. & Omaha..Mo.& Io.	196.0	15.0	28.0	—	46	24	11	667
Dec. 31, 1870	*St. Louis and Iron Mountain* $...Missouri.	151.0	—	15.1	—	—	—	—	—
Dec. 31, 1870	St. Louis, Jacksonville and Chicago...Ill.	91.0	—	—	109.0	13	8	7	250
Dec. 31, 1870	St. Louis and South Eastern.....Illinois.	72.2	—	2.0	—	—	—	—	—
Dec. 31, 1870	St. Louis and St Joseph.....Mo.	158.9	—	—	—	17	10	4	316
Jun. 30, 1871	St. Paul and Chicago.....Minn.	98.0	—	—	86.0	—	—	—	—
Dec. 31, 1870	*St. Paul and Pacific* (1st Div.).Minnesota.	134.0	76.0	6.6	140.0	16	12	4	300
Dec. 31, 1870	St. Paul and Sioux City.....Minn.	171.5	—	8.9	75.0	12	6	4	154
Dec. 31, 1870	Salem.....New Jersey.	16.6	—	—	—	2	1	—	12
Sept. 30, 1870	Salem and Lowell.....Massachusetts.	14.5	—	2.0	—	—	—	—	—
Dec. 31, 1870	Sandusky, Mansfield and Newark..Ohio.	124.2	—	16.0	—	14	18	19	287
Sept. 30, 1870	Saratoga and Schenectady....New York.	21.0	—	1.6	—	—	—	—	—
Dec. 31, 1870	Savannah & Charleston.....S. Car. & Ga.	104.0	—	4.5	—	10	10	4	58
Dec. 31, 1870	Sav., Griffin & North Alabama..Ga.& Ala.	44.0	—	2.0	100.0	—	—	—	—
Dec. 31, 1870	Savannah and Memphis.....Alabama.	20.0	—	1.0	215.0	1	—	—	14
Dec. 31, 1870	Schuylkill Valley.....Pennsylvania.	11.0	—	3.0	—	—	—	—	—

Abstract of General Balance Sheet.

Years ending	Companies.	Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.
		$	$	$	$	$	$	$	$
Apl. 31, 1871	Owensboro and Russellville...Kentucky.	400,000	*			450,000	200,000		
Feb. 28, 1870	*Pacific* $.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413	
Dec. 31, 1870	Padu ah and Gulf.....Kentucky.	1,333,500	110,000	28,700					
Sept. 30, 1870	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,734,136		
Sept. 30, 1870	Paterson and Hudson.....New Jersey.	630,000				630,000			
Sept. 30, 1870	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,600		
Sept. 30, 1870	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000		
Dec. 31, 1870	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com pleted.)			1,500,000	1,000,000		
Dec. 31, 1870	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542	
Dec. 31, 1870	Pemberton and New York...New Jersey.	875,000				500,000	375,000		
Dec. 31, 1870	Pennsylvania.....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392
Nov. 30, 1870	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	176,000	
Dec. 31, 1870	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000		
Dec. 31, 1870	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000		
Jun. 30, 1871	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000		
Dec. 31, 1870	Peoria and Rock Island.....Illinois.	4,300,000				2,000,000	2,000,000		
Dec. 31, 1870	Perth Amboy and Woodbridge..N. Jersey.	214,581				57,200	100,000	57,381	
Dec. 31, 1870	Petersburg $.....Virginia.	1,550,156	*		62,680	1,324,200	295,094	93,442	
Dec. 31, 1870	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,690	
Dec. 31, 1870	Philadelphia and Erie $.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565	
Oct. 31, 1870	Philadelphia and Reading..Pennsylvania.	1,139,079	362,964			1,626,250	55,900		
Nov. 30, 1870	Philadelphia, Germantown and Norristown..Pa.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024
Dec. 31, 1870	Philadelphia and Reading..Pennsylvania.	1,497,804				1,259,100			
Oct. 31, 1870	Philadelphia and Trenton..Pennsylvania.	10,692,178	*	1,507,869	677,153	9,562,650	2,359,500	630,471	434,578
Dec. 31, 1870	Philadelphia, Wilm. and Baltimore..Penn.	10,692,178	*			5,424,350	10,027,990	99,030	
Oct. 31, 1870	Pitt, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429			6,404,300	5,500,000	818,538	
Dec. 31, 1870	Pittsburg and Connellsville $.....Penn.	4,621,737	409,251	3,428,055		1,794,576	12,598,000	609,565	
Sept. 30, 1870	Pittsburg, Ft. W. and Chic..P., C., I. & [illegible]	24,894,193	*			1,626,250	55,900		
Oct. 31, 1870	Pittsfield and North Adams.....Mass.	443,678				19,714,285	13,663,000	18,230	
Dec. 31, 1870	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	450,000			
Dec. 31, 1870	Portland and Kennebec.....Maine.	2,871,264	*			44,100	505,000	76,319	
Dec. 31, 1870	Portland and Oxford Central.....Maine.	550,000	*			993,100	1,222,848	268,519	
Dec. 31, 1870	Portland, Saco and Portsmouth....Maine.	1,359,836	*			250,000	250,000	50,000	
May 31, 1871	Port Royal.....South Carolina.	1,200,000	*	585,069	79,576	1,500,000			
Mar. 31, 1870	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*	4,300,000		3,000,000	2,500,000		
Sept. 30, 1870	Poughkeepsie and Eastern....New York.	629,198	*			170,000	200,000		
Nov. 30, 1870	Providence, Warren and Bristol..R. I. & M.	704,336	*			483,874	10,000	176,302	
Sept. 30, 1870	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698
Jun. 30, 1871	Quincy and Warsaw.....Illinois.	1,400,000	*			437,917	55,000	16,500	
May 31, 1870	Raleigh and Gaston $.....North Carolina.	1,500,000	*	205,500	109,007	600,000	800,000		
Nov. 30, 1870	Reading and Columbia.....Pennsylvania.	2,022,541	220,553			1,500,000	50,000	74,414	190,093
Sept. 30, 1870	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	886,084	737,841	507,268	1,000,000	1,056,405	
Sept. 30, 1870	Richmond and Danville $.....Virginia.	6,931,704	*	1,927,035	89,741	6,000,000	1,689,750		2,035,072
Sept. 30, 1870	Richmond, Frederick and Potomac $..Va.	2,303,424	*	97,618	122,548	4,000,000	2,680,000	285,392	1,782,488
Sept. 30, 1870	Richmond and Petersburg $.....Virginia.	1,188,215	*	86,082	21,433	1,464,128	466,605	34,949	557,817
Sept. 30, 1870	Richmond and York River $.....Virginia.	1,440,321	*			847,100	326,296	89,036	32,698
Sept. 30, 1870	Roanoke Valley.....Va. & N. Carolina.	482,612	*			650,000	712,173	78,146	
Sept. 30, 1870	Rochester and Genesee Valley..N. York.	656,026	*			427,402			
Jun. 30, 1871	Rome.....Georgia.	235,235	*			557,560	70,000		
Sept. 30, 1870	Rome, Watertown and Ogdensburg..N. Y.	4,000,000	*	399,953		250,844			
Sept. 30, 1870	Rondout and Oswego.....New York.	1,106,473	*			2,997,800	1,777,900	334	
Sept. 30, 1870	Rutland.....Vermont.	8,000,000	*			1,256,936	12,000	7,602	
Dec. 31, 1870	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	7,000,000	1,000,000		
Dec. 31, 1870	St. Joseph and Denver City.....Kansas.					100,000	242,700	4,000	
Dec. 31, 1870	St. Louis, Alton and Terre Haute..Illinois.	10,700,000	*			10,000,000	6,000,000		
Dec. 31, 1870	St. Louis, Council B. & Omaha..Mo.& Io.		*			4,340,000	6,700,000		
Dec. 31, 1870	*St. Louis and Iron Mountain* $...Missouri.	8,301,927	1,443,444	299,173	109,070	6,000,000	3,200,000		
Dec. 31, 1870	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			10,000,000	4,000,000		
Dec. 31, 1870	St. Louis and South Eastern.....Illinois.					2,223,850	2,725,000		
Dec. 31, 1870	St. Louis and St Joseph.....Mo.	2,000,000				7,250,000	3,250,000		
Dec. 31, 1870	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,000,000	1,000,000		
Jun. 30, 1871	St. Paul and Chicago.....Minn.					1,500,000	4,500,000		
Dec. 31, 1870	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030				2,000,000	3,000,000		
Dec. 31, 1870	St. Paul and Sioux City.....Minn.	4,347,817	*				11,020,000		
Dec. 31, 1870	Salem.....New Jersey.	278,328	*			2,400,000	1,600,000	367,536	
Sept. 30, 1870	Salem and Lowell.....Massachusetts.	551,985	*			180,550	100,000		
Dec. 31, 1870	Sandusky, Mansfield and Newark..Ohio.	3,218,100	*		2,524	243,306	326,900	1,287	82,596
Sept. 30, 1870	Saratoga and Schenectady....New York.	484,684				910,350	2,307,000		
Dec. 31, 1870	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*			300,000	40,000		
Dec. 31, 1870	Sav., Griffin & North Alabama..Ga.& Ala.	499,128		25,479	179,048	997,100	1,157,245	40,267	15,632
Dec. 31, 1870	Savannah and Memphis.....Alabama.		*		65,882	449,588		140,901	
Dec. 31, 1870	Schuylkill Valley.....Pennsylvania.	676,050				576,050	820,000		

Years ending	Companies.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
		M.	M.	Number.	Tons.	$	$	pc.	$	p.
Apl. 31, 1871	Owensboro and Russellville...Kentucky.	....	(Under	construction.)					100	....
Feb. 28, 1870	*Pacific* $.....Missouri.	355.0	2,213,115	.....	.....	3,560,230	945,389	—	100	....
Dec. 31, 1870	Padu ah and Gulf.....Kentucky.	63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	Panama.....New Granada.	47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	Paterson and Hudson.....New Jersey.	—	(Leased	and oper. by Erie.)		.....	55,400	8	100	66
Sept. 30, 1870	Paterson and Newark.....New Jersey.	—	(Leased	and oper. by Erie)		.....	.....	—	100	....
Sept. 30, 1870	Paterson and Ramapo.....New Jersey.	—	(Leased	and oper. by Erie.)		.....	26,500	5½	100	....
Dec. 31, 1870	Pekin, Lincoln and Decatur.....Illinois.	—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	Pemberton and Hightstown....N. Jersey.	—	(Leas. &	oper. by C	'm.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	Pemberton and New York...New Jersey.	—	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	Pennsylvania.....Pennsylvania.	601.6	10,185,433	.....	.....	17,531,707	6,271,222	10	50	115½
Nov. 30, 1870	Pennsylvania Coal.....Pennsylvania.	62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	Pennsylvania and N. York..N.Y. & Penn.	106 9	.....	.....	.....	949,686	311,814	—	100	....
Dec. 31, 1870	Peoria and Bureau Valley.....Illinois.	—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Jun. 30, 1871	Peoria, Pekin and Jacksonville...Illinois.	83.0	216,648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	Peoria and Rock Island.....Illinois.	90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	Perth Amboy and Woodbridge..N. Jersey.	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	Petersburg $.....Virginia.	92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	Philadelphia and Balt. Cent. Penn. & Md.	58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	Philadelphia and Erie $.....Pennsylvania.	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	49½
Oct. 31, 1870	Philadelphia and Reading..Pennsylvania.	33.6	405,605	.....	.....	700,465	303,186	10	50	172
Nov. 30, 1870	Philadelphia, Germantown and Norristown..Pa.	575.3	3,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	110½
Dec. 31, 1870	Philadelphia and Reading..Pennsylvania.	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	128
Oct. 31, 1870	Philadelphia and Trenton..Pennsylvania.	101.7	995,234	.....	.....	2,577,147	929,288	8	50	112
Dec. 31, 1870	Philadelphia, Wilm. and Baltimore..Penn.	200.5	.....	.....	.....	2,821,124	726,116	—	50	....
Oct. 31, 1870	Pitt, Cin. & St. Louis..Pa. & W. Va. Ohio.	72.0	522,044	.....	.....	655,736	186,848	—	50	....
Dec. 31, 1870	Pittsburg and Connellsville $.....Penn.	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	95½
Sept. 30, 1870	Pittsburg, Ft. W. and Chic..P., C., I. & [illegible]	—	(Leas.&	oper.by Bo	s.& Alb'y.)		27,000	6	100	85
Oct. 31, 1870	Pittsfield and North Adams.....Mass.	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	Port Huron and Lake Michigan.....Mich.	109.5	416,956	8,003,844	7,724,807	41,259	28,943	—	100	....
Dec. 31, 1870	Portland and Kennebec.....Maine.	27.5	.....	.....	.....	646,265	125,219	6	100	....
Dec. 31, 1870	Portland and Oxford Central.....Maine.	—	(Leased	& oper. by	Eastern.)	.....	.....	—	100	....
May 31, 1871	Portland, Saco and Portsmouth....Maine.	—	(Under	construction.)		.....	.....	—	100	....
Mar. 31, 1870	Port Royal.....South Carolina.	26.0	.....	.....	.....	.....	.....	10	100	129½
Sept. 30, 1870	Portsmouth, Gt. Falls and Conway..N. H.	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	Poughkeepsie and Eastern....New York.	26.0	.....	.....	.....	88,144	31,755	—	100	94½
Sept. 30, 1870	Providence, Warren and Bristol..R. I. & M.	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	Providence and Worcester..R. I. & Mass.	15.0	41.676	2,113,131	202,162	74,793	6,329	—	100	....
May 31, 1870	Quincy and Warsaw.....Illinois.	48.3	345,165	.....	(10 mos.	661,717	193,811	10	100	....
Nov. 30, 1870	Raleigh and Gaston $.....North Carolina.	—	(Leas. &	& oper. by	Ch., Burl.	& Quinc.)		—	100	....
Sept. 30, 1870	Reading and Columbia.....Pennsylvania.	97.0	164,049	1,153,379	5,929,904	313,183	80,370	5	100	....
Sept. 30, 1870	Rensselaer and Saratoga.....N. Y. & Vt.	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	Richmond and Danville $.....Virginia.	161.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	102
Sept. 30, 1870	Richmond, Frederick and Potomac $..Va.	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	Richmond and Petersburg $.....Virginia.	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	Richmond and York River $.....Virginia.	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	Roanoke Valley.....Va. & N. Carolina.	38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	Rochester and Genesee Valley..N. York.	22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	Rome.....Georgia.	—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	Rome, Watertown and Ogdensburg..N. Y.	20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	Rondout and Oswego.....New York.	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	110
Dec. 31, 1870	Rutland.....Vermont.	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	St. Croix and Penobscot.....Maine.	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	25½
Dec. 31, 1870	St. Joseph and Denver City.....Kansas.	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	St. Louis, Alton and Terre Haute..Illinois.	112.0	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	St. Louis, Council B. & Omaha..Mo.& Io.	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	*St. Louis and Iron Mountain* $...Missouri.	209.0	.....	.....	.....	1,890,376	580,474	—	100	18
Dec. 31, 1870	St. Louis, Jacksonville and Chicago...Ill.	—	(Under	construction	—80 m.i	n oper. Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	St. Louis and South Eastern.....Illinois.	201.0	635,019	.....	.....	1,372,236	385,803	—	100	58½
Dec. 31, 1870	St. Louis and St Joseph.....Mo.	—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	St. Louis, Vandalia & Terre Haute....Ill.	—	(Under	construction	on.)	.....	.....	—	100	....
Jun. 30, 1871	St. Paul and Chicago.....Minn.	—	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	*St. Paul and Pacific* (1st Div.).Minnesota.	—	(Leas. &	oper.by Te	rre H. & In	dianapo.)	.....	—	100	....
Dec. 31, 1870	St. Paul and Sioux City.....Minn.	—	(Under	construction	on.)	.....	.....	—	100	....
Dec. 31, 1870	Salem.....New Jersey.	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Sept. 30, 1870	Salem and Lowell.....Massachusetts.	110.0	284,410	.....	.....	390,513	176,529	—	100	....
Dec. 31, 1870	Sandusky, Mansfield and Newark..Ohio.	—	(Leas. &	oper.by W	est Jer.			6	50	....
Sept. 30, 1870	Saratoga and Schenectady....New York.	—	(Leas. &	oper.by B.	& Lowell.)			1.4	100	....
Dec. 31, 1870	Savannah & Charleston.....S. Car. & Ga.	116.3	433,006	.....	.....	480,173	130,246	—	100	....
Dec. 31, 1870	Sav., Griffin & North Alabama..Ga.& Ala.	—	(Leas.&	oper.by Re	nsselaer &	Saratog.)		8	100	....
Dec. 31, 1870	Savannah and Memphis.....Alabama.	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	Schuylkill Valley.....Pennsylvania.	—	(Oper.te	mporarily	by Mac. &	West'n.)		—	100	....
		—	(Under	construction	on.)			—	100	....
		—	(Leas. &	oper.by Ph	ila. & Read	ing.)		$[24,800]	5	50

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REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	800,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	60
Catawissa,* pref. and guar.	2,200,000	7	7	90
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	765,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,816	7	3	85½
Chicago and Alton, pref.	2,425,400	7	10	120½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,170,293	7	7	89½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,281	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	88
Erie, preferred	8,536,910	7	7	65½
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	64½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	30
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,656,135	6	...	22
" " 2d pref.	4,061,744	6	...	13½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	686,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	78½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	168½
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,995,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	201,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	850,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	7	7	77
St. Louis, Alton and T. H., pref.	2,040,000	7	7	54
Sandusky and Cincinnati, pref.	445,500	6	6	16½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	889,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	54
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	300,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,950	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	122½
Schuylkill Navigation, pref.	3,888,997	6	6	11
Union, preferred	.....	6	...	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Hartford Mining, pref.	5,774,400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	33 50	@ 35 —
Pig, American, No. 1		36 —	@ — —
Pig, American, No. 2		34 —	@ 35 —
Pig, American, Forge		33 —	@ 34 —
Bar, Refined, English and American		— —	@ 86 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		107 50	@120 —
Bar, Refined		90 —	@ — —
Bar, Common		95 —	@ — —
Scroll		107 50	@137 50
Ovals and Half-round		107 50	@125 —
Band		— —	@102 50
Horse Shoe		105 —	@115 —
Rods, ⅛@3-16 inch		95 —	@130 —
Hoop		112 50	@160 —
Nail Rod	per lb.	— 6	@ — —
Sheet, Russia, as to No's	(gold)	— 15½	@ — 16
Sheet, Single D. and T. Common		— 5½	@ — 6
Rails, English	(gold) per ton.	57 —	@ 59 —
Rails, American, at Works in Penna. c'y.		70 —	@ 71 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11	@ — 15
English German (2d and 1st quality)		— 10½	@ — 12
American Blister "Black Diamond"		— —	@ — 12
American, Cast, Tool,	do.	— 15	@ — 16
American, Spring,	do.	— 9	@ — 11
American Machinery	do.	— 9	@ — 10
American German	do.	— 9	@ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb.	— @ 4 65
Cut Spikes, all sizes		— @ 4 90
Clinch		5 15 @ 6 65
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 35
Copper		— @ — 40

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 43 @ — —
Straits	(gold).	— 38½ @ — —
English	(gold).	— 38 @ — —

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 9 37½ @ 9 62½	10 25 @ 11 —
I. C. Coke	8 25 @ 9 —	9 25 @ 10 25
Coke Terne	7 — @ 8 —	8 — @ 9 25
Charcoal Terne	8 25 @ 8 50	9 50 @ 10 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 13½ @ — —
Crude, 40 @ 47 gravity (in shipping order)		— 17 @ — 17½
Refined, Standard White (in ship'g order)		— 23 @ — —
Refined, prime White (in shipping order)		— — @ — —
Refined, S. W. (in jobbing lots)		— 24 @ — 24
Refined, S. W. (in tin)		— 28 @ — 28½
Naptha, Refined, (65 @ 73 gravity)		— — @ — 12½
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes. (Single Thick.)	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(2 qlts.)	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	16 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 28 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @26 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27.
Canton Co.	....	....	....	....	72	....
Central Pacific 6s	102½	103½	....	....	103½	103½
Central of N. Jersey	112	....	....	....	....	....
Chicago & Alton	117	....	....	....	....	117
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	63½	....	....	....	66	66½
" pref.	....	....	....	....	89½	....
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	92½	....	....	....	....	92
Chic., Rock Isl. & Pac.	104½	....	....	....	107½	107
Chi., R. I. & Pa. 7s, 1896	103½	105½	....	....	103½	....
Clev., Col., C. and Ind.	88½	88	....	....	88	88½
Clev. and Pittsburg	127	128	....	....	128½	129
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	103½	....	....	....	....
Col., Chi., & Ind. C.	19½	....	....	....	19½	....
" 1 M.	88½	89	....	....	....	89½
" 2 M.	....	....	....	....	72	....
Del. & Hudson Canal	123	....	....	....	....	....
Del. Lack. & Western	108½	109½	....	....	109½	109
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	98½
Dubuque & Sioux City	72	....	....	....	....	....
Erie Railway	32½	....	32½	....	32½	32½
" pref.	64	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	99
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	....	....	....	....	55	53½
" pref.	....	....	....	....	....	64½
" 8s, conv.	....	93½	....	....	94	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	101
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	91½	91½	....	....	92½	92½
Lake Shore Div. bonds	....	....	....	....	92	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	101	....	....	....	....	....
" 2 M.	....	....	....	....	98½	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	1½	1½	....	....	....	....
Milw. and St. Paul	53½	53	....	....	55	53½
" pref.	....	....	....	....	....	78½
" 1st mort.	94½	94½	....	....	....	94½
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	93½
Missouri 6s	....	98	....	....	98	98
" H. & St. J. 1s	93½	....	....	....	93	....
Morris and Essex	....	....	....	....	95	92½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	99½	....	....	....	90½
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	103	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv. 93	....	....	....	....	94½	95
" certificates	88½	....	....	....	89½	90½
N. York and Harlem	122	119s	....	....	....	118
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	102	....	....	....	....	....
N. Carolina 6s, old	31	....	31½	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	42½	....	....	....	44½	45½
" pref.	....	....	....	....	74	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	53½	53½	....	....	53½	53½
Panama	67	68	....	....	69½	66
Phila. and Reading	110½	110½	....	....	111½	110½
Pitts., Ft. W. & Chi. gtd.	96½	....	....	....	....	96½
" 1 M.	....	....	....	....	....	106½
" 2 M.	....	103½	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	28	....	....	....	25½	25½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	100	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	55½
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	61½	62	....	....	....	63½
" new	61½	62	....	....	....	63½
Tol., Wab. & Western	66	67½	68	....	71½	70½
" pref.	....	....	....	....	....	....
" 1 M.	....	97	....	....	....	97
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	86½	87	....	....	87	....
Union Pacific	28½	....	....	....	28½	28
" 1st mort.	91	91½	94	....	93	93
" L. Gt. 7s	....	78½	79	....	80	79½
" Inc. 10s	81½	81½	....	....	83	83
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	54	55½	51½	....	55½	55½
" def. cert.	....	....	....	....	21½	21

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	109¼	....	....	109¼	109¼	
U. S. 5s, 10-40s, reg.	....	....	....	108¼	....	
U. S. 5s, 1881, reg.	....	....	....	....	....	
U. S. 5s, 1881, coup.	109¼	109¼	....	....	109	109¼
U. S. 6s, 1881, reg.	113¼	113¼	....	....	....	....
U. S. 6s, 1881, coup.	117¼	117¼	....	....	....	117¼
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62.	109¼	....	....	....	109¼	109
U. S. 6s, 5-20s, c. 1862.	109¼	109¼	....	....	109¼	109¼
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	109¼
U. S. 6s, 5-20s, c. 1864.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65.	109¼	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	....	109¼	....	....	....	111¼
U. S. 6s, 5-20s, r. n. '65.	109¼	....	109¼	....	....	....
U. S. 6s, 5-20s, c. n '65.	114	114¼	114	....	114	114¼
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	115	....	115¼	....	115¼	115¼
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	....	115¼	....	....	115¼	115¼
U. S. 6s, Pac. R. R. issue	113¼	....	....	....	114¼	114¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	....	....	....
Camden and Amboy	134¾	135	....	129x	....	129
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	90¼	....	....	90¼	....
" 6s, 1889	....	....	....	....	....	90¼
" mort. 6s, '80	94	....	....	....	....	94¼
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38¾	39	...	39	....	38¾
" 6s, 1884	....	....	....	....	....	....
" Gold L.	90	....	....	90	....	90¼
" R. R. L.	....	....	....	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	60	....	60	....	....	60
" 6s new coup.	....	....	....	....	....	94¼
" 6s new reg.	....	....	....	93	....	....
Little Schuylkill R. R.	....	....	47	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	122½	....	....	....
North Pennsylvania	49¼	49¼	....	....	....	....
" 6s, 1880	101¼	....	....	....	....	....
" 7s	....	....	....	95	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	48¾	48¾	48¾	48	....	48¾
" 7s	....	....	....	....	....	83¼
Pennsylvania R. R.	58	57¾	57¾	57¾	....	57¾
" 1st M.	....	....	....	....	....	....
" 2d M.	98¼	....	....	....	....	....
" Gen. mort.	95	....	....	....	....	95
" " reg.	96¼	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	106¼	....	....	....	....	....
" 6s, 3d series	....	....	....	....	....	109¼
Philadelphia City, 6s	....	....	....	....	....	....
" new	99	99	99	99	....	99
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	57¾	55¾	55¾	55¾	....	55¾
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	89¼	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	78	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	21	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	33	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Baltimore City 6s, 1875	....	....	98	....	....	....
" 1886	....	....	....	....	....	....
" 1890	....	....	97½	....	....	97¼
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	141¼	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	94¼	....	95
Marietta & Cin. 1st M.	....	....	....	96½	....	....
" 2d M.	....	85¼	85¼	....	....	....
" 3d M. 8s	....	....	....	79¼	....	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s.	93¼	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	58	52¼	54¼	52¼	....	....
" Defer. Certif.	....	....	....	....	....	21
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

	Th.21.	F.22	Sat.23.	M.25.	Tu.26.	W.27
Boston and Albany	150	....	149¼	....	148	148¼
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	....	....
Boston and Providence	....	147¼	....	....	147¼	
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	27¾	28¼	28¼	....	29¼	29¼
Cheshire, pref.	....	....	....	....	....	85¼
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	106¼	....	106	....	105	104
Fitchburg	133	133	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	114x	....	114	114¼
Northern, N. H.	....	....	....	....	....	111¼
Ogdens. & Lake Champ	90	....	....	....	....	87x
" pref.	104	....	....	....	....	103¾
Old Colony & Newport	....	....	....	....	....	....
Ph., Wil. & Baltimore	....	....	55	....	....	56
Portl'd, Saco & Ports.	129¼	....	....	....	....	....
Union Pacific	....	27¾	....	....	28¼	....
" 6s	....	....	....	....	....	....
" Land Grant 7s	....	....	....	....	....	78
" Income 10s	....	....	....	....	....	80¼
Vermont & Canada	98¼	98¾	....	....	98¼	98¼
Vermont & Mass.	....	84	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	76	....	....	....	....
Middlesex "	....	....	....	....	....	97¾
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	....	11¾	....	....	....	....
Franklin "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Pewabic "	....	....	....	....	....	....
Quincy "	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Dec. 8.	Dec. 1.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	85 — 90	87 — 92
Do. do., 2d mort., 1881	78 — 82	80 — 85
Do. Penn., 1st mort., 1877	85 — 90	87 — 92
Do. do., 2d mort., 1882	78 — 82	80 — 85
Do. Consol. 7 per cent. mort. 1890	34¼ — 35¼	34 — 35
Detroit and Milwaukee 1st mort. 7s	74 — 79	73 — 78
Do. 2d mort. 8 p. c.	75 — 85	70 — 80
Erie shares 100 dol. all paid	25¾ — 28¼	26 — 26¼
Do. sterlg. 6 p. c. convertible bonds	75 — 77	75 — 77
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 100 dol. shares, all paid	109 —110	109 —110
Marietta and Cincinnati 7s	84 — 86	84 — 86
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	99 —101	99 —101
Panama General mort. 7s, 1897	73 — 80	73 — 80
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	97¼ — 98¼	97¼ — 98¼
Do. $50 shares	48¼ — 49¼	48¼ — 49¼
Philadelphia and Erie 1st mort. 1881	94 — 96	93 — 95
Do. with option to be paid in Phila.	94 — 96	93 — 95

American Railroad Journal.

Saturday, December 30, 1871.

Stock Exchange and Money Market.

Money has been unusually active and stringent all through the week. The speculative inquiry has been more urgent, and with lighter offerings in the open market rates have ruled decidedly against the borrowing interest, having been on call toward the close quoted up to from 7 per cent. in gold, to as high as ¼ of one per cent. for carrying stocks over from one day to another. Some few of the large Government houses have had their wants provided for, on call, at the legal rate in currency, but this has been an exceptional feature of the week's business. For mercantile credits, there has been comparatively little currency, at the nominal ruling discount figures, which have been from 8@12 per cent per annum. The various corporations, having January dividends to provide for, have been collecting their funds; and this movement, with the settlements which always attend the closing of the year, caused a good deal of shifting of loans and tended to stimulate the activety in the market. The city banks, in their last weekly exhibit, showed a marked decrease in all their averages, due largely to the fact that several banks, which are not members of the Clearing House Association were not reported in the latest statement, while they were included in the previous week's summary; and it has been announced that they will not be embraced in future returns.

The city banks, in their latest return, show a reduction of $3,314,600 of legal tender notes, $2,986,300 of specie, and $18,544,600 of deposits; also a decrease of $11,796,700 in their loan and discount averages, and $458,200 in their item of circulation. The city bank exchanges, last week, averaged $106,261,542; and thus far, this week, 93¼ millions daily. The banks now hold $7,001,925 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $22,764,700, against $18,389,756 same time last year. The city bank deposits are now $199,346,700 against $188,748,754 week ending Dec. 24th, 1870. The legal tender reserve amounts to $41,217,800 against $46,789,688 same time last year. The circulation now stands at $28,575,600 against $32,183,983, same time last year. The loans are now $271,888,000, against $264,811,129 at this date last year.

The U. S. Sub-Treasury increased its currency balance $1,628,516 and its coin reserve $402,062, as the result of the week's business. The receipts of the office were $3,561,382 in coin, and $4,106,962 in currency; payments, $3,159,320 in coin, and $2,478,446 in currency. The office received $1,625,000 in coin or its equivalent, from customs; and disbursed $2,478,446 of coin interest.

The U. S. Sub-Treasurer retired, last week, $1,356,789 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for $369,652,500; and as security for deposits of public money, United States bonds for $15,249,000. The aggregate of the outstanding circulation of the National Banks of the country is $327,578,826. National gold bank circulation issued to date, $520,000.

Government revenues have been yielding moderately, since our last. The excises yielded last week about 2¾ millions, and thus far since July 1, about 65 millions. The customs at the port of New York, last week were $1,571,786; and at the outports, equal to about $525,000 more, all in coin, or coin certificates.

Gold has been quoted lower under increasing offerings, and a less confident demand, particularly from speculative sources. The severe pressure in the Money Market has been against active dealings at the Gold, as well as at the Stock Exchange. The customs call has been on a restricted scale, and the export drain, unimportant. The range of the price during the week has been from 108⅜@108⅞ and the closing quotation on Wednesday was 108⅛ against 108⅞ the preceding Wednesday. The specie outflow, last week, was $297,882; The Gold Exchange Bank clearances have averaged about 46 millions a day during the week.

The specie exports on Wednesday were $277,374.

The customs demand for Gold last week, averaged $325,000 a day; thus far, this week, it has averaged $325,000 a day or equal to a

weekly aggregate of $2,150,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $470, and since Jan. 1, 1871, $8,582,679 against $11,550,710 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been $152,080,901 against $138,089,755 same time in 1870.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Dec. 23, 1871, $82,084,694, against $85,946,919 same time in 1870.

The export drain of specie was $297,882 last week, against $420,127, same week preceding year. The shipments since January 1, 1871, have been $63,762,719, against $58,246,983 same time in 1870.

The Assistant Treasurer at this port has paid paid out about 22 millions of gold on account of Five-Twenties redeemed altogether.

Foreign Exchange has been held with a fair show of firmness on quite moderate offerings of prime bills, but has been without activity. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109¼; sight bills on London, 109¾@109⅞.

The produce exports from this port, week ending with Dec. 27, were to the currency value of $4,048,894.

Government securities have been offered with unusual reserve, notwithstanding the severity of the Money pressure, and prices have been generally quoted strong and buoyant, with a fair inquiry for the long date bonds.

On Tuesday, the U. S. Assistant Treasurer gave public notice that in conformity with instructions of the Secretary of the Treasury, "called" bonds of the loan of 1862 will hereafter be accepted in any purchases of bonds that may be made at the Government office, subject to the same regulations as govern the purchases of other Five-twenty bonds.

On Wednesday, Government bought in $240,550 of Five-Twenties at 108 30@108 49. The amount of bonds offered was $278,650 at from 108 30@108 75.

Government commenced the prepayment of the January interest on the Public Debt, on Wednesday, Dec. 27.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117½@117⅝; U. S. Five-Twenties of 1862, (other than the bonds called in) 109⅛@109¾; U. S. Five-Twenties of 1864 at 109⅛@109¾; U. S. Five-Twenties of 1865, 111@111¼; U. S. Five-Twenties of 1865 consolidated, 114@114¼; U. S. Five Twenties of 1867, 115⅜@115⅝; U. S. Five-Twenties of 1868, 115⅛@115⅜; U. S. Ten-forties at 109¼@109⅛; U. S. Fives of 1881 (Funding Loan) 109@109¼. Six per cent. currency bonds, 114⅜@114⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 13.	Dec. 20.	Dec. 27.
Consols	92¼	92½	92½
U.S. 5-20's of 1862	92⅜	92½	92
U. S. 5-20s, 1865	93⅛	93⅛	93⅞
" 1867	96½	*93¾	93⅞
" 10-40s	91⅛	91⅞	91¾
Erie	27⅛	27⅛	27⅜

* Less the January coupon.

The new Funding Five per cent. Loan was quoted in London on Wednesday at 91¼@91⅜.

State bonds have been quiet, and irregular in price.

Railway bonds have been attracting more than the usual share of attention from investment buyers; and the more substantial of the older loans have been very firm in price on light offerings. Central Pacific Sixes have been in better request, closing at 103⅛@103¼. For the Chesapeake and Ohio Sixes there has been an improved investment inquiry, and the bonds have been marketing at a rate which promises the early closing out of the small remainder of the Loan (less than two millions). The price is now quoted at 91 per cent. and accrued interest.

Railway and miscellaneous share property has been moderately active, and despite the unusual Money stringency, prices though irregular, closed stronger.

General business has been comparatively tame, and values have generally favored purchasers. Middling upland cotton closed on Wednesday at 20@20⅛ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,306,398 bales, against 1,561,924 bales same time in the preceding year; exports 626,000 bales, against 832,555 bales in the previous year; stock at the ports at latest dates, 429,178 bales, against 489,024 bales same date 1870.

At the Live Stock Markets, Beeves have been in limited demand and at from 7½@13 cts.; Veals at 4@10½ cts.; Sheep at 4@8 cts.; Lambs at 5@9 cts.; Swine, at 4 cts. per lb., all live weight. The week's receipts were 5,425 Beeves, 670 Veal Calves, 18,868 Sheep and Lambs; and 49,753 Swine. The aggregate receipts in 1871 were 374,995 Beeves, 4,377 Cows, 121,171 Calves, 1,316,408 Sheeps and Lambs, and 41,310,280 Swine.

Foreign goods continue in moderate request at about previous rates. The week's imports of foreign goods reached $5,232,039, including $1,470,789 of dry goods.

Ocean freights have been less active with rates quoted easier and irregular.

At the auction sale of Scranton Coal on Wednesday 120,000 tons were disposed of at a further reduction, the range having been from $3 42½@$5, as against $3 85@$5 25 in November.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 24¼; do., Apl. and Oct., 22; North Caroline 6s, special tax, 12½; do. Fund Act, 1866, 24; do., 1868, 20; Louisiana 6s, Levee bonds, 62½; Mil. and St. Paul 1st mort. Iowa div., 90; St. Louis and Iron Mt. 1st mort., 96; Cedar Falls and Minnesota 1st mort., 85; Long Dock bonds, 90; Toledo, Peoria and Warsaw 1st mort. E. D., 94; Toledo, Wabash and Western consol., 87; Ohio and Mississippi 2d mort., 81½; New York and New Haven R. R. 6s, 97; Central of New Jersey new, bonds, 104; Albany and Susq. R. R., 91; Long Island R.R., 61; Lake Shore and Michigan scrip., 84½; Quicksilver pref., 80½; Western Union Tel., 60⅜; do. 7s, 92¾; Consol. Coal of Md., 28½; Am. Coal, 25; Am. Mer. Union Exp., 59¾; U. S. Exp., 65; Adams Exp., 91½; Wells, Fargo Exp., 56½.

Philadelphia.—Morris Canal 1st mort., 92; do., 2d mort., 90½; West Jersey 7s, 102; Steubenville and Indiana 1st mort., 75½; Huntingdon and Broad Top Mt. R. R., 11; do. 1st mort., 101¼; Penn. and New York 7s, 93¾; Wilmington and Reading 7s, 96; Susquehanna Canal 6s, 70¼; Allegheny Valley R. R. 7 3-10s, 94; Catawissa R. R. 7s, 95; Allegheny County 5s, 78½; St. Nicholas Coal, 2. The latest quotations are: City 6s, —@94⅞; do. free of tax, 99@99¼; Pennsylvania State 6s, W. L. 102@102¾; do. 1st series, 103@103½; do. 2d series 106¼@106½; do. 3d series, 109¼@109½; Reading, 55⅞@55⅞; do. 7s, 1893, —@101; do. mort. 6s, 1880, 92½@—; Camden and Amboy, 128¾@129; do. mort. 6s, 1889, 93½@94; do. 1883, 90@90½; do. 1889, 88@89; Pennsylvania R.R., 57⅜@57¾; do. 1st mort., 102@102; do. 2d mort., 98½@99; do. General mort. coupon, 94½@95; do. reg., 96¼@—; Little Schuylkill R. R., 47@47½; Morris Canal, 49@50; do. pref., 122½@124; do. 6s, 92@92; Susquehanna Canal, 6½@11; do. 6s, 70@70¼; Schuylkill Nav., 8½@8½; do. pref., 16@17; do. 6s, 1882, 78¼@78½; Elmira and Williamsport pref., 42@45; do. 7s, 1873, 92@—; do. 5s, 58@—; Lehigh Coal and Navigation, 38½@38⅝; do. 6s, 1884, 86@88; do. R. R. Loan, 94@95; do. Gold Loan, 90@90½; North Pennsylvania 49@50; do. 6s, 101@101½; do., 7s, 95¼@95½: do. Chattle 10s, 110@112; Philadelphia and Erie, 24¾@25; do. 6s, 89@90; Minehill, 54½@55; Catawissa, 16@17; do. pref., 44½@45; Lehigh Valley, 60¼@60½; do. 6s, new coupon, 94½@95; do. reg., 94½@95½; do. 7s, 101¼@101½; Fifth and Sixth streets, (horse,) 44@48½; Second and Third, 65@65; Thirteenth and Fifteenth, 21¾@23¼; Spruce and Pine, 33@33; Green and Coates, 47@—; Chestnut and Walnut, 54@—; Hestonville, 20@21; Union, 60@—; Germantown, 35@36.

Boston.—Vermont Central 1st mort., 83; Connecticut and Passumpsic Rivers R. R., 91½; do. 7s, 1876, 99¼; Maryland and Delaware R. R. 1st mort. 6s, 1885, 50; Old Colony and Newport 7s, 1877, 102½; do. 6s, 1875, 96⅜; Chicago, Dubuque and Minnesota 8s, 1901, 89½; Cedar Rapids and Missouri 7s, 1916, 89⅞; Western R. R. 6s, 1875, 98¼; Boston and Albany 7s, new, 105¾; Cincinnati, Sandusky and Cleveland R. R., 20; 7s, 1890, 82; Indianapolis, Cincinnati and Lafayette R. R., 2⅞; Summit Branch R. R., 43; Burlington and Missouri River R. R. in Nebraska, 42; do. 8s, 95; Rutland R. R., 25⅜; do. 7s, 1880, 84; Portsmouth, Great Falls and Conway R. R., 94½; Eastern (N. H.) R. R., 101; Norwich and Worcester R. R., 116¼; Cary Imp. Co., 13½; Boston Water Power Co., 42½; Maine 6s, 1889, 100¼; New Hampshire 6s, 1874, 100; Massachusetts 5s, 1883, gold, 98¾; Boston 5s, 1877, gold, 97; do. 6s, 1874, 100½; Cambridge 6s, 1886, 99; Salem 6s, 1877, 98¾; Portland 6s, 1886, 97½; Hartford 6s, 1881, 97½; do. 1876, 97; Chicago 7s, 1881, 95; St. Louis County 7s, 1888, 96½; Lowell 6s, 1890, 99; Minneapolis 8s, 1900, 94⅞; Bath 6s, 1891, 93½; Charlestown 6s, 1891, 90½; Bangor 6s, 1885, 91¾; Allouez Mining Co., 4⅜; Canada, 20c.; Hancock, 3¼; Petherick 1½.

Baltimore.—Western Maryland 1st mort. unendorsed, 81; do., 3d mort. guar., 92; Orange and Alexandria 2d mort., 6s, 82½; do. 4th mort., 8s, 82½; Orange, Alexandria and Manassas 7s, 85; Richmond and Danville bonds, 77⅝; Virginia 6s, old reg., 46; Maryland Defense Loan, 102;

Memphis City 6s, 58¼. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93¾@94; Baltimore and Ohio, 141¼@141½; do., 6s, 1875, 96@—; do., 1880, 96@96½; do., 1885, 94@94⅞; Northern Central, 38¼@38½; do. 6s, 1885, 93¼@93½; do., 1900, 85@86½; do., 6s, 1900, gold, 93¼@93½; N. W. Va 1st mort., 99@—; do., 2d mort., 99@100; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 95⅝@96; do., 2d mort., 85¼@85⅜; do., 3d mort., 79¼@80; Central Ohio, 28@30; do., 1st mort., 85½@86; Western Md. 1st mort. 6s, 1890, 81@—; guar. by Baltimore City, 92½@97; do., 3d mort., guar., 91@92; do., 2d mort. pref., 67@—; do., 6s, guar. by Washington Co., 84@85¼; Richmond and Danville bonds, 77½@78; Orange and Alexandria 1st mort. 6s, 85@93¼; do., 2d mort. 6s, 82¼@83; do., 3d mort. 8s, 89@91; do., 4th mort. 8s, 82½@82½; Orange, Alex. and Manassas 7s, 84@85; Virginia and Tennessee 8s, 89@90; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78½@82; Baltimore 6s, 1875, 98@99; do., 1884, 96@97; do. 1886, 96@98; do., 1890, 97@98; do., 1893, 97½@98; do., 1900, 98¼@99¾; Memphis City 6s, 58@58½; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 101@102; City Passenger R. R., 24@25; George's Creek Coal, 80½@86¾.

Railroads in California.

There are now in operation in California 902½ miles of railroad, as follows: Main Central Pacific road (to State line) 293, California and Oregon branch of same (Roseville Junction to Red Bluff) 115, San Joaquin Valley branch of same (Lathrop to Bear Creek) 58, Southern Pacific (to Hollister) 100, Watsonville branch of same 20, California Pacific (Vallejo to Marysville) 95, Napa Valley branch of same to Calister 33, North Pacific (Donahue to Healdsburg) 42, Sacramento Valley road 48, California and Northern (Marysville to Oroville) 26, San Pedro and Los Angeles 21, Stockton and Copperopolis road to Milton 48, San Rafael and San Quentin 3½ miles.

☞ At the recent annual meeting of the Norwich and New York Transportation Co., at Norwich, Conn., a committee was appointed to procure estimates for the building of a large passenger boat, to take the place of the City of New London, recently burned. The officers elected were:—President A. F. Smith, Norwich; general manager, Julius Webb, Norwich; Secretary and treasurer, H. R. Parker, Norwich.

☞ The Commissioners of the Intercolonial Railway have assured the Halifax Chamber of Commerce, that about 85 per cent. of the heaviest work on the line is in a state of great forwardness; that the rest would be rapidly pushed forward, and that the people of Halifax would have the pleasure of passing over the road early next summer.

☞ The total delivery from the mines of the Port Henry Iron Ore Company, and Witherbe, Sherman & Co's mines this season has been about 200,000 tons, which is nearly 50,000 increase on any previous year's delivery.

☞ The Clarke (Va.) *Courier* learns from a reliable source that the work of constructing the Shenandoah Valley railroad would be resumed about the first of January.

Erie Railway.

According to the report of this road for the year ending September 30, 1871, the total amount of capital stock paid in is $86,536,910; funded debt, $26,398,800, (an increase of $3,000,000). The following table shows the cost of the road and equipment:

	By last report.	By present report.
For gradation and masonry.....	$2,427,315 08	$2,480,545 57
For bridges.....	12,666 52	12,666 52
Superstructure, including iron...	3,406,046 54	3,981,773 58
Passenger & fr'ght stations, buildings & fixtures.	1,342,790 25	1,600,328 90
Engine and car-houses, machine shops, machinery and fixtures	1,837,618 83	1,858,095 20
Land, land damages and fences	572,104 03	534,779 03
Locomotives and fixtures, and snow-ploughs.	3,518,095 98	4,087,606 91
Passenger & baggage cars.....	914,023 40	989,456 15
Freight and other cars.....	4,008,468 64	4,783,374 43
Pavonia and 23d street ferries..	532,548 16	549,385 15
New York & Erie Railroad.....	55,443,905 59	86,026,350 78
Total cost of road and equipment.	$73,965,587 02	$106,904,862 22

The following statistics are furnished: Passengers carried, 3,509,208; freight, 4,844,208 tons; average speed (with stops), 20 miles per hour; (in motion), 26 miles; express, 30 and 40 miles; coal carried, 2,199,418 tons; expended for repairs, building, etc., $3,432,948; repairs of machinery, cars, etc., $2,854,644; office expenses, agents, conductors, damage to property, etc., $411,502.

The earnings were $17,168,005—$3,247,667 of which was from passengers and $13,282,235 from freight. The net earnings amounted to $118,264. 182 persons were killed on the road and 131 injured.

☞ The Wilmington and Western Railroad, connecting Wilmington, Del., with Oxford, Chester county, Pa., is progressing, and it is thought the grading will be completed by spring as far as Ladenburg.

☞ The Jacksonport (Ark.) *Statesman* says that the engineers of the Memphis and Kansas City Railroad have made the preliminary survey from Batesville to Jacksonport, and located the bridge just below Paroquette Bluff.

☞ The Directors of the Miramar (Pa.) Railroad Company at a recent meeting resolved to change the name of the corporation to that of the Harrisburg and Potomac Railroad Company.

☞ The trains on the Sunbury and Lewistown Railroad are now making connection with the trains on the Northern Central Road.

☞ The survey of the Berks County (Pa.) Railroad will be completed in about two months, and the work will then be put under contract.

☞ The Pennsylvania and Delaware Railroad, from Pomeroy to Delaware Bay, has now most of the grading and masonry completed,

☞ REDEMPTION OF FIVE-TWENTIES OF 1862.

SECOND SERIES.

Further calls of the second and subsequent series of the Five-twenties of 1862 will doubtless follow during the coming year.

The recent relative market values of called and uncalled Bonds show that HOLDERS CAN REALIZE A BETTER PRICE FOR THEIR BONDS BEFORE THEY ARE CALLED IN THAN AFTERWARD.

Holders of ALL FIVE-TWENTIES OF 1862, and especially of the SECOND SERIES, will therefore do well to consider the subject of reinvestment in a more permanent form without delay.

The amount of really first-class and absolutely safe six per cent. Gold Bonds, which can now be had at anything less than par, is very limited. Prominent among them are the SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY, which we offer and recommend, *believing them to be as absolutely safe as the Bonds of the Government.* Less than $2,000,000 now remain unsold, and they will be rapidly taken up. Present price, 94, and accrued interest. Interest and principal payable in gold in New York City. Interest May 1 and November 1. Denominations, $1,000, $500, and $100—coupon or registered.

We buy and sell, as usual, GOVERNMENT AND CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS. Accounts of Banks, Bankers, and others received, on which we allow interest at the rate of four per cent. Orders for Investment Stocks and Bonds executed at the Stock Exchange.

FISK & HATCH.

HARVEY FISK,
A. S. HATCH.

Union Pacific Railroad.

The following is a statement of the Land Department of the Union Pacific Railroad, November 1, 1871:

Total land grant bonds issued....		$10,400,000 00
Less cancelled by land department.....	$908,000	
Less bought by trustees..	201,000	
		1,109,000 00
Bonds outstanding Nov. 1, 1871 ..		$9,291,000 00
Land notes on hand (interest not included) applicable to redemption of bonds.....		944,587 74
Leaving bonds to be provided for out of lands.....		$8,346,412 26
Total sales of lands to Oct. 31, 1871, 480,141 29 acres for.....		$2,030,881 88
Average per acre.....		$4 28
Lands unsold, 11,579,858 71 acres.		

☞ The Southern Ohio Railroad Company has been incorporated with a capital of $3,000,000. This road runs from Huntington on the Ohio River, up Symmes Creek, through Lawrence, Gallia, Jackson, Highland, Pike, Clinton, Warren and Green counties, to Dayton, Ohio, and will be a valuable feeder to the Chesapeake and Ohio trunk line eastward.

☞ The Camden and Amboy Railroad and Delaware and Raritan Canal Companies the New Jersey Railroad and Transportation Company, and the Philadelphia and Trenton Railroad Company have each declared a dividend of seven per cent., payable January 2, 1872.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR DAMAGE DONE BY CINDERS FROM STEAM ENGINE WITHOUT PROPER SCREEN.

The facts in the late case of Bedell vs. The Long Island Railroad Company, (44 N. Y., 367), are as follows:

The action was brought to recover damages for the alleged burning, by the defendant, of the plaintiff's dwelling house, situated in the village of Hempstead in Queens County, on the 23rd day of October 1865.

The defendant, on that day, was running a dummy engine on the Hempstead branch track, that track being the property of the defendant, and connected with its main road. The track runs over Main street, in a northerly direction from Hempstead village. The plaintiff's house was on the northeast corner of Main and Jackson streets on the west side of the railroad, 32½ feet from the track.

On the day in question the engine passed the house on an up trip about 12 o'clock, and a few minutes after the house was discovered to be on fire on the easterly slope of the roof near the eaves.

The house was entirely consumed, together with some of the furniture.

The engine had formerly been guarded by a spark catcher or screen on top of the smoke pipe; this had been removed for some weeks, during which time sparks and ignited cinders of a considerable size had been thrown in profusion from the engine while in motion, setting fire to fences, and on one occasion flying over the top of the house next south of plaintiff's, and setting fire to it on the west side; and on the morning in questions cinders and coals had been thrown upon the stoop of the last named house.

The fuel used in the engine was oak and pine wood.

A day or two after the fire, a screen was put on the smoke pipe, and kept there until coal was substituted for wood.

The fire in the engine was but a few feet from the top of the smoke pipe.

There was no fire in the plaintiff's house, except a moderate one in a stove in the extreme west end of the extension, on the west side of the main house. The other material facts appear from the opinion of the Court.

The jury rendered a verdict for the plaintiff. The defendant appealed to the General Term of the second district, and from affirmance there to this Court.

The following is the opinion of the Court delivered by—

EARL, C.—The only grounds upon which we are asked to reverse that judgment below are, that there was no proof of negligence, and hence that the plaintiff should have been nonsuited; and that improper evidence was received by the judge at the trial, as to the value of the dwelling-house.

1. The mere fact that large sparks were emitted from the engine in such profusion and were carried to such a distance, as to set fire to adjoining fences and buildings, is sufficient to show that there was some carelessness, as common observation and experience show that engines can be and are run through the country without such dangerous consequences. There was, however, evidence that a spark arrester had been used upon the smoke pipe of this engine before and after the accident, and that while thus used there was no damage from the sparks. The spark arrester had been left off for some weeks before the accident, and this furnished some evidence of negligence. It matters not that it were not common to use the spark arrester upon dummy engines. It is enough that the evidence tended to show that this engine could not with safety be run near dwellings without this appendage, and that it could be with it, and hence ordinary prudence required its use. It is sufficient upon this branch of the case that there was some evidence from which the jury could properly infer negligence in the care management or construction of the engine.

2. To the witness Clomes, who was a carpenter, and knew plaintiff's house, had been in the kitchen of it and knew the dimensions, location and general appearance, the following questions were put by plaintiff's counsel: "Assuming the house to have been very plainly finished in the inside, and to have been partly built in 1814, and an addition made to it in 1836, and taking what you know of the condition of the house in your opinion what was the value of the house?"

To the witness Wells, who was a carpenter, assisted plaintiff in building an addition to his house in 1836, and was then all through the house outside daily after that and knew its condition outside but not inside, at the time of the fire, the following question was put by the plaintiff's counsel: "What in your opinion was the fair value of the house just prior to the fire?"

To the witness Brown, a carpenter, who testified that he knew the house, had seen it but little, and that the house was in good condition at the time of the fire, the following question was put. "Supposing the old part to be of oak and the new of pine, lathed and plastered, finished in a plain and substantial manner, and the timber of an ordinary size and amount what was the fair value of the building on the day of the fire?"

To each of these questions there was a mere general objection, without specifying any grounds, by defendant's counsel, and the court overruled the objection and permitted the witnesses to answer.

I do not think these objections furnish any grounds of error.

While the acquaintance of the witnesses with the house was not very minute and exact, yet they had a general acquaintance with the house, and could form some estimate and give some opinion as to its value. There is no rule of law, and there can be none, defining how much a witness shall know of property before he can be permitted to give an opinion of its value. He must have some acquaintance with it, sufficient to enable him to form some estimate of its value, and then it is for the jury to determine how much weight to attach to such estimate. Here the witnesses were carpenters and had a general acquaintance with the house; they knew its shape, location, external appearance, and to some extent, its internal condition; and the court did not err in allowing the opinions of its value to go to the jury for what they were worth.

If it was claimed, as to either of the questions, that it was incompetent for assuming facts not true or not proven, such ground of objection should have been specified, that the requisite proof might be given or the questions modified.

The judgment should be affirmed with costs.

Judgment affirmed.

Utilization of Coal Dust.

The Committee on Science and the Arts, constituted by the Franklin Institute of the State of Pennsylvania, for the Promotion of the Mechanic Arts, to whom was referred for examination specimens of artificial fuel prepared by MR. E. F. LOISEAU, of Philadelphia, report that they have made trials of the samples produced from anthracite and from bituminous coal.

The mode of manufacture, as related by Mr. Loiseau, is as follows:

1st. Anthracite small coal and dust were mixed with seven per cent. of clay, and compressed into cylindrical moulds about 4½ inches in diameter and 4 inches deep, or else into spherical masses, about 3 inches in diameter.

2d. The moulded masses are placed, for a few minutes, in a bath of benzine in which rosin has been dissolved, and from which they are removed and dried by an exposure to a current of air.

The object of coating them with a film of rosin is to prevent the absorption of moisture and consequent softening of the clay; the solution in benzine penetrates the mass of coal and clay to a depth of about ¼ of an inch and so efficiently closes the crevices that samples immersed in water for twelve hours were found dry in the interior when broken up for examination.

Both the anthracite and bituminous fuels were burned in a furnace measuring nine inches in diameter and seven inches in depth, each variety of fuel burned freely and was completely ashed, but the intensity of the combustion was less than that produced by anthracite or bituminous coals of small size burned in the same furnace.

These comparisons were made with a moderate and also with a strong draft.

The average amount of ash obtained from the anthracite artificial fuel was 16 per cent. and from the bituminous artificial fuel was 18.5 per cent.

The heating powers as obtained from trials in Thompson's apparatus are as follows:

One pound of anthracite artificial fuel evaporated	4.30 lbs. of water.
" "	8.50 lbs. of water.
" "	7.86 lbs. of water.
" "	6.76 lbs. of water.
An average of	6.85 lbs. of water.
One pound of bituminous artificial fuel evaporated	9.25 lbs. of water.
" "	11.11 lbs. of water.
" "	12.88 lbs. of water.
" "	10.61 lbs. of water.
An average of	10.99 lbs. of water.

The anthracite average is 7.40 lbs. of water.

The non-uniformity of result is partly due to the imperfect manipulation in mixing the coal and the clay, and partly to the varying amounts of solution of rosin absorbed in the bath to which the material is subjected. The imperfect manipulation can be remedied by the adoption of proper machinery for that part of the process.

The ability of the artificial fuel to bear transportation is less than that of anthracite, or good lump bituminous coals, but the structure is firmer than that of many bituminous and semi-bituminous coals that are carried to market. The masses will generally break up with a fall of three feet, upon a stone pavement, but are strong enough to bear ordinary handling and transportation, and should they become broken would suffer no damage, unless exposed to wet.

The samples of artificial fuel examined are well adapted for use for purposes in which great intensity of combustion is not desired.

For the production of steam in stationary boilers, and for household purposes it can be employed equally as well as any ordinary coal; and whenever the cost of preparation is less than the cost of mining coal, this invention will make

available the immense amounts of small coal now allowed to remain useless at the coal mines. It appears to work far better than the balls or bricks of coal dust and clay and lime that came into vogue in this city many years ago, when anthracite was brought to market without preparation by the coal breaker, which had not then been invented, the balls or bricks thus made not having the protection from wet secured by Mr. Loiseau by his resinous coating.

We consider the method of preparing artificial fuel from waste anthracite and bituminous coals, as presented by Mr. E. F. Loiseau, as ingenious and well adapted to the purpose, and worthy the attention of those interested in the production of a cheap fuel, adapted to a great variety of uses.

Respectfully submitted.

CHARLES M. CRESSON,
WILLIAM H. WAHL,
JOHN WISE,
} Sub-Committee.

Philadelphia, Dec. 19, 1871.

Detroit River Tunnel.

A large coffer dam, about 40 feet square, was constructed. Immense piles were driven down, in double rows, upon which were securely bolted six-inch planks also in double rows, thus making an immense box, or sheathing, of wood, a foot thick. Hard blue clay was then filled in, and a solid pier constructed. Through this newly-made land the shaft is to be sunk.

The shaft itself is a massive one of iron, weighing eight tons. Its diameter is 15 feet, its thickness nearly two feet. The water was found to be about 50 feet deep, and the shaft is to be sunk a distance of over 50 feet before the drainage tunnel will be commenced. It has been placed in position, and upon it the brick work has been built to a height of 10 feet. Owing to the frost and necessity of rendering everything perfectly solid and impervious the bricks are laid in asphalt. A temporary structure has been erected over the whole ground, and within fires are kept up continually that the frost may not penetrate the earth. Some twenty men are constantly employed. The base of the shaft is larger than the top, so as to allow of the passage of the same through the ground. By this there is less friction to overcome, and the earth around the shaft is much more easily loosened and broken.

The great weight of the iron base and the additional weight of the brick work will gradually sink it to the required depth. At what rate of progress this can be done it is impossible to say at present, as the shaft has yet hardly made more than an impression. The sinking is, of course, a comparatively easy matter. The real difficulties commence when the bottom is reached. The first movement, then, is to excavate the drainage tunnel. This will be 25 feet lower than the main tunnels at their respective entrances, and will lie between them. From both the Detroit and Windsor sides this tunnel will approach a gradual elevation to the centre, at which point it will be but slightly below the main tunnels. It will have a diameter of five feet, and be connected with the others by iron pipes.—*Detroit Post.*

Riviere du Loup Railway.

The route of this proposed line is on the eastern side of the River St. John, commencing at St. Mary's, opposite Fredericton, passing through the valley of the Keswick, at a short distance from Woodstock, thence to Grand Falls, with its termination at Little Falls, abont 160 miles from Fredericton, and 228 from St. John, N. B. The Province of Quebec will have some seventy miles to construct from the boundary line to Riviere du Loup, and then there will be a continuous line to St. John, the commercial capital of New Brunswick, from the upper Provinces. The gauge is to be 3 ft 6 in. The company are allowed by the Amendment Act until May, 1873, to make their surveys of the line, and until May, 1874, to commence construction. The time in which the whole railway is to be completed, under the Act is limited to May, 1879. By the terms of the Act of Assembly, passed in April, 1870, to aid the construction of this line, the Government is to give a bonus of 10,000 acres per mile to the company, the first 25,000 acres of which are to be granted when $100,000 shall have been expended in actual work on the railway. The lands to be granted are located in the Counties of York, Carleton and Victoria, and, besides being in themselves of great agricultural and manufacturing value, they will have their worth very much enhanced by the road in aid of which they are to be granted. The city councils of York and Carleton have already granted aid to the amount of $100,000 each, the former taking stock to that amount and the latter giving their grant as a bonus, and the Sessions of Victoria has guaranteed $50,000. The city of Fredericton, and the New Brunswick and Nova Scotia Land Company take $25,000 each in stock. It is quite probable that aid will be asked from the city of St. John, and when the matter, as it now stands, is fully presented to the public, there is little doubt that the proposition will be favorably entertained.—*St. John Telegraph.*

Commerce of New York.

The foreign imports at New York for the month of November, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.	$14,004,294	$13,123,708
Do. for warehousing	9,886,963	9,371,091
Free goods	1,491,905	1,609,142
Specie and bullion	2,734,075	33,779
Total entered at port	$28,117,237	$24,137,720
Withdrawn fr. wareh'use	6,325,530	9,005,491

The foreign imports at New York for the eleven months from January 1, were:

	1870.	1871.
Entered for consumpt'n.	$158,014,497	$195,643,997
Do. for warehousing	110,186,682	131,039,797
Free goods	12,666,091	26,493,931
Specie and bullion	11,533,106	6,226,407
Total entered at port	$292,400,376	$359,404,132
Withdrawn fr. wareh'se	106,063,953	118,492,610

The revenue from customs at New York for eleven months from January 1, has been as follows:

	1870.	1871.
Six months	$67,581,811 10	$73,692,107 93
In July	10,592,841 37	11,934,957 33
August	15,078,512 90	16,932,839 65
September	14,182,516 12	15,733,891 86
October	11,161,364 60	12,066,671 28
November	9,017,823 32	9,365 044 55
Eleven months	$127,614,869 41	$139,725,512 60

The exports from New York to foreign ports in the month of November, were:

	1870.	1871.
Domestic produce	$24,125,836	$18,603,795
Foreign free goods	1,963	64,464
Do. dutiable	785,553	564,328
Specie and bullion	4,896,257	2,124,539
Total exports	$29,809,609	$21,357,126
Do. exclusive of specie	24,913,352	19,232,587

The exports from New York to foreign ports for eleven months from January 1, were:

	1870.	1871.
Domestic produce	$166,566,411	$206,774,248
Foreign free goods	836,763	1,076.418
Do. dutiable	9,202 238	7,043,587
Specie and bullion	56,240,596	61,831,354
Total exports	$232,346,003	$276,725,607
Do. exclusive of specie	176,105,407	214,894,253

☞ The Midland (Canada) Railway Company ask for tenders for the remainder of their line from Beaverton to Orillia and Midland or Hog Bay on the Georgian Bay. The office of the company is at Port Hope, Ca.

New York Central and Hudson River R.R.

By a despatch from New York we learn that the completion of the Grand Central depot and the facilities it affords, has enabled Vice-President WM. H. Vanderbilt to perfect the organization implied by the consolidation of the Hudson River and New York Central Railroads. Mr. Vanderbilt now becomes the head of the consolidated companies, and hereafter the directing influence will be fixed in New York city. Mr. Edwin D. Worcester, Treasurer of the late Central Railroad, resigns that position and accepts the office of Secretary of the consolidated companies, vice Augustus Schell resigned. By this arrangement, Charles C. Clarke, for many years Treasurer of the Hudson River Railroad, becomes Treasurer of the consolidated companies. Mr. Druliraa continues the General Freight Agent and will remain in this city, as will also Mr. Utter, Comptroller of real estate, rents and taxes. Auxiliary to the New York management, ex-Senator Henry R. Pierson has been invested with the duty of Managing Director at this city. For the present Mr. Tillinghast is charged with the responsible duties of General Superintendent of the division west of this city, while Mr. Toucey has entire charge of the Grand Central depot at New York, its connections and line east of this city, and incidentally of the two bridges spanning the Hudson river here. C. H. Fisher is designated as Chief Engineer. The promotion of Mr. Worcester will be exceedingly gratifying to the numerous Albany friends of that gentleman, while the continuance of Mr. Pierson in his responsible position is a deserved compliment to a worthy and capable officer. Mr. Tillinghast's retention as Superintendent of the Central division is to be expected, as a matter of course. The General Office of the Company will still remain in this city, with which the interests of the road have been so long identified. It has always been fortunate in the selection of its officers, but never more so than now.—*Albany Journal.*

Canada Southern Railroad.

The work of constructing the Canada Southern Railway has been pushed forward during the past season with a remarkable degree of energy. Between Fort Erie and Amherstburg, on the Detroit river, 200 miles of this road will be completed by the 1st of January next. The bridges for the main line are nearly completed, and those for the St. Clair division will be shortly ready for erection. The entire grading and bridging will be completed and the road ready for the track by early spring. The main line is to be laid with the best English steel rails, of sixty pounds weight to the yard, and are to be laid with fish joints and chairs. As soon as navigation opens next spring the steel rails will be delivered, and it is expected that the road will be completed and open for business during 1872.

☞ The Directors of the Northern Extension of the Rochester, Nunda and Pennsylvania Railroad Company, organized in Rochester, will complete a chain of narrow-gauge railroad to extend from that city up the west side of the Genesee Valley, through Scottsville, Caledonia, York, Moscow and Cuyler to Mount Morris, and thence up the Cashequa Creek to Nunda, and thence through Angelica, Belvidere and other towns to Portville, near the Pennsylvania line, where it connects with a road of the same gauge extending sixty miles into the coal regions.

☞ Hon. Sobieski Ross, of Condersport, Perry county, Pa., has after three months' negotiations with the Pennsylvania Railroad Company, secured the transfer of the charter of the Jersey Shore, Pine Creek and Buffalo Railway to parties who have agreed to build the road. Mr. Ross gives assurance that the work will be pushed to a speedy completion.

Oil Creek and Allegheny River Railroad.

A meeting of the stockholders of this company was held in Philadelphia on the 19th inst., for the purpose of considering and acting on articles of consolidation and merger of the Union and Titusville Railroad Company with the Oil Creek and Allegheny River Railway Company. The stockholders adopted the merger by a unanimous vote.

The Oil Creek and Allegheny River Railway runs from Union along the Allegheny river to Oil City, from there to Petroleum Centre and up Oil Creek to Titusville, and thence to Corry.

The Union and Titusville Road runs from Titusville to Union, a distance of twenty-five miles, and there connects with the Atlantic and Great Western and Philadelphia and Erie Railroads, the road having three rails, thereby accommodating the wide and narrow gauges.

The acquisition of the Union and Titusville Railroad, it is said, will enable the Company to do business fifty per cent. cheaper than over the branch to Corry. The Pittsburgh connections with Buffalo occupy the Corry branch. The Union connection affords direct communication with Erie and the Lakes. The maximum grade is some forty feet to the mile less than the one running to Corry.

The capital stock of the Union and Titusville Railroad is $700,000, bonded for $500,000. The dividends are to be the same as the Oil Creek Company, viz: ten per cent.

This gives the Oil Creek Company nearly two hundred miles of single track. The passenger traffic on their road is $1 000 a day.

Baltimore and Drum Point Railroad.

The Calvert *Journal* says that the engineers are pushing the survey of this road through the Second and Eighth Election Districts of Anne Arundel county. In passing through the thickly wooded parts of the country they experienced some difficulty, but they have now reached a more open country and are advancing rapidly towards the Calvert line. They pronounce the country through which they have passed advantageous for grading and the construction of a cheap road. On the completion of this road connections will be formed by ferry steamers with several of the Eastern Shore railroads, thus making Anne Arundel county the great thoroughfare of travel for all the lower Eastern Shore counties to Baltimore.

Union Pacific Railroad Terminus.

The Executive Committee of the Union Pacific Railroad Company have, in consideration of the delivery of certain Douglass County bonds and depot grounds at Omaha, on the 1st day of January, by that city, resolved to make that place the actual terminus of the Union Pacific Railroad, to make up all trains bound West at that point, to build and retain all the depots, general offices and land department of the Company at that point, and to transfer cars of connecting roads without delay or discrimination. This action settles a long existing controversy between Council Bluffs and Omaha as to which would be the terminating point of the road.

☞ The officers of the Haliburton (Canada) Railway recently elected, are; J. D. Armour, Cobourg, President; Jas. Hall, Peterboro, Vice-President; Chas. Perry, Secretary; John Fowler, Managing Director; J. H. Dumble, Chief Engineer; W. J. Fowler, Treasurer; E. Burnham, Solicitor.

☞ Mr. J. B. Cunningham, of Nashua, N. H., has been engaged to make a survey of the new railroad route from that city through Hudson, Pelham and Salem to Plaistow, where it will connect with the Boston and Maine road. Distance 18 miles.

☞ The last rail between Willimantic and Putnam, on the Boston, Hartford and Erie Railroad, was laid on the 19th inst.

Russian Railways.

The opening of a new line from Smolensk to Brest is expected to produce a complete revolution in the relations between Central Russia and Western Europe, as the distance over which goods will have to be conveyed will be reduced by one-sixth. The distance between Bromberg and Moscow *via* Eydtkuhmen and St. Petersburg is 1,852 verstes, while by Warsaw and Smolensk it is only 1,503 verstes. The abbreviation of distance between Vienna and Moscow is more considerable still; by St. Petersburg it is 2,307 verstes, and by Warsaw 1 888 verstes only. A commission left St. Petersburg in November charged by the Minister of Means of Communications with the duty of inspecting two new lines just completed for traffic, with a view to the working of trains being commenced upon them. These two new lines are the Warsaw and Rostow and the Nikitskoy, a branch from the Donets Collieries to to the Azow line. The Breslau and Warsaw has obtained authority from the Russian Government to extend its line from the Russian frontier *via* Seradz, as far as Ludza: it is authorized at the same time to establish a branch from Seradz to Kalisch. The Russian Government has granted a concession of a new line from St. Petersburgh to the *embouchure* of the Neva, where it is proposed to construct a great port with docks and warehouses. A great bridge has been constructed over the Dnieper to carry the Krementchug and Kroukow over that river: this fine work is no less than 3,200 feet in length.—*Herapath.*

☞ About a year ago the Philadelphia, Wilmington and Baltimore Railroad Company began the alteration of the bed of their roads between Chester and Philadelphia, so as to avoid the damage and interruption of travel by the freshets of the Delaware. This is known as the Darby improvement. It is expected to be ready for the cars by July next. The estimated cost of the improvement is $1,500,000.

☞ It is officially announced that the Commissioners of the Sinking Fund of the Commonwealth of Pennsylvania have paid off of the State debt, for the year between December 1, 1870, and December 1, 1871, $2,131, 590 81, of which $394,043 63 were of 5 per cent. loan, $1,719,150 of 6 per cent. loan, $35 of old "relief notes," and $18,361 54 of over-due loans.

☞ The contract has been signed for the construction of the first section of the southern extension of the Wellington, Grey and Bruce Railway. The first sod was formally turned on the 16th inst., at Listowell.

☞ The bonded debt of the City of Chicago is stated by Mayor Medill at $14,103,300, and the floating debt at $687,000. The city's loss by the fire he estimates at $2,509,000.

☞ The directors of the New York and Long Branch Railroad are pushing the work earnestly, and have already commenced building the bridge over the Raritan River, near Perth Amboy.

☞ Between five and six miles of the Princeton extension of the Sheboygan and Fond du Lac Railroad have been supplied with iron. Track laying is progressing quite rapidly.

☞ The engineers are at work locating and grading the extension of the Lehigh Valley Road from Easton to Perth Amboy.

☞ Trains are now running on the New Jersey West Line Railroad between Baskingridge and Summit.

☞ The government commissioners appointed to examine so much of the Missouri, Kansas and Texas Railroad as is completed in Indian Territory, have made a favorable report. They say that the bridge across the Kansas river is nearly completed; that the ties are now delivered, and the iron will soon be laid to Canadian river.

☞ The track of the Manitowoc, Appleton and New London (Wis.) Railway is laid to the distance of twenty-five miles from Manitowoc.

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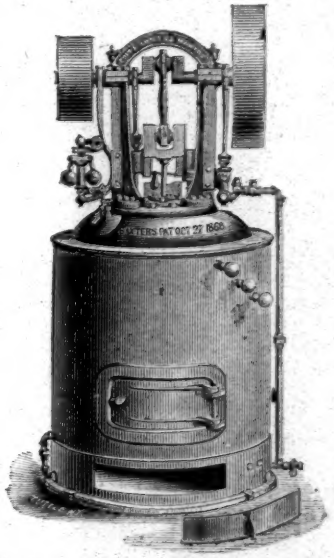
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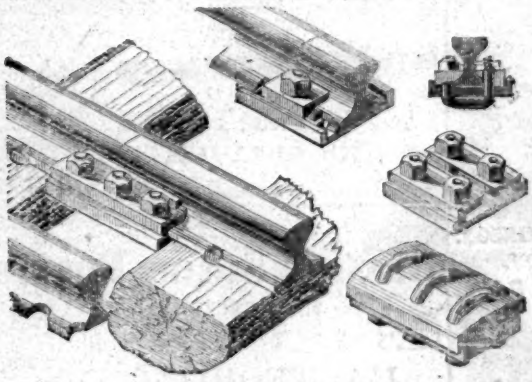
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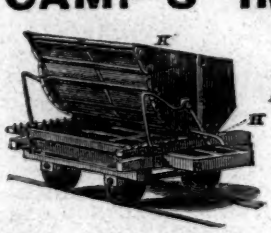


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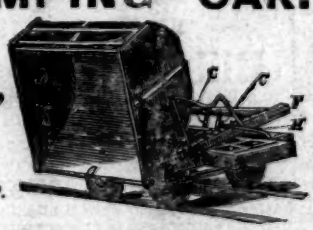


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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